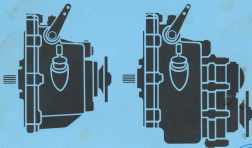




# Velvet Drive<sup>®</sup> Series 1000 Hydraulic Marine Transmission

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Specialty designed for smaller diesel and gasoline engines.



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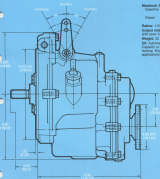
**Warner Gear**  
Division of Borg-Warner Corporation



**Important:**

Transmission ratings are subject to change without notice and are intended only as a general guide.

Exaggerated misuses or vibrations can occur at low engine speeds which can cause gear rattle and result in damage to the host engine as well as to the transmission. Flume Case is not responsible for total system-related vibration of this type.

**SERIES 100 TORQUE CURVES****Reduction****Maximum 500 HP Input**

Gasoline 100 hp (57 kW)  
@ 2000 rpm

Diesel 104 hp (76 kW)  
@ 2000 rpm

Ratio: 1.00, 1.50, 2.00, 2.50, 3.00

Output options: Output to input with gear pump in forward position.

Weight: 30 lbs. (13.6 kg)

Oil: Automatic transmission fluid  
Capacity is dependent upon oil cooler  
layout. Engine oil may be used in  
applications under 2000 rpm.

## Series 1000 features.

### Modern design.

- Hydraulic operation
- Quiet helical gearing
- Pressurized lubrication
- Light weight
- Minimal length
- Light shift effort

### Easily installed and maintained.

- Offset reduction for low propeller installation angle
- Reduction units use a right-hand propeller with a standard rotation engine
- Provision for an external oil cooler
- In-line direct drive can be mated to an add-on V-drive
- Uses Velvet Drive standard mounting pattern and 4-inch (10.16 cm) propeller shaft coupling

### Flexible performance.

- Can be free-wheelled
- Four ratio options
- Simple ratio change in reduction units
- Engine oil can be used in applications under 3000 rpm
- Easily adapted to either engine rotation
- Worldwide sales and service



## Other Velvet Drive Transmissions

### In-Line

The Velvet Drive In-Line model series is the accepted standard in its power rating class. With over 500,000 In-Line marine gears installed, Borg-Warner has become the world's largest producer of inboard pleasure boat transmissions.



### CR2

The Velvet Drive CR2 marine gear was designed especially for twin-screw applications. Its counter-rotating feature eliminates the need for opposite rotating engines. The CR2's "drop-center" design permits a very easy interchange of units for repowering applications—single or twin-screw.



### V-Drive

Velvet Drive integral V-drive is compact. It requires no universal joints. Like the Velvet Drive CR2, it allows opposite propeller rotation with two standard-rotation engines in twin-engine installations.

## Accessories



### Danger drive assemblies and couplings.

Complete range of sizes. Helps isolate engine cyclic or torsional vibration and noise. Flare half propeller shaft couplings of forged steel to 2 1/4-inch shaft diameter also available.



### Transmission alarm kit.

Alerts operator to unsafe transmission oil temperature. Includes sensor and circuit tester. Provides signal to an operator-installed light or audible alarm. (Alarm not included.)



Distributed by

INDUSTRIAL ENGINES LIMITED

8275 Oak Street

Remond, B.C. V6P 4Z5

Phone 255-4125 Telex 242400

Division of Borg-Warner Corporation  
P.O. Box 9999, Minnetonka, Minnesota 55302  
Telephone: (612) 284-5100, Telex: 27491

Warner Gear International  
Division of Borg-Warner Limited  
Helen Way, Luton, Bedfordshire, Bedfordshire, UK  
Buckingham, Bucks., MK35 9PD, England  
Telephone: (0475) 213994, Telex: 610049