	MS35
Reverse gear	
Type RB	
Ratio without additional gear	1.87:1
with additional gear	3.42:1
Lubricating system	Common with engine
Type MS	
Ratio with reduction gear	1,91:1
Lubricating system	Separate (not common with engine)
Oil capacity incl reduction gear, dm^3	
(Imp. qts. = US qts.)	0.60 (0.53 = 0.63)
Oil grade/viscosity	Same as in engine

RB (1.87:1) - MS (1.91 : 1)

Type designation	Ratio	Direction of rotation
MR 350	1:1	Similar to engine
Oil grade and viscosity	Transmission oil SAE 90 EP	
Oil capacity	approx. 6 litres (5.3 Imp. qts. = 6.4 US qts.)	
Oil pressure during operation	approx. 7.7 kp/cm^2 (110 p.s.i.)	
Weight	approx. 85 kg (190 lb.)	

Type designation	Ratio	Direction of rotation
MRF 350	2:1	Opposite to engine
	2:1	Similar to engine
	3:1	Opposite to engine
	3:1	Similar to engine
Oil grade and viscosity	Transmission oil SAE 90 EP	
Oil pressure during operation	approx. 7.7 kp/cm^2 (110 p.s.i.)	
Oil capacity	approx. 7 litres (6.2 Imp. qts. = 7.4 US qts.)	
Weight	approx. 93 kg (205 lb.)	

Type designation	Ratio	Direction of rotation
MRF 350 HD, Mk 2	1.5:1	Opposite/similar to engine
	2:1	Opposite to engine
	2:1	Similar to engine
	3:1	Opposite to engine
	3:1	Similar to engine
	4:1	Opposite to engine
	4:1	Similar to engine
Oil grade and viscosity	Transmission oil SAE 90 EP	
Oil capacity	approx. 12 litres (10.5 Imp. qts. = 12.7 US qts.)	
Oil pressure during operation	approx. 7.7 kp/cm^2 (110 p.s.i.)	
Weight, ratio	1.5:1 approx. 143 kg (315 lb.)	
	2:1, 3:1 approx. 143 kg (315 lb.)	

SELF CHARGING GEARS

Inverseur S.C.G. MRF 700

Désignation de type	Démultiplication	Sens de rotation
MRF 700	2:1	contraire du moteur
	2:1	sens du moteur
	3:1	contraire du moteur
	4,78:1	contraire du moteur
	4,78:1	sens du moteur

Qualité et viscosité d'huile	Même que pour le moteur (Pour soupape de commande Sequent Control: SAE 20/20W)
Contenance d'huile MRF 700, démult. 2:1, 3:1	env. 23 litres
MRF 700, démult. 4,78:1	env. 27 litres
Pression d'huile normale:	
avec soupape de commande Standard	5—7 kg/cm²
avec soupape de commande Sequent Control	5,5 kg/cm² (4,9 au ralenti)
Poids:	
MRF 700, démult. 2:1, 3:1	env. 220 kg
MRF 700 sens contraire du moteur, démult. 4,78:1	env. 290 kg
MRF 700 sens du moteur, démult. 4,78:1	env. 310 kg

Inverseur S.C.G. MRF 350 HD

Désignation de type	Démultiplication	Sens de rotation
MRF 350 HD	2:1	contraire du moteur
	2:1	sens du moteur
	3:1	contraire du moteur
	4:1	contraire du moteur

Qualité et viscosité d'huile	Même que pour le moteur
Contenance d'huile	env. 12 litres
Pression d'huile, en service	env. 7,7 kg/cm²
Poids:	
MRF 350, démult. 2:1, 3:1	env. 148 kg
MRF 350, démult. 4:	

MRF 700 - MRF 350 HD

PONT A MOUSSON RSY 200

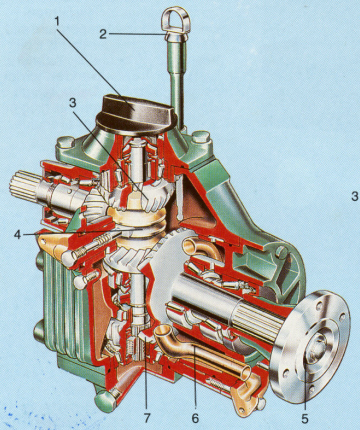
P à M reverse gear

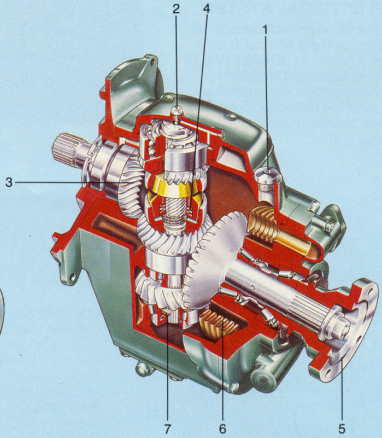
Manufacturer and model ..... (Two input shafts, one common output shaft)	Pont à Mousson RSY200
Reduction ratios	5:1 or 3.2:1
Oil capacity, ca dm^3 (litre)	50
Imp.galls/US galls)	11/13.2
Weight without oil	1600 kg 3520 lbs

Type of oil

Make[1)]	Engine oil[2)]	Hydraulic oil	Turbine oil
BP	Vanellus (10W/30W 40 Diesel S1 20W or 30	Energol HLP (100), 125, 150	Energol (100 HB) 125 HB 150 HB
Esso	Essolub HDX 20 or 30 Tromar SD 20 or 30	Nutch 54 or 64	Teresso 52, 56 or 65
Mobil	Delvac (1120, 1220) 1130 or Mobilgard 312–1230	DTE oil heavy medium or heavy	DTE 16 or 18
Shell	Melina oil 20 or 30 Gadinia oil 20 or 30	Tellus oil 33 or 41	Turbo T 33, T 37

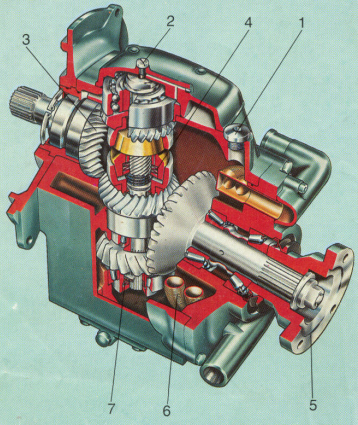
FMS2B (2.4:1 veya 3.0:1) --MS4A (1.93:1 veya 2.63:1)





1. Easily accessible oil filler cap.
2. Oil dipstick.
3. Helically-cut gearwheels for quiet operation.
4. Sprung cone clutch for light and smooth engagement.
5. Output shaft on MS2B is angled 7° downwards, on MS4A 8° downwards.
6. Supply pipe for oil cooling.
7. Built-in slip clutch gives protection from overloads (i.e. blocked propeller) for safety of integral components.
8. Choice of counterclockwise or clockwise propellers.

MS 3C (1.93 : 1 veya 2.73:1)



MS3C Reverse gear

1. Easy access oil filler.
2. Oil dipstick.
3. Spiral bevel gears for quiet, efficient operation.
4. Spring-loaded cone clutch gives smooth quiet engagement of forward and reverse.
5. Output shaft with 8° downward angle.
6. Coolant pipe for oil cooling.
7. Built-in slip coupling which safeguards against over-loading (say running aground) thereby protecting the transmission.
8. Uses same oil as engine.
9. Ability to operate propeller in either direction for counterrotation.