

ZF

Differences between the ZF45IV (ZF46IV) and the ZF48IV.

Hello:

A bit more explanation of the difference between ZF45IV (ZF46IV which I never heard of much less seen) and the new ZF48IV.

Looks like it is a better gear though it is a bit more expensive.

Our original ski-vee transmission models were:

45-IV (output flange is under the transmission)

46-IV (output flange is behind the transmission – this is also called a pass-thru)

Unfortunately, the 45-IV and 46-IV are no longer in production.

However, the decision was made to upgrade the original 46-IV pass-thru. The new model is now the 48-IV pass-thru.

The new 48-IV upgrades include:

- Increased hp capacity to accommodate today's high-horsepower watersports engines. This is the primary enhancement
- Capable of a 6-point mounting system if needed for high-horsepower applications.
- Has same dimensions as the old 46-IV pass-thru (transmissions are interchangeable, but the 48-IV has a different output flange)
- In addition to the standard R1.21 and R1.46 ratios, we now offer two new ratios à R1.73 and R1.95

In summary, the 48IV pass-thru is capable of handling more horsepower and has two new deep-reduction gear ratios.

Lastly, the new 48IV has an 8-hole output flange. I've included the new installation drawing (see attached).

In theory, you can replace a 45-IV with a 48-IV. However, a longer prop shaft and new prop-shaft flange will be needed. You'll also need a little extra clearance behind the transmission for the longer shaft and prop-shaft flange that will now stick-through the transmission. There is good news though ... alignment is much easier !

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