

BTAC Series

REV 002A



ELECTRICAL THRUSTERS

BTAC 250 200

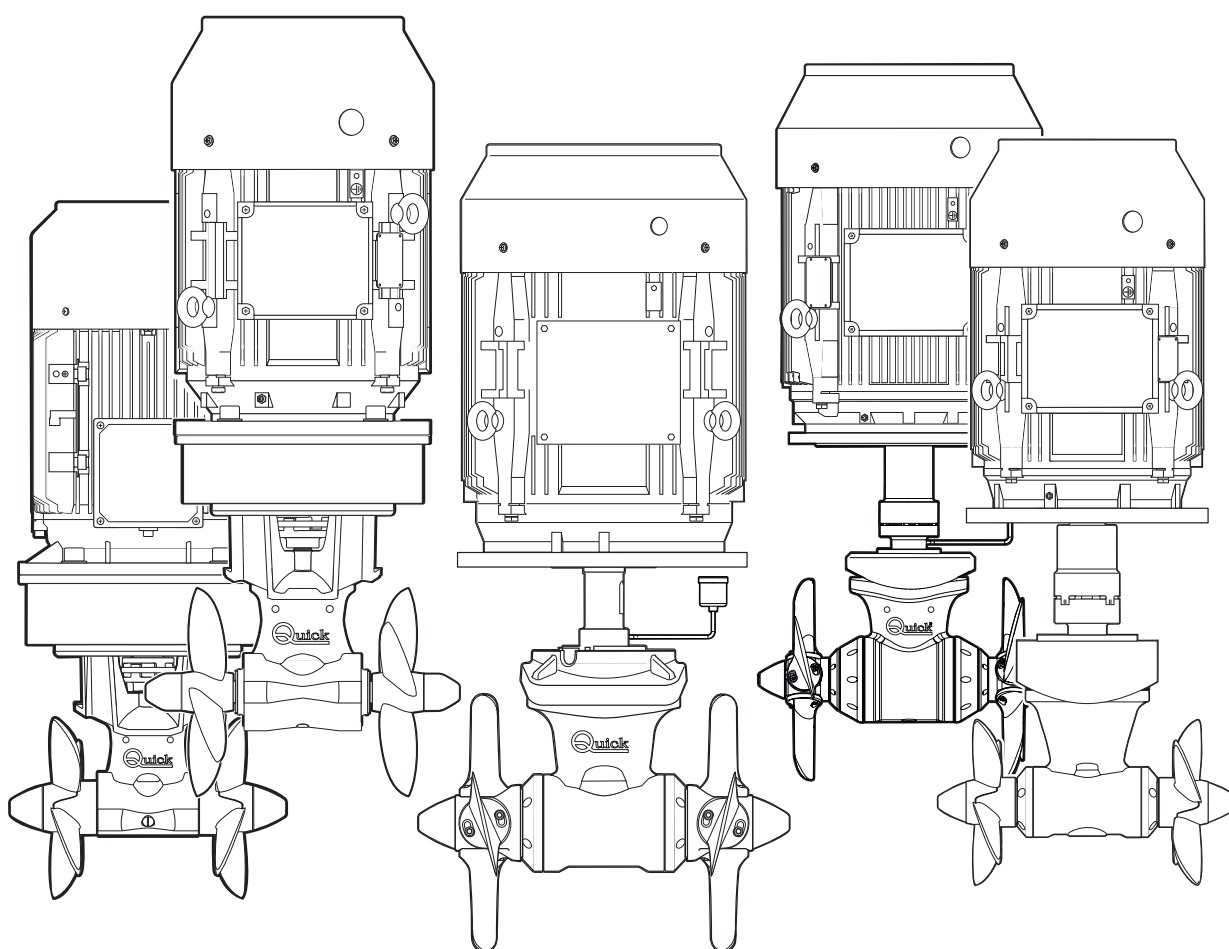
BTAC 300 300 - 300 350

BTAC 386 420 - 386 450

BTAC 386 450HD - 386 520HD - 386 550HD - 386 620HD

BTAC 513 750 - 513 900 - 513 1000

BTAC 610 1200 - 610 1400



***EN - INSTALLATION AND USER'S MANUAL**

*Other languages available by scanning the QR code on the back of this manual or on the label on the product.

Quick[®]
Nautical Equipment

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1.0 - Technical data

MODELS	BTAC250200	BTAC300300	BTAC300350
No. of Propellers	2 counter rotating	2 counter rotating (NIBRAL)	
Tunnel Ø	250 mm (9" 27/32)	300 mm (11" 13/16)	300 mm (11" 13/16)
Motor type	Electric, 2-poles		
Motor power	15 kW	15 kW	22 kW
Voltage	400/960 V	400/690 V	400/960 V
Thrust	200 kgf (441 lbf)	300 kgf (661 lbf)	350 kgf (771 lbf)
Tunnel thickness limit values	min. 6,5 mm - max 11 mm (min. 1/4" - max 7/16")	min. 9,5 mm - max 13,5 mm (min. 3/8" - max 17/32")	
Weight	160 kg (353 lb)	167 kg (368.2 lb)	216 kg (476.2 lb)

MODELS	BTAC386420	BTAC386450	BTAC386450HD
No. of Propellers	2 counter rotating	2 counter rotating (NIBRAL)	
Tunnel Ø	386 mm (15" 13/64)		
Motor type	Electric, 2-poles	Electric, 4-poles	
Motor power	30 kW	30 kW	30 kW
Voltage	400/690 V	400/690 V	400/690 V
Thrust	420 kgf (925 lbf)	450 kgf (992 lbf)	
Tunnel thickness limit values	min. 8 mm - max 15 mm (min. 5/16" - max 19/32")		
Weight	282 kg (621 lb)	300 kg (661 lb)	310 kg (683 lb)

MODELS	BTAC386520HD	BTAC386550HD	BTAC386620HD	BTAC513750
No. of Propellers	2 Controrotanti	2 Controrotanti (NIBRAL)		
Tunnel Ø	386 mm (15" 13/64)			513 mm (20" 13/64)
Motor type	Electric, 2-poles	Electric, 4-poles		
Motor power	37 kW		45 kW	45 kW
Voltage	400/690 V	400/690 V	400/690 V	400/690 V
Thrust	520 kgf (1146 lbf)	550 kgf (1212 lbf)	620 kgf (1367 lbf)	750 kgf (1653 lbf)
Tunnel thickness limit values	min. 8 mm - max 15 mm (min. 5/16" - max 19/32")			min. 12 - max 22 mm (15/32" - 55/64")
Weight	315 kg (694 lb)	385 kg (848 lb)	510 kg (1224 lb)	495 kg (1091 lb)

MODELS	BTAC513900	BTAC5131000	BTAC6101200	BTAC6101400
No. of Propellers	2 Controrotanti (NIBRAL)			
Tunnel Ø	513 mm (20" 13/64)		610 mm (24" 1/64)	
Motor type	Electric, 4-poles			
Motor power	55kW	75 kW	75 kW	90 kW
Voltage	400/690 V	400/690 V	400/690 V	400/690 V
Thrust	900 kgf (1984 lbf)	1000 kgf (2205 lbf)	1200 kgf (2646 lbf)	1400 kgf (3086 lbf)
Tunnel thickness limit values	min. 12 - max 22 mm (15/32" - 55/64")		min. 14 - max 25 mm (35/64" - 63/64")	
Weight	570 kg (1256 lb)	800 kg (1763 lb)	830 kg (1830 lb)	909 kg (2004 lb)

2.0 - Standard supply and material included in the package

- AC thruster
- Drilling template
- Gasket
- Assembly O-ring (only 250/300)
- Installation and use manual
- Conditions of warranty

2.1 - Tools required for installation

- | | |
|-----------------|--|
| BTAC 250 | <ul style="list-style-type: none">• Drill and drill bits Ø 11 mm (7/6")• Hollow mill Ø 46 mm (1" 13/16)• Male hex.wrenches: 4 mm, 5 mm, 8 mm e 10 mm• Fork or polygonal wrench: 24 mm |
| BTAC 300 | <ul style="list-style-type: none">• Drill and drill bits Ø 15 mm (19/32")• Hollow mill Ø 53 mm (2" 3/32)• Male hex.wrenches: 4 mm, 5 mm, 8 mm e 12 mm• Fork or polygonal wrench: 27 mm |
| BTAC 386 | <ul style="list-style-type: none">• Drill and drill bits Ø 16 mm (5/8")• B00 Hollow mill Ø 80 mm (3" 5/32)• C00 Hollow mill Ø 120 mm (4" 23/32)• Male hex.wrenches: 4mm, 6mm 5 mm, 8 mm e 14 mm• Fork or polygonal wrench: 27 mm |
| BTAC 513 | <ul style="list-style-type: none">• Drill and drill bits Ø 18 mm (45/64")• Hollow mill Ø 140 mm (5" 33/64)• Male hex.wrenches: 5 mm, 8 mm e 14 mm• Fork or polygonal wrench: 32 mm |
| BTAC 610 | <ul style="list-style-type: none">• Drill and drill bits Ø 18 mm (45/64")• Hollow mill Ø 160 mm (6" 19/64)• Male hex.wrenches: 5 mm, 8 mm e 14 mm• Fork or polygonal wrench: 32 mm |

2.2 - Recommended Quick® accessories not included

- **TCD 2022 • TCD 2042 • TCD 2044 • TCD 2062** thruster controls
- **PCS TJ1 • PCS TJ2** thruster proportional controls
- **PCS DTW** monitor for PCS system
- **AC POWER CONTROL** device for electrical connections with motor
- **INVERTER** speed variator for AC motors
- **AJ1 Thruster Command** thruster control with proportional system
- **PAJ 1T AMC • PAJ 2T AMC** proportional controls
- **AMC** central unit for AMC system



3.0 - Important notes

READ THIS INSTRUCTION MANUAL CAREFULLY BEFORE USING THE PRODUCT. IF IN DOUBT, CONTACT YOUR QUICK® DEALER.

This manual features Warning and/or Caution symbols that are important for safety. Please follow the instructions provided.



Warning symbol for dangerous situations.



Caution symbol to prevent direct or indirect damage to the product.

This document provides boat manufacturers and nautical equipment installers with instructions on how to assemble the Quick® product and operate it correctly.

3.1 - Safety

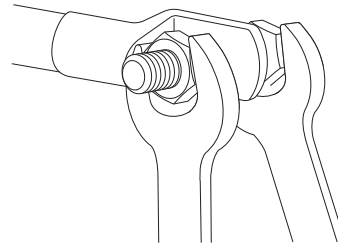


Quick® Thrusters have been designed and constructed only for nautical use.

- Do not use these appliances for other uses.
- Quick® shall accept no responsibility for direct or indirect damage caused by improper use of the appliance or an improper installation.
- The product is not designed to maintain loads generated in particular atmospheric conditions (storms).
- We recommend you entrust preparation and positioning of the tube on the hull to a skilled professional.
- Always deactivate the product when not being used.
- These are generic instructions and do not give details of the preparatory operations for installing the tunnel, since this is the competence of the boatyard.
- The installer shall bear full responsibility for any problems caused by defective installation of the tunnel.
- This equipment is not intended for use by people (including children) with reduced physical, sensory or mental capabilities.
- Do not install the electric motor near easily inflammable objects.



The terminals must be properly tightened.
Secure / hold the inner nut when tightening
MINIMUM TIGHTENING TORQUE IS 11 Nm



3.2 - Precautions for the installer



CARRY OUT THE INSTALLATION IN GOOD LIGHTING CONDITIONS.

It is advisable to wear suitable clothing and personal protective equipment (PPE).
The product is not suitable for installation in potentially explosive environments and/or atmospheres.
Installation and subsequent inspection or repair work must only be carried out by qualified personnel.



CARRY OUT INSTALLATION/MAINTENANCE WORK MAKING SURE THAT THE PRODUCT IS DISCONNECTED FROM THE ELECTRICAL SYSTEM.

Quick® accepts no responsibility for inadequate connection of users to the electrical system and inadequate safety of the electrical system.

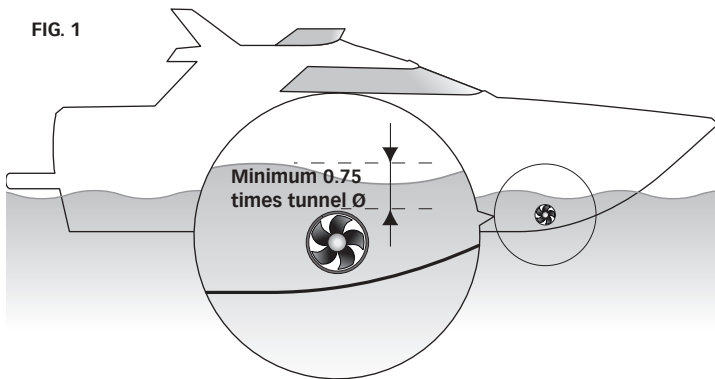
3.3 - Installation requirements

We recommend you entrust preparation and positioning of the tunnel in the hull to a skilled professional.

These are generic instructions and do not give details of the preparatory operations for installing the thruster, since this is the competence of the boatyard. The installer shall bear full responsibility for any problems caused by defective installation. Although all the components and mechanical moving parts are of high quality, the correct installation of the driving unit is an essential basis for the safe and effective use of the boat as well as the driving unit itself. The installation of such a unit is an operation that requires experience as well as technical skills. It is recommended that the installation be carried out by competent personnel and that the manufacturer or naval architects be consulted to fully assess the scope of the work.

4.0 - Eliche

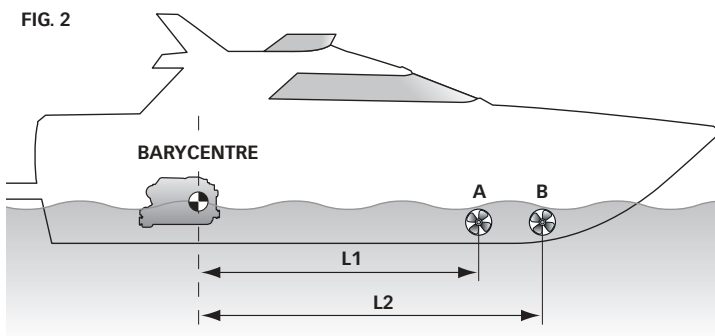
FIG. 1



The position of the tunnel will depend on the interior and exterior shape of the boat's bow.

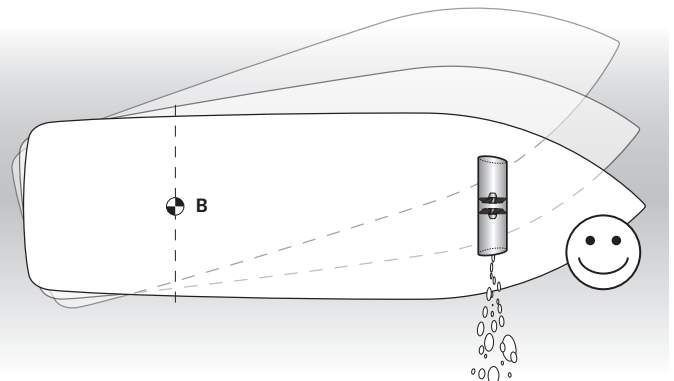
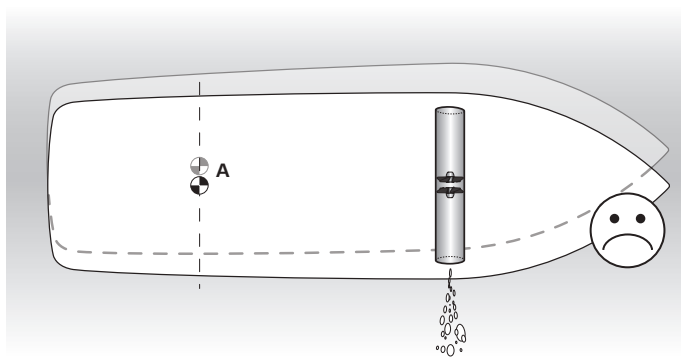
- **FIG. 1** In order to avoid cavitation in the propeller, the tunnel should be placed as deep as possible. The optimum tunnel position will be at least 0.75 times the diameter of the tunnel from the waterline.

FIG. 2

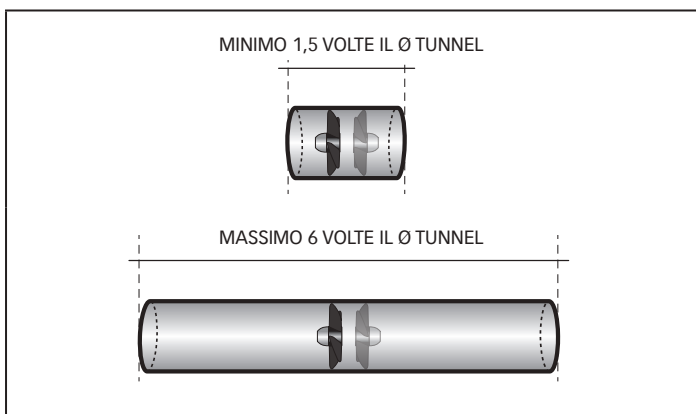


- **FIG. 2** The lever effect in the boat is proportional to the increase of the distance (L1 and L2) between the barycentre and the position of the tunnel A and B.

FIG.3



- **FIG. 3** For greater lever effect prefer position B.



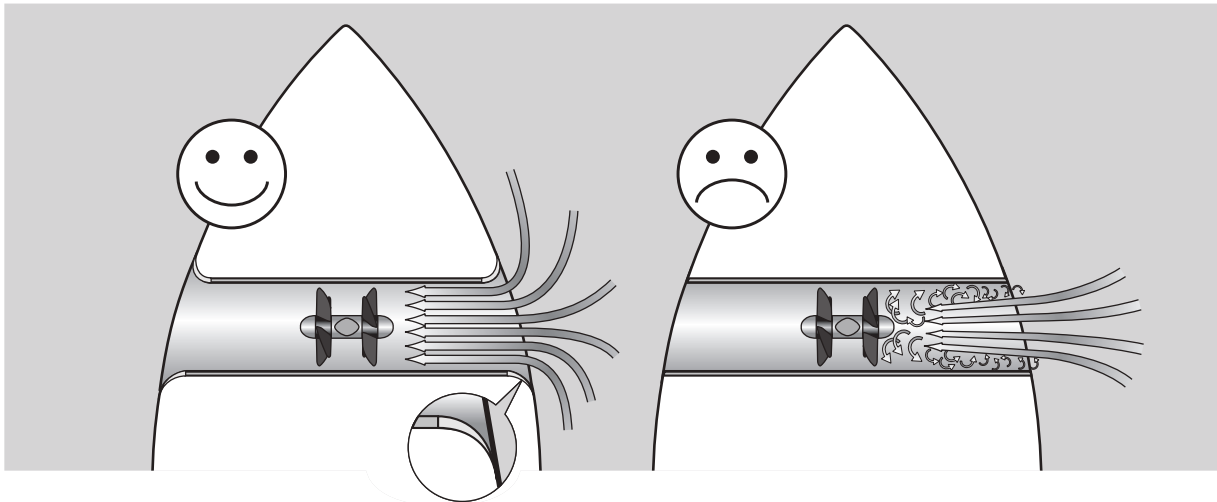
An increase in the length of the tunnel increases the effect of the loss of charge, decreasing the nominal driving force.

- **FIG.4** For a proper use of the thruster, we recommend a length equal to 1.5 to 4 times the tunnel diameter. To limit losing charge, a ratio of up to 6 times the diameter can be tolerated.

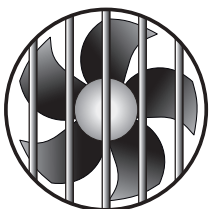
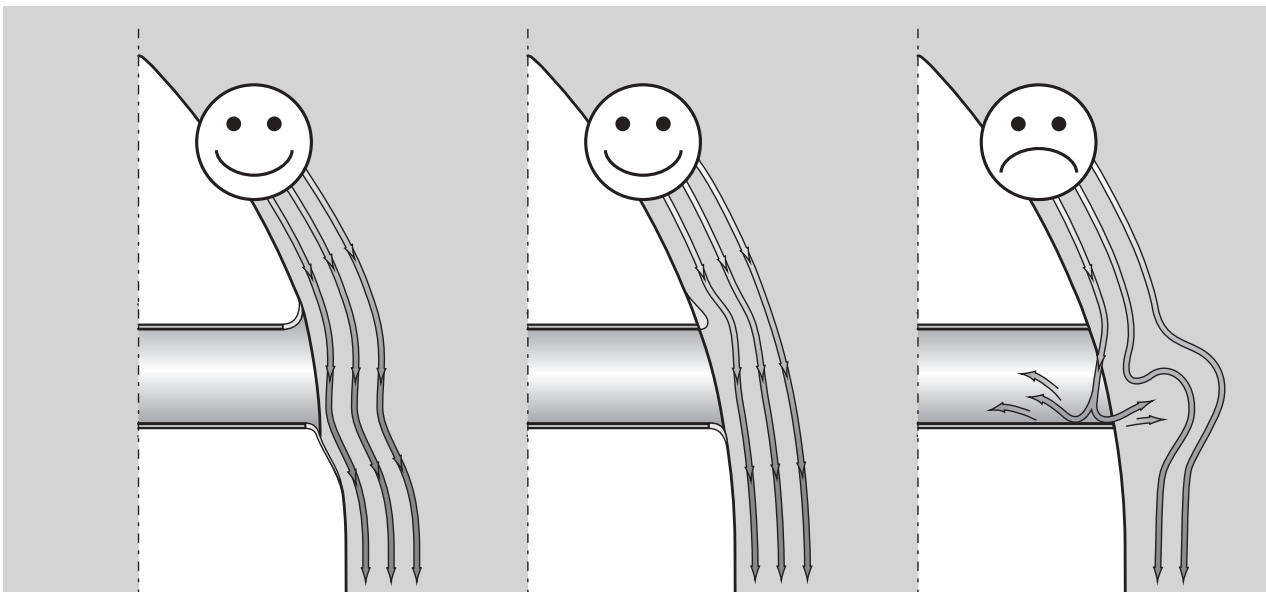


4.1 - Tunnel

- The rounded ends of the tunnel limit the creation of turbulence and cavitation, improving performance of the propeller thrust and reducing noise levels to a minimum.



- The force produced by the flow of the water when the boat is moving produces resistance on the rear face of the tunnel, which is an area exposed frontally to the water flow. To limit this phenomenon, prepare an indentation in the rear part of the tunnel. The indentation will depend on the shape of the hull. Otherwise, create a deflector on the front part of the tunnel.



- If the tunnel is near the waterline, it is advisable to fit a grating at the end of the tube. The grating must have as large a vertical mesh as possible to avoid contrasting the propeller thrust. The vertical mesh prevents the entry of most of the floating objects.

4.2 - Thruster

- We recommend installing the thruster with a support. The motor is supplied with support feet, which are already fitted.

FIG. 1

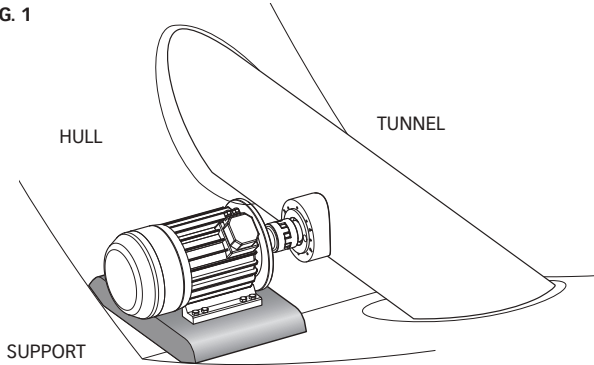


FIG. 2

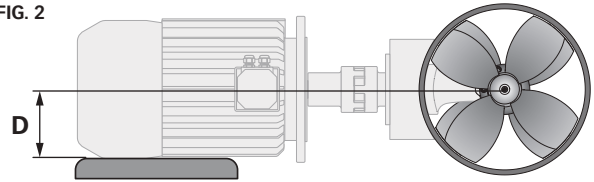
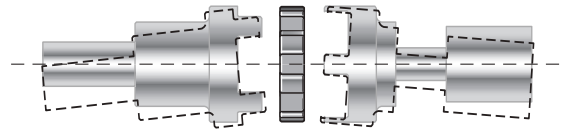


FIG. 3



- **FIG. 1** The AC motor must be installed on a support adequately sized to support the specified weight and power (see table on page 4).
- **FIG. 2** The distance (D) between the centreline of the tunnel and the motor support must allow for correct alignment of motor axle to gearbox axle.
- **FIG. 3** The angle between the two shafts (gearbox and motor) shall not exceed +/- 1.5°.
- **FIG. 4** To position the thruster in the tube, find the half-way point.
- **FIG. 5** Use the flange to mark the centre of the holes on the tube.

FIG.4

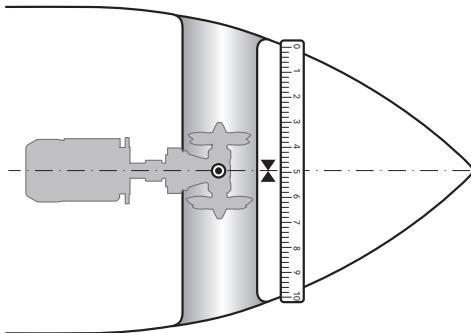
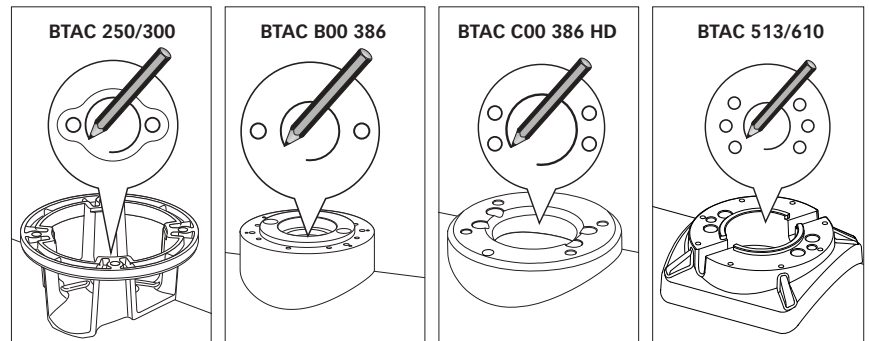


FIG.5

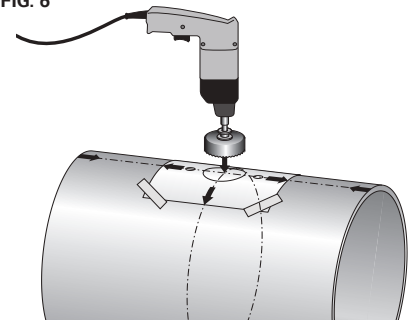


- **FIG. 6** Fix the drilling template on the reference points, making sure they are aligned with precision at the half-way point of the tube.



N.B. All holes must be exactly aligned with the half-way point of the tunnel, since tolerance between propeller and tunnel is minimal.

FIG. 6



Take care that there are no resin residues in the contact area between flange and tube; this could cause misalignment. Any resin residues and any other hindrance to correct contact must be removed with sandpaper.

• Fig. 7A / Fig. 7B

Insert two O-rings into the special seats inside the flange.

FIG. 7A

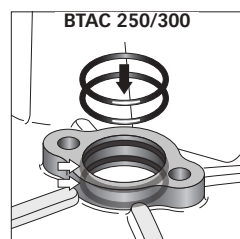
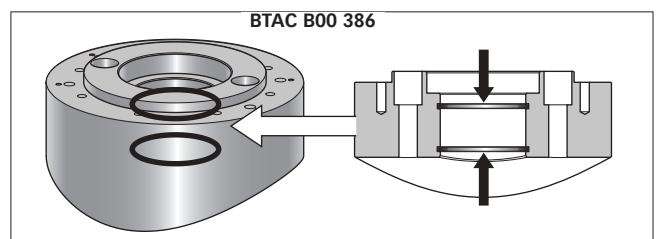


FIG. 7B





4.1 - Gearleg and motor support flange 250/300

• **FIG. 1** Proceed with fitting the gearleg with the special seal gasket. For further protection against the entry of water, apply silicone for nautical use around the point of contact between flange and tube. Fasten everything to the flange using the special screws and washers.

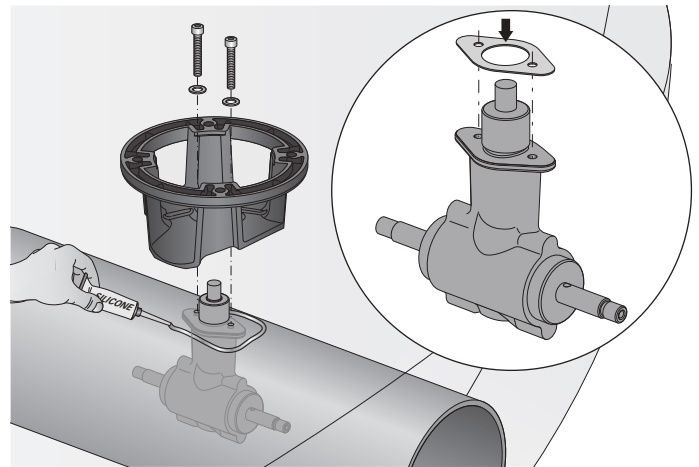
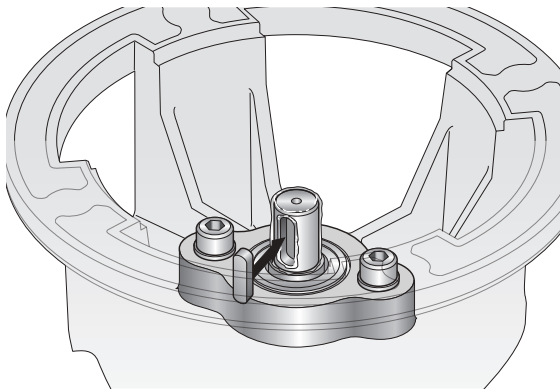
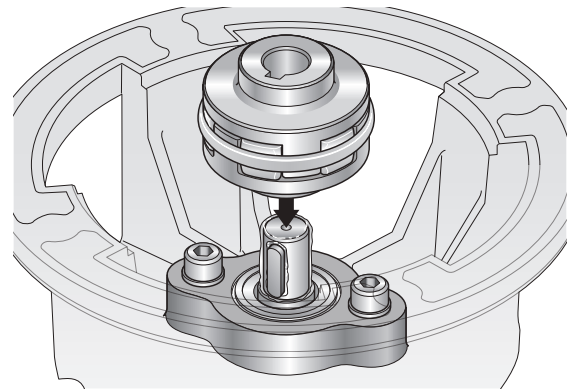


FIG.2

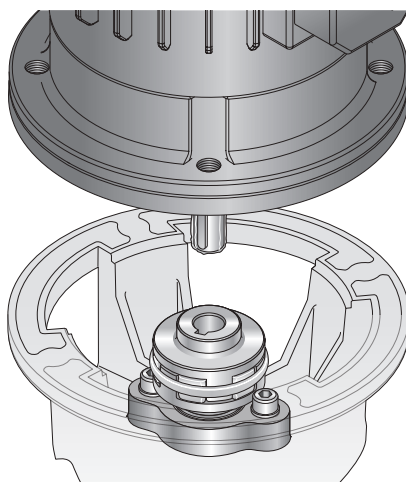


• **FIG. 2** Grease the terminal part of the gearleg shaft; fit the small key into its seat.

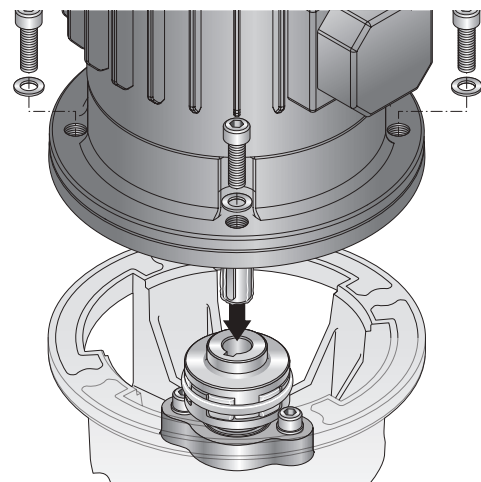
FIG.3



• **FIG. 3** Insert the elastic joint in the terminal part of the gearleg shaft.



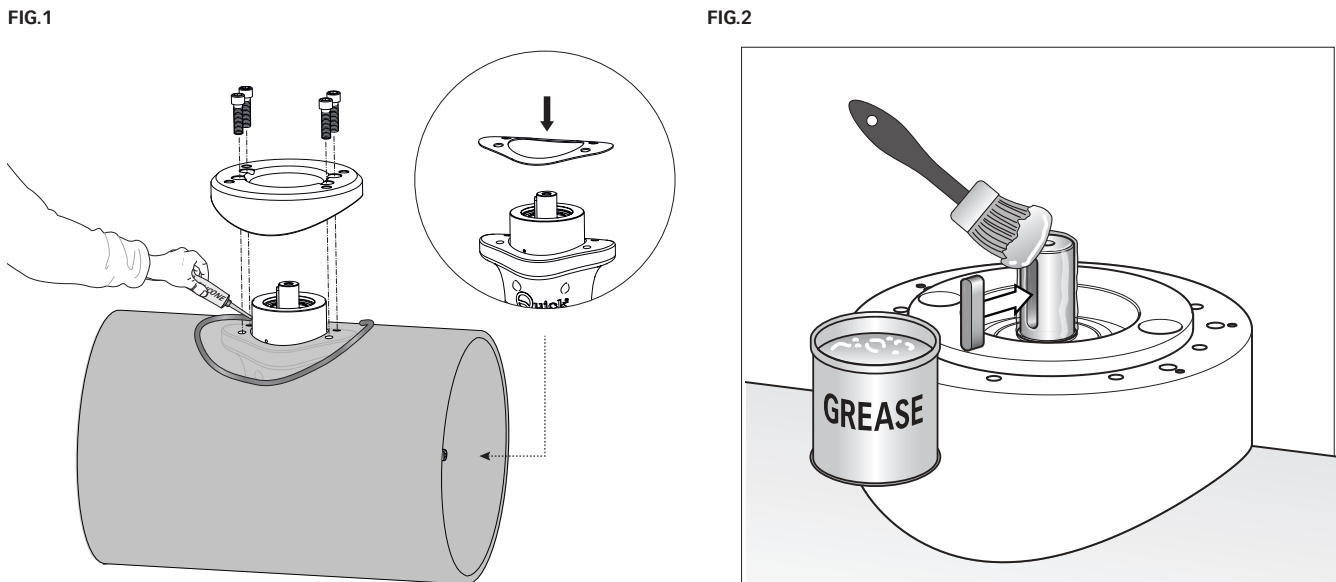
• **FIG. 4** Grease the terminal part of the drive shaft.



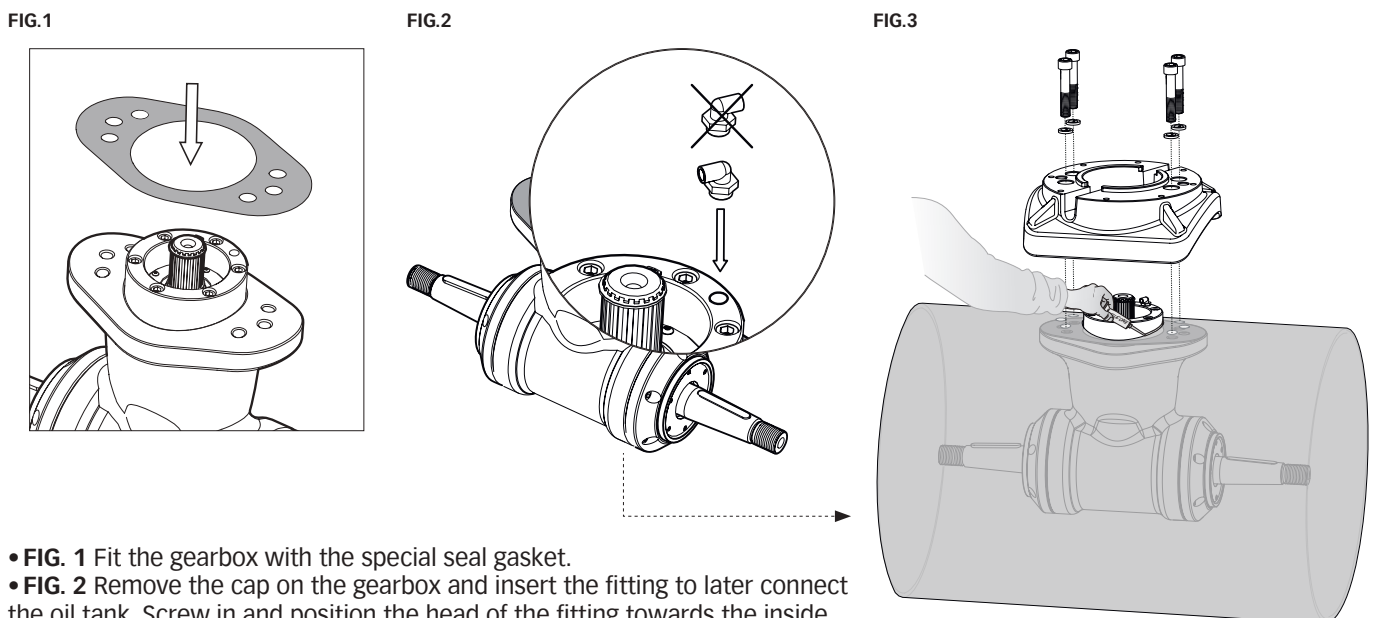
• **FIG. 5** Insert the motor onto the elastic joint; fasten it with the 4 screws and washers provided.

4.2 - Gearleg and motor support flange 386

- **FIG. 1** Proceed with fitting the gearleg with the special seal gasket. For further protection against the entry of water, apply silicone for nautical use around the point of contact between flange and tube. Fasten the flange using the special screws and washers: 2 screws for gearbox B00 - 4 screws for gearbox C00 HD.
- **FIG. 2** Grease the terminal part of the gearleg shaft; fit the small key into its seat.



4.3 - Gearleg and motor support flange 513/610



- **FIG. 1** Fit the gearbox with the special seal gasket.
- **FIG. 2** Remove the cap on the gearbox and insert the fitting to later connect the oil tank. Screw in and position the head of the fitting towards the inside to facilitate assembly with the flange.
- **FIG. 3** Proceed with fitting the gearleg. For further protection against the entry of water, apply silicone for nautical use around the point of contact between flange and tube. Fasten the flange using the special screws.



4.3 - Rilsan hose and oil tank

- FIG. 1 Remove screw and gasket
- FIG. 2 Tighten the fitting provided
- FIG. 3 Insert the Rilsan hose onto the fitting and the tank

BTAC 386 B00

FIG.1

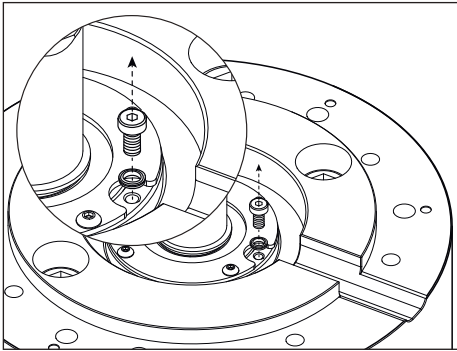


FIG.2

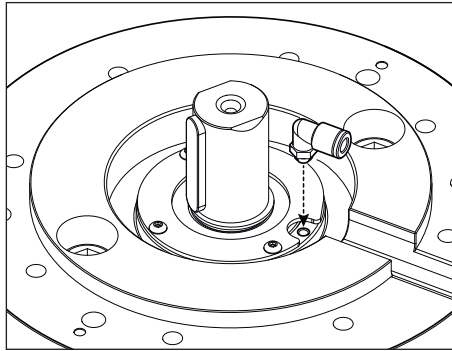
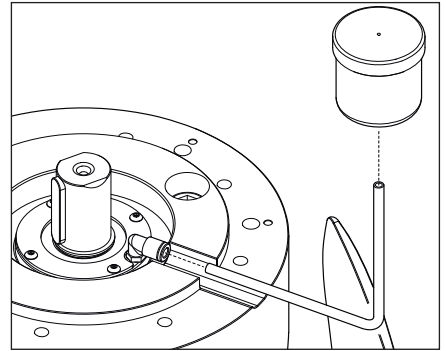


FIG.3



BTAC 386 C00

FIG.1

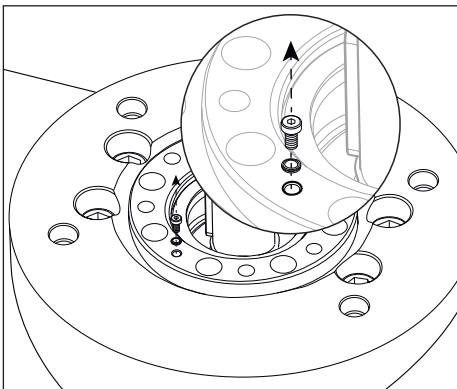


FIG.2

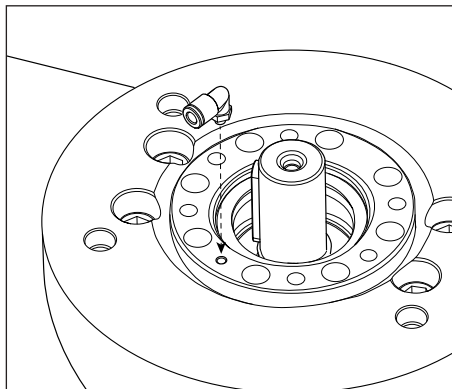
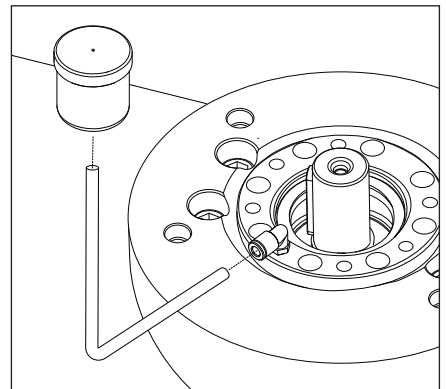


FIG.3



BTAC 513/610

- FIG. 1 After fastening the flange, turn the fitting clockwise and align it with the flange recess.
- FIG. 2 Insert the Rilsan hose with oil tank into the fitting.

FIG.1

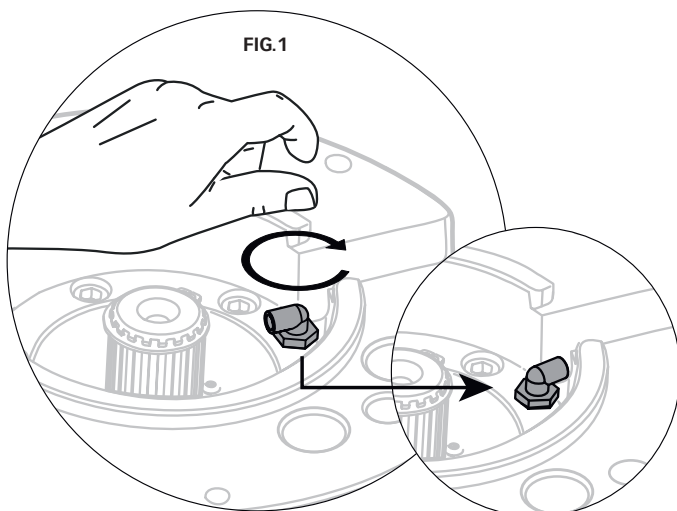
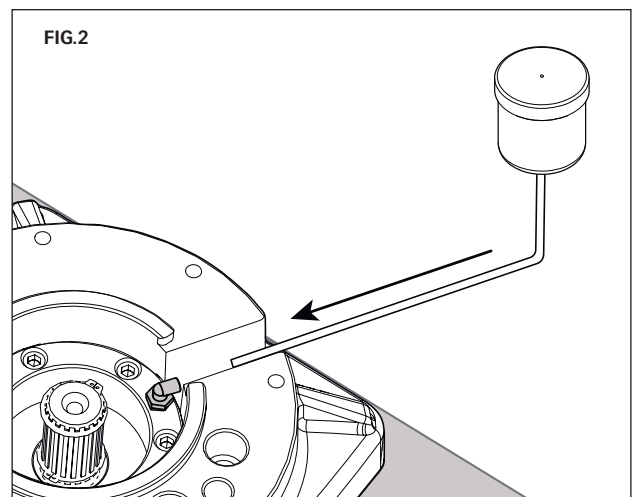
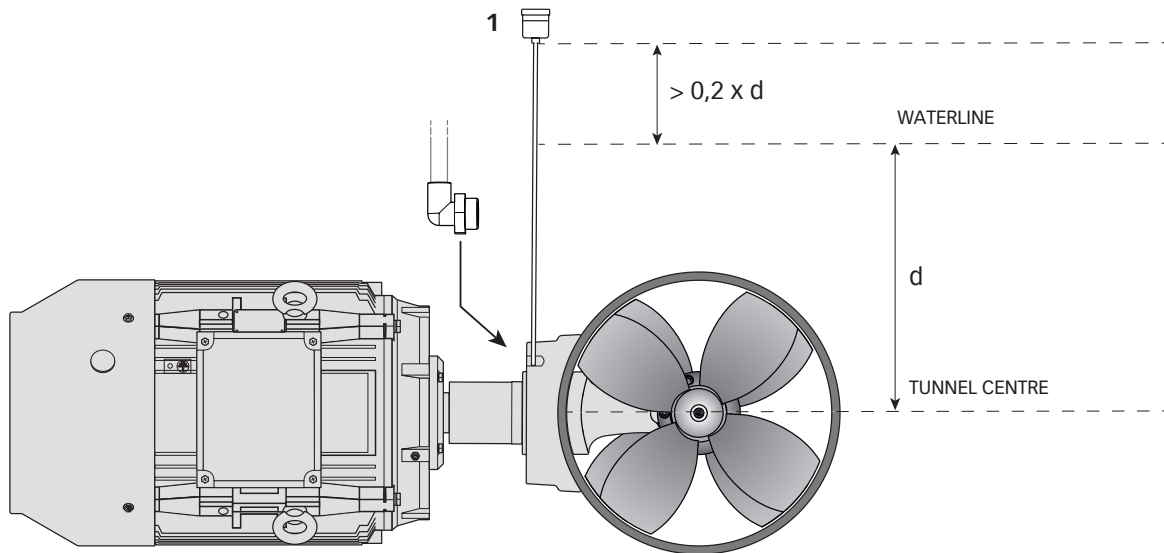


FIG.2

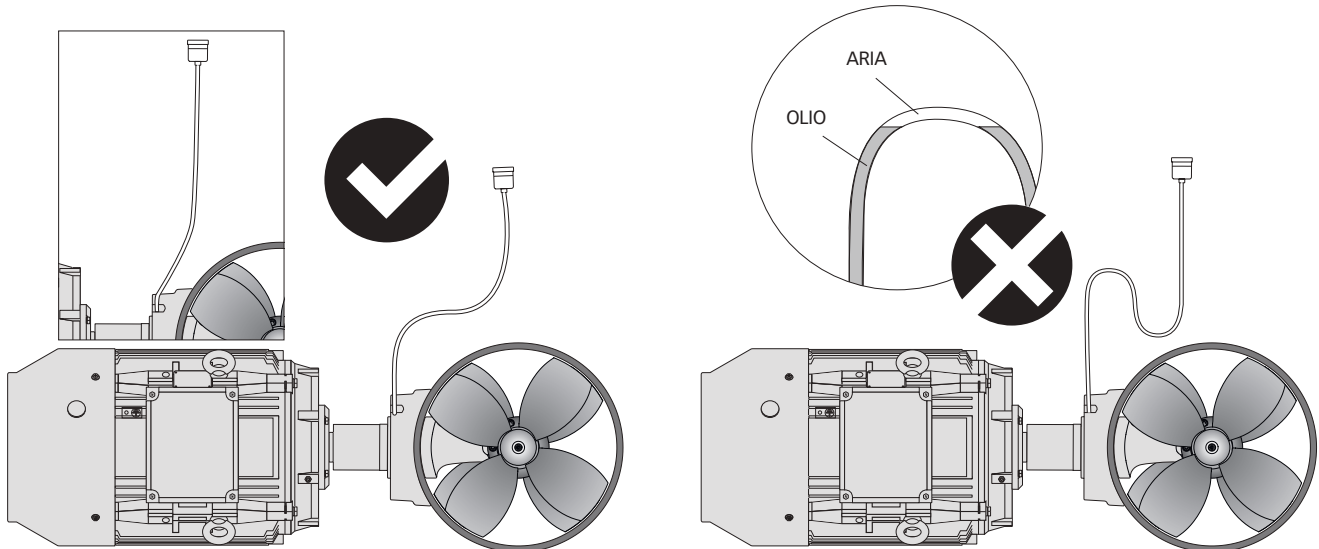


4.5 - Positioning of coupling and oil tank

- Install the oil tank (1) above the waterline by at least 20% of the distance between the waterline and the centre of the tunnel (distance d). This is to ensure sufficient oil overpressure.
- Fill the oil tank with gear oil type GL-5.



**POSITION THE TUBE CORRECTLY IN ORDER TO AVOID A "SIPHON" EFFECT.
THE TANK MUST ALWAYS BE IN A VERTICAL POSITION.**





4.4 - Joint/motor assembly

- **FIG. 1** Grease the terminal part of the gearbox.
- **FIG. 2** Insert the lower half-joint, secure it with the snap ring (BTAC 513/610 only), and the cush drive damper into the end of the gearleg shaft.

NOTE: On the BTAC 386HD C00, tighten the set screw of the lower joint.

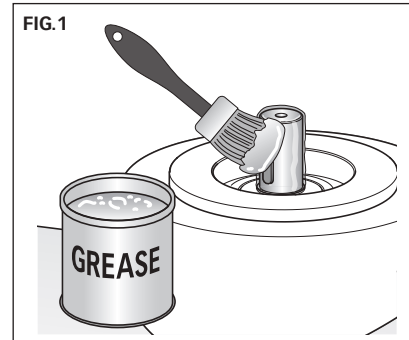


FIG.2

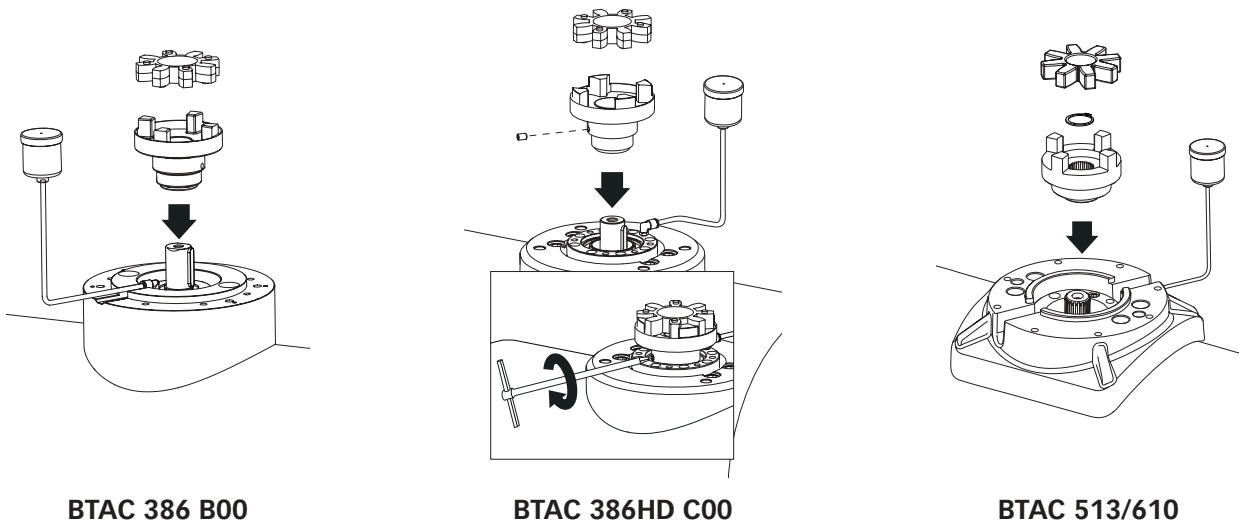


FIG.3

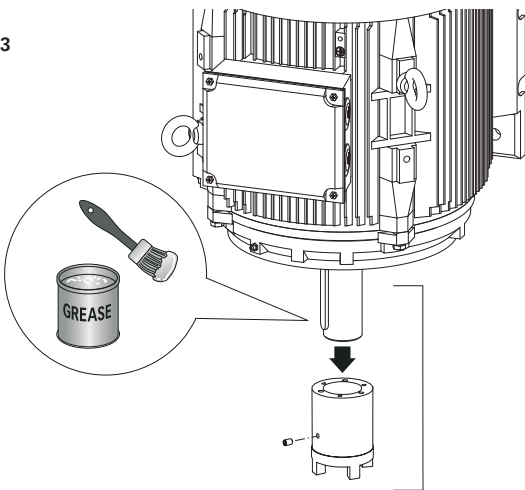
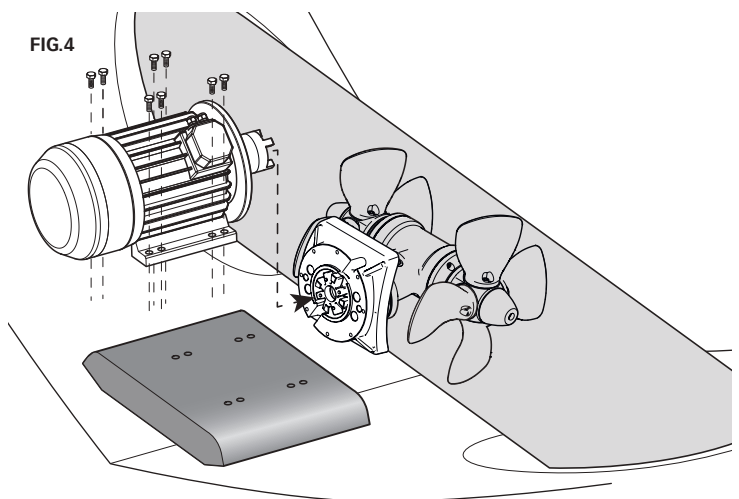
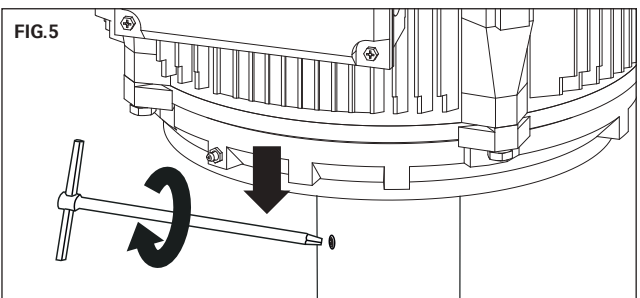


FIG.4

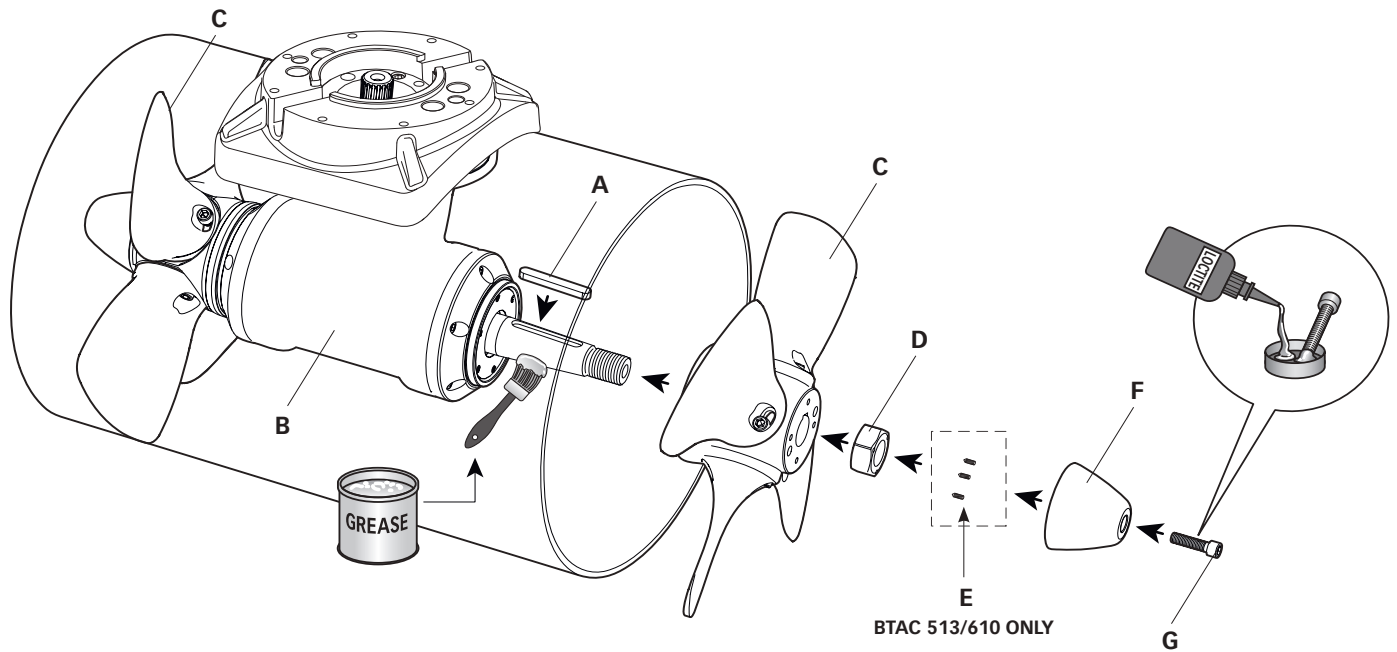


- **FIG. 3** Grease the terminal part of the drive shaft and fit the upper half-joint.
- **FIG. 4** Fit the motor on the gearbox and secure it to the support.
- **FIG. 5** Tighten the screw of the upper joint, holding it towards the gearbox.

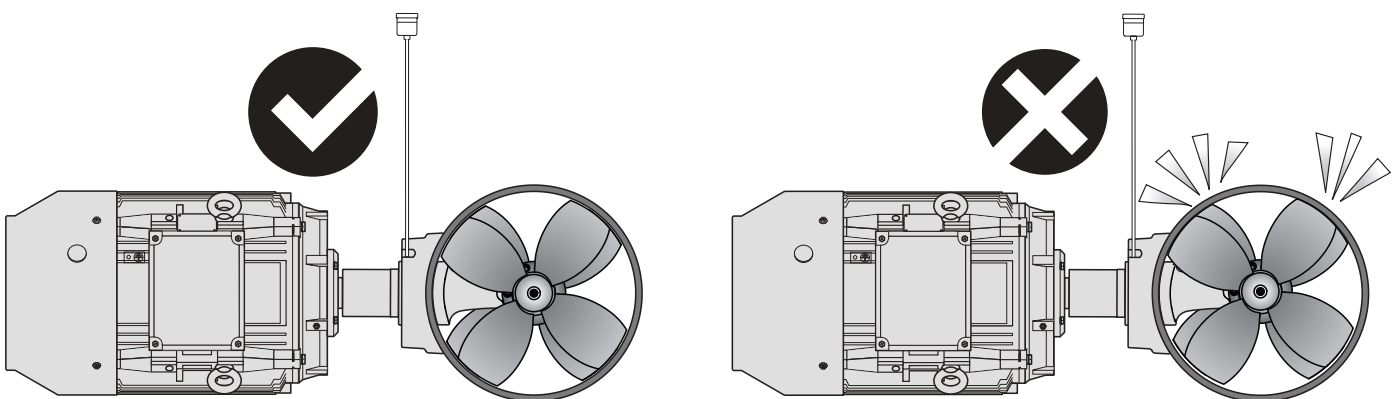


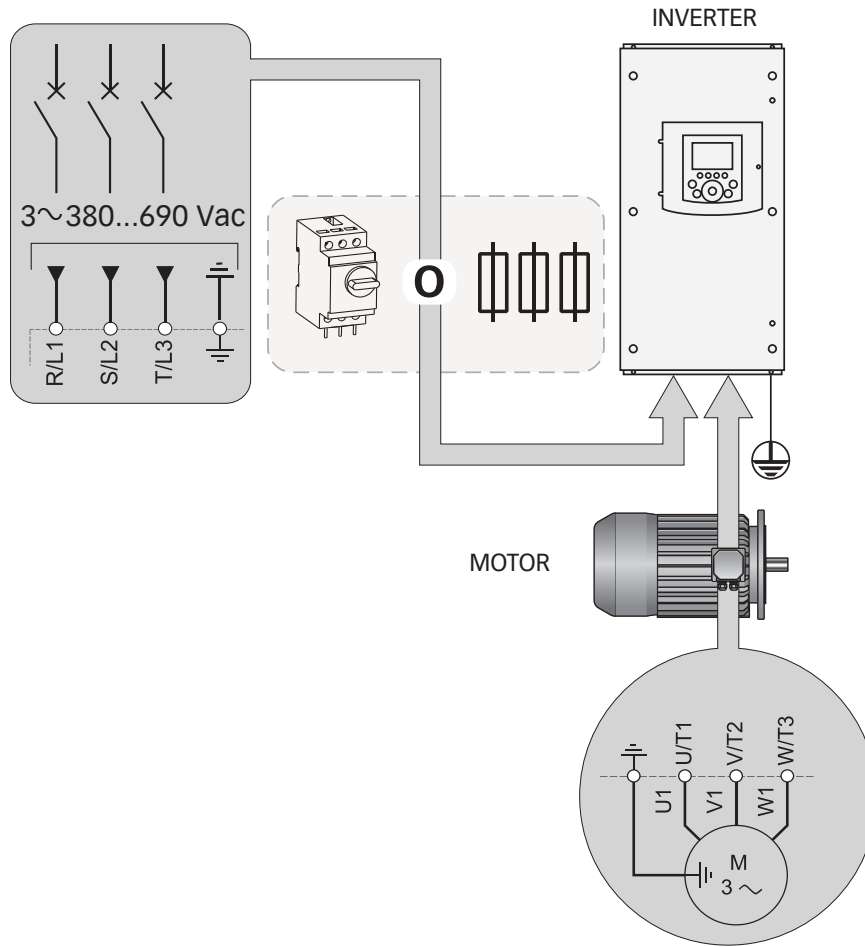
4.5 - Propeller assembly

Insert the drive keys **A** into the holes in the shafts of the gearleg **B**, assemble the propellers **C** to the gearbox by engaging them to the drive keys **A**, secure the propellers with the self-locking nuts **D**, (and set screws **E**, only for BTAC 513/610). Secure the anodes **F** with screws **G** previously smeared with structural adhesive (such as Loctite).



WARNING: on conclusion of assembly, make sure that the propeller is exactly positioned at the central point of the tunnel.





Use shielded cables to connect the inverter to the motor.

MODEL	MOTOR POWER	VOLTAGE	INVERTER POWER	ABSORPTION ON GENERATORS*
BTAC250200	15 kW	400 V	15 kW	19 kW
BTAC300300	15 kW	400 V	15 kW	21 kW
BTAC300350	22 kW	400 V	22 kW	27 kW
BTAC386420	30 kW	400 V	37 kW	33 kW
BTAC386450	30 kW	400 V	37 kW	35 kW
BTAC386450HD	30 kW	400 V	37 kW	35 kW
BTAC386520HD	37 kW	400 V	37 kW	40 kW
BTAC386550HD	37 kW	400 V	37 kW	40 kW
BTAC386620HD	45 kW	400 V	45 kW	50 kW
BTAC513750	45 kW	400 V	55 kW	55 kW
BTAC513900	55 kW	400 V	55 kW	55 kW
BTAC5131000	75 kW	400 V	75 kW	90 kW
BTAC6101200	75kW	400 V	75 kW	75 kW
BTAC6101400	90kW	400 V	75 kW	90 kW

*Data relating to operation in S3 - For any changes please contact Quick®

6.0 - Thruster use

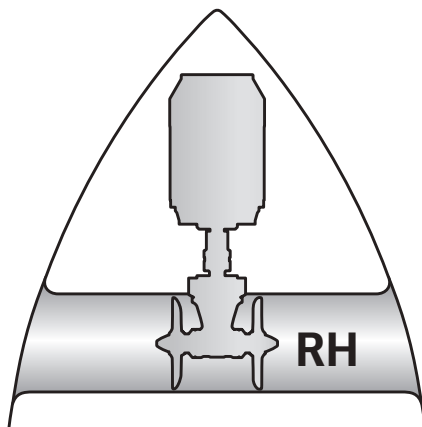
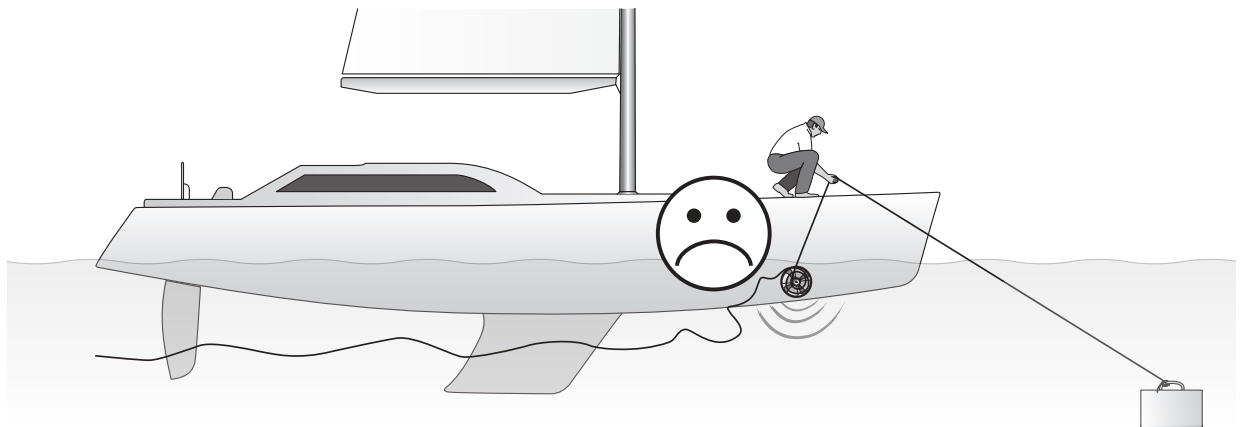
L'accensione avviene in conseguenza all'attivazione di un pannello di comando Quick®.

Per l'uso dell'elica di manovra e l'installazione del pannello di comando fare riferimento al manuale del comando dedicato.

6.1 - Important cautions



- This thruster is not designed for continuous use. It is equipped with protections which limit its operation at a maximum time span, as reported on the controls' manual. It is strongly forbidden to bypass or modify such protections in order to increase the operating time span, lest voiding the warranty and thus lifting any responsibility from Quick® SPA.
- Make sure no swimmers or floating objects are in the vicinity before switching on the thruster.
- There must not be flammable materials in the peak or in the area where the Thruster motor is.
- Do not operate the bow thruster out of the water for more than 10 seconds.
- During mooring, it is recommended not to leave in the water any free line, which may be sucked in by the propellers, thus leading them to break.



NOTE: the thruster must be installed with the RH propeller on the right-hand side of the gearleg.



Quick® thrusters are made in materials that are resistant to the sea environment: in any case, it is indispensable to periodically remove salt deposits that form on the outer surfaces to avoid corruptions and consequent system inefficiency.

DEPENDING ON USE, PERIODICALLY CHECK THE TIGHTNESS OF THE OIL SEALS AND REPLACE THEM IF NECESSARY.



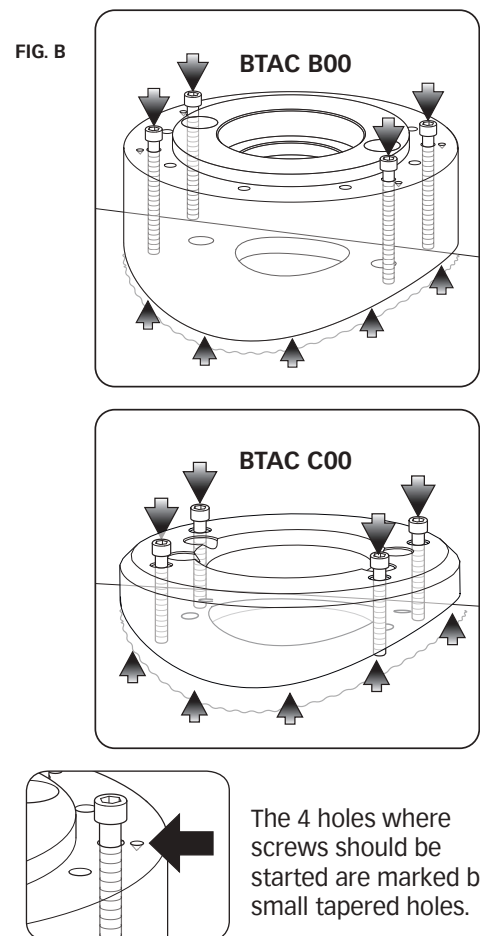
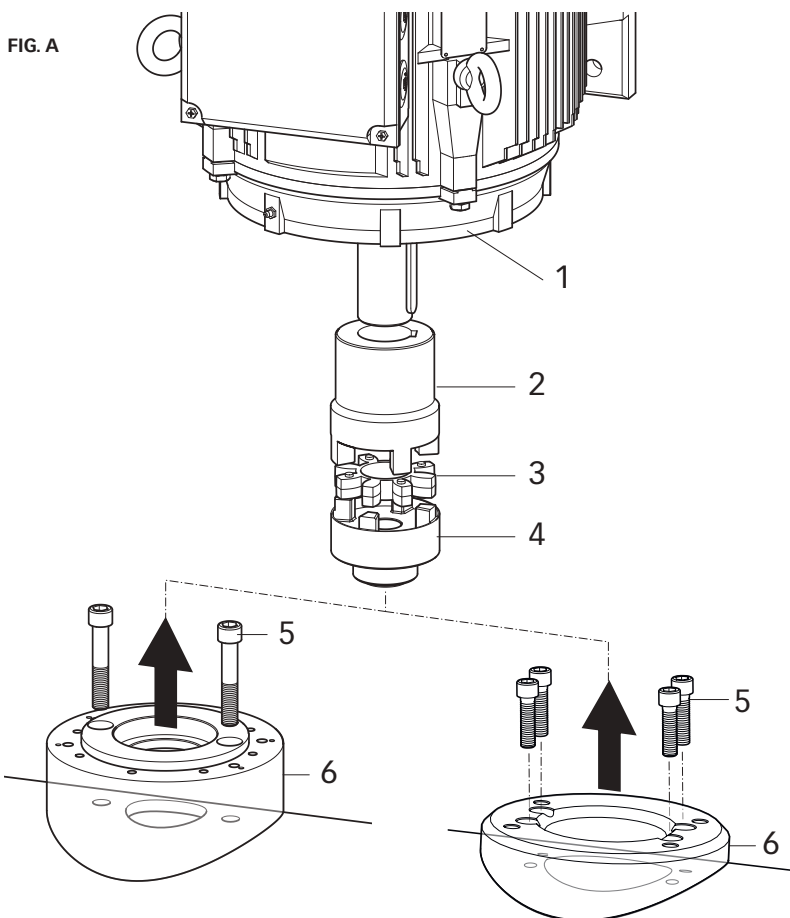
- Make sure that the power supply to the electric motor is not switched on when maintenance operations are carried out.
- Do not paint the anodes, the sealings and the gearleg's shaft where the propellers are lodged.

Dismantle once a year, following the points below:

- Clean propellers, tunnel and gearleg.
- Replace the anodes (carry out this operation more often if needed).
- Replace the propellers if damaged or worn out.
- Check the tightness of all screws.
- Ensure that there is no water seepage inside.
- Check that all electrical connections are well tightened and oxide-less.

REMOVING THE GEARBOX FLANGE 386

- **FIG. A** Remove the various components (2 - 3 - 4 - 5) of the motor (1).
- **FIG. B** To help separating the gearbox flange (6) from the tunnel, use 4 screws M12x80.





8.0 - Smaltimento prodotto

As with installation, at the end of this product life, dismantling must be carried out by qualified personnel. This product is made up of various materials, some can be recycled and others must be suitably disposed of; enquire about the recycling or disposal systems provided for by local regulations for this product category.

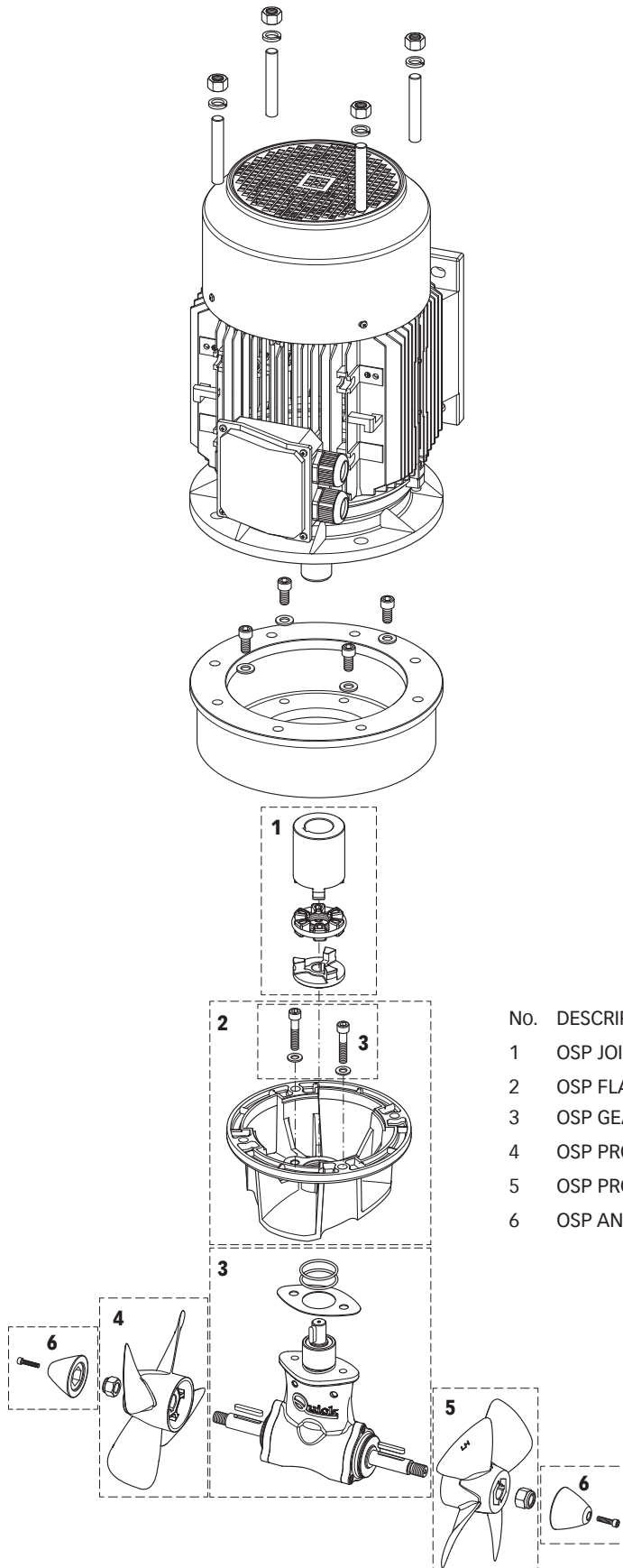
Some parts of the product may contain pollutants or hazardous substances that, if dispersed, may be harmful to the environment and human health.



As indicated by the symbol on the side, it is forbidden to dispose of this product as domestic waste. Separate the products for disposal in accordance with the regulations in force in your area or return the product to the seller when purchasing a new equivalent product. Local regulations may impose severe penalties for the improper disposal of this product.



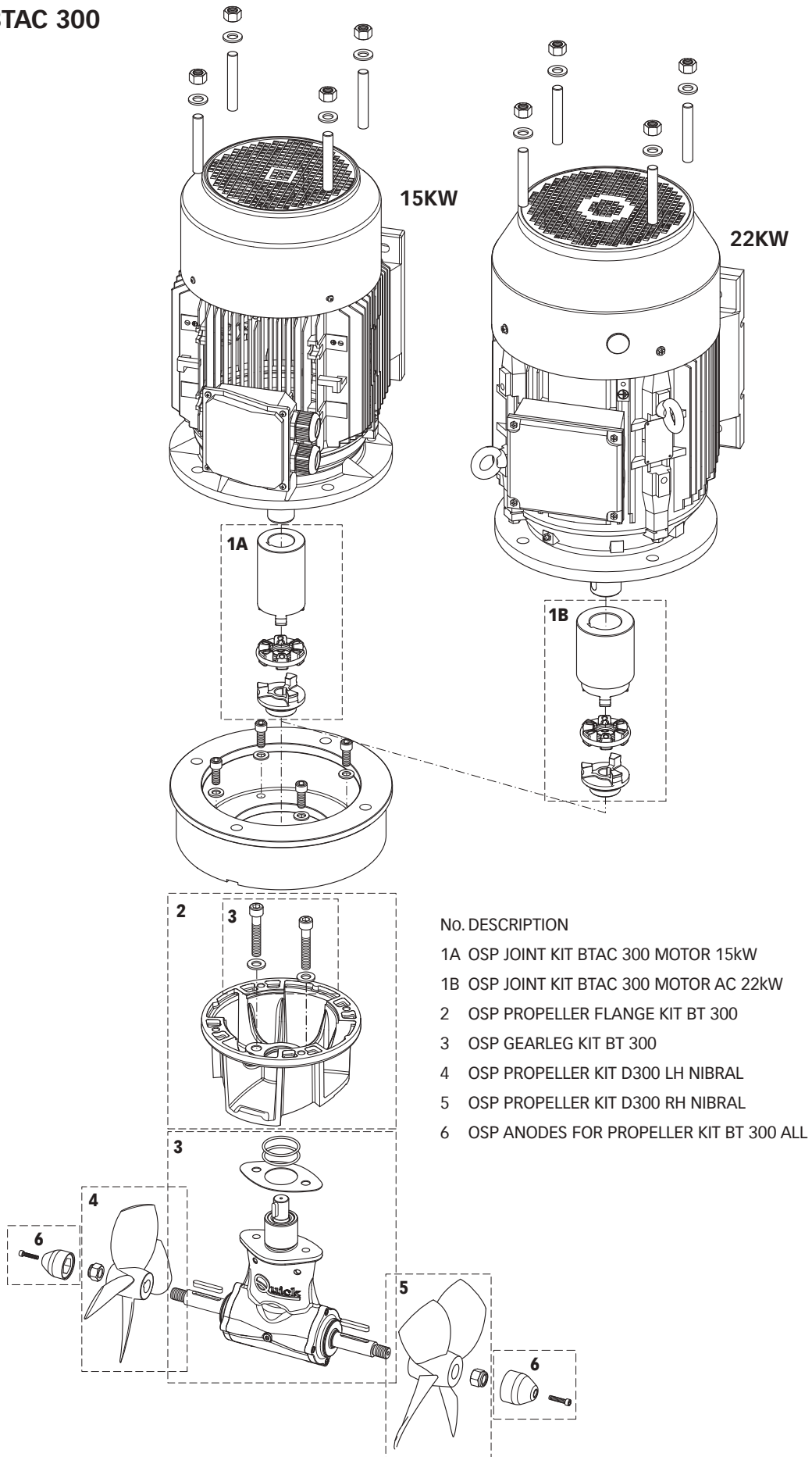
9.0 - BTAC 250



No.	DESCRIPTION	CODES
1	OSP JOINT KIT BTAC 250 MOTOR	FVSGG250AC00A00
2	OSP FLANGE FOR PROPELLER KIT BT 250	FVSGFLBTQ250A00
3	OSP GEARLEG KIT BT 250	FVSGGBBT2500A00
4	OSP PROPELLER KIT D250 RH	FVSGEL250R00A00
5	OSP PROPELLER KIT D250 LH	FVSGEL250L00A00
6	OSP ANODES FOR PROPELLER KIT - BT 250 ALL	FVSGANBTQ25AA00



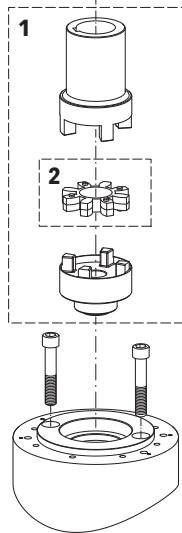
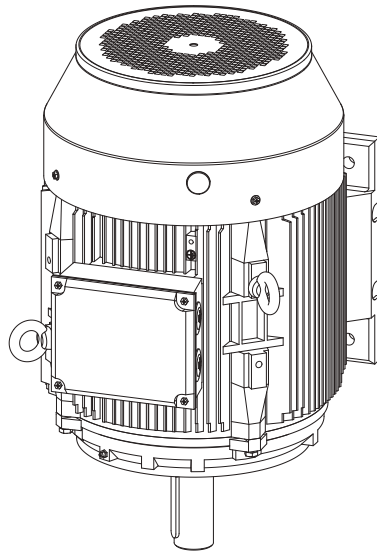
9.1 - BTAC 300



No.	DESCRIPTION	CODES
1A	OSP JOINT KIT BTAC 300 MOTOR 15kW	FVSGG300AC00A00
1B	OSP JOINT KIT BTAC 300 MOTOR AC 22kW	FVSGG300AC22A00
2	OSP PROPELLER FLANGE KIT BT 300	FVSGFLBTQ300A00
3	OSP GEARLEG KIT BT 300	FVSGGBT3000A00
4	OSP PROPELLER KIT D300 LH NIBRAL	FVSGEL300N00A00
5	OSP PROPELLER KIT D300 RH NIBRAL	FVSGEL300RN0A00
6	OSP ANODES FOR PROPELLER KIT BT 300 ALL	FVSGANBTQ30AA00



9.2 - BTAC 386

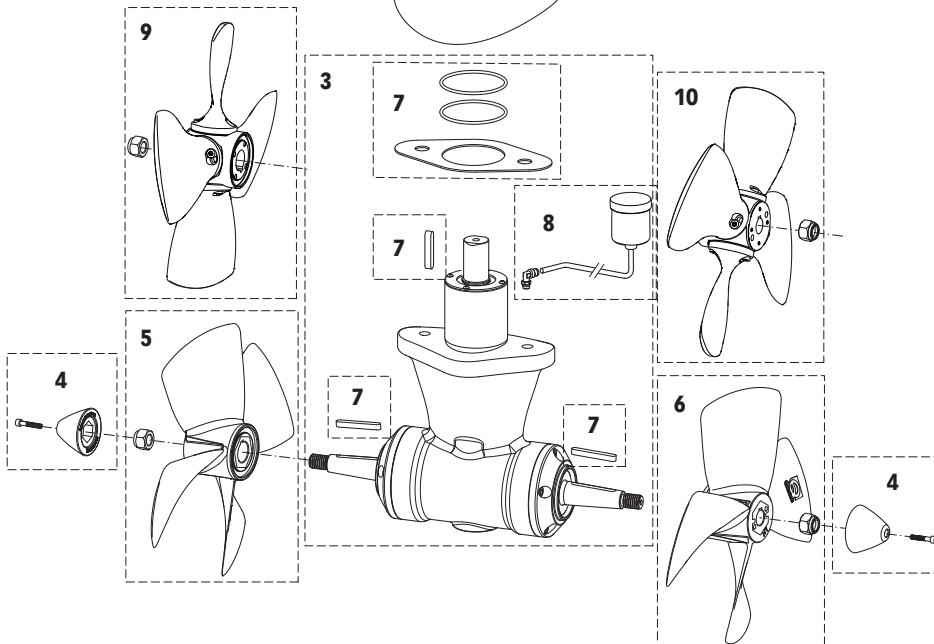


N°. DESCRIZIONE

- 1 OSP JOINT KIT BTAC 386 B00 MOTOR 30KW
- 2 OSP CUSH DRIVE DAMPER KIT D109 386
- 3 OSP KIT GEARLEG BT Ø386 B00
- 4 OSP KIT ANODES FOR PROPELLER Ø386
- 5 OSP PROPELLER KIT Ø386R NYLON COMPLETE
- 6 OSP PROPELLER KIT Ø386L NYLON COMPLETE
- 7 OSP KIT GASKET + KEYS KIT Ø386 B00
- 8 OSP KIT BT513/386 TANK RILSAN HOSE
- 9 OSP PROPELLER KIT D386L P740 COMPLETE
- 10 OSP PROPELLER KIT D386R P740 COMPLETE

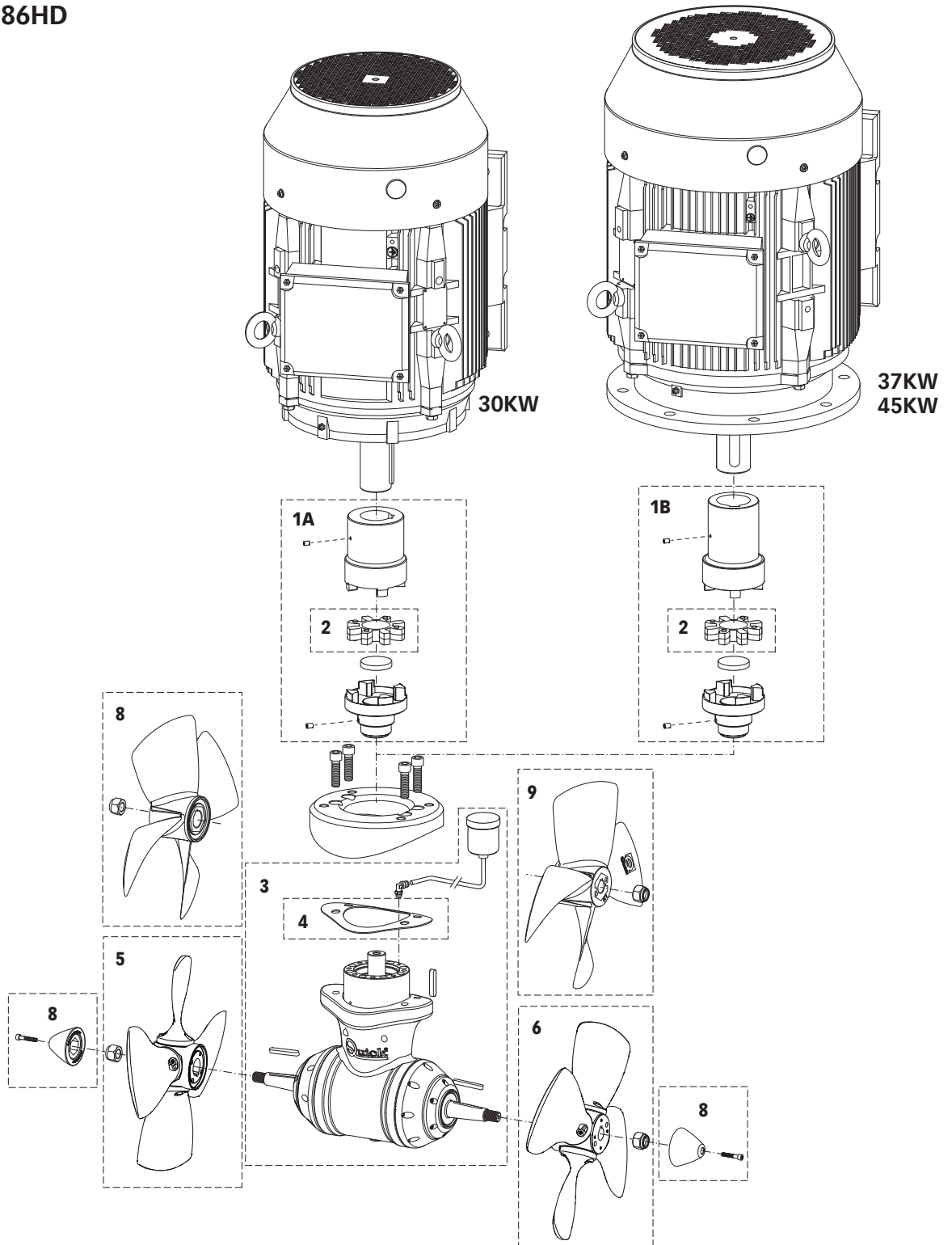
CODICI

- FVSGG3863255A00
- FVSGGPVP1090A00
- FVSGGBT3860B00
- FVSGANBTQ38AA00
- FVSGEL386R3PA00
- FVSGEL386L3PA00
- FVSGGRNBT386A00
- FVSGTBRLSSRBA00
- FVSGEL386L50A00
- FVSGEL386R50A00





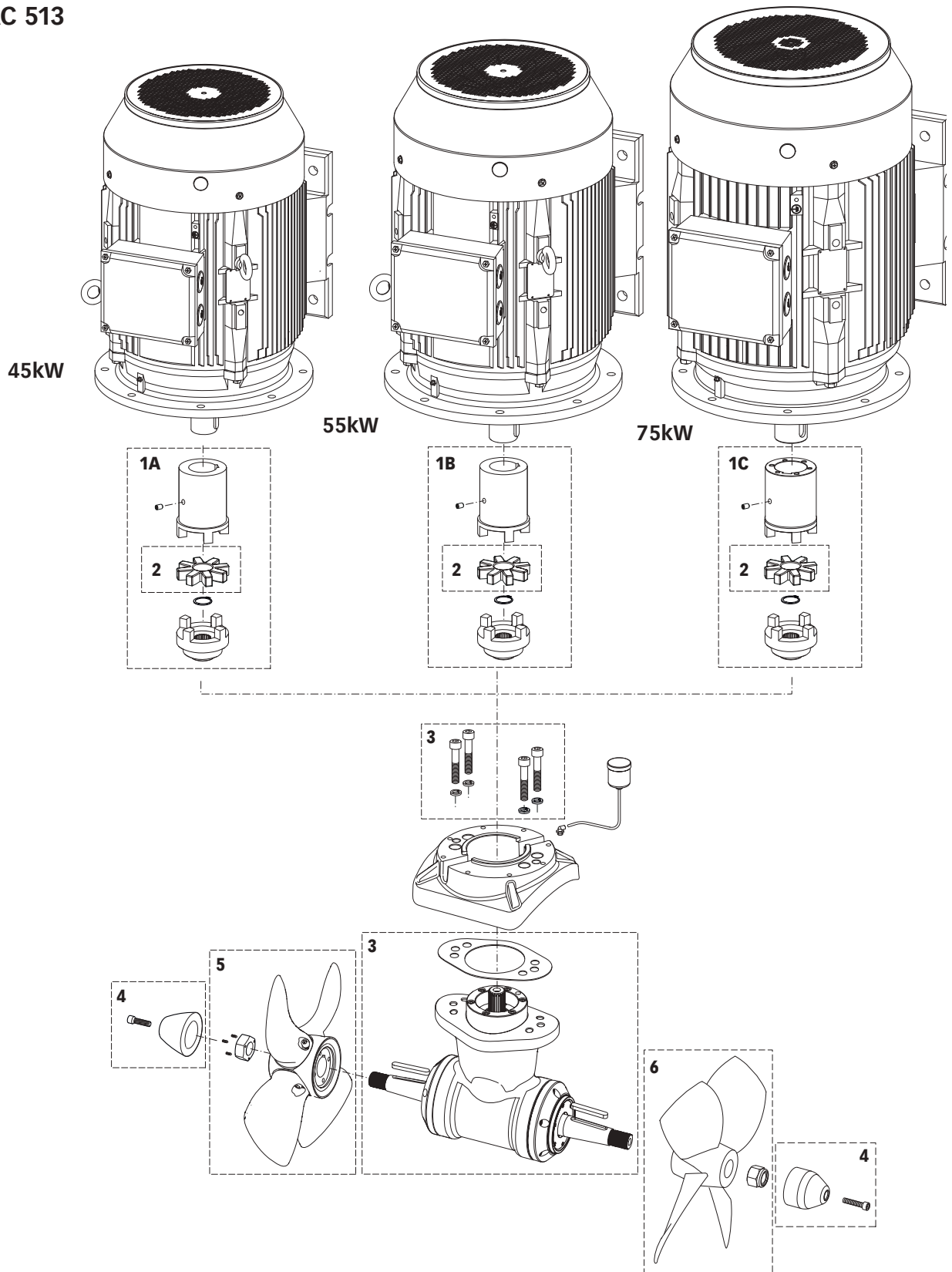
9.3 - BTAC 386HD



No.	DESCRIPTION	CODES		
1A	OSP JOINT KIT BTAC 386 C00 MOTOR 30KW	FVSGG3863255C00	4	OSP GASKET KIT BT 386 R2 FVSGGRBT3862A00
1B	OSP JOINT KIT BTAC 386 C00 MOTOR 37KW	FVSGG3863263C00	5	OSP PROPELLER KIT D386L P740 COMPLETE FVSGEL386L50A00
1C	OSP JOINT KIT BTAC 386 C00 MOTOR 45KW	FVSGG3863260C00	6	OSP PROPELLER KIT D386R P740 COMPLETE FVSGEL386R50A00
2	OSP CUSH DRIVE DAMPER KIT D109 BT 386	FVSGPVP1090A00	7	OSP ANODES FOR PROPELLER KIT BT 386 AL FVSGANBTQ38AA00
3	OSP GEARLEG KIT BT 386 R2	FVSGBBT3862A00	8	OSP PROPELLER KIT D386R NYLON COMPLETE FVSGEL386R3PA00
			9	OSP PROPELLER KIT D386L NYLON COMPLETE FVSGEL386L3PA00



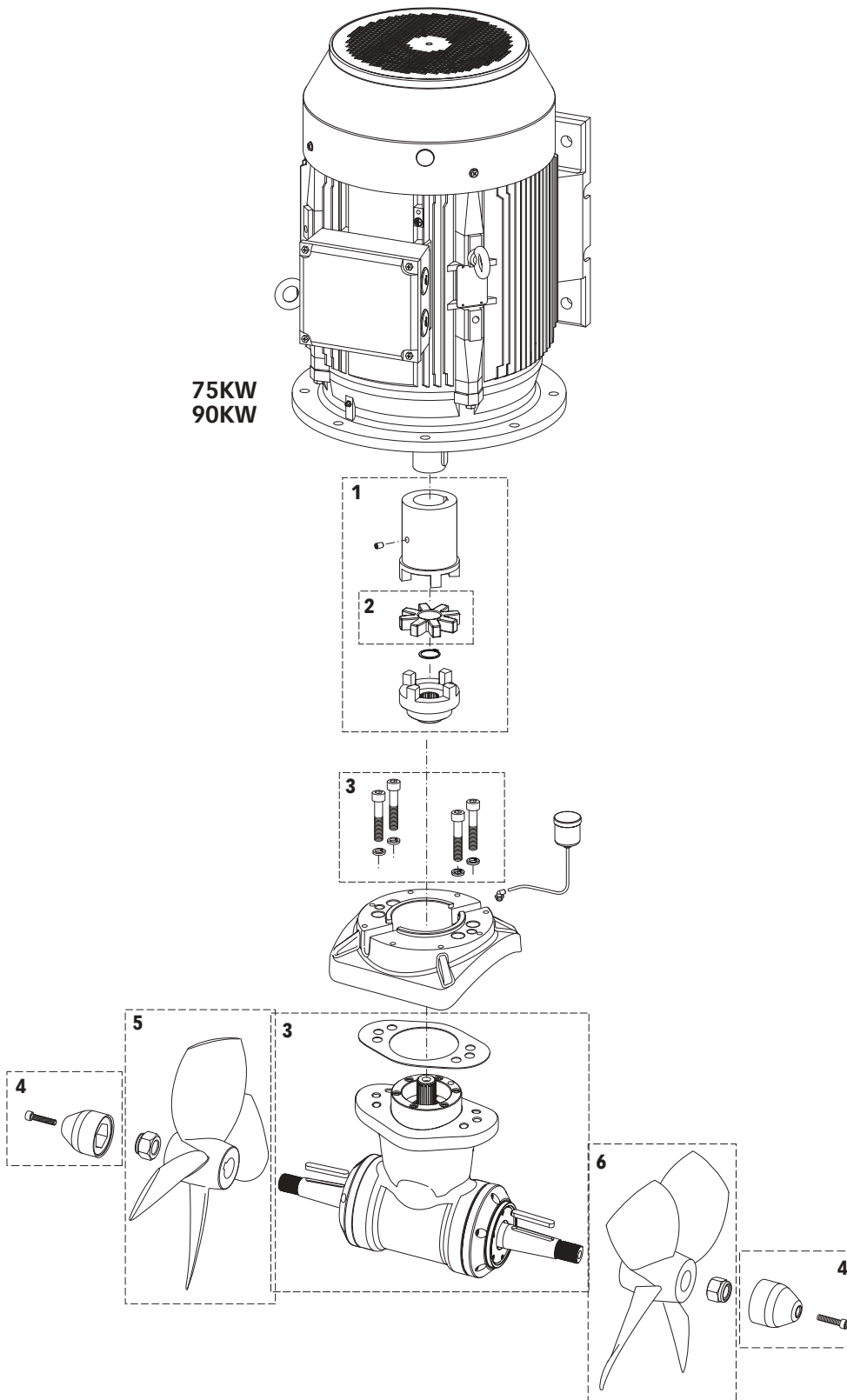
9.4 - BTAC 513



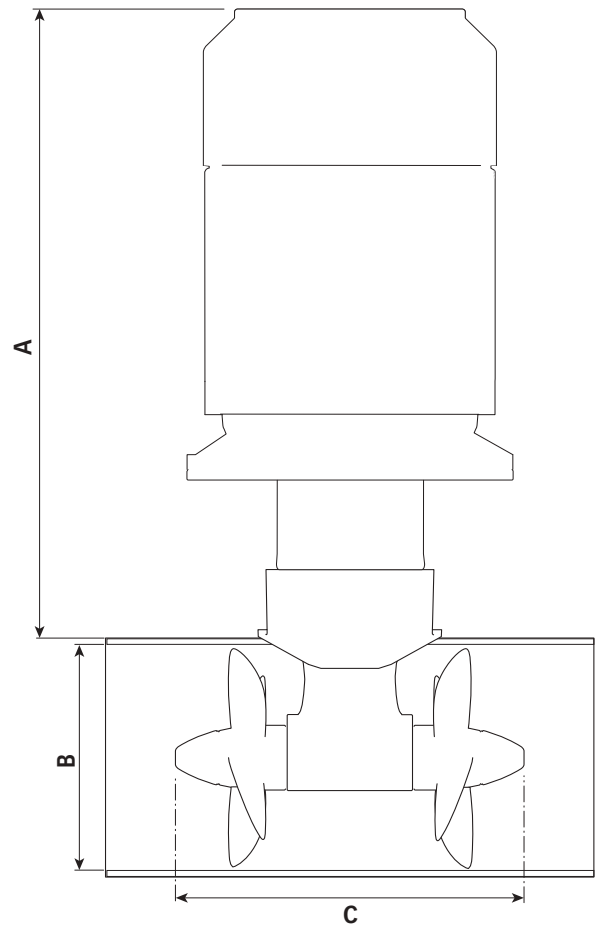
N°.	DESCRIZIONE	CODICI		
1A	OSP JOINT KIT BTAC 513-750	FVSGG513750AC00	4	OSP ANODES FOR PROPELLER KIT BT 513 AL FVSGANBTQ51AA00
1B	OSP JOINT KIT BTAC 513-900	FVSGG513900AC00	5	OSP PROPELLER KIT RH BTAC 513 P600 FVSGEL513R40A00
1C	OSP JOINT KIT BTAC 513-1000	FVSGG513100AC00	6	OSP PROPELLER KIT LH BTAC 513 P600 FVSGEL513L40A00
2	OSP CUSH DRIVE DAMPER KIT 513	FVSGGPVP1200A00	7	OSP PROPELLER KIT D513R P480 FVSGEL513R30A00
3	OSP GEARLEG KIT BT 513	FVSGG513130A00	8	OSP PROPELLER KIT D513L P480 FVSGEL513L30A00



9.5 - BTAC 610



No.	DESCRIPTION	CODES	5	OSP PROPELLER KIT RH D610 NIBRAL	FVSGEL610RN0A00
1	OSP JOINT KIT BTAC 610	FVSGGP61000AC00	6	OSP PROPELLER KIT LH D610 NIBRAL	FVSGEL610LN0A00
2	OSP CUSH DRIVE DAMPER KIT D160 BT 610	FVSGGPVP1600A00			
3	OSP GEARLEG KIT BT 610	FVSGBBT6100A00			
4	OSP ANODES FOR PROPELLER KIT BT 610 ALL	FVSGANBTQ61AA00			



BTAC 250	BTAC 250 15kW
A	691 (27 13/64)
C	Ø 250 (9 27/32)
D	371 (14 39/64)

BTAC 300	BTAC 300 15kW	BTAC 300 22kW
A	701 (27 19/32)	772 (30 25/64)
B	Ø 300 (11 11/16)	Ø 300 (11 11/16)
C	434 (17 3/32)	434 (17 3/32)

BTAC 386	BTAC 386 30kW
A	923 (36 11/32)
B	Ø 386 (15 13/64)
C	508 (20)

BTAC 386 HD	BTAC 386 30kW	BTAC 386 37kW	BTAC 386 45kW
A	860 (33 55/64)	902 (35 33/64)	927 (36 1/2)
B	Ø 386 (15 13/64)	Ø 386 (15 13/64)	Ø 386 (15 13/64)
C	566 (22 19/64)	566 (22 19/64)	566 (22 19/64)

BTAC 513	BTAC 513 45W	BTAC 513 55kW	BTAC 513 75W
A	906 (35 43/64)	985 (41 29/64)	1051 (41 3/8)
B	Ø 513 (20 13/64)	Ø 513 (20 13/64)	Ø 513 (20 13/64)
C	738 (29 1/16)	738 (29 1/16)	738 (29 1/16)

BTAC 610	BTAC 610 75W	BTAC 610 90kW
A	1117 (43 31/32)	1168 (45 63/64)
B	Ø 610 (24 1/64)	Ø 610 (24 1/64)
C	748 (29 29/64)	748 (29 29/64)



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A series of horizontal dotted lines for taking notes.

BTAC Series

REV 002A



BTAC 250 200

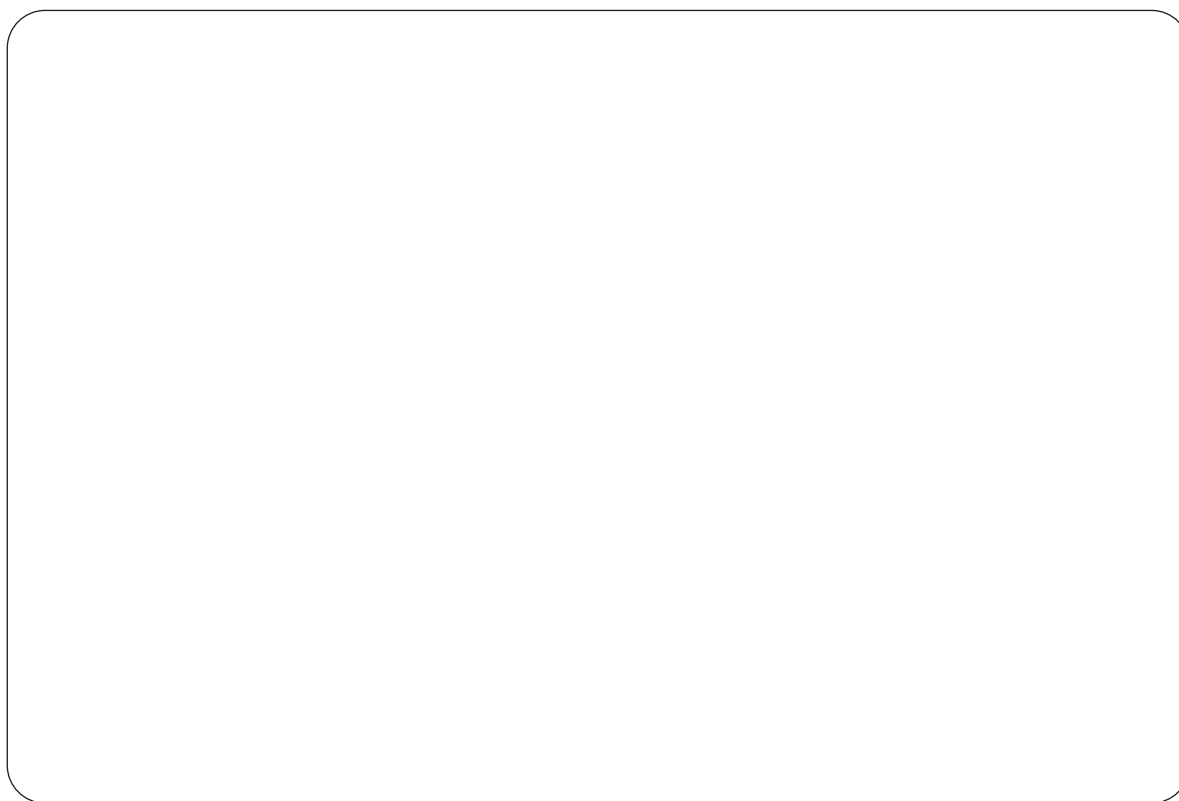
BTAC 300 300 - 300 350

BTAC 386 420 - 386 450

BTAC 386 450HD - 386 520HD - 386 550HD - 386 620HD

BTAC 513 750 - 513 900 - 513 1000

BTAC 610 1200 - 610 1400



Product serial number

