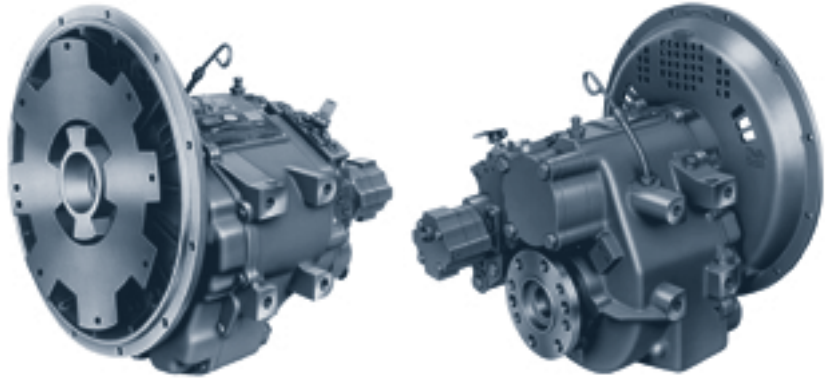


**MAXIMUM 345 KW (463 HP) @ 2800 RPM [PLEASURE CRAFT DUTY]****STANDARD EQUIPMENT****MG-5061 SC & MG-5061 A**

SAE housings no. 3, 2, & 1  
Torsional input couplings  
Clutch fill rate-of-rise valve  
Oil strainer

**OPTIONS**

	MG-5061 SC	MG-5061 A
12V or 24V electric selector valves	X	X
Companion flange/bolt set (companion flange standard on 3:1 ratio MG-5061)	X	X
Mounting brackets	X	X
Oil temperature/pressure gauges - mechanical type	X	X
Raw/fresh water heat exchangers	X	X
Single/dual stage 11.5" torsional input couplings	X	X
Trolling valve	X	X
Live PTO - SAE 'B' 2/4-bolt 37 kW (50 hp) @ 1800 rpm Turns at engine speed and same as engine direction of rotation.	X	X
Weight (dry weight with standard equipment)	<b>100 kg</b>	<b>98 kg</b>

Contact Twin Disc for Survey Society Approvals and Classifications.

Specifications subject to change without prior notice in the interest of continual product improvement.

**INPUT RATINGS – KILOWATTS (KW) (HORSEPOWER [HP])\***

MG-5061 SC	Reduction Ratios :1	Pleasure Craft Duty		Intermediate Duty		Continuous Duty		Max rated input speed and min. engine low idle speed RPM
		@2600 RPM	@2800 RPM	@2400 RPM	@2600 RPM	@2100 RPM	@2400 RPM	
	1.15, 1.48, 1.77, 2.00	320 kW (430 hp)	345 kW (463 hp)	213 kW (286 hp)	230 kW (309 hp)	140 kW (187 hp)	159 kW (213 hp)	3200 max. 500 min.
	2.43	298 kW (399 hp)	321 kW (430 hp)			113 kW (152 hp)	129 kW (173 hp)	
	3.00	276 kW (370 hp)	298 kW (400 hp)			134 kW (179 hp)	153 kW (205 hp)	

MG-5061 A	Reduction Ratios :1	Pleasure Craft Duty		Intermediate Duty		Continuous Duty		Max rated input speed and min. engine low idle speed RPM
		@2600 RPM	@2800 RPM	@2400 RPM	@2600 RPM	@2100 RPM	@2400 RPM	
	1.13, 1.54, 1.75, 2.00	320 kW (430 hp)	345 kW (463 hp)	213 kW (286 hp)	230 kW (309 hp)	140 kW (187 hp)	159 kW (213 hp)	3200 max. 500 min.
	2.47	298 kW (400 hp)	321 kW (430 hp)			134 kW (179 hp)	153 kW (205 hp)	

\* Ratings shown for use with standard right hand rotation engines.

## SERVICE CLASSIFICATION DEFINITIONS

**Pleasure Craft [PC]:** Up to 500 hours/year, low load factor usage planing hull vessels where typical full engine throttle operation is less than 10% of total time. The balance of operation at 80% of full engine throttle or less. Marine transmissions for use in long range pleasure cruisers, sportfish charter boats/patrol boats do not qualify for Pleasure Craft Service.

*Note: Some revenue producing applications such as Planing Hull Bristol Bay Gillnetter do qualify under Pleasure Craft rating definition.*

**Light Duty [LD]:** Relatively low hour usage (less than 1500 hours per year) where full throttle operation is 2 hours out of 12. Typical applications include planing hull vessels such as fire boats, sportfish charter boats, and patrol/custom boats. This rating is also applicable to some bow and stern thruster applications.

**Intermediate Duty [ID]:** Hour usage of up to 2000 hours/year (for models MG-5114 Series and smaller) and up to 3000 hours/year (for models larger than MG-5114 Series) with 50% of the operating time at full engine rating. Typical applications include planing hull vessels such as ferries, fishing boats, some crew boats, and some displacement hull yachts as well as some bow and stern thruster applications.

**Medium Duty [MD]:** Hour usage of up to 4000 hours/year with up to 80% of operating time at full engine power. This duty classification is for usage where some variations in engine speed/power occur as part of normal vessel operation. Typical vessels include mid-water trawlers, crew/supply boats, ferries, and some inland water tow boats.

**Continuous Duty [CD]:** For use in continuous operation with little or no variation in engine speed/power setting. Typical vessels include fishing trawlers, tow/tug boats and ocean going vessels.

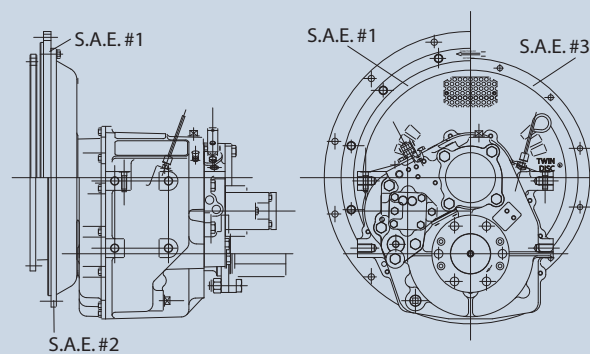
**Important Notice:** Torsional Vibration: Disregarding propulsion system torsional compatibility could cause damage to components in the drive train resulting in loss of mobility. At minimum, system incompatibility could result in gear clatter at low speeds.

The responsibility for ensuring that the torsional compatibility of the propulsion system is satisfactory rests with the assembler of the drive and driven equipment.

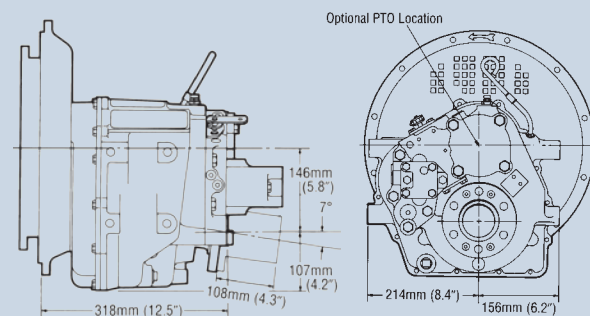
Torsional vibration analysis can be made by the engine builder, marine survey societies, independent consultants and others. Twin Disc is prepared to assist in finding solutions to potential torsional problems that relate to the marine transmission.

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 the user (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 provision.

### MG-5061 SC



### MG-5061 A



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