

- |          |                                    |
|----------|------------------------------------|
| <b>1</b> | <b>INPUT GROUP REFERENCE</b>       |
| <b>2</b> | <b>PTO GROUP REFERENCE PLANE</b>   |
| <b>3</b> | <b>LEFT BRACKET MOUNTING FACE</b>  |
| <b>4</b> | <b>RIGHT BRACKET MOUNTING FACE</b> |
| <b>5</b> | <b>PTO PUMP MOUNTING FACE</b>      |

Ø 11.9 DRILL THRU.,  
12 HOLES,EQUALLY SPACED  
USE GRADE 5 PROPERTY CLASS QUALITY  
CAPSCREWS PER S.A.E. J429.  
USE HARDENED FLAT STEEL WASHERS,  
R 30N-61 MIN. UNDER SCREW HEADS  
GRADE 5 MIN. AND TORQUE 71 Nm

Ø 14.0±0.2 DRILL THRU.,  
8 HOLES EQUALLY SPACED  
USE GRADE 5  
PROPERTY CLASS QUALITY  
CAPSCREWS PER S.A.E. J429 AND  
TORQUE PER S574 OR  
SERVICE MANUAL VALUES

USE HARDENED FLAT STEEL  
WASHERS, R30N 61 MIN.  
UNDER SCREW HEADS

### 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 THE CENTERED POSITION AND OPEN WHEN LEVER IS ACTUATED FROM CENTERED POSITION.
2. CURRENT = 20 AMPS MAX.
3. FOR WIRING SCHEMATIC, REFER TO CONTROL MODULE DRAWING.

**NOTE :**

ALL POINTS AVAILABLE FOR TESTING ARE CODED

## SECTION A-A

FLYWHEEL OUTLINE MUST  
CONFORM TO S.A.E. J620D, NO.355

SAE #1  
SAE J617

SECONDARY CLUTCH  
PRESSURE PORT  
M14X1.5 METRIC PORT  
CONFORMS TO ISO 6149  
TIGHTENING TORQUE 20±2 Nm

MAIN PRESSURE  
M12X1.5 METRIC PORT  
CONFORMS TO ISO 6149  
TIGHTENING TORQUE 16±1.5Nm

MAIN PRESSURE PORTS  
2 AT EACH SIDE OF COOLER  
M14x1.5 METRIC PORT  
CONFORMS TO IS 6149  
TIGHTENING TORQUE  $20 \pm 2$  Nm

LUBE PRESSURE PORT  
M14X1.5 METRIC PORT  
CONFORMS TO ISO 6149  
TIGHTENING TORQUE  $20 \pm 2$  Nm

SECONDARY LUBE PRESSURE PORT  
M14X1.5 METRIC PORT  
CONFORMS TO ISO 6149  
TIGHTENING TORQUE 20±2 Nm

SECONDARY CLUTCH-  
PRESSURE PORT  
M14X1.5 METRIC PORT  
CONFORMS TO ISO 6149  
TIGHTENING TORQUE 20 ± 2 Nm

SECONDARY  
CLUTCH SHAFT C

TEMPERATURE PICK-UP  
M14X1.5 METRIC PORT  
CONFORMS TO ISO 6149  
TIGHTENING TORQUE 20±2 Nm

OIL STRAINER  
M8x1.25 TAP 7.6 DEEP  
90 mm CLEARANCE  
REQUIRED TO REMOVE

CENTER OF GRAVITY


Ø26.2 DRILL THRU.,  
8 HOLES EQUALLY SPACED  
USE GRADE 8 QUALITY CAPSCREWS  
PER S.A.E. J429 AND  
TIGHTEN PER S574 OR  
SERVICE MANUAL VALUES

OIL DRAIN PLUG  
M27X2 METRIC PORT  
CONFORMS TO ISO 6149  
TIGHTENING TORQUE 75+7 Nm  
20.0mm CLEARANCE REQUIRED  
TO REMOVE DRAIN PLUG

EQUIPMENT SHOWN:

- MGX-5114DC PER PX13190
- SAE #1/SAE 355 VULKAN VKE-4010 SERIES
- GP VALVE WITH EC050 E-TROLL MODULE
- SAE 127-4 PTO ADAPTER W/ HEAT EXCHANGER BRACKET
- PM13008 MOUNTED HEAT EXCHANGER
- XA6988B COMPANION FLANGE

FIRST USE ASSEMBLY:	WEIGHT: 468.82 kg
FIRST USE MODEL:	
SIMILAR TO:	WR <sup>2</sup> : kg-m
<h1>METRIC</h1>	
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2 kg	 THIRD ANGLE PROJECTION	MATERIAL:
g m		HEAT TREAT
IS	UNLESS OTHERWISE SPECIFIED MACHINED DIMENSIONS	DESCRIPTION
OF	X, $\pm 0.75$ X.X, $\pm 0.25$ X.XX, $\pm 0.13$	
y	ALL ANGULAR TOLERANCES $\pm 1^\circ$ GEOMETRIC TOLERANCING PER ASME Y14.5M 1994	

## INSTALLATION MGX-5114DC

DATE: 04/17/2014			
SCALE: 1:4	RACINE, WI 53403 - USA		
DRAWN BY: PM	<div>PX13298</div>		
CHECKED BY: BF			
APPROVED BY: DV	DWG SIZE: A1	SHEET: 1 OF 1	REV: -

5420W Rev. -