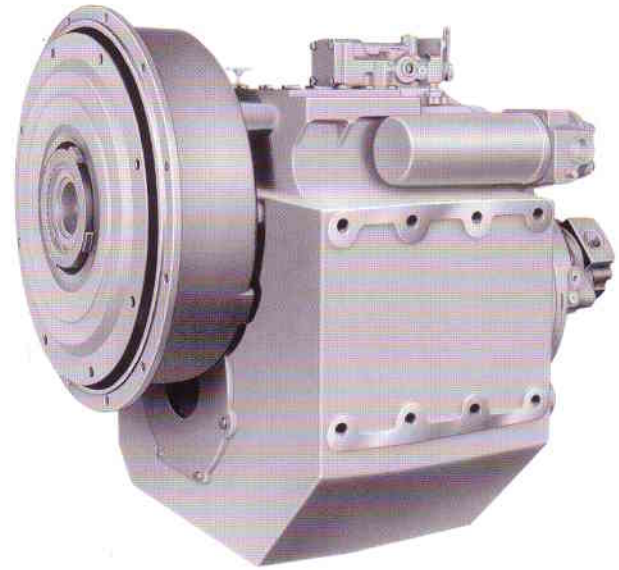
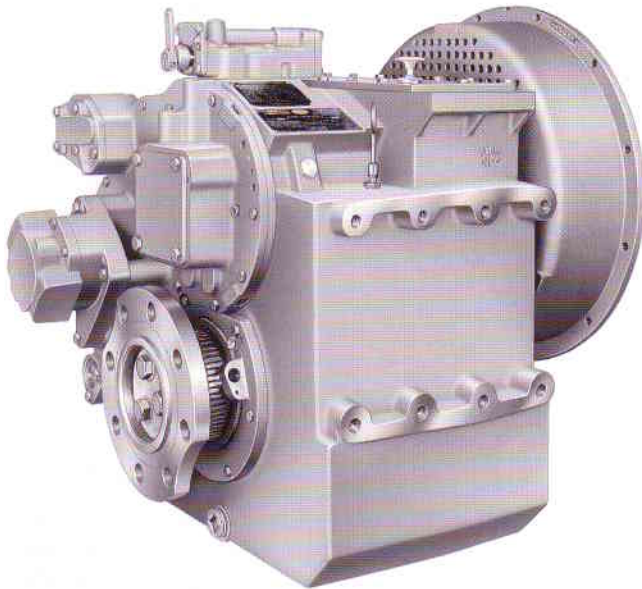




**Shallow Case
Reverse-Reduction
Marine Transmission
746 to 1081 kW
1000 to 1450 hp**

Count on Twin Disc when performance is critical



MG-5204SC shown with standard equipment

The lightweight, high horsepower capacity MG-5204SC marine transmission, with excellent reduction-ratio coverage, is designed for propulsion systems with high performance diesel engines to obtain optimum vessel performance.

Like all Twin Disc marine transmissions, the MG-5204SC has been designed and manufactured to give

boat owners many hours of reliable, trouble-free operation.

The ratings/ratios are the same thru forward or thru reverse for ahead propulsion when used with standard right-hand rotation engines.

Single helical ground gearing with oil-controlled/oil-cooled clutches, clutch engagement rate-of-rise feature and a robust light alloy main

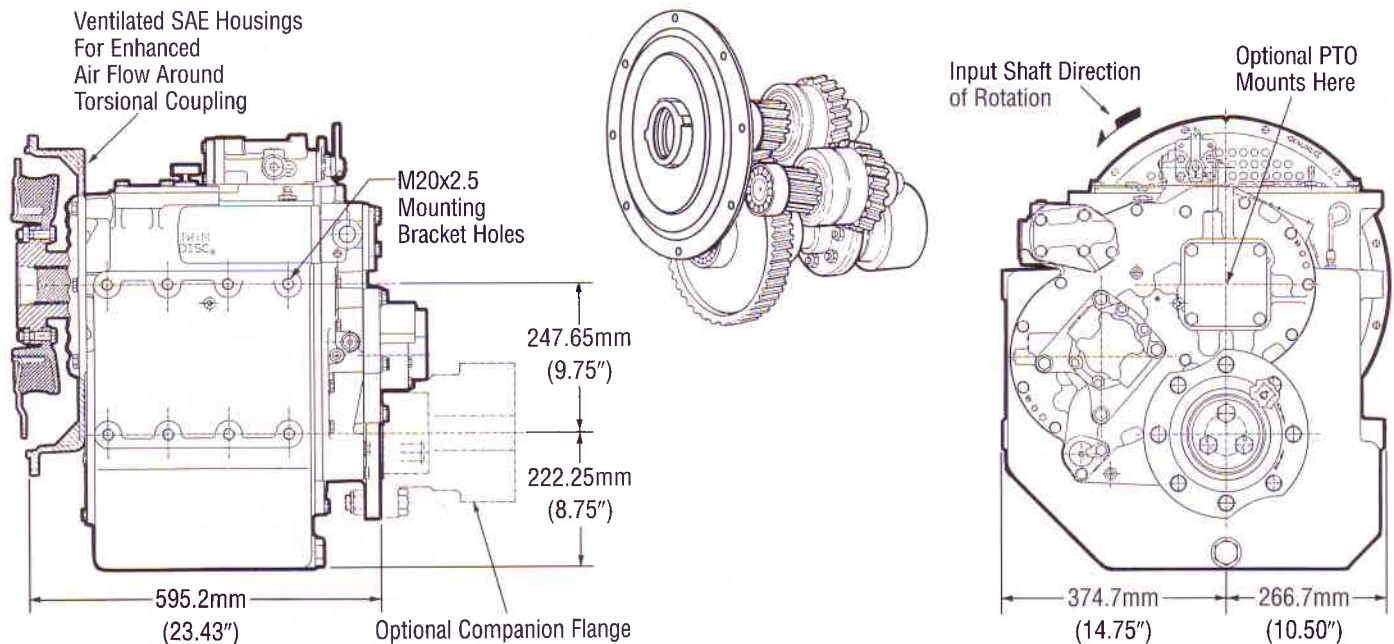
housing with conservatively rated anti-friction bearings are utilized in the MG-5204SC.

In-boat maintenance accessibility is another feature of the MG-5204SC. It is not necessary to remove the transmission or disturb alignment for most service functions, provided sufficient space exists aft of the transmission.

MODEL ASSY. DWG.	REDUCTION RATIOS :1	*INPUT RATINGS - KILOWATTS (HORSEPOWER)			MAX. RATED INPUT SPEED AND MIN. ENGINE LOW IDLE SPEED RPM
		INTERMEDIATE DUTY	PLEASURE CRAFT DUTY	PLEASURE CRAFT DUTY	
1016250	1.17, 1.53, 1.76, 2.03, 2.48, 2.92	2100 RPM	2300 RPM	2300 RPM	2400 max.
	3.48	746 (1000)	816 (1095)	1081 (1450)	
		746 (1000)	816 (1095)	1007 (1350)	450 min.

Please refer to back cover for service classification definitions.

*Ratings shown for use with standard rotation engines. Consult Twin Disc for ratings for use with non-standard rotation engines.



Specifications—MG-5204SC

- Dry weight – 409 kg (900 lbs.) – alloy housing
- SAE #1/SAE #0 housings (alloy)
- 14"/18" torsional input couplings
- Oil strainer/oil filter standard
- Mechanical selector valve standard
- Oil pressure gauge

Options:

- Companion flange/bolt set
 - Raw/fresh water heat exchangers
 - Mounting brackets
 - Trolling valves
 - 12V/24V electric selector valves
 - PTOs
 - Live SAE 'C' 4-bolt pump 112 kW (150 hp) @ 1800 rpm.
 - With disconnect clutch (hydraulic type) 78 kW (104 hp) @ 1800 rpm.
- NOTE: PTOs run at engine speed and in engine direction of rotation.
- Oil temperature gauges with electric high temperature alarm contacts.
 - Metric to NPTF adapter kit
- Specifications subject to change without prior notice in the interest of continual product improvements.

Service Classification Definitions

Intermediate Duty

Pleasure or Commercial usage of planing or semi-displacement hull craft can qualify for Intermediate Duty Service Classification if full throttle operation will average only a few hours per day with major portion of usage at partial throttle and total annual usage will be 2000 hours or less.

Examples: Long Range Pleasure Cruisers, Sportfish Charter Boats, Party Fishing Boats, Crew Boats, Harbor and Coastal Patrol Boats, Search and Rescue Boats, Fire Boats

Pleasure Craft

Maximum power capacity is intended only for personal use, planing hull pleasure craft where full engine throttle operation will be less than 5% of total time with balance of time at 87% of full throttle engine rpm or less. Marine transmissions used in long-range pleasure cruisers, sportfish charters or any commercial service should not be selected according to Pleasure Craft Service Classification.

Important Notice: Torsional Vibration

Disregarding propulsion system torsional compatibility could cause damage to components in the drive train resulting in loss of mobility. At minimum, system incompatibility could result in gear clatter at low speeds.

The responsibility for ensuring that the torsional compatibility of the propulsion system

is satisfactory rests with the assembler of the drive and driven equipment.

Torsional vibration analysis can be made by the engine builder, marine survey societies, independent consultants and others. Twin Disc is prepared to assist in finding solutions to potential torsional problems that relate to the marine transmission.

Twin Disc, Incorporated reminds users of these products that their safe operation depends on use in compliance with engineering information provided in this bulletin. Users are also reminded that safe operation depends on proper installation, operation and routine maintenance and inspection under prevailing conditions. It is the responsibility of users (and not Twin Disc, Incorporated) to provide and install guards or safety devices which may be required by recognized safety standards or by the Occupational Safety and Health Act of 1970 and its subsequent provisions.



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