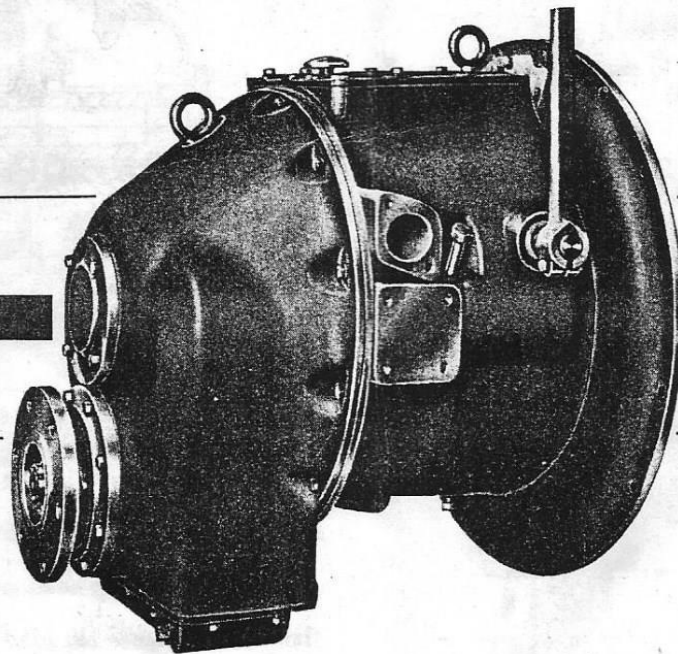


632-1041



Reverse Gear No. 3745

Reduction Gear No. 2045



THE SNOW-NABSTEDT GEAR CORP.

Manufacturers of S-N and JOES REVERSE and REDUCTION GEARS

P.O. BOX 1753, NEW HAVEN, CONN., U. S. A.

Model No. 3745 Reverse & No. 2045 Reduction Gear

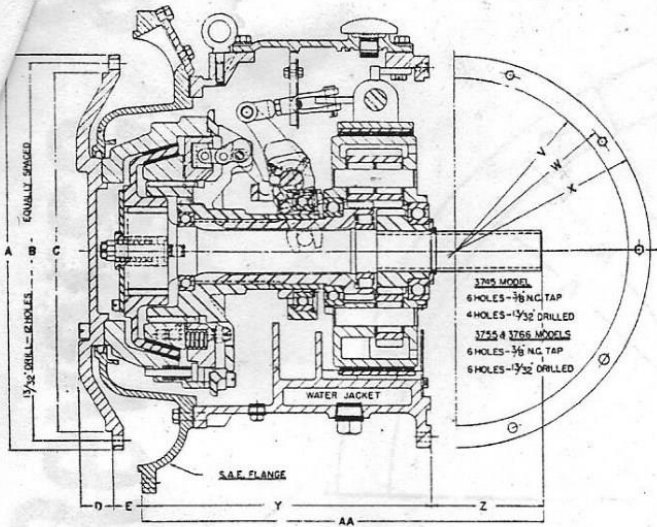


Figure 1 (Mod. 3745-1)

FIGURE 1 shows the standard basic Reverse Gear No. 3745-1. The splined stub shaft is extended to take either the coupling for direct drive as shown in Figure 2 or the high speed pinion for reduction as shown in Figure 3. The housing shown is standard for all adaptations and reduction ratios. The front adapter plate bolts to the various SAE bell housings No. 1, 2 or 3. Special adapter plates will be made if the production requirements warrant. Weight of 3745-1 with No. 1 SAE bell housing 330 lbs.

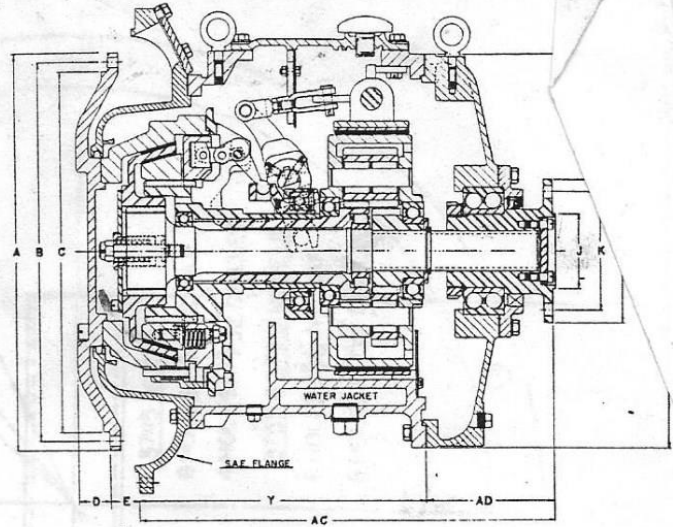


Figure 2 (Mod. 3745-1 with 2045-0)

FIGURE 2 shows Reverse Gear No. 3745-1 with rear closure 2045-0 indicating no reduction i.e. **in-line direct drive**. This direct drive or thrust unit is easily slid onto the splined stub shaft and bolted in place. With this model the propeller rotates in the same direction as the engine. Direct drive units, that is 1:1, with drop in centers and using gearing similar to Figure 3 below can also be furnished and are designated by No. 2045-00 for rotation opposite to that of the engine. No. 2045-00P has idler pinion to give a rotation in the same direction as that of the engine. Weight of 3745-1 and 2045-0 with No. 1 SAE bell housing, 380 lbs.

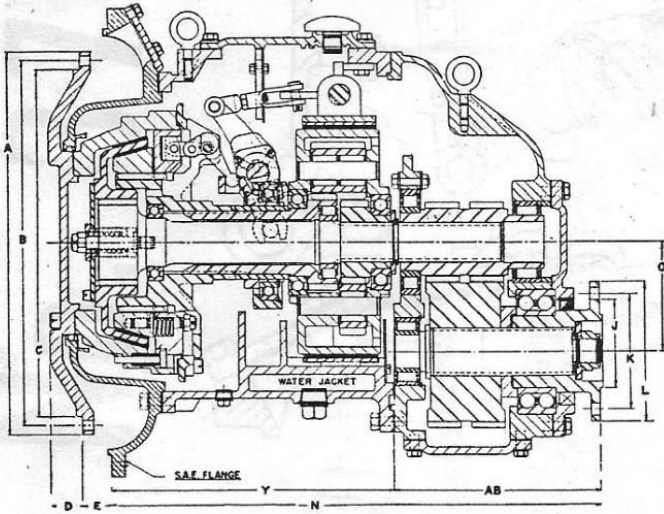


Figure 3 (Mod. 3745-1 with 2045-5)

FIGURE 3 shows Reverse Gear No. 3745-1 with reduction gear. Reduction gears are easily slid over the splined stub shaft and bolted in place.

Ratios 1½, 1¾ and 2:1 all have the same drop in shaft centers.

Ratios 2½ and 3:1 each have the same drop in shaft centers, (but greater than 2:1 ratio).

Ratios 4, 4½ and 4¾:1 each have the same drop in shaft centers (but greater than 3:1 ratio).

They turn the propeller in the opposite direction from the engine. Reductions which are identical in all respects as to dimensions, drop in centers, etc., as the above ratios but turning the propeller in the same direction as the engine are known as "idler pinion" types and designated by letter "P", for example: No. 2045-1P. Extra charge for the "idler pinion" type.

- No. 3745-1 with 2045-5 (2 :1 ratio) Weight 455 lbs.
- No. 3745-1 with 2045-7 (3 :1 ratio) Weight 486 lbs.
- No. 3745-1 with 2045-9 (4¾:1 ratio) Weight 600 lbs.

LUBRICATION

We recommend the use of the same oil as is used in the engine providing this is of high grade and is not lighter than SAE No. 20 nor heavier than SAE No. 50.

NOTE CAREFULLY that all bearings and seals are self lubricated in the normal functioning of the reverse and reduction units and that **SEPARATE** or **HAND** lubrication is unnecessary to any hidden bearings or seals.

These gears are furnished to use "splash" lubrication entirely, separate from that of the engine. When "pressure" lubrication is desired the oil is usually forced into the center of the gear through the crankshaft. The baffle between reverse gear and flywheel is then eliminated. Figure 4 shows location of oil filler and oil drain.

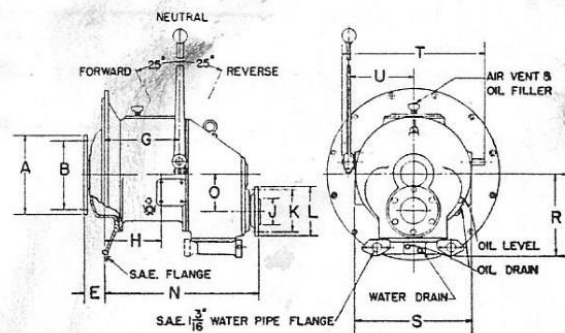


Figure 4

JOES GEARS represent over 40 years of coast

S-N No. 3745 Reverse &

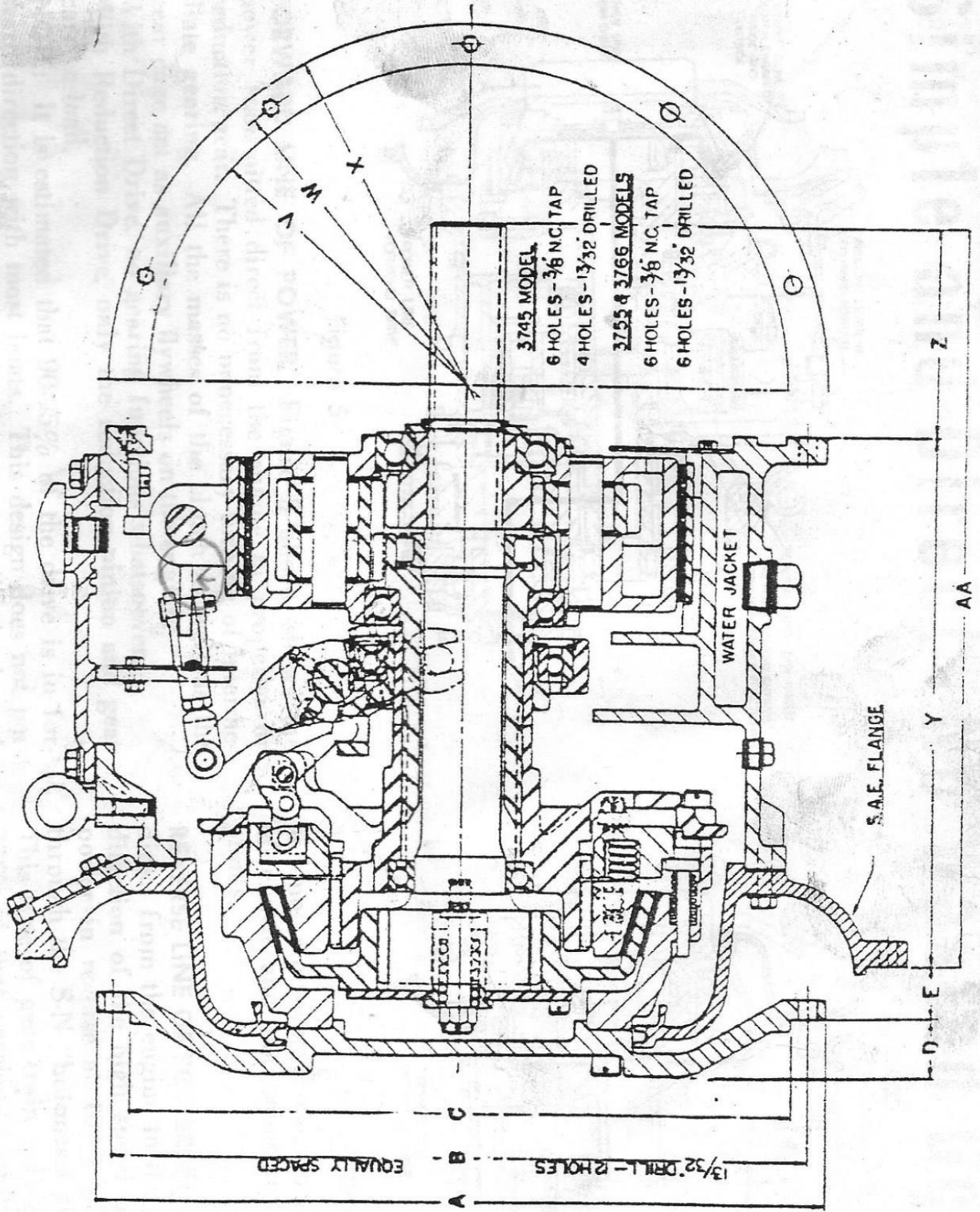


Figure 1 (Mod. 3745-1)