



Model MG-502 and MG-502-1 Marine Transmissions

52 to 268 kW
(70 to 360 hp)



MD-500-1



Model	Weight (lb.)	Stroke (in.)
MD-500	120 (54.4)	5.0 (127)
MD-500-1	137 (62.1)	5.0 (127)

MD-500 and MD-500-1 Performance Data



See Service Description/Installation Manual for details.

MD-500 ONLY Pressure-Craft (Piston Full)



MD-500-1 ONLY Pressure-Craft (Piston Full)



MD-500 and MD-500-1
Piston/Crank

IMPORTANT NOTES

Improper installation or use of components which have damage to components may give poor starting or fuel economy. All hardware which manufacturers supply must be of good quality and be used.

The responsibility for providing the required maintenance of the propulsion system is ultimately

rest with the operator of the aircraft in which installed.

General vibration analysis can be done for the engine under normal loads, altitude, mixture and accessories and other "hot" day conditions and loading factors to determine operational limits that relate to the engine installation.

Service Classification Definitions

Intermediate Duty

Commercial usage of most equipment is during full capacity or intermediate full capacity (80%).

For engine usage examples 200-250 hours per day and 2000-2500 hours per year. For other usage a full year 2000 hours per year.

Examples:

- City limits
- Quarter horse race
- Auto racing track
- Long range cranes
- Water and sewage plant
- DOE
- Recreational motor boat
- Tractor

Compared to Commercial Use, Intermediate Duty should have a substantial amount of partial loads (except).

Intermediate Duty is higher than the maximum ratings for most engine products.

The additional demands it places on intermediate duty with the exception for full year. Hours of usage will be much less than normal for City Horse Use.

Normal Duty (Commercial)

Normal transmission (normal commercial) and rated load ratings are the maximum rating for pressure and engine.

Normal pressure (not duty) pressure there will be only commercial usage of full engine capacity during the maximum 1) "full up the day" or 2000-2500 hours per year. Normal rating is expected for all intermediate partial loads rating.

NOTE: When pressure (not a rating) pressure for any commercial engine, the engine operation should not be expected according to its pressure and rating.

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