Kiwiprop Order Specification

Kiwiprops™

Return the first sheet completed to: info@pmagne.fr or
Factory Address: RP MAGNE 1488, Route de la mer 06410 BIOT **Phone: 00 33(0)4 93 65 71 35**

Name of Owner: **Phone:**
Contact Address:

Ship to Address:

Phone # for Courier Delivery: **email:**

Name of Boat:
Designed by:
Displacement:
Length Overall:
Length Water Line:

Local Agent's Name if you are not dealing direct:

Required by Date:

ENGINE MAKE & MODEL:

SAE Horsepower ..... @ RPM .....
Max 1 hour rpm rating

Reduction Gear Ratio in Ahead:

Reduction Gear Ratio in Astern:

Rotation in Ahead: [Viewed from astern]

Normal Cruising rpm:

NB: Gearboxes with lower reduction ratios in Astern than Ahead will not achieve full engine rpm in Astern due to the higher shaft speeds

NB: All Saildrives have the same reduction ratio in Ahead and Astern and normally rotate in a Left Handed or Counter Clockwise direction

NB: Many modern reduction boxes can run in either direction to select different Ahead ratios

CAUTION: V Drives *may* reverse rotation

SHAFT: *see page 3 ...*

Diameter:
Taper Ratio:
Taper length Shaft:
[Do not measure off existing propeller]
Keyway Size & Length:
Thread OD:
Thread Length:
Thread Type:

SAILDRIVES:

Model #:

All S/Drives except Nanni, Beta & Selva have SAE 16/32 Splines on a 28 mm shaft with an M16 x 2 nut & rotate anticlockwise in ahead. New Volvo's & Yanmar's - rotation is optional.

Yanmar SD40/50 & SOME SD31 Saildrives take M20 x 2 nuts. SONIC = ⅝" UNC + 12 mm Collar.

Continued page 2/4

SHIPMENT DETAILS:

We can generally dispatch a unit following receipt of all the required information and order confirmation within 3 to 4 working days.

Units will normally be shipped overseas using DHL Expess Courier service which typically targets 4 ~ 5 working day delivery to most North American & European addresses and less to Australian customers. This service covers delivery to virtually any address anywhere in the World.

This courier service will incur a packaging & delivery charge of US $ 150.

The units are carefully packed in individual foam cartons and shipped door to door with full insurance.

A copy of the installation and operating manual, a SS Grease Nipple with a signed copy of the warranty will be included in the carton. We will advise shipment details by e-mail or fax.

NB: Customers are responsible for any local taxes and charges that may apply ...

POWER RANGE CONSTRAINTS:

The smallest K3 unit available has a nominal diameter of 14.50" - the largest 19.50".
NB: The actual maximum diameter at the tips will be ~ 0.50" greater than the nominal diameter.

These are suitable for engine / reduction options in the power and shaft speed ranges that deliver less than 55 hp at shaft speeds of more than ~ 1340 rpm at the top end of the range.

At the bottom of the range they require more than ~ 15 hp at shaft speeds of less than 1400 rpm in ahead, and less than ~ 1250 rpm in reverse. ***[The lower reverse speed constraint is required to accommodate the extra power required from the 23+ deg of reverse pitch]***

CAUTION: ***These units are not recommended for boats with continuous sailing speeds in excess of 15 knots or for catamarans that may lift a hull when sailing. They are not recommended for use in mud berths or areas where there are extreme levels of scale deposits or sand in the water as both will interfere with ongoing lubrication of the blades on their mountings.***

CORROSION ISSUES:

The units do not accommodate a zinc anode. With large proportions of the components by area composites, the unit does not need a zinc sacrificial anode nor can they be attached to the nut for example as it does not conduct.

The AB2 components have the same electro-potential as 316 Stainless Steel.

All Saildrives have the anode on the housing. Shaft drives would need to mount any zinc anode on the shaft in front of the unit assuming space was available.

EXISTING PROPELLER : ***Optional***

Diameter / Pitch / # of Blades:

Type / Manufacturer:

Normal cruising RPM Engine:

Normal cruising speed knots:

Maximum speed achieved:

INITIAL PITCH SETTING:

Unless requested otherwise - the unit will be delivered with the pitch targeted to allow the engine to achieve it's rated max rpm which is required for warranty purposes on all new engines.

Higher pitch settings will improve cruise speed for a given rpm at the expense of achieving maximum engine rpm.

Continued page 3/4

SAE & ISO ATTACHMENT OPTIONS AVAILABLE EX STOCK:

Shaft Diameter	Taper Ratio	Shaft Length	Boss Length	Thread OD & Type	Thread Length	Width x Depth Key
.875"	SAE 1:16	2.375"	2.500"	0.625" UNC	+ Tacoma Propeller Bush	
1.000"	SAE 1:16	2.750"	3.000"	0.750" UNC	1.438"	0.250"
1.125"	SAE 1:16	3.125"	3.375"	0.750" UNC	1.438"	0.250"
1.250"	SAE 1:16	3.500"	3.750"	0.875" UNC	1.625"	0.313"
1.500"	SAE 1:16	3.500"	4.250"	1.125" UNC	1.625"	0.375"
25 mm	ISO 1:10	53-55 mm	60 mm	M16 x 1.5	25 mm	6 mm
30 mm	ISO 1:10	70-75 mm	80 mm	M20 x 1.5	30 mm	8 x 7mm
35 mm	ISO 1:10	80-85 mm	90 mm	M24 x 2.0	30 mm	10 x 8mm
40 mm	ISO 1:10	90-95 mm	100 mm	M24 x 2.0	30 mm	12 x 8mm
28 mm	ALL S/Drives	3.000"	3.125"	M16 x 2.0	25 mm	Spline
28 mm	SD40-50	3.000"	3.125"	M20 x 2.0	25 mm	Spline
28 mm	SD31	3.000"	3.125"	M16 or M20 x 2.0	25 mm	Spline
1.000" NZ	SAE 1:16	2.250"	2.500"	0.625" UNC	1.250"	0.250"
1.250" NZ	SAE 1:16	3.000"	3.250"	0.750" UNC	1.500"	0.313"

CAUTION: BENETEAU AND ISO SHAFTS USED M16 x 2.0 & M20 x 2.0 PRIOR TO 1992

Blank bored bosses are available for local machining to fit non-standard tapers and nuts ....

All SAE tapers reduce in diameter by 1/16" for every inch of taper – ISO by 1 mm every 10 mm.
All North American manufactured and most Australian shafts will follow the SAE standard exactly.
In NZ & Australia taper length may vary, and must be specified, with 0.625" or 0.750" BSW nut optional.
You will need to confirm these dimensions on imported vessels or those which may have had the shaft replaced and which may not be standard. NB: BSW is the same as UNC in these sizes

The above ISO tapers and nuts cover all Beneteau, Bavaria and Jeanneau specifications but are technically the old ISO standards. Check the keyway dimensions carefully for all metric shafts.

INSTALLATION DETAILS:

Minimum clearance to hull: ***See Diagram next page :***

Installation angle of shaft: ***Relative to the hull section above the propeller:***

CAUTION: ***These units are not recommended where the water flow due to the buttock lines are at a high angle relative to the propeller shaft eg > 30 deg***

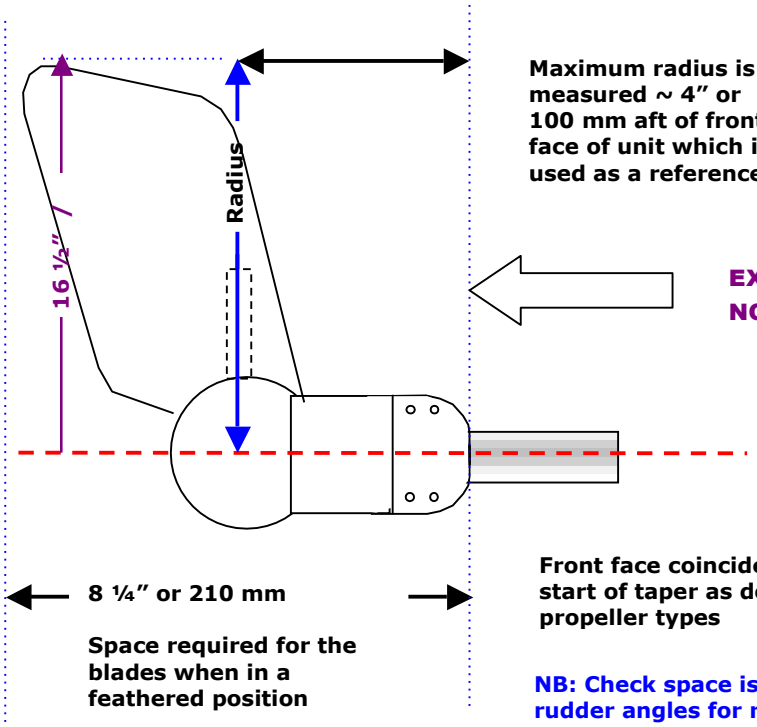
Please note if the rudders are in front of the Saildrives as on some Lagoon Cats .....

Sketch below any unusual details of clearance, apertures, rudders, etc .....

We have extensive data under SPACE REQUIRED for both K3 & K4 units on our web site

Continued page 4/4

OVERALL DIMENSIONS OF THE UNIT ……



NB: **The maximum diameter at the tips is ~ ½" or 13 mm greater than the nominal diameter of the propeller. In a motoring or reversing position the blades maximum diameter will be ~ 100 mm or 4 ins aft of the front face**

eg: **A 16" Nominal Unit measures ~ 16 ½" at the tips as shown here. The blade shown here is in a feathered position**

ADDITIONAL INFORMATION:

There is an extensive database on our web site that can be searched for any keywords and covers virtually all queries you may have about the K3 and K4 units