



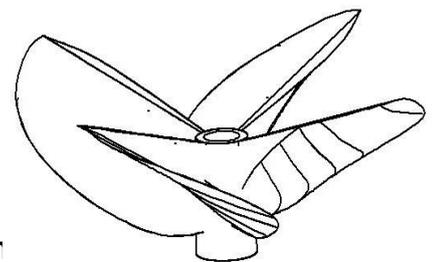
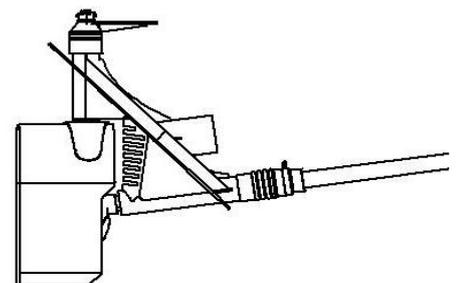
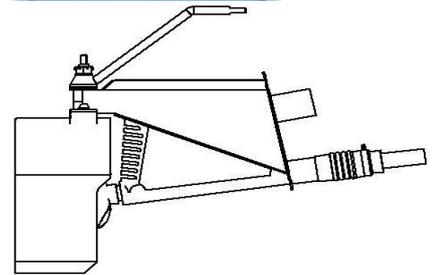
Levi Surface Drives®



German

Propulsion Engineering

for the World



This catalogue shows "Levi Drives" for engines up to 800 hp.

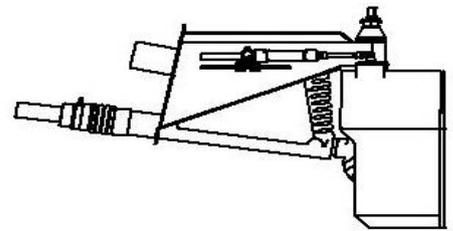
For larger "Levi Surface Drives®" 800 hp – 4000 hp please contact us direct.



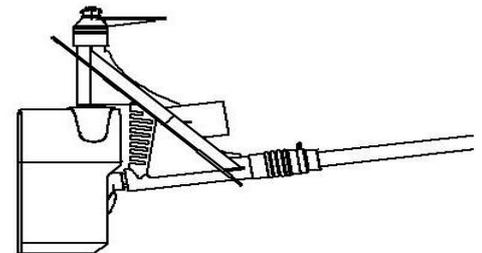
The “Levi Drives® Product” Models Covered in this Catalogue

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“Levi Drive” for 12 degree transom



“Levi Side Winder”
(for 45 degree transom)

- LD stands for “Levi Drive”
- SW stands for “Side Winder”
- They first number is a code for the propeller diameter.
- The second number is a code for the propeller - rudder shaft diameter

Levi Drive Catalogue

- The “Levi Drive” LD 240-250 is a drive which can carry a max propeller with a diameter of 24 inches and has a propeller and rudder shaft diameter of 2,5 inches

For larger “Levi Drives” contact us for Customization...

Levi Drive® Features

- Highly reliable. Made from the highest quality corrosion-resistant materials, Levi Drive’s design is extremely simple which ensures its trouble-free operation. Compact & light
- Made to be compact and light to enhance the engine’s efficiency and minimize stern protrusion. Greater efficiency
- Its streamline design and features contribute to 10% to 15% improved efficiency of the vessel. Easy fitting
- The transom mounting design makes it quick and simple to fit Levi Drives® without the hassle of shaft alignment and fitting needed in other propulsion systems. Engine position versatility.
- The engine may be fitted amidships or right aft without the added complication of a costly V-Drive and transmission shaft. Pure speed.
- Since only half the disk is submerged, appendage drag is reduced and offers greater cruising speeds. Better acceleration & helm control.
- Nearly no back engine pressure since the propeller acts like a fan and sucks out exhaust gases from the exhaust pipe.
- No more black transoms since the exhaust gases are sucked into the propeller stream.

Levi Drive Catalogue

Levi Drive Specs Overview

Dimensions in Millimeters, but propellers
Weights in kg

Tech Specs	LD170-150 galvanized	LD 170-150	LD 200-200	LD 240-250	LD 280-300	LD 320-350
Range hp	20-90	20-90	80-170	150-300	280-500	500-850
Material drive	steel-galv.	SS-316L	SS-316L	SS-316L	SS-316L	SS-316L
Material propeller shaft	SS-304	SS-316	SS-316	SS-316	SS-316	SS-316
Material rudder shaft	SS-304	SS-316L	SS-316L	SS-316L	SS-316L	SS-316L
Propeller shaft diameter	31.7	31.7	50.8	63.5	76.2	88.9
Standard length shaft	1000	1000	1200	1300	1800	2200
Standard propeller taper	1:10	1:10	1:10	1:10	1:10	1:10
Shaft bearing type	Cutlass	Cutlass	Cutlass	Cutlass	Cutlass	Cutlass
Bearing material	Rubber	Rubber	Vesconite	Vesconite	Vesconite	Vesconite
Length bearings	150	150	200	250	300	360
Shaft seal type	packing	packing	mechanical	mechanical	mechanical	mechanical
Rudder action	manual	manual	hydraulic	hydraulic	hydraulic	hydraulic
Rudder shaft diameter	31.7	31.7	50.8	63.5	76.2	88.9
Ruder bearing material	Bronze	Vesconite	Vesconite	Vesconite	Vesconite	Vesconite
Hydraulic cylinder material			SS-316	SS-316	SS-316	SS-316
Hyd. cyl. bearing material			Vesconite	Vesconite	Vesconite	Vesconite
Angle Shaft degrees	8	8	8	8	8	8
Angle Transom degrees	12	12	12	12	12	12
Length drive	725	725	975	1029	2034	2090
Width drive	370	370	449	445	660	750
Width U rudder	459	459	711	680	805	990
Height drive	564	564	794	863	1213	1333
Weigth with propeller	70	70	120	170	350	830
Max Propeller diameter	17	17	20	24	28	32
Material propeller	Mg-Bronze	NiAlBronze	NiAlBronze	NiAl Bronze	NiAl Bronze	NiAl Bronze
Weight Max propeller	12	12	20	34	42	65
Ratio gearbox	1;1.5; 2	1; 1.5; 2	1, 1.5; 2;	1; 1.5; 2	1; 1.5; 2	1; 1.5; 2
Warranty years	0.5	1	1	1	1	1
Delivery time weeks	8-12	8-12	8-12	8-12	12-16	16-20

Levi Drive Catalogue

Levi Drive LD170-150 and LD 170-150 SW

Levi Drive for inboard motors between 30 and 80 hp

Designed by Mr. Sonny "Renato" Levi
Design based on patent dated 9th July 1975,
Internationally Copy Righted
Supervision of production and quality control by (SMC) Scholz Marine,
Consulting, Germany
Drive unit base material: ASTM Stainless Steel (316L), 5 mm tick
Special Order: Galvanized Steel
Welding Process: TIG/SMAW



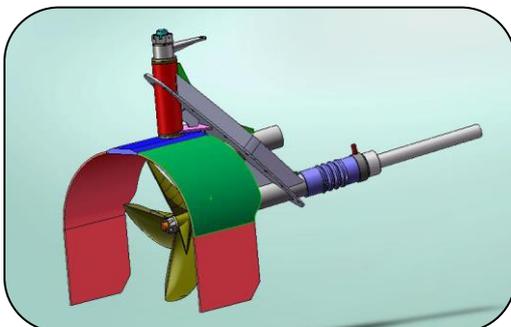
Hydraulic steering

Specification:

Steering possibilities:	Tiller steering, Cable steering or Hydraulic steering
Emergency steering:	quadrant on the rudder shaft for emergency tiller
Reduction gearbox required:	1.5:1 -2 :1 or similar
Max Propeller diameter :	17" (431mm)
Standard propeller taper:	1 : 10
Propeller shaft diameter:	1.5 " (38.5 mm),
Standard Propeller type:	Surface Propeller Diamond Back or Scimitar Propeller
Shaft length:	800 mm
Propeller shaft bush type:	Water lubricated Cutlass Vesconite Bush,
Propeller material:	Ni-Al Bronze
Rudder Bearing Material:	Vesconite (South Africa)
Stuffing Box type:	PSS – USA (packless sealing system)
Exhaust diameter:	2" (51 mm)
Weight incl. propeller:	LD170-150 70 kg, LD 170-150 SW 50 kg



LD 170-150 at work



LD 170-150 SW 3 Drawing
in Solid Works



LD170-150 galvanized with Tiller



LD170-150 galvanized
with cable steering

Levi Drive LD 200-200 and LD 200-200 SW

Levi Surface Drive for inboard motors between 80-150 hp

Designed by: Mr. Sonny Renato Levi
Design based on patent dated 9th July 1975,
Internationally Copy Righted
Produced by: "Levi Drives"
Supervision of production and quality control by (SMC) Scholz
Marine Consulting, Germany
Drive unit base material: ASTM (316L/316); DIN/EN 1.4404
Welding Process: TIG/SMAW



LD 200-200 with tiller steering

Specification:

Steering possibilities:	Tiller steering, Cable steering or Hydraulic steering
Emergency steering:	Quadrant on the rudder shaft for emergency tiller
Reduction gearbox required:	2 :1 or similar
Max Propeller diameter:	20" (508 mm)
Propeller shaft diameter:	2.0" (50.4 mm),
Propeller shaft length:	1300 mm
Propeller shaft material:	Stainless steel 316
Propeller shaft bush type:	Water lubricated Vesconite cutlass bearings
Propeller material:	Nickel Aluminium Bronze
Propeller type:	Surface Propeller Diamond Back or Scimitar Propeller
Standard propeller shaft taper:	1 : 10
Rudder Bush:	Vesconite (South Africa)
Stuffing Box type:	PSS – USA (packless sealing system)
Exhaust diameter:	3" (76.2 mm)
Weight incl. propeller:	LD 200-200 150 kg/ LD200-200 SW 110 kg
Propeller -Drive – Gearbox Boat matching at reasonable extra costs.	
Warranty 1 year for constructional faults	



LD 200-200 with hydraulic steering



LD 200-200 Starboard side

Levi Drive Catalogue

Levi Drive LD240-250 and 240-250 SW

“Levi Drive” for inboard motors between 150 - 300 hp

Designed by: Mr. Sonny Renato Levi
Design based on patent dated 9th July 1975,
Internationally Copy Righted
Produced by: “Levi Drives”
Supervision of production and quality control by (SMC) Scholz Marine
Consulting, Germany.
Drive unit base material: ASTM (316L/316); DIN/EN 1.4404 X2CrNiMo17-
12-2
Welding Process: TIG/SMAW



LD 240-250 with
hydraulic steering

Specification:

Steering possibilities:	Tiller steering, Cable steering or Hydraulic steering
Emergency steering:	Quadrant on the rudder shaft for emergency tiller
Reduction gearbox required:	1.5 - 2 :1 or similar
Max Propeller diameter :	24" (609 mm)
Propeller shaft material:	stainless steel 316
Propeller material:	Nickel Aluminium Bronze
Propeller shaft bush type:	water lubricated Vesconite cutlass bearing
Propeller Shaft Diameter:	2,5" (63.5 mm), standard length 1300 mm,
Rudder Bush:	Vesconite
Standard propeller taper:	1 : 10 special tapers at owners request
Stuffing Box type:	PSS – USA (packless sealing system)
Propeller type:	Surface Propeller Diamond back or Scimitar Propeller
Exhaust diameter:	2,25 " (63.5 mm)
Weight incl. Propeller:	LD240-250 170 kg / LD 240-250 SW 120 kg

Gearbox, Boat matching at reasonable extra costs;
Warranty 1 year for constructional faults



LD240-250 SW (Side Winder)



LD240-250 SW Side View



LD240-250 SW installed

Levi Drive Catalogue

Levi Drive LD280-300

and LD 280-300 SW

Levi Surface Drive for inboard motors between 300-500 hp

Designed by Mr. Sonny Renato Levi
Design based on patent dated 9th July 1975,
Internationally Copy Righted
Produced by "Levi Drives"
Supervision of production and quality control by (SMC) Scholz Marine
Consulting, Germany.
Drive unit base material: ASTM (316L/316); DIN/EN 1.4404 (X2CrNiMo17-12-2)
Welding Process: TIG/SMAW



LD280-300 with Rudolf Scholz

Specification:

Steering possibilities:	Cable steering or Hydraulic steering
emergency steering:	Quadrant on the rudder shaft for emergency tiller
Reduction gearbox required:	1.5 :1; 2:1 or similar
Max Propeller diameter :	28" (710 mm)
Propeller shaft diameter:	3" (76.2 mm), special 3,5" (88.9 mm),
Propeller type:	Diamond Back or Scimitar Propeller
Standard shaft length:	1800 mm
Shaft material:	316/316L
Rudder Bushing Bearing Material:	Vesconite (South Africa)
Propeller shaft bush type:	Water lubricated cutlass bearing material Vesconite
Hydraulic Steering Cylinder:	Material stainless steel 316 DIN/EN 1.4494
Exhaust diameter:	5" (127 mm)
Propeller material:	Nickel Aluminium Bronze
Standard propeller taper:	1 : 10
Stuffing Box type:	PSS – USA (packless sealing system
Weight incl. propeller:	LD280-300 250 kg /LD 280-300 SW 200 kg
Propeller -Drive – Gearbox Boat matching at reasonable extra costs;	
Warranty 1 year for constructional faults	



LD280-300 ready for shipment



LD 280-300 with hydraulic steering

Levi Drive Catalogue

Levi Drive LD320-350

and LD 320-350 SW

Levi Surface Drive for inboard motors between 500-800 hp

Designed by Mr. Sonny Renato Levi
Design based on patent dated 9th July 1975
Internationally Copy Righted
Produced by "Levi Drives".
Supervision of production and quality control by (SMC) Scholz Marine Consulting, Germany.
Drive unit base material: ASTM (316L/316); DIN/EN 1.4404 X2CrNiMo17-12-2)
Welding Process: TIG/SMAW



LD 320-350

Specification:

Steering possibilities:	Cable steering or Hydraulic steering
Emergency steering:	Quadrant on the rudder shaft for emergency tiller
Reduction gearbox required:	1.5 :1, 2:1 or similar
Max Propeller Diameter :	32" (812.8 mm)
Propeller shaft diameter standard:	3.5" (88.9 mm)
Propeller type:	Surface Propeller Diamond Back or Scimitar Propeller
Standard shaft length:	2200 mm
Shaft material:	316/316L
Rudder Bushing Bearing Material:	Vesconite (South Africa)
Propeller shaft bush type:	Water lubricated cutlass bearing material Vesconite
Hydraulic Steering Cylinder:	Material stainless steel 316 DIN/EN 1.4494
Exhaust diameter:	6" (152.4 mm)
Propeller material:	Nickel Aluminium Bronze
Standard propeller taper:	1 : 10
Stuffing Box type:	PSS – USA (packless sealing system
Weight incl. propeller:	LD 320-350 820 kg / Ld 320-350 Sw 750 kg
Propeller -Drive – Gearbox Boat matching at reasonable extra costs;	
Warranty 1 year for constructional faults	



LD 320-350 ready for shipment



LD 320-350 with Lyn

Levi Drive Catalogue

Levi Surface Drives Application

Fishing Boat "Kristina" Malaysia

Top Speed 27.7 knots

Specification:

Test Boat

Loa.= 7.01 m (23feet)

Lwl.= 5.79 m (19feet)

Beam = 2.13 m (7 feet)

Draft = 0.15 m (0.5 foot)

Displ.= 1.5t (3330 lbs)

Deadrise = 10°

Engine: 1 x Isuzu 4JB1A diesel, engine 53 hp @ 2300rpm

Gearbox: Koysan H4 Marine

Gearbox, Ratio: 1.5:1

Levi Surface Drive build in 5mm galvanized steel and painted

Drives: 1 x Levi Drives

Shaft Angle: 8°

Model: LD170-150

Drive Material: Galvanized Steel

Prop Material: Manganese Bronze

Propeller: Levi Diamond Back 4 blade

Propeller Dia: 430 mm (17")



Test Boat Kristina at 27 knots (55 km/h)



"Kristina" with Tiller steering



Kristina during Speed Trial



Second Hand marinized Isuzu 4JB1



Propeller Stream at 27 knots 55 km/hr

Levi Drive Catalogue

Levi Surface Drive Application

Water Police Patrol Boat Republic of China

Top Speed 47.8 knots

Specification:

Loa.= 9.40 m (30 feet 10")

Lwl.= 8.05 m (26 feet11")

Beam = 2.10 m (6 feet 11")

Draft = 0.50 m(8 ")

Displ. = 4.70 t (10434 lbs)

Deadrise = 19°

Engine: 2 x YAMAHA ME421DT1P2 diesel engines, 181kW (243hp)
@3800rpm

Gearbox: 2 x ZF HSW 630A1 Marine

Gearbox, Ratio: 1.56/1.58

Drives: 2 x Levi Drives

Shaft Angle: 8°

Model: LD 240-250

Drive Material: Stainless Steel 316L

Prop Material: Ni Al Bronze

Propeller: Levi Diamond Back 4
blade Propeller

Size: 540 x 650 (21.5" x 25,59")

Optimum Cruising Speed: 40knots @ 3500 rpm



Levi Scimitar Propeller



Levi Diamond Back Propeller



Levi Surface Drives Application

“Virgin Atlantic Challenger II” Richard Branson’s Boat

Top Speed 52 knots

Specification:

Loa.= 22.02 m (72feet 3”)

Lwl.= 17 m (55 feet 9”)

Beam= 5.85 m (19 feet 2.5”)

Draft= 0.91 m (2 foot 11 “)

Displ.= 37 t

Deadrise = 20°

Engine: 2 x MTU 2000hp

Gearbox: 2 x ZF Marine Gearbox

Drives: 2 x Levi Drives 2000 hp

Drive Material: Stainless Steel 316L

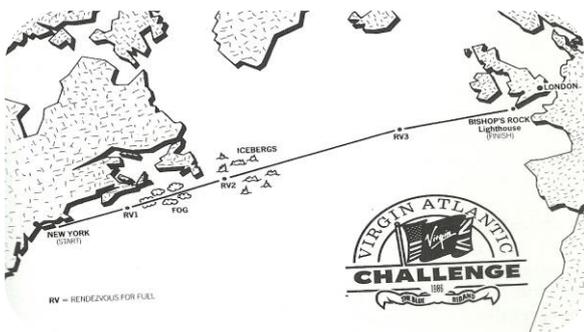
Prop Material: Ni AL Bronze

Propeller: Levi Diamond Back 5 blade



At dawn on 26th June 1986 the Entrepreneur Richard Branson set off on his attempt to claim the transatlantic crossing record for Britain. Mr Branson and his team left New York on their 72 ft “Levi Drive” powerboat “**Virgin Atlantic Challenger II**” for

the 3,000 mile (4,828 km) voyage. They reached Bishop's Rock, off the Isles of Scilly by 21:00 BST on 29 June. They recapture the Blue Ribbon for the UK held by liner SS United States since 1952 for a crossing Atlantic in three days and 10 hours.



Levi Surface Drives Application

G. Whiz

Top Speed 48 knots

Specification:

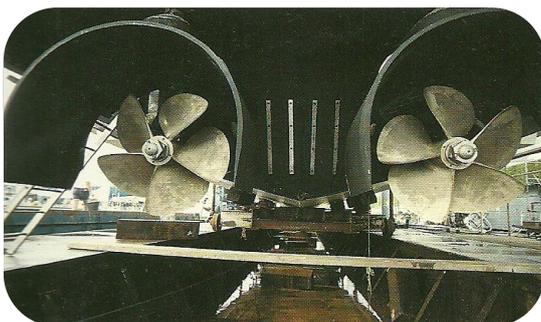
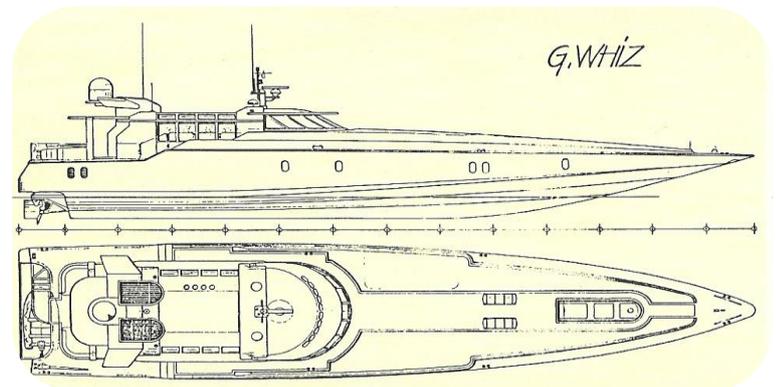
Length overall: 33.00 m
Beam: 7.30 m
Draught: 1.14 m
Deadrise Transom: 20 degree
Weight: 80 t

2 x 3500 hp MTU engines

2 x Levi Drives

Speed: 48 knots

Hull shape: Moderate Delta



The yacht was built by Brooks Yachts for a Greek owner.

Sonny "Renato" Levi was responsible for the design of the hull, structure, engine installation and transmission.

Jon Bannenberg styled the superstructure and the interior. The yacht is a tender for a Mega Yacht. In the beginning of 2012 this yacht was for sale.



Levi Drive Catalogue

Appendix

- Performance Comparison between "Levi Drives" – "Water Jets" and "Normal Submerged Propeller" page 15
- Tests done by the Taiwan Coast Guard page 16
- Design Concept of "Levi Surface Drives" page 17
- Surface Drive Development page 19
- "Levi Drive" Propeller Questionnaire page 22
- How to Order page 24



Test Boat in Penang



Ferry for Kelantan Malaysia



Power Yacht Norway



Happy Boat owner Croatia



Installation of LD 240-250 Inside



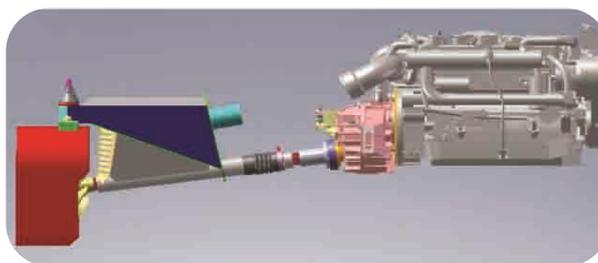
Powerboat Brazil



Coast Guard Sweden

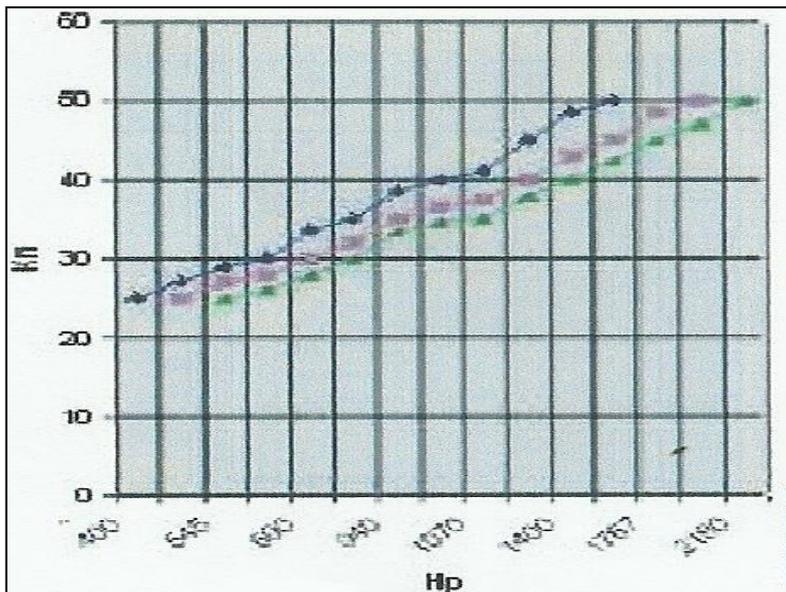


Levi Drives on 50 ft Catamaran South Africa

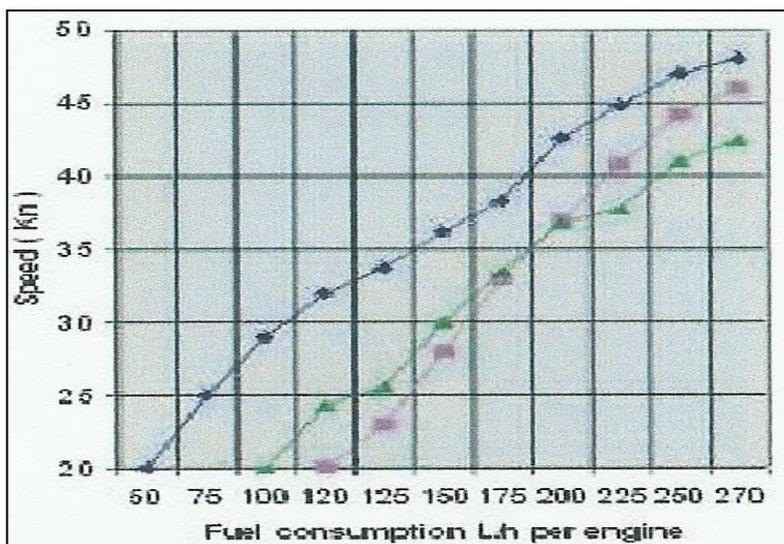


3D installation Drawing LD 240 with ZF Gearbox ZF 85A and Cummins 300 hp engine

Performance Comparison between Levi Drives” – “Water Jets” and “Normal Submerged Propeller”



Speed (kn) vs engine horse power (hp)



Speed (kn) vs Fuel consumption (l/hr)

Blue Line “Levi Drive”

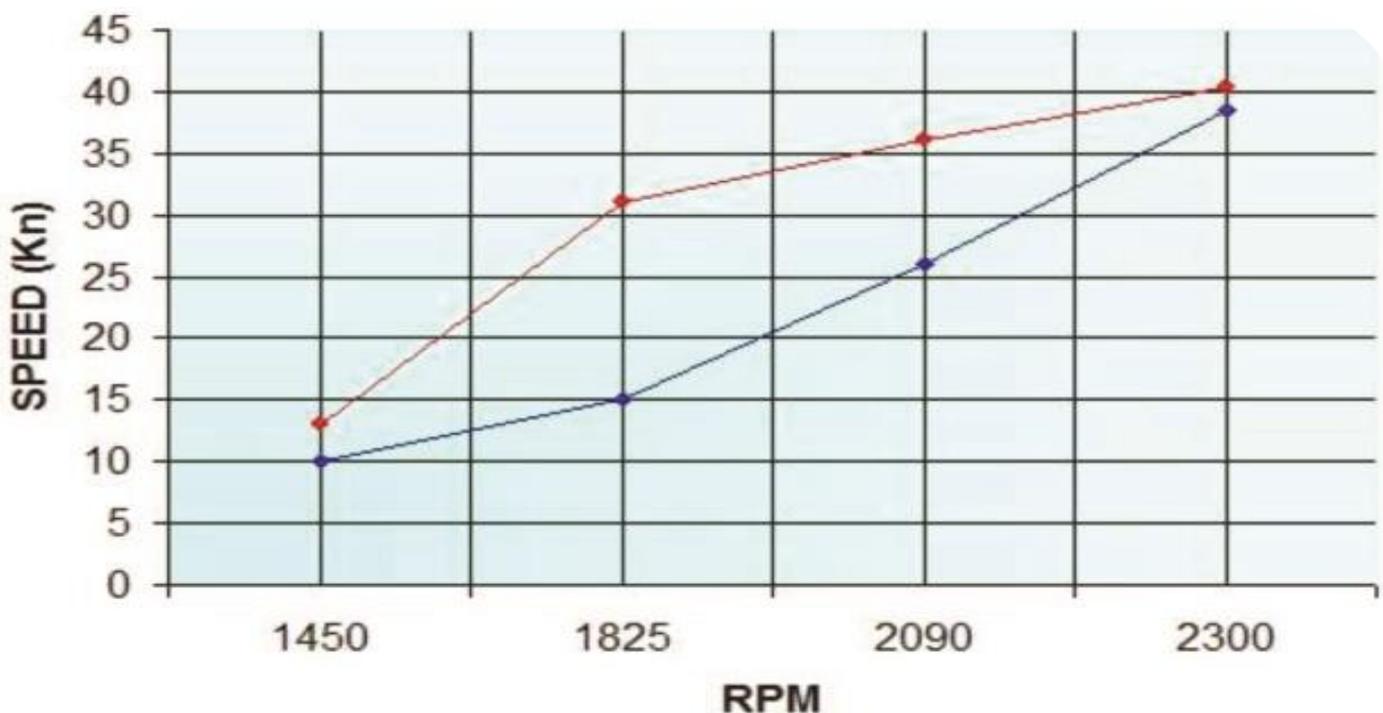
Pink Line “Water Jet”

Green Line “Submerged Propeller”

Tests done by the Taiwan Coast Guard

Two boats 15 m long, each with a pair of 605 hp motors. One was equipped with 2 x water jet propulsion the other was equipped with 2x “Levi Drives”.

	PP-2005	PP-2001
LOA:	15.0 m	15.0 m
LWL:	13.5 m	13.5 m
Hull type:	Monohull	Monohull
Displacement (full):	20.0 tonnes	20.0 tonnes
Max. Output :	2 x 605 kW @ 2,300 rpm	2 x 605 kW @ 2,300 rpm
Propulsion :	2 x Levi Drives	2 x Waterjets (c-2)



Red line “Levi Drive”
Blue line “Water Jet”

“Levi Drives” are nearly twice as efficient than Water Jets in the normal cruising range (1800 rpm).

During the tests new Water Jets were used. The results will more positive for the “**Levi Drives**” after the water jets have increased the impeller tip clearance to abrasive material and decreased their nozzle diameter due to marine growth.

Design Concept of “Levi Surface Drives”



It is common knowledge that larger, slow turning propellers are more efficient than smaller, fast turning ones. This is the reason why large oil tankers have large propellers (7 m and more) and turn at a very low speed of about 120 rpm.

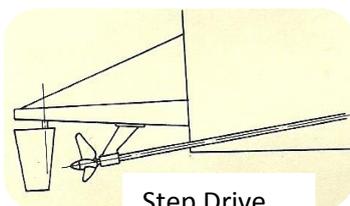
The naval architects problem in employing a conventional propeller design (propeller under the hull) on a planing hull are the following:

- On one side there is the idea to employ the biggest propeller size possible to achieve maximum efficiency. But this is generally not possible, since the propeller shaft line can't be inclined excessively; propeller tip clearance between propeller and hull has to be observed to avoid vibration to the hull. On the other side the propeller has to be deep enough in the water to be cavitation free. This dilemma results in a compromise in which the designer buys one advantage by accepting another disadvantage.

In the 1960 the famous power boat designer Sonny Renato Levi did some experiments by mounting the propellers aft of his boat. He raise gradually the shaft line till the propeller centre line was passing thru an extended line of the boats bottom.



“Sonny” Renato Levi

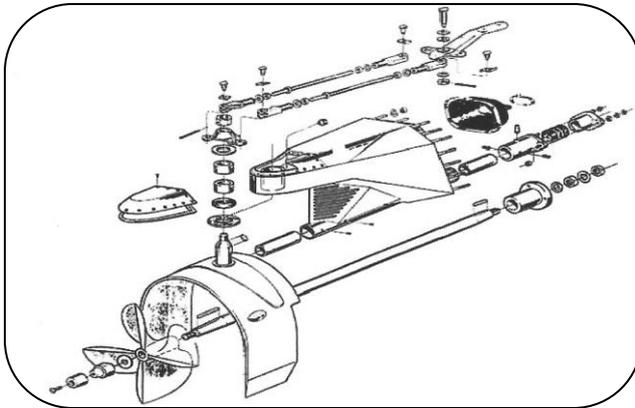


Step Drive

The surface propeller and stepdrive was born. The propeller could be made as big as practical and cavitation was no problem any longer, since the working condition of the prop was half in the water and half in the air. Each revolution ventilated the propeller. Cavitation is substituted by ventilation.

Levi Drive Catalogue

The boats equipped with this new drive system were a novelty in the offshore racing circuit and very successful.



The step drive evolved into the “Levi Drive Unit”. Sonny Renato Levi patented the “Levi Drive Unit” in 1976. From the complex “Levi Drive Unit” the “Levi Drive” and “Levi Side Winder” were developed and patented in 2008.

The design concept is:

- 1) using the biggest propeller possible
- 2) using a straight shaft (no universal joints etc)
- 3) mounting the propeller behind the boat
- 4) ventilating the propeller by air and exhaust gases
- 5) using super cavitating propeller sections
- 6) employing cupped propellers
- 7) reduce all appendages (studs, brackets, sand shoes)
- 8) make the design as simple as possible

Our present “Levi Drives” for commercial use evolved from these early racing drives. Our drives are fast, efficient and long lasting. We have “Levi Drives” in service which were sold 20 years ago and still going strong...

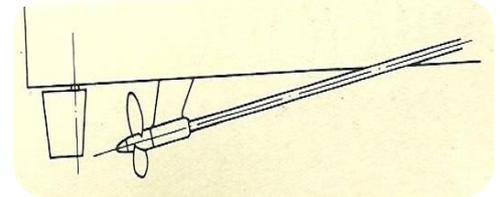


We are proud to announce that our spare part sales do nearly not exist since we have simplified the construction to an extreme. Our philosophy is:” Parts which don’t exist don’t cause any trouble and costs”. It is our aim to create “Happy Customers” with our product.

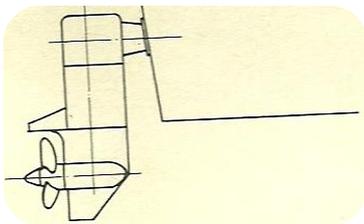
Surface Drive Development

Conventional Propulsion System

Propeller under the hull. Sonny (Renato) Levi found out that rudder, propeller, shaft, P-bracket account for 30 % of the total resistance of a planing hull by comparing two boats of the same length and weight.



Stern Drives – Outboard Motors



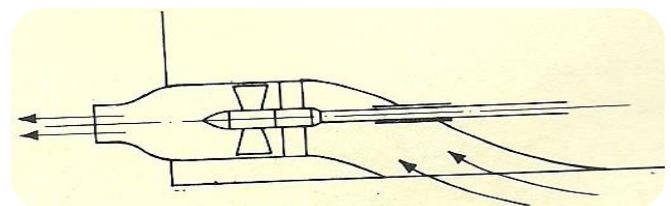
Outboards and stern drives are very light, cheap and easy to install but costly propulsion systems for small crafts. The lower unit and hub has to be small to reduce resistance but long enough to avoid cavitation of the propeller and big enough to “bend” the power of the engine. These require fast turning parts which reduces the life expectancy of the unit. The small propeller size and high prop rpm gives this propulser a low over all propulsion efficiency.

Water Jet System

Very good shallow water capability. Water has to be bent twice to reach the impeller. Transom is sucked down by the water intake. Impeller

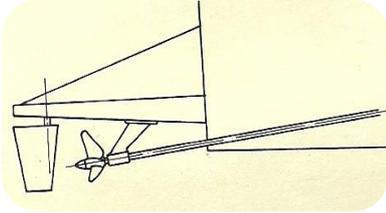
efficiency depends on clearance between propeller tip and tunnel. Abrasive material in water like sand, mud will increase the gap between the tunnel and the impeller. The system efficiency will be reduced. During operation marine growth reduces nozzle size.

Resistance inside the tunnel is high. Used commercially, maintenance costs are very high because the nozzles need to be cleaned regularly. Floating plastic bags (especially plastic rice bags) are a big hassle in some coastal areas.



Levi Drive Catalogue

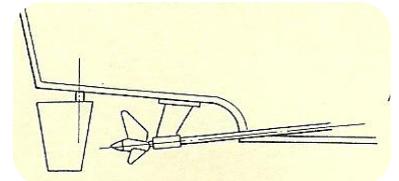
Outrigger Surface Drive



First successful Surface Drive used by many winning “off shore racing boats” around 1965 - 1980 . Shaft, P-bracket and half the propeller is out of the water in working conditions. Propeller sizes can be larger. The system can be used on every transom stern boat. Improved efficiency about 10-20 % over conventional drives. Draw back is the difficult aligning process of propeller shaft(s) and rudder installation plus rudder efficiency problems under certain conditions. A well known company in Florida still uses this idea. Good propulsion efficiency.

Step Drive

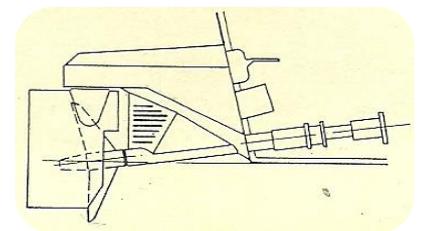
The “Outrigger Surface Drive” is now an integrated part of the hull. No additional parts needs to be bolted on to the stern of the boat. The shaft a-lining problem is slightly improved.



The complexity of the installation for boatyard is similar to that of a conventional system. Boats have to be specially designed to use this system. The famous “Riva 2000” used this design.

Levi Drive Unit®

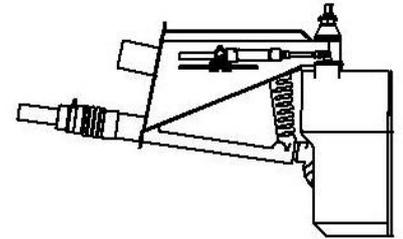
This bolt on “Levi Drive Unit” is a transom mounted surface drive unit for boats with a normal outboard transom angle of 12 degree. The a-lining of propeller shaft is simplified. Exhaust gases are used to lighten the propeller in the pre-planing phase. Tunnel rudder channels the thrust and improves safety of operation. The “Levi Drive Unit” could be installed on any transom hull. The complexity of the installation is similar to an outboard or a stern drive. Very good propulsion efficiency. We stopped the production of this “Levi Drive Unit” in 2000.



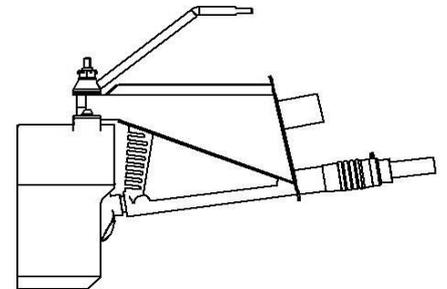
Levi Drive Catalogue

Levi Drive ®

The current “Levi Drive” is a simplified version of the “Levi Drive Unit” and is produced in stainless steel 316L in Malaysia. The complex inside steering mechanism of the “Levi Drive Unit” was simplified by employing an outside stainless steel hydraulic cylinder. Special care was taken to avoid damages done by marine growth on the steering cylinder.

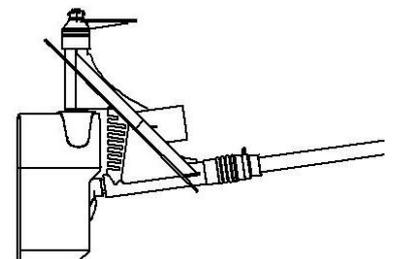


At owners choice the “Levi Drive” can also be equipped with tiller steering. This version is mainly chosen in conjunction with twin installations with the idea to synchronise the steering of the two drives via a cross bar. A hydraulic cylinder can be fitted on the vessel’s transom. To reduce further the complexity of the steering system “cable steering” has been employed in some special cases.



Levi Side Winder ®

To improve the reversing capability of the “Levi Drive®” the “Levi Side Winder” was introduced. This drive needs a 45 degree inclined transom and is mostly used on new building projects. All the advantages of the “Levi Drive” and is lighter and less expensive. Boats must be specially built to receive this drive unit. Very good propulsion efficiency.



Levi Drive Catalogue

Levi Drive Questionnaire (First Part)				
Please attach general arrangement or pictures of project to this questionnaire				
Boat builder:				
Boat name:				
		feet/inches	meter	
Length overall:				
Length waterline:				
Beam max:				
Beam waterline:				
Draught hull:				
		degrees		
Transom deadrise:				
		tons		
Light weight (displacement):				
Loaded weight (displacement):				
Type of hull (mark one):		with	without	
		spray rails	spray rails	
warped plane				
monohedron				
catamaran				
multi hull				
Any distinguishing features on hull bottom:				
Engines you propose to fit	maker	model	max hp	max rpm
Type of installation	single	twin	triple	
Gearbox you want to fit	maker	model	max hp	max rpm

Levi Drive Catalogue

Gear Ratio you want to fit:

Additional comments:

Levi Drive Questionnaire (Second Part)

Fill only in, if craft is already in production

This information would be of further assistance to us.

Propulsion system used (mark one)	submerged	stern drive	water jet	surface prop
	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

Engines fitted:	maker	model	max hp	max rpm
Engine no 1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Engine no2	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Engine no3	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

Gearbox fitted	maker	model	max hp	max rpm
	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

Gear Ratio:

Propeller used	diameter	pitch	blade area ratio	no. of blades
	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

Max speed reached with this configuration	knots	<input type="text"/>
Engine rpm during this trials	rpm	<input type="text"/>
Estimated displacement during these trials	tons	<input type="text"/>

Additional comments:

How to Order?

Customers from the world over choose Levi Drives and its related products because of its assured quality and efficiency.

We will get back to you with a proper “Levi Drive Solution” for you shortly.

Levi Drives International

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