



ZF 80 A

8° Down angle, direct mount marine transmission.

Maximum Input**

	- 1		
Duty	kW	hp	RPM
Pleasure	442	593	4500
Light	414	555	4500
Medium	332	445	4500
Continuous	197	264	3200
** Mus	t not be excee	eded	

Description

- Reverse reduction marine transmission with hydraulically actuated multi-disc clutches .
- Suitable for high performance applications in luxury motoryachts, sport fishers, express cruisers etc .
- Robust design also withstands continuous duty in workboat applications .
- Fully works tested, reliable and simple to install .
- Design, manufacture and quality control standards comply with ISO 9001 .
- Compatible with all types of engines and propulsion systems, including waterjets and surface- piercing propellers, as applicable .

Features

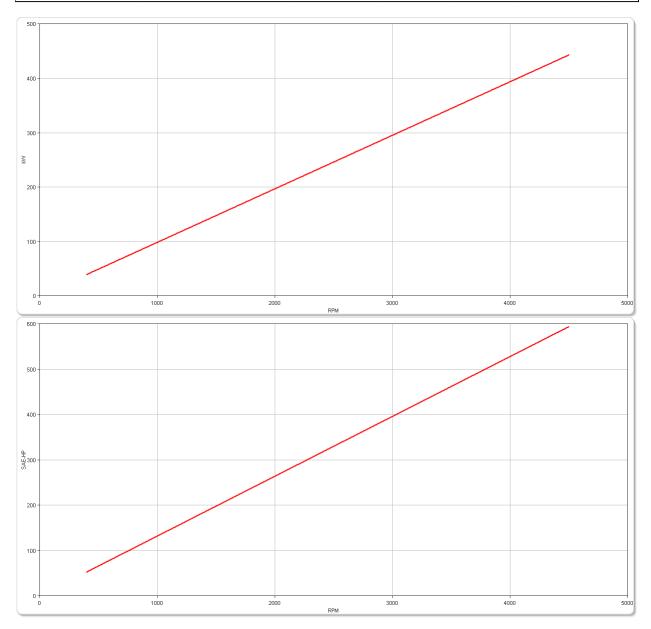
- Lightweight and robust aluminum alloy casing (sea water resistant) .
- Case hardened and precisely ground gear teeth for long life and smooth running .
- Output shaft thrust bearing designed to take maximum propeller thrust astern and ahead .
- B/W connection integrated with casing .
- Smooth and reliable hydraulic shifting with control lever for attachment of push-pull cable .
- Suitable for twin engine installations (same ratio and torque capacity in ahead or astern mode) .
- Replaceable oil filter cartridge .
- Compact, space saving design due to 8° down-angle and beveloid gear principle .
- "SUPERSHIFT" clutch control .
- Integrated bosses for speed pick-up installation at output flange .

Options

- Engine-matched dual stage coupling .
- SAE 2 and SAE 3 bell housings .
- Oil cooler complete with fittings and flexible oil hoses .
- Mounting brackets .
- Propeller shaft flange .
- Control cable bracket for mounting of push-pull cable to the control lever .
- Classification by all major Classification Societies on request .
- SAE «A» Power Take Off .
- Thermostatic valve for better performance of trolling valve in cold sea water .
- Trolling valve (mechanical) for slow-speed drive .
- Electric Trolling .
- Supershift (with Autotroll and Easidock) .

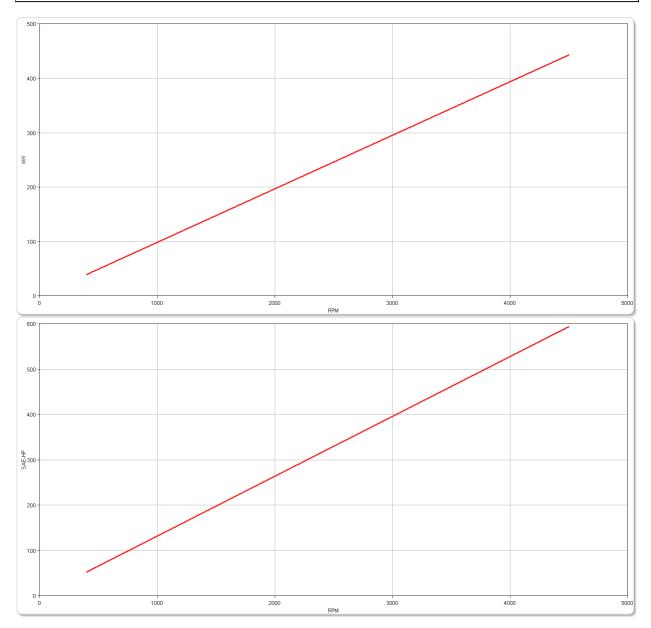
Pleasure Duty

RAT	IOS	MAX. T	ORQUE	POWER/RPM		MAXIMUM RATED POWER					ER	MAX.
'A' Pos	'B' Pos	Nm	ftlb	kW	hp	kW	hp	kW	hp	kW	hp	RPM
2800 rpm 3000 rpm 3300 rpm) rpm							
1.567	1.567	940	693	0.0984	0.1320	276	370	295	396	325	436	4500
1.750	1.750	940	693	0.0984	0.1320	276	370	295	396	325	436	4500
1.962	1.962	940	693	0.0984	0.1320	276	370	295	396	325	436	4500
2.500	2.500	940	693	0.0984	0.1320	276	370	295	396	325	436	4500



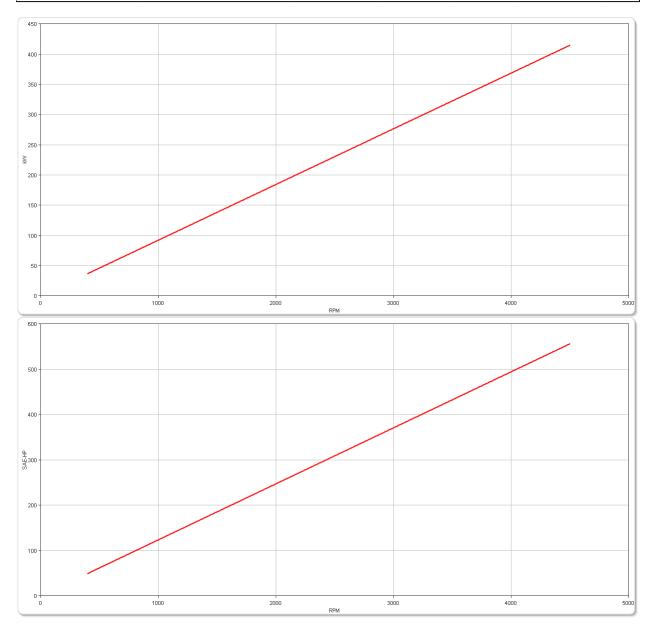
Pleasure Duty Gasoline

RAT	IOS	MAX. T	ORQUE	POWER/RPM		MAXIMUM RATE				POWE	ER	MAX.
'A' Pos	'B' Pos	Nm	ftlb	kW	hp	kW	hp	kW	hp	kW	hp	RPM
4000 rpm 4400 rp) rpm	4800	rpm			
1.567	1.567	940	693	0.0984	0.1320	394	528	433	581			4500
1.750	1.750	940	693	0.0984	0.1320	394	528	433	581			4500
1.962	1.962	940	693	0.0984	0.1320	394	528	433	581			4500
2.500	2.500	940	693	0.0984	0.1320	394	528	433	581			4500



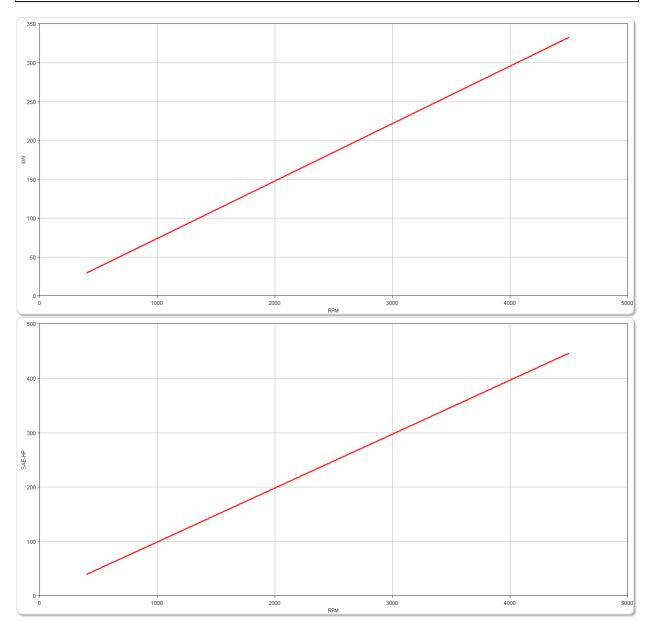
Light Duty

RAT	IOS	MAX. T	ORQUE	POWER/RPM		MAXIMUM RATED				POW	ΈR	MAX.
'A' Pos	'B' Pos	Nm	ftlb	kW	hp	kW	hp	kW	hp	kW	hp	RPM
) rpm	2500) rpm	2800) rpm	
1.567	1.567	880	649	0.0921	0.1236	194	259	230	309	258	346	4500
1.750	1.750	880	649	0.0921	0.1236	194	259	230	309	258	346	4500
1.962	1.962	880	649	0.0921	0.1236	194	259	230	309	258	346	4500
2.500	2.500	880	649	0.0921	0.1236	194	259	230	309	258	346	4500



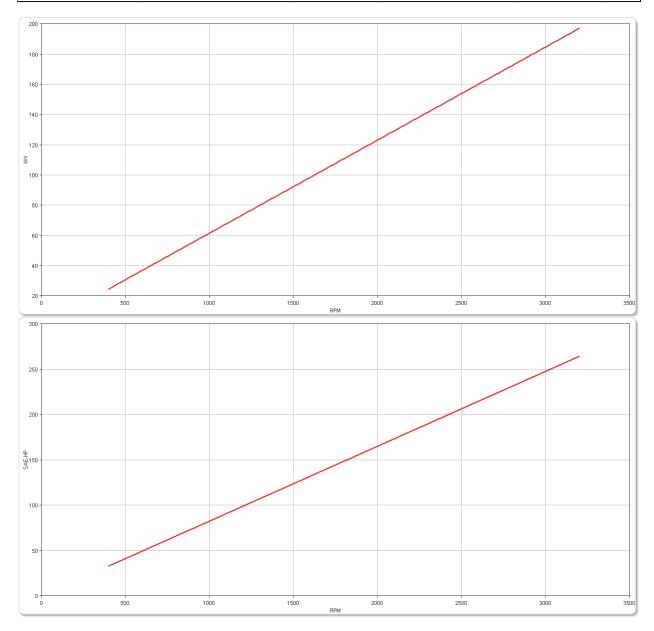
Medium Duty

RAT	IOS	MAX. TORQUE		POWER/RPM		MAXIMUM RA			TED POWER			MAX.
'A' Pos	'B' Pos	Nm	ftlb	kW	hp	kW	hp	kW	hp	kW	hp	RPM
) rpm	2500) rpm	2800) rpm	
1.567	1.567	706	521	0.0739	0.0991	155	208	185	248	207	278	4500
1.750	1.750	706	521	0.0739	0.0991	155	208	185	248	207	278	4500
1.962	1.962	706	521	0.0739	0.0991	155	208	185	248	207	278	4500
2.500	2.500	706	521	0.0739	0.0991	155	208	185	248	207	278	4500

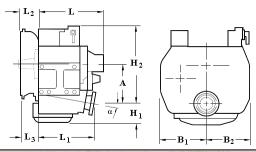


Continuous Duty

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RAT	IOS	MAX. T	ORQUE	POWER/RPM		MAXIMUM RA			ATED POWER			MAX.
'A' Pos	'B' Pos	Nm	ftlb	kW	hp	kW	hp	kW	hp	kW	hp	RPM
1800 rp) rpm	2100) rpm	2400) rpm	
1.567	1.567	588	434	0.0616	0.0826	111	149	129	173	148	198	3200
1.750	1.750	588	434	0.0616	0.0826	111	149	129	173	148	198	3200
1.962	1.962	588	434	0.0616	0.0826	111	149	129	173	148	198	3200
2.500	2.500	588	434	0.0616	0.0826	111	149	129	173	148	198	3200



ZF 80 A Dimensions



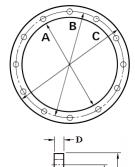
	mm (inches)											
Angle	А	B ₁	B ₂	H ₁	H ₂		G	L ₂	L ₃	Bell Hsg.		
8.0	160 (6.30)	210 (8.27)	210 (8.27)	112 (4.41)	303 (11.9)	374 (14.7)	291 (11.4)	71.0 (2.79)	11.0 (0.43)	3		
		Weig	ght kg (lb)		70//	PATE	Oil Cap	acity Litre (L	JS qt)			
		69	.0 (152)				5	5.50 (5.80)				

SAE Bell Housing Dimensions

SAE No.		<u>۱</u>		2	0		Bolt Holes			
	, r	1	L	2	0		No.	Diameter		
	mm	in	mm	in	mm	in	110.	mm	in	
2	447.68	17.625	466.73	18.375	488.95	19.25	12	10.32	13/32	

Output Coupling Dimensions

	A B		B	С		г	h	Bolt Holes				
	~				,		<i>,</i>	No.	Diameter (E			
mm	in	mm	in	mm	in	mm	in	INO.	mm	in		
146	5.75	121	4.75	76.2	3.00	14.0	0.55	6	16.3	0.64		







Duty Definitions

PLEASURE DUTY DEFINITION Highly intermittent operation with very large variations in engine speed and power Average engine operating 500 hours/year hours limit: 300 hours/year for mechanical gearboxes Typical hull forms: Planing. Typical applications: Private, non-commercial, non-charter sport/leisure activities. LIGHT DUTY DEFINITION Intermittent operation with large variations in engine speed and power Average engine operating 2500 hours/year hours limit: (for hydraulic gearboxes smaller than the ZF 650 series, 2000 hours/year). Typical hull forms: Planing and semi-displacement. Typical applications: Private and charter, sport/leisure activities, naval and police activities. MEDIUM DUTY DEFINITION Intermittent operation with some variations in engine speed and power Average engine operating 4000 hours/year. hours limit: 3500 hours/year for gearboxes smaller than ZF 2000 series and workboat ZF W2700 series. Typical hull forms: Semi-displacement and displacement Typical applications: Charter and commercial craft (example: crew boats and fast ferries), and naval and police activities. CONTINUOUS DUTY DEFINITION Continuous operation with little or no variations in engine speed and power Average engine operating Unlimited hours limit: Typical hull forms: Displacement. Typical applications: Heavy duty commercial vessels, tugs, fishing boats.

Duty Ratings

Ratings apply to marine diesel engines at the indicated speeds. At other engine speeds, the respective power capacity (kW) of the transmission can be obtained by multiplying the Power/Speed ratio by the speed. Approximate conversion factors:

1 kW = 1.36 metric hp

1 kW = 1.34 U.S. hp (SAE)

1 U.S. hp = 1.014 metric hp

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1 Nm = 0.74 lb.ft.
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Ratings apply to right hand turning engines, i.e. engines having counterclockwise rotating flywheels when viewing the flywheel end of the engine. These ratings allow full power through forward and reverse gear trains, unless otherwise stated.

Contact your nearest ZF Sales and Service office for ratings applicable to gas turbines, gasoline (petrol) engines, as well as left hand turning engines, and marine transmissions for large horsepower capacity engines.

Ratings apply to marine transmissions currently in production or in development and are subject to change without prior notice. NOTE: THE MAXIMUM RATED INPUT POWER MUST NOT BE EXCEEDED (SEE RESPECTIVE RATINGS IN THE TECHNICAL DATA SHEETS)

Safe Operating Notice

The safe operation of ZF products depends upon adherence to technical data presented in our brochures. Safe operation also depends upon proper installation, operation and routine maintenance and inspection under prevailing conditions and recommendations set forth by ZF. Damage to transmission caused by repeated or continuous emergency manoeuvres or abnormal operation is not covered under warranty. It is the responsibility of users and not ZF to provide and install guards and safety devices, which may be required by recognized safety standards of the respective country (e.g. for U.S.A. the Occupational Safety Act of 1970 and its subsequent provisions).

Monitoring Notice

The safe operation of ZF products depends upon adherence to ZF monitoring recommendations presented in our operating manuals, etc. It is the responsibility of users and not ZF to provide and install monitoring devices and safety interlock systems as may be deemed prudent by ZF. Consult ZF for details and recommendations.

Torsional Responsibility and Torsional Couplings

The responsibility for ensuring torsional compatibility rests with the assembler of the drive and driven equipment. ZF can accept no liability for gearbox noise caused by vibrations or for damage to the gearbox, the flexible coupling or to other parts of the drive unit caused by this kind of vibration. Contact ZF for further information and assistance. ZF recommends the use of a torsional limit stop for single engine powered boats, wherein loss of propulsion power can result in loss of control. It is the buyer's responsibility to specify this option, which can result in additional cost and a possible increase in installation length.

ZF can accept no liability for personal injury, loss of life, or damage or loss of property due to the failure of the buyer to specify a torsional limit stop. ZF selects torsional couplings on the basis of nominal input torque ratings and commonly accepted rated engine governed speeds. Consult ZF for details concerning speed limits of standard offering torsional couplings, which can be less than the transmission limit. Special torsional couplings may be required for Survey Society Ice Classification requirements.

