

OMM Flange Couplings

Type FL Ø 25 - 60 mm

Flange couplings manufactured in C45 steel, completely machined. The flange couplings are galvanically coated. The flange couplings have a taper of 1:10. The R indicated in the table represents the number of bolt holes in the flange. All dimensions in mm.

A	H	D	L	La	Ph	I	Pu	St.C.	B	G	R	Cat. no.
25	3,3	102	77	50	3,0	12	63,5	82,50	8	10,50	4	25-FL-102
30	3,3	102	77	50	3,0	12	63,5	82,50	8	10,50	4	30-FL-102
35	3,3	102	94	60	3,0	14	63,5	82,50	10	10,50	4	35-FL-102
40	3,3	102	94	60	3,0	14	63,5	82,50	12	10,50	4	40-FL-102
35	3,3	121	94	60	3,0	14	63,5	98,42	10	11,50	6	35-FL-121
40	3,3	121	94	60	3,0	14	63,5	98,42	12	11,50	6	40-FL-121
45	3,8	121	111	75	4,5	16	63,5	98,42	14	12,00	6	45-FL-121
30	3,3	127	77	50	3,0	12	63,5	107,95	8	11,50	4	30-FL-127
35	3,3	127	94	60	3,0	14	63,5	107,95	10	11,50	4	35-FL-127
40	3,3	127	94	60	3,0	14	63,5	107,95	12	11,50	4	40-FL-127
45	3,8	127	111	75	4,5	16	76,2	107,95	14	11,50	4	45-FL-127
45	3,8	146	114	75	4,5	16	76,2	120,65	14	16,25	6	45-FL-146
50	3,8	146	111	75	3,0	16	76,2	120,65	14	16,25	6	50-FL-146
55	4,3	185	136	95	5,0	18	95,2	152,40	16	16,00	6	55-FL-185
60	4,4	185	136	95	5,0	18	95,2	152,40	18	16,00	6	60-FL-185

Fully Machined Steel Angle Couplings With Keyway Ø 70 - 300 mm

Steel flange couplings can be edited on request whole or partly. When ordering, please specify the dimensions of the gearbox flange. Standard the flange couplings have a tapered bore 1:10 and a keyway. All dimensions in mm.

A1	D	L	La	A2	Key W x H	Cat. no. machining
70	200	185	145	55,5	18 x 5,5	74679
80	225	215	175	62,5	20 x 6,0	74681
90	225	215	175	72,5	22 x 6,0	74683
100	250	255	215	78,5	25 x 6,0	74685
110	250	255	215	88,5	28 x 7,	74687
120	275	255	215	98,5	32 x 8,5	74689

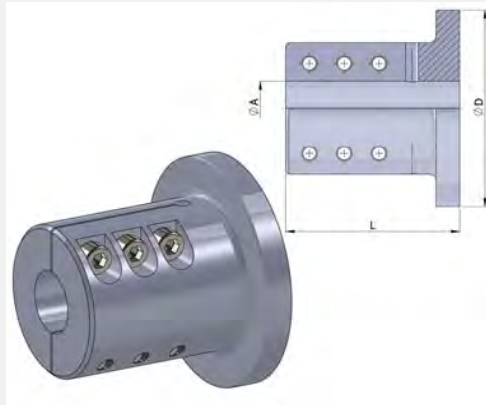
Clamp-on Couplings

OMM Clamp-on Couplings

Type FLM

Steel flange couplings can be edited on request whole or partly. When ordering, please specify the dimensions of the gearbox flange. Standard the flange couplings have a tapered bore 1:10 and a keyway. All dimensions in mm.

A	D	L	Pu	Ph	I	G	St.C.	R	Cat. no.
25	102	68	63.5	3	10.5	10.5	82.50	4	25-FM-102
30	102	68	63.5	3	10.5	10.5	82.50	4	30-FM-102
35	127	93	63.5	3	11.5	11.5	107.95	4	35-FM-127
40	127	93	63.5	3	11.5	11.5	107.95	4	40-FM-127



Exalto Clamp-on Couplings

They are completely renewed. The design has been thoroughly revised and the price is much more attractive. They are available in unmachined or completely machined flange. The flanges can be machined to suit the gearbox flange, Aquadrive thrust bearings (both input and output shaft) and all known gearboxes. In the last two columns in the table below are the item codes for clamping hub operation (so you may order these with your clamping hub). The installation dimensions of the machined flanges are slightly shorter than the length as specified in the table. All dimensions in mm.

A	D	L	Length clamping	Torque (Nm)	Cat. no. unmachined	Cat. no. machining
25	102	100	85	212	74525102	74525102.010
30	102	100	85	255	74530102	74530102.010
30	127	110	95	255	74530127	74530127.010
35	102	100	85	470	74535102	74535102.010
35	127	110	95	470	74535127	74535127.010
40	127	110	95	537	74540127	74540127.010
45	127	110	95	878	74545127	74545127.010
45	146	125	110	878	74545146	74545146.010
50	146	125	110	976	74550146	74550146.010

Centa Couplings

Centa offers the perfect, innovative marine transmission. It is a combination of well-proven designs with unique features – freedom in alignment and installation, together with damping of noise and vibration within the transmission. Centaflex couplings have one or more Centaflex rubber elements. The rubber elements interrupt structure born noises and dampen noise and vibrations for the highest level of comfort in the boat.

Common Features Of Centflex Couplings

- A broad range of rating and sizes.
- Short, lightweight design.
- Integrated propeller shaft clamping device which can easily be adapted by intermediate bushes for an extensive range of propeller shaft diameters.
- Patented design.
- The thrust bearings have a spherical outer ring, which means they will always align themselves perfectly to the propeller shaft for optimum bearing lifetime.

Selection Method

In the tables shown at each type of coupling, you will find four versions to choose from. To ease the selection of the right coupling, let us explain the specifics of each version.

Pleasure Craft (PL)

Engine hours	:	Up to 500 hours / year, max. 10% of time with full power.
Usage	:	Highly intermittent operation, varying speed and power.
Typical applications	:	Planing hull, private use, sailing boats, and motor boats.
Not suitable for	:	Charter or long range.

Light Duty (LD)

Engine hours	:	Up to 2000 hours / year, max. 15% of time with full power.
Usage	:	Varying speed and power
Typical applications	:	Planing and semi-displacement hulls, charter sport / leisure activities, patrol boats, long range private boats.

Medium Duty (MD)

Engine hours	:	Up to 3000 hours / year, max. 50% of time with full power.
Usage	:	Some variations in speed and power.
Typical applications	:	Semi- and full displacement hulls, charter and commercial craft, ferries, shing boats, crew boats & police boats.



Type M

The Centaflex M coupling is a flexible coupling especially designed for yachts where vibration reduction is essential. The design allows the coupling to transmit the propeller thrust. The coupling type M127 has a 4" flange as a standard, whereas the coupling type M160 comes standard with a combined 4" and 5" flange. All dimensions in mm.

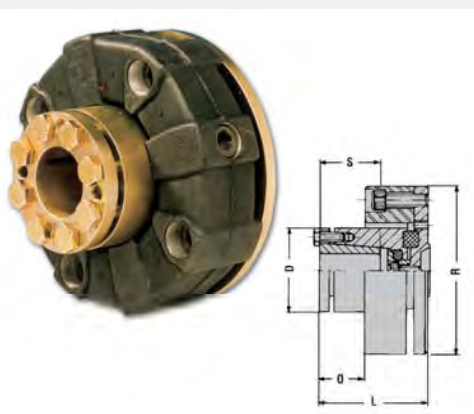
Type	Diam. shaft min-max	L	S	O	ØR	ØD	Max. rpm	Max. nom. torque (Nm)	PL	LD	MD	CD	Max. kN thrust	Max. angle (°)	Cat. no.
M 127	25 - 35	89	53	11	153		4500	250	-	-	-	-	10	2	94701
M 160	25 - 40	120	79	13	195	100	3500	500	-	-	-	-	20	2	94702

Type AM

The AM coupling is a highly flexible coupling especially designed for yachts and workboats. The couplings have a fail-safe device, which ensures that power can continue to be transmitted even if the rubber fails. The coupling comes with a thrust element that allows the coupling to transmit the propeller thrust. If a thrust bearing is placed after the coupling, this thrust element has to be removed.

Mounting on the Gearbox.

The AM coupling is machined to fit the gearbox flange. It is therefore important that the exact make and type of the gearbox is given. For some gearboxes, the diameter of the rubber element (ØR) exceeds the available space. A distance piece (spacer) must then be placed between the coupling and the gearbox flange. This spacer is not included, but can be ordered separately. All dimensions in mm.



Type	Diam. shaft min-max	L	S	O	ØR	ØD	Max. rpm	PL	LD	MD	CD	Max. kN thrust	Max. angle (°)	Cat. no.
AM 12	25 - 35	99	57	51	120	75	4000	175	135	109	o.r.	5.5	2	94703
AM 22	25 - 35	99	57	41	150	80	4000	350	269	219	o.r.	7.5	2	94704
AM 28	25 - 40	100	55	41	170	85	4000	525	404	328	o.r.	10.0	3	94705
AM 30	25 - 50	125	70	51	200	100	4000	625	481	391	o.r.	10.0	3	94710
AM 50	25 - 50	125	70	51	200	100	4000	1000	769	625	o.r.	10.0	2	94720
AM 80	25 - 50	125	70	44	205	100	4000	1400	1077	875	o.r.	15.0	2	94730
AM 140	35 - 60	138	83	48	260	125	3600	1875	1422	1172	o.r.	20.0	2	94740
AM 200	40 - 70	160	90	50	300	145	3200	3100	2385	1938	o.r.	30.0	2	94750
AM 250	45 - 80	172	100	60	340	160	3000	4000	3077	2500	o.r.	35.0	2	94760
AM 400	50 - 100	199	120	67	370	170	2500	7500	5769	4688	o.r.	35.0	2	94770
AM 600	50 - 100	Mounting sizes on request					2500	11000	8462	6875	o.r.	50.0	2	94780

Type AGM

The AGM coupling is a highly flexible coupling combined with a thrust bearing. It is a combination of well-proven design with unique features – freedom in alignment and installation, together with dampening of noise and vibration within the transmission. The thrust free mounting of the engine on very soft mounts, together with the flexibility and the high dampening of the transmission, provides the lowest possible level of noise and vibration in the drive train, lower than any other system.

Mounting on the Gearbox.

The AGM coupling is machined to fit the gearbox flange. Therefore it is important that the exact make and type of the gearbox is given. For some gearboxes, the diameter of the rubber element (ØR) exceeds the available space. A distance piece (spacer) must then be placed between the coupling and the gearbox flange. This spacer is not included but can be ordered separately.



Type ACV



The ACV is a combination with a CV (constant velocity or homokinetic) joint on one side and a flexible coupling on the other side. Just like the AGM the ACV also incorporates a thrust bearing. The combination of the CV joint with the flexible coupling gives the vibration and noise dampening features of a flexible coupling and the unsurpassed freedom of movement and large angle of a homokinetic shaft.

Mounting on the Gearbox

The ACV comes complete with an adapter flange to suit the gearbox. Design and dimensions depend on the type of gearbox. It is therefore important that the exact make and type of the gearbox is given. All dimensions in mm.

Aquadrive Moduline Couplings

Alignment of engines is often a problem. First for the shipbuilder, later on for the owner. Each engine vibrates. Ships suffer from the vibrations, passed through the foundation to the hull. In addition, vibrations are very uncomfortable for the crew. Aquadrive couplings ensure that the motor is not affected by the propeller and it has its own freedom of movement. Furthermore, the alignment of the engine is relatively easy to perform.

Aquadrive couplings consist of a CV joint, a thrust bearing and an adapter. The CV joint consists of two universal joints connected by a floating axle, which allows axial and radial movements. The thrust bearing transfers the thrust of the propeller through a rubber suspension on the foundation of the craft instead of the gearbox.

The Aquadrive Moduline is modular, allowing the overall length to be reduced to 70% and the weight to 75%. The Moduline consists of a thrust bearing being connected to the shaft by a sleeve set. The joint is attached to the thrust bearing with an adapter at one side and connected to the gearbox on the other side with an adapter flange. There is a gearbox adapter available for all existing gearboxes. Aquadrive Moduline couplings are available for power between 5 and 235 hp.



Aquadrive CVB05.10 Moduline

Ø head CV joint : 86 mm
Bolt pitch circle : 74 mm

Part	Description	Cat. no.
CV joint	CV joint CV05 WL = 130 mm	6070001
Thrust bearing unit	Moduline B10 thrust bearing unit	6110000
CV adapter	Adapterkit - B10 - CV05	6116011
Clamping sleeve set	Clamping sleeve set 20 mm	6111013
	Clamping sleeve set 25 mm	6111016
	Clamping sleeve set 30 mm	6111019
	Clamping sleeve set 35 mm	6111022
	Clamping sleeve set 40 mm	6111024
Adapter flange	Dimensions and price on request	



Aquadrive CVB010.10 Moduline

Ø head CV joint : 94 mm
Bolt pitch circle : 80 mm

Part	Description	Cat. no.
CV joint	CV joint CV10 WL = 154 mm	6070006
	CV joint extended CV10 WL = to 1000 mm	6070019
Thrust bearing unit	Moduline B10 thrust bearing unit	6110000
CV adapter	Adapterkit - B10 - CV10	6116012
Clamping sleeve set	Clamping sleeve set 20 mm	6111013
	Clamping sleeve set 25 mm	6111016
	Clamping sleeve set 30 mm	6111019
	Clamping sleeve set 35 mm	6111022
	Clamping sleeve set 40 mm	6111024
Adapter flange	Dimensions and price on request	



Aquadrive CVB15.10 Moduline

Ø head CV joint : 108 mm
Bolt pitch circle : 94 mm

Part	Description	Cat. no.
CV joint	CV joint CV15 WL = 170 mm	6070025
	CV joint extended CV15 WL = to 1000 mm	6070035
Thrust bearing unit	Moduline B10 thrust bearing unit	6110000
CV adapter	Adapterkit - B10 - CV15	6116013
Clamping sleeve set	Clamping sleeve set 30 mm	6111019
	Clamping sleeve set 35 mm	6111022
	Clamping sleeve set 40 mm	6111024
Thrust bearing unit set	Complete set thrust bearing unit 45 mm	6110424
	Complete set thrust bearing unit 50 mm	6110426
Adapter flange	Dimensions and price on request	



Aquadrive CVB21.10 Moduline

Ø head CV joint : 128 mm
Bolt pitch circle : 108 mm

Part	Description	Cat. no.
CV joint	CV joint CV21 WL = 210 mm	6070040
	CV joint extended CV21 WL = to 1000 mm	6070049
Thrust bearing unit	Moduline B10 thrust bearing unit	6110000
CV adapter	Adapterkit - B10 - CV21	6116014
Clamping sleeve set	Clamping sleeve set 30 mm	6111019
	Clamping sleeve set 35 mm	6111022
	Clamping sleeve set 40 mm	6111024
Thrust bearing unit set	Complete set thrust bearing unit 45 mm	6110524
	Complete set thrust bearing unit 50 mm	6110526
Adapter flange	Dimensions and price on request	



Aquadrive CVB31.20 Moduline

Ø head CV joint : 148 mm
Bolt pitch circle : 128 mm

Maximum compression rubber : 2,7 at 7 kN
Max. alignment error CV joint : 2 x 8°

Part	Description	Cat. no.
CV joint	CV joint CV30 - 20.400 WL = 245 mm	6070090
	CV joint extended CV30 WL = to 1000 mm	6070095
Thrust bearing unit	Moduline B20 thrust bearing unit	6120000
CV adapter	Adapterkit - B20 - CV30	6126012
Clamping sleeve set	Clamping sleeve set 35 mm	6121010
	Clamping sleeve set 40 mm	6121012
	Clamping sleeve set 45 mm	6121014
	Clamping sleeve set 50 mm	6121016
Flange	Flangekit	6123029
Adapter flange	Dimensions and price on request	



Aquadrive CVB30.30 Moduline

Ø head CV joint : 148 mm
Bolt pitch circle : 128 mm

Maximum compression rubber : 1,3 at 9 kN
Max. alignment error CV joint : 2 x 8°

Part	Description	Cat. no.
CV joint	CV joint CV30 WL = 245 mm	6070090
	CV joint extended CV30 WL = to 1000 mm	6070095
Thrust bearing unit	Moduline B30 thrust bearing unit	6130000
CV adapter	Adapterkit - B30 - CV30	6136011
Clamping sleeve set	Clamping sleeve set 40 mm	6131012
	Clamping sleeve set 45 mm	6131014
	Clamping sleeve set 50 mm	6131016
	Clamping sleeve set 60 mm	6131020
Flange	Flangekit	6123029
Adapter flange	Dimensions and price on request	



Aquadrive CVB42.30 Moduline

Ø head CV joint : 192 mm
 Bolt pitch circle : 165 mm
 Maximum compression rubber : 1,3 at 9 kN
 Max. alignment error CV joint : 2 x 8°

Part	Description	Cat. no.
CV joint	CV joint CV42 - 20.600 WL = 274 mm	6070083
	CV joint extended CV42 WL = to 1000 mm	6070087
Thrust bearing unit	Moduline B30 thrust bearing unit	6130000
CV adapter	Adapterkit - B30 - CV42	6136015
Clamping sleeve set	Clamping sleeve set 40 mm	6131012
	Clamping sleeve set 45 mm	6131014
	Clamping sleeve set 50 mm	6131016
	Clamping sleeve set 60 mm	6131020
	Clamping sleeve set 65 mm	6131023
Adapter flange	Dimensions and price on request	



Aquadrive HDL42.680

Part	Description	Cat. no.
CV joint	CV joint CV42 - 20.600	6070083
	CV joint extended CV42 WL = 1000 mm	6070087
Thrust bearing unit	Thrust bearing unit 20.680 diam. 60 mm	6039209A
	Thrust bearing unit 20.680 diam. 70 mm	6039212A
	Thrust bearing unit 20.680 flange / flange	6039220A
Adapter flange	Dimensions and price on request	



Aquadrive HDL60.700 / HDL60.780

Part	Description	Cat. no.
CV joint	CV joint CV60 - 20.700	6070100
	CV joint extended CV60 WL = 1000 mm	6070108
Thrust bearing unit	Thrust bearing unit 20.700 diam. 60 mm	6039309
	Thrust bearing unit 20.700 flange 7 1/2"	6039312
	Thrust bearing unit 20.700 flange 10 1/2"	6039320
	Thrust bearing unit 20.780 flange 10 1/2"	6039519
Adapter flange	Dimensions and price on request	

Introduction

The Python-drive is a complete drive system for yachts, barges, etc.. With a Python-drive installed you will eliminate the need for alignment of propeller shaft and gearbox/engine. Axial movement caused by the propellers' thrust are eliminated and the thrust is passed onto the hull by means of the special suspension of the trust unit. The maintenance-free cv shaft forms the heart of every Python-drive.

The heavily built thrust bearing unit is also maintenance-free. The thrust bearing unit is mounted by means of a clamping sleeve. This sleeve centres the propeller shaft where it should be centred; right after the cv shaft of the Python-drive. The cv shaft ensures a constant rpm of the propeller shaft, even at uneven angles, which decreases the wear of rotating parts in the propulsion system. Another big advantage is the very limited built-in length the Python-drive needs. The unit is supplied complete with all needed mounting gear, such as an adaptor flange for most common gearbox types, a cv shaft, a robust thrust bearing unit and all bolts, (locking) nuts, and rubbers to take the thrust. For 19 mm up to 100 mm (and imperial sizes), complete units are available. Conical shaft sleeves are also an option. CV shafts for torques up to 1.500 Kgm (14.7 kNm) as well as longer or custom made shafts are also available on request. Thrust bearing units can be supplied as separate units to be mounted on any position on the propeller shaft.

Python-Drive P30-R

The Python-drive is supplied with a built-in length of 145 mm as a standard. Without a sur-charge we can also offer built-in lengths of 165 or 195 mm. Please state the desired built-in length when you order your P30-R.

Ø head cv shaft : 100 mm
Pitch of bolts : 86 mm

Max. shaft torque (Kgm - Nm)	Shaft Ø (mm) (min - max)	Max. prop. thrust (kN)	Usage	Cat.no.
30 - 294	19 - 30	4.3	50 HP/3000 rpm; 2.5:1 gearbox	P30-R

Python-Drive P60-B

The Python-drive is supplied with a built-in length of 145 mm as a standard. Without a sur-charge we can also offer built-in lengths of 165 or 195 mm. Please state the desired built-in length when you order your P60-B.

Ø head cv shaft : 100 mm
Pitch of bolts : 86 mm

Max. shaft torque (Kgm - Nm)	Shaft Ø (mm) (min - max)	Max. prop. thrust (kN)	Usage	Cat.no.
60 - 588	1 1/4 - 40	5.7	70 HP/2600 rpm; 3:1 gearbox	P60-B

Python-Drive P60-K

The Python-drive is supplied with a built-in length of 165 mm as a standard. Without a sur-charge we can also offer built-in lengths of 145 or 195 mm. Please state the desired built-in length when you order your P60-K.

Ø head cv shaft : 100 mm
Pitch of bolts : 86 mm

Max. shaft torque (Kgm - Nm)	Shaft Ø (mm) (min - max)	Max. prop. thrust (kN)	Usage	Cat.no.
60 - 588	30 - 40	5.7	70 HP/2600 rpm; 3:1 gearbox	P60-K

Python-Drive P80-M

The Python-drive is supplied with a built-in length of 195 mm as a standard. Without a sur-charge we can also offer built-in lengths of 145 or 165 mm. Please state the desired built-in length when you order your P80-M.

Ø head cv shaft : 100 mm
Pitch of bolts : 86 mm

Max. shaft torque (Kgm - Nm)	Shaft Ø (mm) (min - max)	Max. prop. thrust (kN)	Usage	Cat.no.
80 - 785	30 - 45	8	105 HP/3000 rpm; 3:1 gearbox	P80-M



Python-Drive P80-S

The Python-drive is supplied with a built-in length of 195 mm as a standard. Without a sur-charge we can also offer built-in lengths of 145 or 165 mm. Please state the desired built-in length when you order your P80-S.

Ø head cv shaft : 100 mm
Pitch of bolts : 86 mm

Max. shaft torque (Kgm - Nm)	Shaft Ø (mm) (min - max)	Max. prop. thrust (kN)	Usage	Cat.no.
80 - 785	30 - 45	12	135 HP/2500 rpm; 2:1 gearbox	P80-S



Python-Drive P110-S

The Python-drive is supplied with a built-in length of 180 mm as a standard. Without a sur-charge we can also offer a built-in length of 225 mm. Please state the desired built-in length when you order your P110-S.

Ø head cv shaft : 108mm
Pitch of bolts : 94mm

Max. shaft torque (Kgm - Nm)	Shaft Ø (mm) (min - max)	Max. prop. thrust (kN)	Usage	Cat.no.
110 - 1080	35 - 45	12	135 HP/2800 rpm; 3:1 gearbox	P110-S



Python-Drive P110-T

The Python-drive is supplied with a built-in length of 180 mm as a standard. Without a sur-charge we can also offer a built-in length of 225 mm. Please state the desired built-in length when you order your P110-T.

Ø head cv shaft : 108mm
Pitch of bolts : 94mm

Max. shaft torque (Kgm - Nm)	Shaft Ø (mm) (min - max)	Max. prop. thrust (kN)	Usage	Cat.no.
110 - 1080	35 - 50	18	175 HP/2400 rpm; 2:1 gearbox	P110-T



Python-Drive P140-T

The Python-drive is supplied with a built-in length of 180 mm as a standard. Without a sur-charge we can also offer a built-in length of 225 mm. Please state the desired built-in length when you order your P140-T.

Ø head cv shaft : 122 mm
Pitch of bolts : 124.8 mm

Max. shaft torque (Kgm - Nm)	Shaft Ø (mm) (min - max)	Max. prop. thrust (kN)	Usage	Cat.no.
140 - 1370	40 - 55	18	160 HP/2500 rpm; 3:1 gearbox	P140-T



Python-Drive P200-T

The Python-drive P200-T is supplied with a built-in length of 255 mm as a standard.

Ø head cv shaft : 148 mm
Pitch of bolts : 128 mm

Max. shaft torque (Kgm - Nm)	Shaft Ø (mm) (min - max)	Max. prop. thrust (kN)	Usage	Cat.no.
200 - 1960	40 - 60	18	250 HP/2400 rpm; 2.5:1 gearbox	P200-T



Python-Drive P200-Q

The Python-drive P200-Q is supplied with a built-in length of 255 mm as a standard. This Python-drive is best used at no more than 1500 rpm.

Ø head cv shaft : 148 mm
Pitch of bolts : 128 mm

Max. shaft torque (Kgm - Nm)	Shaft Ø (mm) (min - max)	Max. prop. thrust (kN)	Usage	Cat.no.
200 - 1960	45 - 60	22	200 HP/2200 rpm; 3:1 gearbox	P200-Q



Python-Drive P200-W

The Python-drive P200-W is supplied with a built-in length of 255 mm as a standard.

Ø head cv shaft : 148 mm
Pitch of bolts : 128 mm

Max. shaft torque (Kgm - Nm)	Shaft Ø (mm) (min - max)	Max. prop. thrust (kN)	Usage	Cat.no.
200 - 1960	50 - 60	30	200 HP/2200 rpm; 3:1 gearbox	P200-W



Python-Drive P501-Q

The Python-drive P501-Q is supplied with a built-in length of 221 mm as a standard.

Ø head cv shaft : 191.8 mm
Pitch of bolts : 165 mm

Max. shaft torque (Kgm - Nm)	Shaft Ø (mm) (min - max)	Max. prop. thrust (kN)	Usage	Cat.no.
500 - 4900	55 - 60	22	430 HP/2300 rpm; 2.5:1 gearbox	P501-Q



Python-Drive P501-W

The Python-drive P501-W is supplied with a built-in length of 221 mm as a standard. Without a surcharge we can also offer a built-in length of 260 mm. Please state the desired built-in length when you order your P501-W.

Ø head cv shaft : 191.8 mm
Pitch of bolts : 165 mm

Max. shaft torque (Kgm - Nm)	Shaft Ø (mm) (min - max)	Max. prop. thrust (kN)	Usage	Cat.no.
500 - 4900	60 - 80	30	620 HP/2400 rpm; 2.5:1 gearbox	P501-W



Python-Drive P501-L

The Python-drive P501-W is supplied with a built-in length of 221 mm as a standard. Without a surcharge we can also offer a built-in length of 260 mm. Please state the desired built-in length when you order your P501-W.

Ø head cv shaft : 191.8 mm
Pitch of bolts : 165 mm

Max. shaft torque (Kgm - Nm)	Shaft Ø (mm) (min - max)	Max. prop. thrust (kN)	Usage	Cat.no.
500 - 4900	60 - 80	45	420 HP/1900 rpm; 3:1 gearbox	P501-L