



Kiwiprop Order Specification Sheet

Return the first sheet completed to: kiwiprops@xtra.co.nz or
Factory Address: 12 c Homestead Drive, Mt. Wellington

Fax to: +64 9 5757 972
Phone: +64 9 5745 606

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:

PAYMENT METHODS:

We accept both Mastercard and Visa and online Bank Transfer Payments.

The amount will be converted to NZ dollars at the current exchange day rounded up. The currency translated charges, over which we have no control, should not exceed the quoted price due to changes in the foreign exchange rate before translation.

Visa / Mastercard	Account #	Expiry Date	Card	Initials & Name
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

NB: For internet security reasons users may wish to phone or fax credit card information Our Bank Account and Swift code is supplied on the invoice for online payment options

ENGINE MAKE & MODEL:	NB: Gearboxes with lower reduction ratios in Astern than Ahead will not achieve full engine rpm in Astern due to the higher shaft speeds
SAE Horsepower @ RPM	
Max 1 hour rpm rating	
Reduction Gear Ratio in Ahead:	NB: All Saildrives have the same reduction ratio in Ahead and Astern and normally rotate in a Left Handed or Counter Clockwise direction
Reduction Gear Ratio in Astern:	
Rotation in Ahead: [Viewed from astern]	NB: Many modern reduction boxes can run in either direction to select different Ahead ratios
Normal Cruising rpm:	CAUTION: V Drives may reverse rotation

SHAFT:	<i>see page 3 ...</i>
Diameter:	
Taper Ratio:	
Taper length Shaft:	
[Do not measure off existing propeller]	
Keyway Size & Length:	
Thread OD:	
Thread Length:	
Thread Type:	

SAILDRIVES:
Model #:
<i>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.</i>
<i>Yanmar SD40/50 & SOME SD31 Saildrives take M20 x 2 nuts. SONIC = 5/8" UNC + 12 mm Collar.</i>

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 NZ Post's Courier service which typically targets 2 ~ 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 \$ 50 per unit.

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 unit available has a nominal diameter of 15.50" - the largest 18.50".

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.

SAE & ISO ATTACHMENT OPTIONS AVAILABLE EX STOCK:

Shaft Diameter	Taper Ratio	Shaft Length	Boss Length	Thread OD & Type	Thread Length	Square Keyway
.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"
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
28 mm	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"

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.

NB: A new key is only supplied with SAE 1.250" shafts

INSTALLATION DETAILS:

Minimum clearance to hull:

See Diagram Below:

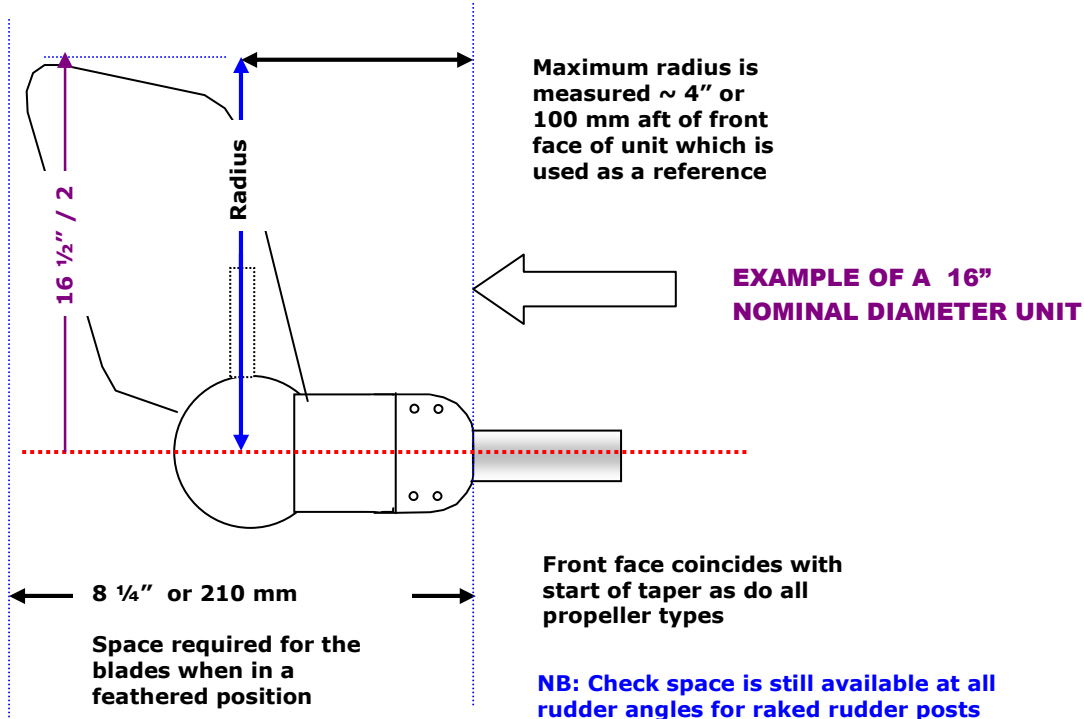
Installation angle of shaft:

Relative to the hull section above the propeller:

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

Any unusual details of clearance, apertures, rudders etc: **SKETCH BELOW:**

Overall Dimensions the Unit



NB: The maximum diameter at the tips is ~ 1/2" 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 1/2" at the tips as shown here. The blade shown here is in a feathered position