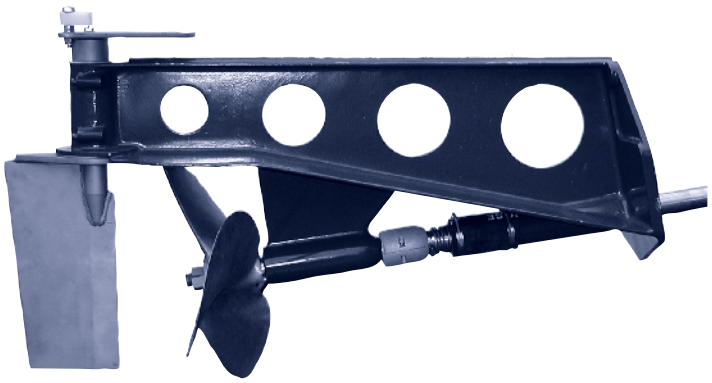
LM Transom Drives

The New All-British designed and manufactured LM TRANSOM DRIVE that increases the operational efficiency of sportsboats and fast motor cruisers.

These rugged units are capable of being coupled to the more powerful petrol engines of which the Ford V6, Jaguar 4.2, and the American 'Small and Big Block' V8's are typical, PLUS diesel engines of up to 600 h.p. through a ZF, PRM or other suitable gearbox.

There are three models to cover the range of engine applications. Each model comes complete with hydraulic steering as standard.



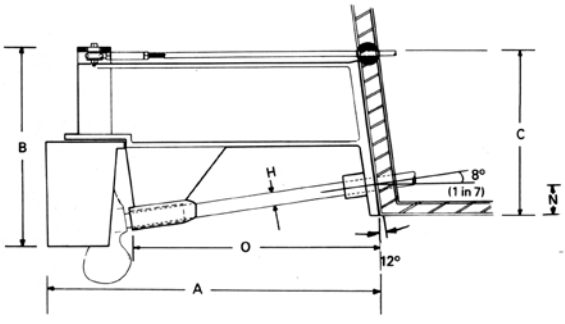
LM TRANSOM DRIVE comes complete with:
Shaft and rudder carrier, propeller shaft, rudder and tiller arm, Hydraulic helm head, steering cylinder and transom mount, hoses and connections, Shaft, bearing and seal assembly.

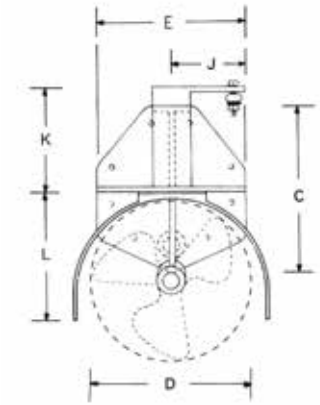
Extras:
Propeller, Shaft coupling and flexible coupling to suit engine/ gearbox being installed, Set of transom bolts.

The advantages of the **LM TRANSOM DRIVE** over other forms of marine propulsion drives apply right through the designer - boatbuilder - user spectrum because:-

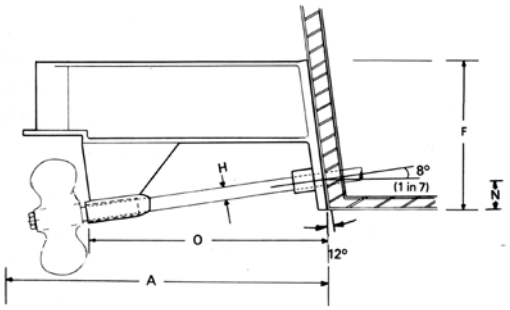
LM TRANSOM DRIVE allows for inboard engine installation in a position close to the transom.
LM TRANSOM DRIVE propeller shaft runs at an angle of only 8°.
LM TRANSOM DRIVE has direct-drive from gearbox eliminating the power loss experienced in sterndrives.
LM TRANSOM DRIVE requires a smaller aperture cut into the boat's transom than for a sterndrive.
LM TRANSOM DRIVE has no gears to wear or break.
LM TRANSOM DRIVE has a smaller underwater profile, causing less underwater drag.
LM TRANSOM DRIVE has a high rake surface piercing propeller, which when running partially out of the water, helps trim the bow of the boat up on high speed running AND YET when fully immersed still gives transom lift to ensure easy planing.
LM TRANSOM DRIVE subjects steering systems to very light steering loads due to its balanced rudder design.
LM TRANSOM DRIVE 14 rudder forms a propeller guard.
LM TRANSOM DRIVE 14 has a splined propeller shaft enabling the propeller to be quickly removed, especially applicable to trailable craft where propeller damage can occur during transit.

14" unit with standard rudder





14" unit with separate rudder



Dimensions

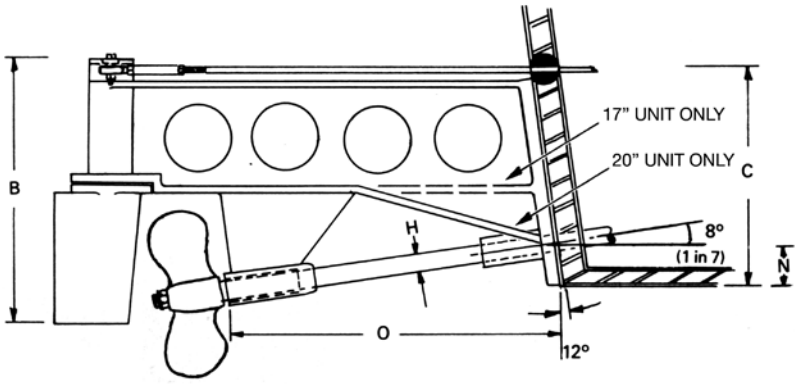
Model	A	B	C	D	E	F	H	J	K	L	M	N	O	WEIGHT excl. prop
14" STD	890	510	380	13½"	305	—	1¼"	190	215	255	—	85	610	33Kg
17" STD	1215	675	410	17"	356	—	1¾"	190	280	320	—	114	835	67Kg
20" STD	1300	725	520	20"	356	—	2"	190	280	370	—	114	835	85Kg
14" SEP	730	—	380	15"	305	380	1¼"	190	165	292	445	85	610	58Kg (pair)
17" SEP	1000	—	465	17"	356	410	1¾"	190	290	418	545	114	835	103Kg (pair)
20" SEP	1025	—	465	20"	356	520	2"	190	290	418	570	114	835	145Kg (pair)

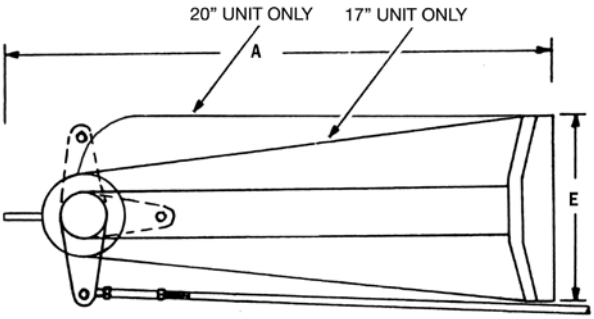
All measurements are in mm, unless otherwise stated, and are approximate. 14"SEP uses similar rudder assembly to 17"SEP. Weights in Kg. and for separate rudder units include two drives and one rudder assembly.

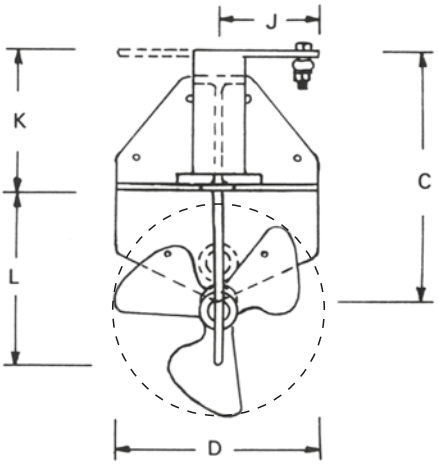
Installation drawings

Our policy is one of continual improvement and specifications may change without notice

17" & 20" units with standard rudder







17" & 20" units with separate rudder