

1 INPUT GROUP REFERENCE PLANE

2 PTO GROUP MOUNTING FACE

3 LEFT MOUNTING BRACKET FACE

4 RIGHT MOUNTING BRACKET FACE

5 PUMP MOUNTING FACE

NOTES:

A. PROPORTIONAL CONTROL VALVE OPERATION

1. WARNING - DO NOT CONNECT VALVE COIL DIRECTLY TO BATTERY/ POWER SUPPLY VOLTAGE
2. OPERATION TO BE PERFORMED WITH ONLY TWIN-DISC CONTROL SYSTEM MODULES

B. MANUAL DIRECTIONAL CONTROL VALVE OPERATION

1. WITH MANUAL DIRECTIONAL CONTROL VALVE IN CENTERED POSITION PUSH TO ENGAGE PRIMARY CLUTCH
2. WITH MANUAL DIRECTIONAL CONTROL VALVE IN CENTERED POSITION PULL TO ENGAGE SECONDARY CLUTCH

C. MANUAL DIRECTIONAL CONTROL VALVE MODE SWITCH

1. SWITCH IS NORMALLY CLOSED WHEN MANUAL DIRECTIONAL CONTROL VALVE IS IN CENTERED POSITION AND OPEN WHEN LEVER IS ACTUATED FROM CENTERED POSITION
2. CURRENT = 20 AMP MAX.
3. FOR WIRING SCHEMATIC REFER TO CONTROL DRAWING

- D. UNLESS OTHERWISE SPECIFIED FASTENER TORQUE VALUES AS PER S574 STANDARD

- E. ALL POINTS AVAILABLE FOR TESTING CODED

- F. REFERENCE S930 FOR TWIN DISC REQUIREMENTS FOR PRESSURE AND TEMPERATURE ALARM LEVELS.

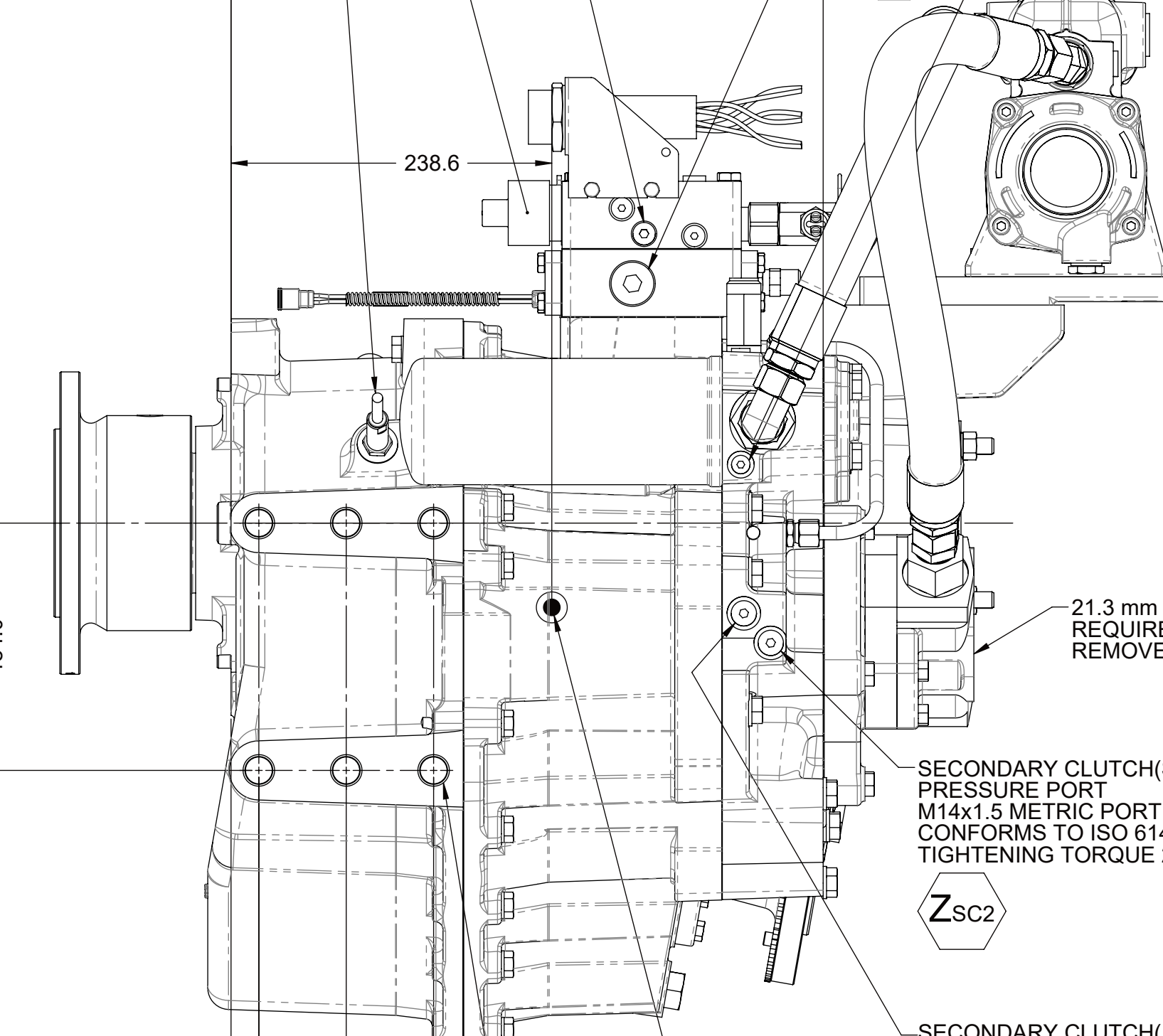
SECONDARY CLUTCH(FIRST) ACTUATING PRESSURE PORT M12x1.5 METRIC PORT CONFORMS TO ISO 6149 TIGHTENING TORQUE 16±1.5 Nm

ZSC1

SECONDARY SOLENOID ENGAGES CLUTCH ON THE SECONDARY SHAFT SEE NOTE 'A'

INPUT SPEED SENSOR PORT 5/8-18UNF-2B THD. TARGET WHEEL 45 TEETH

Si



21.3 mm CLEARANCE REQUIRED TO REMOVE PUMP

SECONDARY CLUTCH(SECOND) PRESSURE PORT M14x1.5 METRIC PORT CONFORMS TO ISO 6149 TIGHTENING TORQUE 20±2 Nm

ZSC2

SECONDARY CLUTCH(FIRST) PRESSURE PORT M14x1.5 METRIC PORT CONFORMS TO ISO 6149 TIGHTENING TORQUE 20±2 Nm

ZSC1

M20X2.5 THREAD, 32.5 DEEP 12 HOLES. USE ALL (12) HOLES, 6 PER SIDE FOR MOUNTING. USE GRADE 8.8 PROPERTY CLASS CAPSCREWS PER ISO 898-1 AND TORQUE TO S574.

CENTER OF GRAVITY



F

E

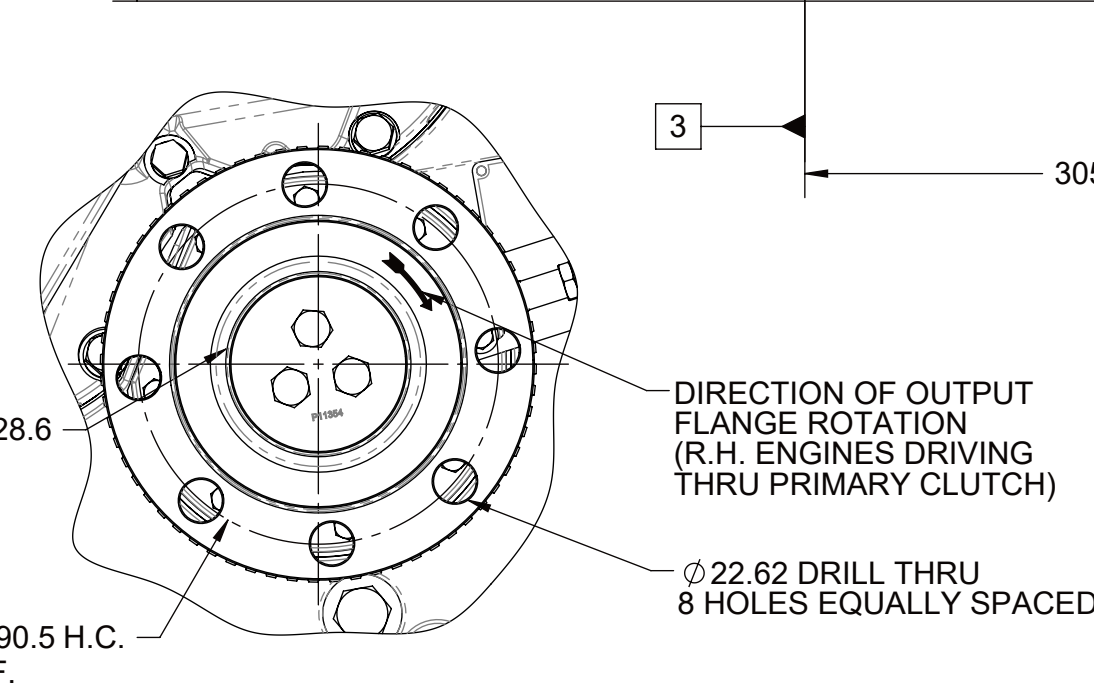
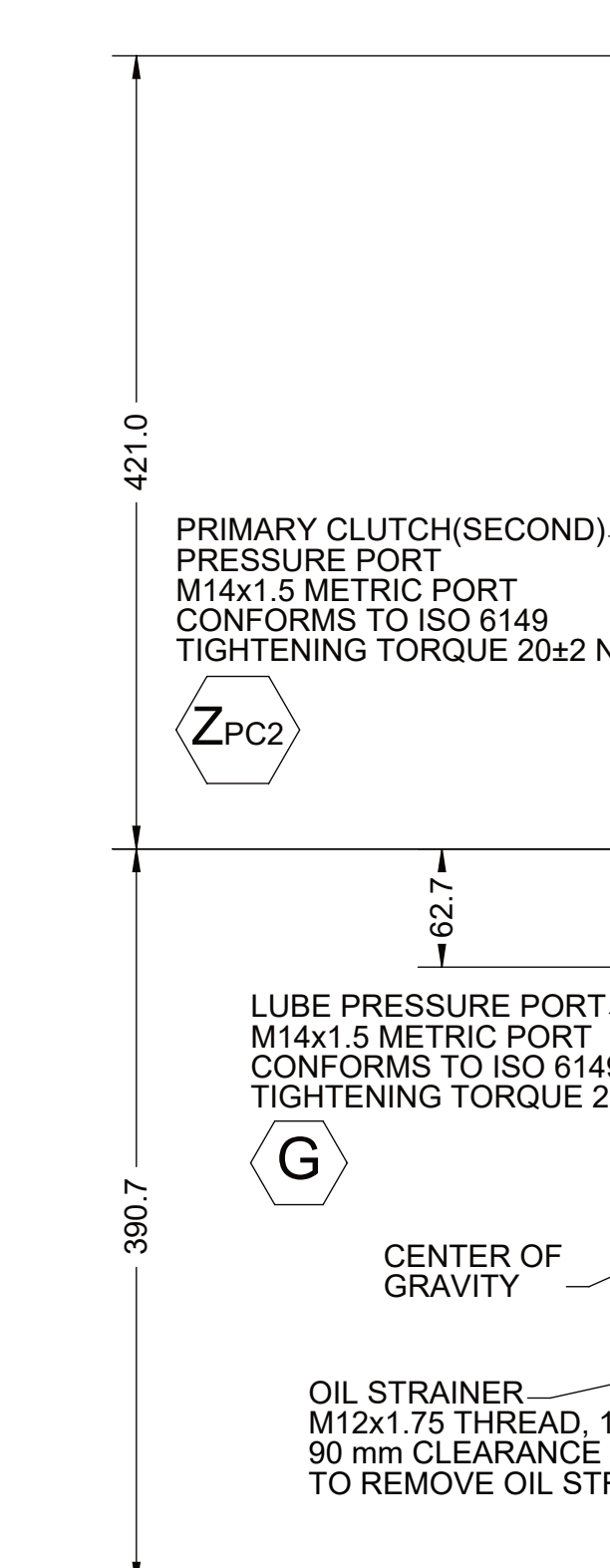
SECTION A-A

MAIN PRESSURE PORT M10x1.0 METRIC PORT CONFORMS TO ISO 6149 TIGHTENING TORQUE 12±1.0 Nm

X

LUBE PRESSURE PORT M14x1.5 METRIC PORT CONFORMS TO ISO 6149 TIGHTENING TORQUE 20±2 Nm

G

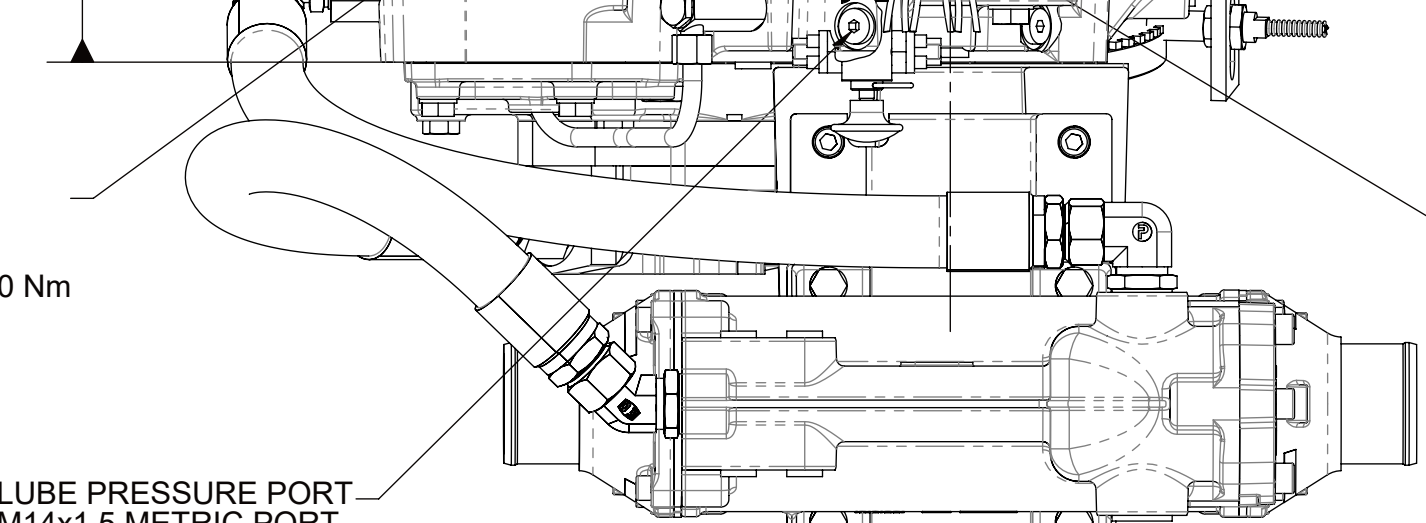


VIEW B-B

D

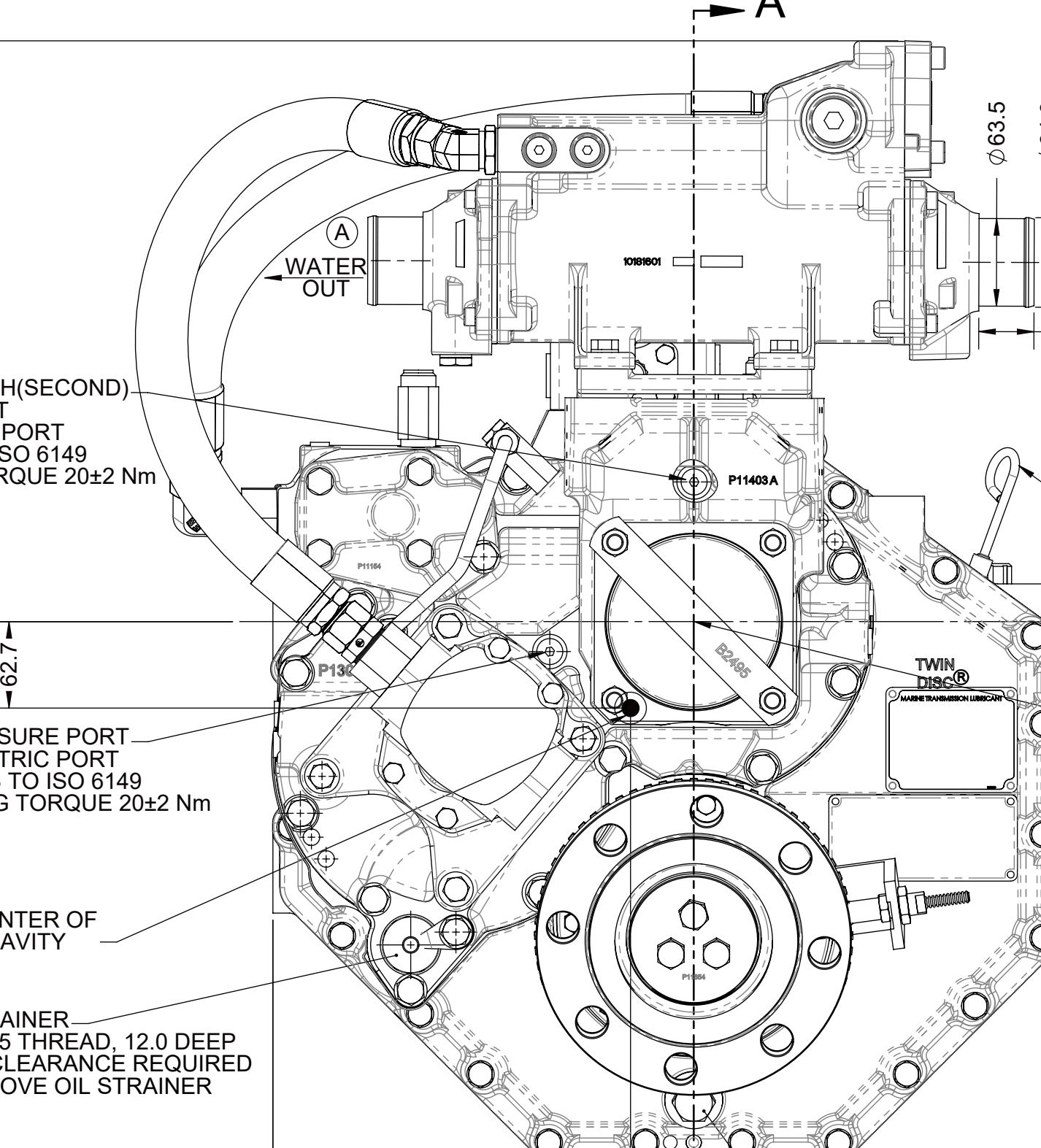
OIL FILTER 19.0 mm CLEARANCE REQUIRED TO REMOVE FILTER CANISTER. APPLY OIL TO FILTER GASKET. TIGHTEN FILTER AN ADDITIONAL 2/3 OF TURN AFTER FILTER GASKET MAKES CONTACT

2



LUBE PRESSURE PORT M14x1.5 METRIC PORT CONFORMS TO ISO 6149 TIGHTENING TORQUE 20±2 Nm

G



PRIMARY CLUTCH(SECOND) PRESSURE PORT M14x1.5 METRIC PORT CONFORMS TO ISO 6149 TIGHTENING TORQUE 20±2 Nm

ZPC2

LUBE PRESSURE PORT M14x1.5 METRIC PORT CONFORMS TO ISO 6149 TIGHTENING TORQUE 20±2 Nm

G

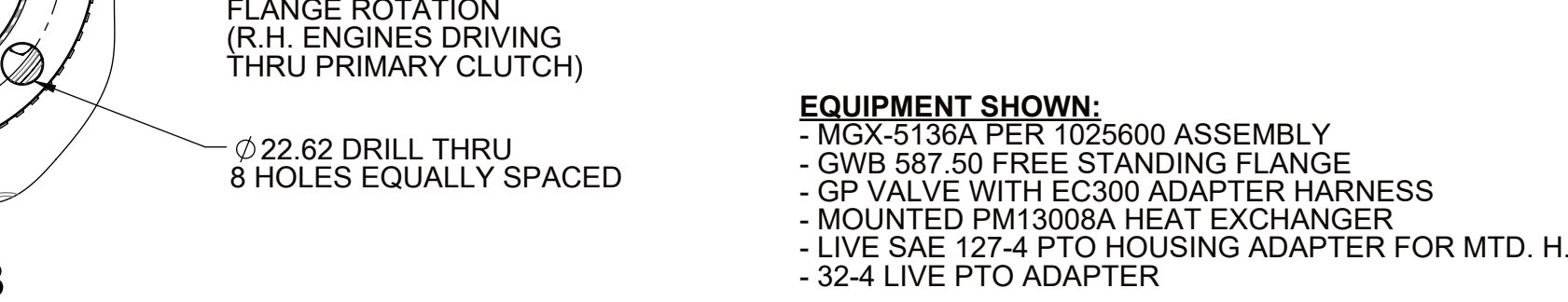
CENTER OF GRAVITY

OIL STRAINER M12x1.75 THREAD, 12.0 DEEP 90 mm CLEARANCE REQUIRED TO REMOVE OIL STRAINER

PRIMARY SHAFT

OIL DRAIN PLUG M22X1.5 THREAD CONFORMS TO ISO 6149 TIGHTENING TORQUE 54 ± 5 Nm 15 mm CLEARANCE REQUIRED TO REMOVE PLUG

B



C

EQUIPMENT SHOWN:
- MGX-5136A PER 1025600 ASSEMBLY
- GWB 587.50 FREE STANDING FLANGE
- GP VALVE WITH EC300 ADAPTER HARNESS
- MOUNTED PM13008A HEAT EXCHANGER
- LIVE SAE 127-4 PTO HOUSING ADAPTER FOR MTD. H.E.
- 32-4 LIVE PTO ADAPTER

C

4X Ø 8.80 ± 30.00 M10X1.5 - 6H ± 24.00

BREATHER OR OIL FILLER HOLE

2X Ø 18.00 ± 38.00 M20X2.5 - 6H ± 32.00 EQUALIZE LOAD ON BOTH TAPPED HOLES TO LIFT MARINE TRANSMISSION ONLY

PRIMARY CLUTCH PRESSURE PORT M12x1.5 METRIC PORT CONFORMS TO ISO 6149 TIGHTENING TORQUE 16±1.5 Nm

ZPC

SECONDARY CLUTCH PRESSURE PORT M12x1.5 METRIC PORT CONFORMS TO ISO 6149 TIGHTENING TORQUE 16±1.5 Nm

ZSC

MAIN PRESSURE PORT M12x1.5 METRIC PORT CONFORMS TO ISO 6149 CONNECT OIL PRESSURE GAUGE LINE HERE. TIGHTENING TORQUE 16±1.5 Nm

X

G

WATER IN

WATER OUT

40.0

DIRECTION OF ENGINE ROTATION

OIL GAUGE

PRIMARY CLUTCH(FIRST) PRESSURE PORT M14x1.5 METRIC PORT CONFORMS TO ISO 6149 TIGHTENING TORQUE 20±2 Nm

ZPC1

PRIMARY CLUTCH(SECOND) PRESSURE PORT M14x1.5 METRIC PORT CONFORMS TO ISO 6149 TIGHTENING TORQUE 20±2 Nm

ZPC2

PRIMARY SHAFT

OIL DRAIN PLUG M22X1.5 THREAD CONFORMS TO ISO 6149 TIGHTENING TORQUE 54 ± 5 Nm 15 mm CLEARANCE REQUIRED TO REMOVE PLUG

B

OUTPUT SPEED SENSOR BRACKET TARGET WHEEL: 64 TEETH

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114.1

438.4

21.8

4.1

10°

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Ø152.375±0.025

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