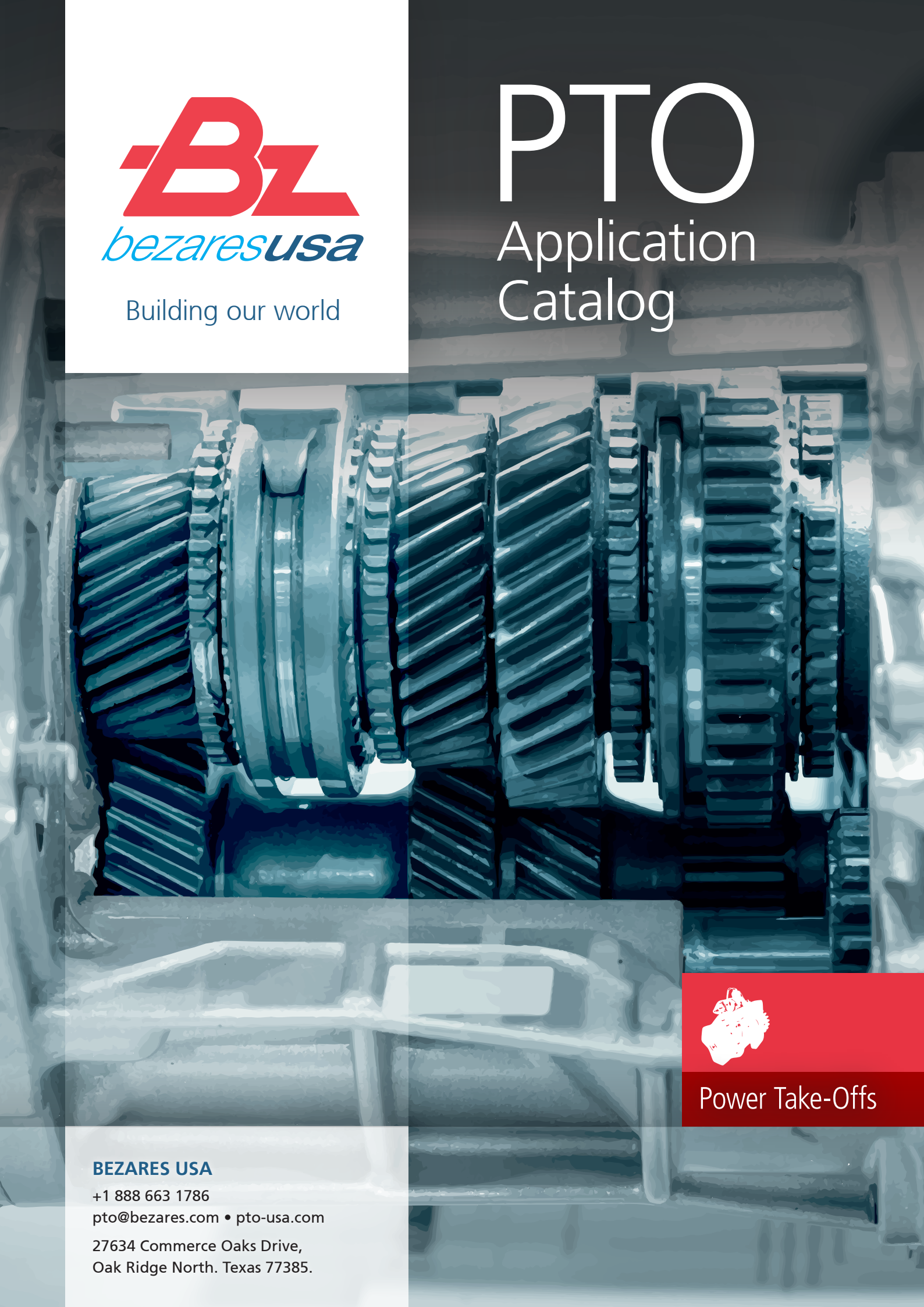
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Series

Bezares	Chelsea	Muncie	Notes
1000	442X	TG6S	
	442G	TG6B	ORDER with M1(THIS TRANSMISSION REQUIRES A METRIC STUD KIT)
1010	442Z	TG6D	Muncie uses standard case with M65 input gear
2000	489X	TG8S	
	489G	TG8B	ORDER with M2(THIS TRANSMISSION REQUIRES A METRIC STUD KIT)
2010	489Z	TG8D	Muncie uses standard case with M65 input gear
3000	271M		
3100		CS24	
		CS25	
3131	870X	CS11	Same as CS10 but with remote solenoid
3151	877X	CD10	
3131RP	890X		
	890L		
	890R		
	890H		
	890E		
	890T		
	890U		
3200	272X		
3252	280G	HS24	
3300	272A	CS6S	
	272D		
	272G	CS6B	
3800	282X	CS8S	
		CS8B	
3810	282Z	CS8D	
3900	247F	FR67	Fits both 4X2 & 4X4 5R110 transmission
		FR63	
		FR64	
3920	249F	FR66	Fits both 4X2 and 4X4 Used on 2013 F650 w.gas engines
		FR6Q	
4100	680X	SH8S	Bezares 4100 has higher torque and HP than 680X or SH8S
	680G	SH8B	ORDER with M2 stud kit(THIS IS METRIC TRANSMISSION AND REQUIRES M2 STUD KIT). Bezares 4100 has higher torque and HP than 680X or SH8S
4110	680Z	SH8D	Muncie uses standard case with M65 input gear. Bezares 4110 has higher torque and HP than 680Z or SH8S
6000	340X	RL6D	mounts on limited Mack transmissions PLEASE CALL FOR OPTIONS
	340G		ORDER with M1(THIS TRANSMISSION REQUIRES A METRIC STUD KIT)
6005	340Z		mounts on limited Mack transmissions PLEASE CALL FOR OPTIONS
6800	348X	RL8S	
	348G	RL8B	ORDER with M1(THIS TRANSMISSION REQUIRES A METRIC STUD KIT)
8000	863X	838S	
	863G	838B	order with M2 stud kit(THIS IS METRIC TRANSMISSION AND REQUIRES M2 STUD KIT)
8500	880X	828S	Muncie uses standard case with M65 input gear
	880Z		
	880G	828B	ORDER with M2 stud kit(THIS IS METRIC TRANSMISSION AND REQUIRES M2 STUD KIT)
6013399	941	SS66	Call Bezares for detailed information

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PTO Series	Bezares	Chelsea	Muncie
1000	X P G	X P	X P G
1010	X P G	X P	X P G
2000	X P G	X P	X P G
2010	X P G	X P	X P G
3000	P	X P	

PTO Series	Bezares	Chelsea	Muncie
3100	P		X B
3131	P	P	4 X B
3131RP	W P	W P	
3151	P	P	X 4
3200	X	X	
3252	P	P	X B
3300	P	P	X P
3800	X	X	X

PTO Series	Bezares	Chelsea	Muncie
3810	X	X	X
3900	P	P	P
3920	P	X	B X
4100	X	X	X
4110	X	X	X
6000	X	X	X
6005	X	X	
6800	X	X	X
8000	X	X	X
8500	X	X	X G

Gear Ratio

Cross Reference

PTO Series	Bezares	Chelsea	Muncie
1000 1010	B	F	06
	C	L	07
		H	
	E	Q	08
	J	R	09
	O	S	12
			13
	R	U	
	S	W	15
	T	X	18
2000 2010	A	C	
	B	F	06
	C	L	07
		H	
	E	Q	08
	J	R	09
	O	S	12
			13
	R	U	
	S		15
	T	X	18
		W	
3000	B	A	
	C	B	
	E	D	
3100	B		05
	C		06
	E		07
	J		08
	Notes: J ratio is 120% Muncie 8 ratio is 115% on RDS 3000		
	M		10
	O		12

PTO Series	Bezares	Chelsea	Muncie
3131	C	A	05
	E	B	07
		C	06
	G	D	
	J	E	08
	Notes: J ratio is 117% Muncie 8 ratio is 116% on RDS 3000		
	M	F	10
		G	
	O	H	
		J	
3131RP	C	A	
	E	B	
		C	
	G	D	
	J	E	
	M	F	
		G	
	O	H	
		J	
3151	C	A	05
		B	
	E	C	06
	G	D	07
	J	E	08
	Notes: J ratio is 117% Muncie 8 ratio is 116% on RDS 3000		
	M	F	10
		G	
	O	H	12
		J	
3200	Z	A	
		B	
	A	C	
	C	G	
	E	K	
	J	M	
		P	
	O	S	

PTO Series	Bezares	Chelsea	Muncie
3252	B	C	06
	C	D	
	E		07
	G	G	
	J	K	09
	M	M	
		P	
	O	S	12
3300	Z	A	04
		B	
	A	C	05
	B		06
	C	G	07
	Notes: C ratio only available for AISIN transmission		
3800 3810	Z	B	04
	A		**05**
	B	**C**	**06**
	C	**G**	**07**
	E	**K**	**09**
	J	**M**	
		P	
	O	**S**	**12**
	R	**T**	**14**
3900	E	M	06
3920	E	M	09
4100 4110	B	F	05
	C	Q	07
	E	R	09
	J	S	12
6000	C	F	05
6005	C	F	
6800	C	F	05
8000	B	B	06
8500	B	B	05
	C	D	08
		G	
	E	J	09
	J	M	10
	O	Q	12
	R	R	13
	S		15
	T	T	

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PTO Series	Bezares	Chelsea	Muncie
1000 1010 2000 2010	RA	XK	K
		RB	S
		AK	
	Available with 2/4 Bolt B only the competitors is a 2 Bolt B		
	RB	AF	P
	SE	XD	B
	SF	XE	R
	DA	XY	I
	TP	XR	G
	IC		C
	ID		2
3000	RA	XK	
		RB	
	RB	AF	
	SE	XD	
	DA	XY	
3100	RA		K
			S
	Available with 2/4 Bolt B only the competitors is a 2 Bolt B		
	RB		P
	SE		B
	DA		I
	IC		C
	ID		2
3131	RA		D
			S
	Available with 2/4 Bolt B only the competitors is a 2 Bolt B		
	RB		P
	RJ	RS	E
	SE		B
	DA	RY	I
	IC	XV	C
	ID	AC	2
	IG	AB	

PTO Series	Bezares	Chelsea	Muncie
3131RP	RA	XK	V
	RB	AF	
	RK	XS	
	DA	XY	
3190	RA		K
	RB		P
	RK		E
	DA		I
3151	RA		S
			D
	RB		P
	RJ	RS	E
	DA	RY	I
	IC	XV	C
	ID	AC	2
	IG	AB	
3200	SA	RK	
		RB	
	SE	XD	
	SB	RF	
	SF	RE	
	DA	RY	
	IC	XV	
	IG	AB	
	ID	AC	
3252	SA	RK	K
			6
			S
	SB	RF	P
	RJ	RS	
	SE	XD	B
	DA	RY	
	IC	XV	C
	ID	AC	2
	IG	AB	
3300	SA	RK	K
		RB	S
	SB	RF	P
	SE	XD	B
	SF	RE	R
	DA	RY	I
	IC	XV	C
	ID	AC	2
	IG	AB	

PTO Series	Bezares	Chelsea	Muncie
3800 3810	SA	RK	S
		RB	K
	SB	RF	P
	SE	XD	B
	SF	RE	R
	DA	RY	I
	IC	XV	C
	ID	AC	2
	IG	AB	
3900	SE	XD	B
	SF	XE	R
3920	SE	XD	
	SF	XE	B
	SI	XP	Q
4100 4110	RA	XK	K
		RB	S
	Available with 2/4 Bolt B only the competitors is a 2 Bolt B		
	RB	AF	P
	SE	XD	B
	DA	XY	I
	IC	XV	C
	ID		2
	RK		E
6000	SE	XD	B
6005	SE	XD	
6800	SE	XD	B
8000	IC	XV	C
	DA		2
8500	RK	XS	E
	RA		D
	RB		P
	DA	XY	I
	IC	XV	C
	IG	AB	2

(*) Available with 2/4 Bolt B only the competitors is a 2 Bolt B

Input Gear

Cross Reference

PTO Series	Bezares	Chelsea	Muncie	Notes
			U68	
	01	AH	S68	
			U60	
	02	AB	U57	
	04	AK	U62	
	05	AR	S60	
	06	AX	C60	
	07	BA	H65	
	08	BG	S70	
	09	BH	S72	
	10	BJ	G70	
	11	BQ	G73	
	*12	BR		
	13	BS	C76	
	14	DB	F10	
	15	DN	C61	#15
	16	EC	Z10	
	17	ES	F63	
	18	EW	F61	
	19	FB	N80	
	20	FC	N79	
1000	21	GS	Z99	
	22	BC	C61	#22
	23	DM	C57	
	24	DA	M65	
	25	DU	F75	
	26	ET	F65	
	27	EV	F11	
	28	JK	F70	
	29	JM	F67	
	30	BM	C70	
	31	BP		
	32	EQ		
	33	AP	S61	
	34	FN	S71	
	36	AW	N60	
	37	BK	N72	
	38	BL	N70	
	39	BZ	W80	#39
	40	CB	N81	
	41	CD	W80	#41
	42	JW	F66	
	43	DD	S58	

PTO Series	Bezares	Chelsea	Muncie	Notes
	44	EP	W96	
	45	FF	I85	
	46	HW	S89	
	47	HX	S80	
	48	JD	T61	
	49	JP	N10	
	50	HY	Z92	
	51	JU		
	52	ED	Z98	
	53	FK		
1000	54	FL		
	55	FP	R68	
	56	GQ	T82	
	57	GR		
	58	CR		
	59	JT		
	62	AL		
	64	HV	A69	
			A68	
	66	JA	F84	
	67	KU	I84	
	01	AH	U68	
1010	24	DA	M65	
	34	FN	S71	
1200	69		D94	
	01	AH	S68	
			U68	
	02	AB	U57	
	04	AK	U62	
	05	AR	S60	
	06	AX	C60	
	07	BA	H65	
	08	BG	S70	
2000	09	BH	S72	
	10	BJ	G70	
	11	BQ	G73	
	12	BR		
	13	BS	C76	
	14	DB	F10	
	15	DN	C61	#15
	16	EC	Z10	

PTO Series	Bezares	Chelsea	Muncie	Notes
	17	ES	F63	
	18	EW	F61	
	19	FB	N80	
	20	FC	N79	
	21	GS	Z99	
	22	BC	C61	#22
	23	DM	C57	
	24	DA	M65	
	25	DU	F75	
	26	ET	F65	
	27	EV	F11	
	28	JK	F70	
	29	JM	F67	
	30	BM	C70	
	31	BP		
	32	EQ		
	33	AP	S61	
	34	FN	S71	
	36	AW	N60	
	37	BK	N72	
	38	BL	N70	
2000	39	BZ	W80	#39
	40	CB	N81	
	41	CD	W80	#41
	42	JW	F66	
	43	DD	S58	
	44	EP	W96	
	45	FF	I85	
	46	HW	S89	
	47	HX	S80	
	48	JD	T61	
	49	JP	N10	
	50	HY	Z92	
	51	JU		
	52	ED	Z98	
	53	FK		
	54	FL		
	55	FP	R68	
	56	GQ	T82	
	57	GR		
	58	CR		
	59	JT		
	62	AL		
	66	JA	F84	

FOOT NOTES: **#01:** Muncie S68 is 96% of Bezares 01
#15: FS-3005C /3205C /4005C /4205C; CL-457
#22: FS-5005C /5205C; 397V; CL-557; CL-559C
#39: T18; T19; T98 - #41: T18A /B /C; T19A /D
* Check Availability

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Cross Reference

Input Gear

PTO Series	Bezares	Chelsea	Muncie	Notes
2010	01	AH	U68	
	24	DA	M65	
3000	60	AJ		
3100	63		A10	
3131	63	FJ	A10	
3131RP	63	FJ		
3151	63	FJ	A10	
3190	63	FJ	A10	
3200	01	AH		
	02	AB		
	04	AK		
	05	AR		
	06	AX		
	07	BA		
	08	BG		
	09	BH		
	10	BJ		
	11	BQ		
	12	BR		
	13	BS		
	14	DB		
	15	DN		#15
	16	EC		
	17	ES		
	18	EW		
	19	FB		
	20	FC		
	21	GS		
	22	BC		#22
	23	DM		
	24	DA		
	25	DU		
	26	ET		
	27	EV		
	28	JK		
	29	JM		
	30	BM		
	31	BP		
	32	EQ		
	33	AP		
	34	FN		
	36	AW		
	37	BK		
	38	BL		

PTO Series	Bezares	Chelsea	Muncie	Notes
3200	39	BZ		#39
	40	CB		
	41	CD		#41
	42	JW		
	43	DD		
	44	EP		
	45	FF		
	46	HW		
	47	HX		
	48	JD		
	49	JP		
	50	HY		
	51	JU		
	52	ED		
	53	FK		
	54	FL		
	55	FP		
	56	GQ		
	57	GR		
	58	CR		
	59	JT		
	62	AL		
	66	JA		
3252	63	FJ	A10	
3300	64	HV	A67	
	67	KU	I84	
3800	01	AH	S68	
			U68	
	02	AB		
	04	AK		
	05	AR	S60	
	06	AX		
	07	BA		
	08	BG	S70	
	09	BH		
	10	BJ		
	11	BQ		
	12	BR		
	13	BS		
	14	DB	F10	
	15	DN	C61	
	16	EC		
	17	ES	F63	
	18	EW		

PTO Series	Bezares	Chelsea	Muncie	Notes
3800	19	FB		
	20	FC		
	21	GS		
	22	BC		
	23	DM		
	24	DA	M65	
	25	DU		
	26	ET		
	27	EV		
	28	JK	F70	
	29	JM		
	30	BM	C70	
	31	BP		
	32	EQ		
	33	AP		
	34	FN	S71	
	36	AW		
	37	BK		
	38	BL		
	39	BZ		#39
	40	CB		
	41	CD		#41
	42	JW	F66	
	43	DD		
	*44	EP		
	*45	FF		
	*46	HW		
	*47	HX		
	*48	JD		
	*49	JP		
	50	HY		
	51	JU		
	52	ED		
	*53	FK		
	*54	FL		
	55	FP		
	56	GQ		
	57	GR		
	58	CR		
	59	JT		
	60		U60	
	62	AL		
	66	JA		
3810	01	AH	U68	
	24	DA	M65	
3900	65	KS	F15	
3920	71	LL	F12	
4100	01	AH	U68	
	24	DA	M65	

FOOT NOTES:
#01: Muncie S68 is 96% of Bezares 01
#15: FS-3005C /3205C /4005C /4205C; CL-457
#22: FS-5005C /5205C; 397V; CL-557; CL-559C
#39: T18; T19; T98 - #41: T18A /B /C; T19A /D

* Check Availability

Input Gear

Cross Reference

PTO Series	Bezares	Chelsea	Muncie	Notes
4110	01	AH	U68	
	24	DA	M65	
6000	01	AH	U68	
	02	AB	U57	
	17	ES	F63	
	24	DA	M65	
	34	FN	S71	
	42	JW	F66	
	51	JU		

PTO Series	Bezares	Chelsea	Muncie	Notes
6005	24	DA	M65	
6800	01	AH	U68	
	02	AB	U57	
	17	ES	F63	
	24	DA	M65	
	34	FN	S71	
	42	JW	F66	
	51	JU		

PTO Series	Bezares	Chelsea	Muncie	Notes
8000	01	AH	U68	
	02	AB	U57	
	24	DA	M65	
8500	01	AH	U68	
	24	DA	M65	

Assembly

PTO Series	Bezares	Chelsea	Muncie
1000	1	3	1
	2	4	2
	3	5	3
	4	6	4
1010	1	3	1
	2	4	2
	3	5	3
	4	6	4
2000	1	3	1
	2	4	2
	3	5	3
	4	6	4
2010	1	3	1
	2	4	2
	3	5	3
	4	6	4
3000	3	5	
3100	1		1
	3		3

PTO Series	Bezares	Chelsea	Muncie
3131	1	3	1
	3	5	3
3131RP	1	3	
	3	5	
3151	1	3	1
	3	5	3
3190	1		1
	3		3
3200	1	3	
	3	5	
3252	1	3	1
	3	5	3
3300	1	3	1
	3	5	3
3800	1	3	1
	3	5	3
3810	1	3	1
	3	5	3

PTO Series	Bezares	Chelsea	Muncie
3900	4	2	4
3920	3	4	3
4100	1	3	1
	3	5	3
4110	1	3	1
	3	5	3
6000	1	5	
		4	
	2		2
	3		3
6005	1	5	
		4	
6800	2	4	2
	3	5	3
8000	2	4	2
	3	5	3
8500	1	3	1
	3	5	3

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PTO Series	Bezares	Chelsea	Muncie	Notes
1000	A	A	A	INCLUDES AK101X (ON/OFF CAB CONTROL)
	M	M	M	
	N	T	P	ORDER WITH AK127X (COMBO CAB CONTROL W/O KICK OUT)
		S		ORDER WITH AK126X (COMBO CAB CONTROL W/ KICK OUT)
		P		
		V		
	P		E	
	W	W	C	
1010	A	A	A	INCLUDES AK101X (ON/OFF CAB CONTROL)
	M	M	M	
	N	T	P	ORDER WITH AK127X (COMBO CAB CONTROL W/O KICK OUT)
		S		ORDER WITH AK126X (COMBO CAB CONTROL W/ KICK OUT)
		P		
		V		
	P		E	
	W	W	C	
2000	A	A	A	INCLUDES AK101X (ON/OFF CAB CONTROL)
	M	M	M	
	N	T	P	ORDER WITH AK127X (COMBO CAB CONTROL W/O KICK OUT)
		S		ORDER WITH AK126X (COMBO CAB CONTROL W/ KICK OUT)
		P		
		V		
	P		E	
	W	W	C	
2010	A	A	A	INCLUDES AK101X (ON/OFF CAB CONTROL)
	M	M	M	
	N	T	P	ORDER WITH AK127X (COMBO CAB CONTROL W/O KICK OUT)
		S		ORDER WITH AK126X (COMBO CAB CONTROL W/ KICK OUT)
		P		
		V		
	P		E	
	W	W	C	
3000	E	B		
	F	D		special order 24 volt coil (STANDARD IS 12 VOLT)
	N	S		ORDER WITH AK126X (COMBO CAB CONTROL W/ KICK OUT)
		T		ORDER WITH AK127X (COMBO CAB CONTROL W/O KICK OUT)
	V	N		
3100	E		H	Muncie H shift on CS10/24/41 series is integral to rear cover
	F		J	special order 24 volt coil (STANDARD IS 12 VOLT)
3131	E	G	H	
		B		
		K		
	F	L	J	
		D		
		H		

Shifter

Cross Reference

PTO Series	Bezares	Chelsea	Muncie	Notes
3131RP	E	K		
		G		
		B		
	F	H		
		L		
		D		
3151	M	M	M	
3200	A	A		INCLUDES AK101X (ON/OFF CAB CONTROL)
	N	V		
	P	P		
3252	E	B	H	
	F	D	J	SPECIAL ORDER 24 VOLT COIL (STANDARD IS 12 VOLT)
3300	E	B	S	MUNCIE S SHIFT HAS DROP IN SOLENOID CLEARANCE ISSUES ON AISIN AUTOMATICS
			H	MUNCIE H SHIFT ON CS6B HAS REMOTE SOLENOID
	F	D		
	T	E		
	V	N		
3800	A	A	A	INCLUDES AK101X (ON/OFF CAB CONTROL)
	N	V	P	
3810	A	A	A	INCLUDES AK101X (ON/OFF CAB CONTROL)
	N	V	P	
3900	E	B	H	
3920	E	B	6	
		K	D	
4100	A	A	A	INCLUDES AK101X (ON/OFF CAB CONTROL)
	N	T	P	ORDER WITH AK127X (COMBO CAB CONTROL W/O KICK OUT)
		V		
		S		ORDER WITH AK126X (COMBO CAB CONTROL W/ KICK OUT)
4110	A	A	A	INCLUDES AK101X (ON/OFF CAB CONTROL)
	N	T	P	ORDER WITH AK127X (COMBO CAB CONTROL W/O KICK OUT)
		V		
		S		ORDER WITH AK126X (COMBO CAB CONTROL W/ KICK OUT)
6000	A	A	A	INCLUDES AK101X (ON/OFF CAB CONTROL)
	N	V		
6005	A	A		INCLUDES AK101X (ON/OFF CAB CONTROL)
	N	V		
6800	A	A	A	INCLUDES AK101X (ON/OFF CAB CONTROL)
	N	V		
8000	N	Y	L	BZ 8000 SERIES: ONLY PNEUMATIC VERSION
8500	A	A	T	INCLUDES AK101X (ON/OFF CAB CONTROL)
	N	V		

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3300	54
3800	57
3920	60
3940	62
3960	65
4100 & 4110	68
4250	71
6000	74
6800	77
8000	80
8500	83
95	86
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AD_ _ _	94
AD-622	96
AD-68248	97
096_04	98
1196K	100
11111K	102
1198K	104
11103K	106
11123K	108
11107K	110
1015K	112
1021903	114
1010K	116
102K	118
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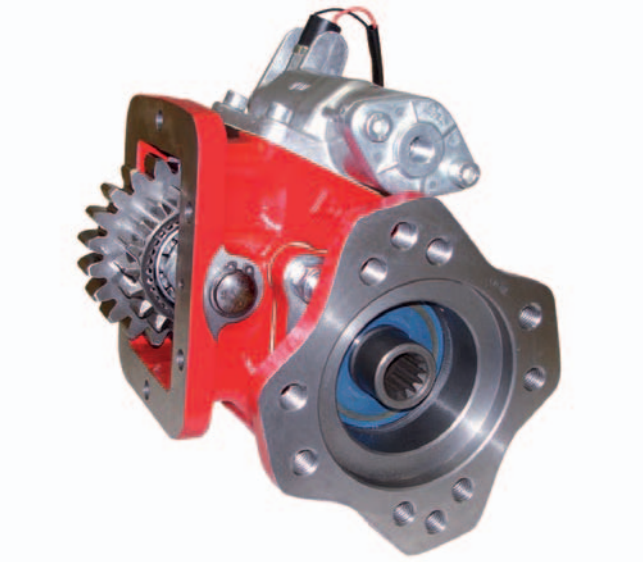
Technical Datasheets

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SAE Six Hole, Two Gear-Single Speed
Lateral 6 tal. 2 Engranajes

Pneumatic
Neumático



Description Descripción

The 1000 Series PTO has been engineered to work with most of the existing transmissions in the market. It is a very durable PTO with a wide range of input gears, shifters, speed ratios and output shafts to meet all of the market applications.

La serie 1000 ha sido diseñada para funcionar en la mayoría de las transmisiones existentes en el mercado. Se trata de una toma de fuerza muy duradera con una amplia gama de engranajes de mando, accionamientos, relaciones de velocidad y ejes de salida para satisfacer todas las aplicaciones del mercado.

Main Data Datos Principales	
Mounting position Lado de montaje	Right, Left Derecho, Izquierdo
Weight Peso (Lb)	32

Engine to PTO ratio (See application book)
Relación motor - Toma de Fuerza (Consultar libro de aplicaciones)

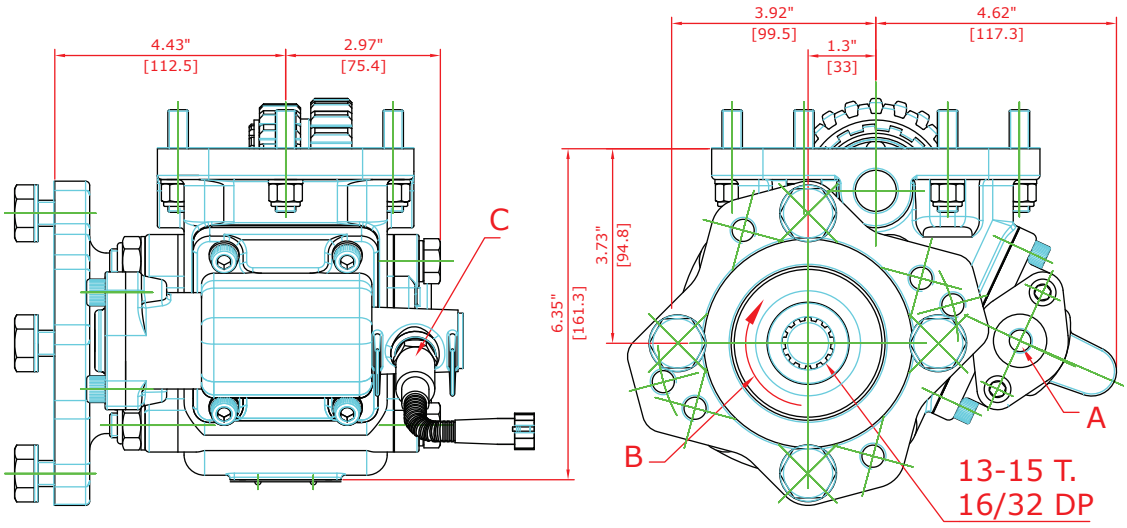
INTERNAL RATIO	INTERMITTENT SERVICE			CONTINUOUS SERVICE		
	Torque (Lb. FT)	Power (HP)		Torque (Lb. FT)	Power (HP)	
		At 500 r.p.m.	At. 1000 r.p.m.		At 500 r.p.m.	At. 1000 r.p.m
55%(B)	250	25	49	178	18	35
73%(C)	250	25	49	178	18	35
86%(E)	225	22	44	160	16	31
95% (J)	225	22	44	160	16	31
125% (O)	200	20	39	142	14	28
137% (R)	200	20	39	142	14	28
150% (S)	190	19	37	135	13	26
165% (T)	175	17	34	124	12	24

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SAE Six Hole, Two Gear-Single Speed
Lateral 6 tal. 2 Engranajes

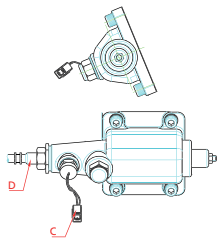
1000 Series

Pneumatic
Neumático

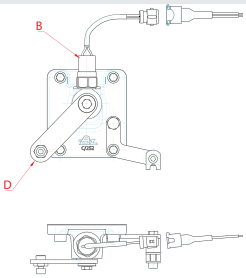


Mechanic Mecánico

Cable Shift
Acc. por cable integrado



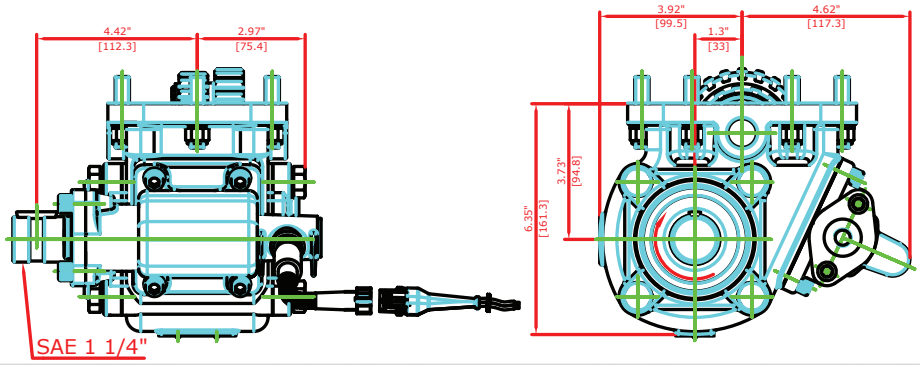
Wire Shift
Acc. por cable exterior



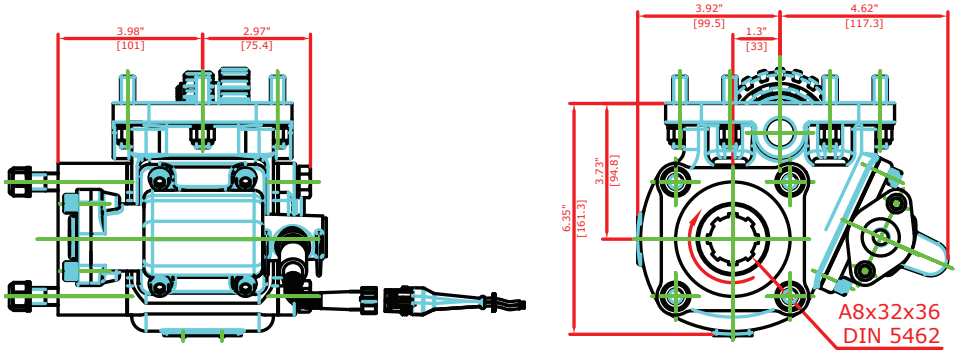
Notes		Notas	
A	Air connection, thread 1/4" BSP	A	Toma de aire, 1/4" GAS
B	Rotation	B	Sentido de giro
C	Indicator switch	C	Indicador de funcionamiento
D	Cable shift	D	Accionamiento por cable integrado
E	Wire shift	E	Accionamiento por cable exterior

SAE Six Hole, Two Gear-Single Speed
Lateral 6 tal. 2 Engranajes

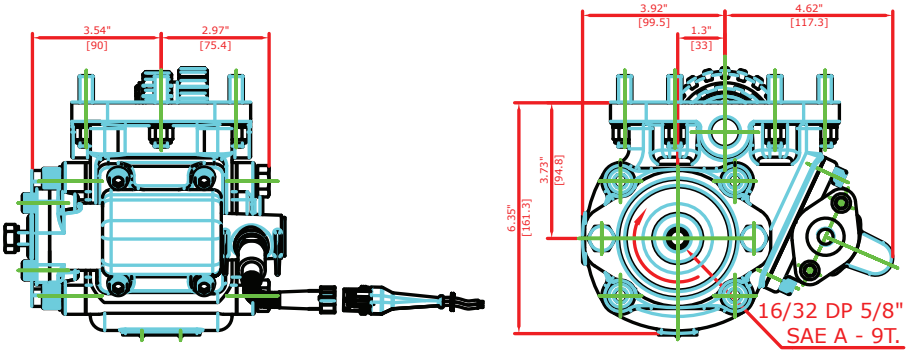
Round shaft Eje chaveteado



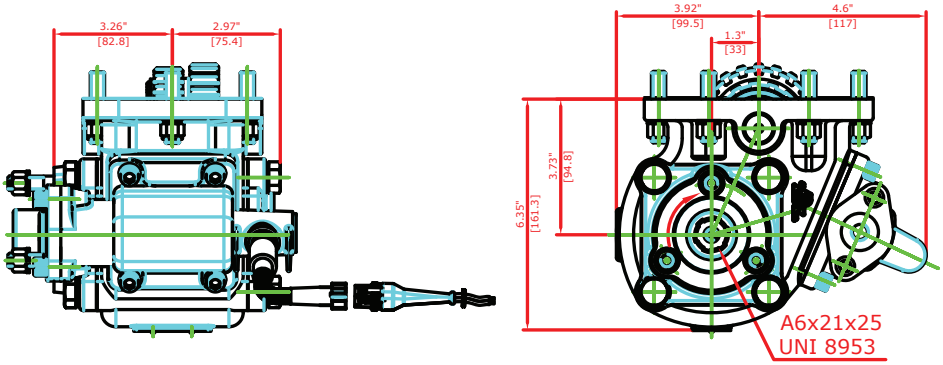
ISO 4 bolt ISO 4 taladros



SAE “A” 2 bolt SAE “A” 2 taladros



UNI 3 bolts 6T UNI 3 aladros 6T



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SAE Six Hole, Two Gear-Single Speed
Lateral 6 tal. 2 Engranajes

Pneumatic
Neumático

Part Number Breakdown Codificación PTO

1000 X J N 01 1 RA

SERIES:
1000 Standard Mounting, 6 bolt
1010 Deep mount, 6 bolt

VERSIONS:
X Standard
G Greaseable Output Shaft
P Oil pressure lube idler Shaft

INTERNAL RATIOS:
1:0.55 (B)	→	801034
1:0.73 (C)	→	800534
1:0.8 (E)	→	800634
1:0.95 (J)	→	800734
1:1.25 (O)	→	800834
1:1.37 (R)	→	801334
1:1.50 (S)	→	801434
1:1.65 (T)	→	800934

SHIFTER TYPE:
C Cable
W Wire with 10' Cable
M Constant Mesh
N Air without 101 Air Kit

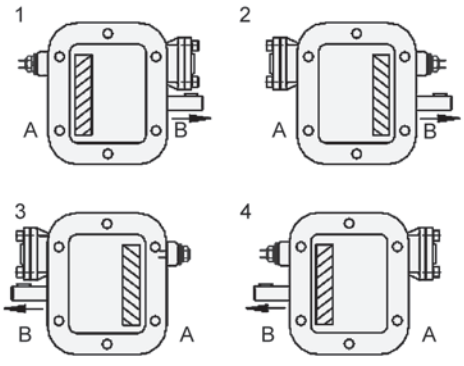
Shifter type	Pos 1/4	Pos 2/3
C	902099	903599
N	902299	903899

INPUT GEAR:
01 Fuller series (R/675)
02 Universal (R/683))
03 Spicer (R/736)
05 Spicer (R/677)
06 Fuller (TREMEC) (R/679)
07 Navistar (R/693)
08 Spicer (R/682)
09 Spicer (R/684)
10 Chevy (R/678)
11 Chevy / Spicer (R/699)
13 New Process (R/718)
14 Fuller (R/737)
15 Eaton / Fuller FS-4005C/4205C (R/717)
16 ZF (R/716)
17 Eaton 6305 A (R/680)
18 Eaton FS 3005 / 4005 AB (R/717)
20 Dodge (R/701)
21 ZF S5-42/5.72 (R/676)
22 Eaton / Fuller (R/738)
23 Eaton / Fuller FS-3005 B (R/714)
24 Mack (R/695)
25 Eaton / Fuller FS 7206 A (R/715)
27 Eaton / Fuller (R/692)
28 Fuller (R/771)
30 Eaton / Fuller (R/698)
33 Spicer (R/697)
34 Spicer (R/696)
36 New Process (R/739)
39 Warner (R/741)
41 Warner (R/743)
42 Fuller (R/770)
50 ZF (R/694)
51 Dodge (R/702)
52 Zed / F (R/700)
55 Mack / Renault (R/748)
56 Tremec (R/744)
57 ZF (R/740)
61 Ford (R/754)
64 Allison (R/752)
66 Fuller (R/862)
67 Aisin (R/870)
68 Tremec (R/897)
70 Mercedes G60 (R/956)
72 Eaton/Fuller RTS(O) 11909A (G/054)

OUTPUT TYPE:
DA ISO 4 bolt
IA Flange SAE 1100
IB Flange SAE 1300
IC Flange SAE 1400
SE SAE Type 1 1/4" round shaft
***SF** SAE "A" 2 bolt 9T*
***SH** SAE "AA" 2 bolt 11T*
RA SAE "B" 2/4 bolt 13T. rotatable
RB SAE "BB" 2/4 bolt 15T. rotatable
***TP** Tyron pump (Chelsea type)*
UN UNI 3 bolts 6T

***Note:** Available upon request*
***Nota:** Disponible bajo pedido*

ASSEMBLY ARRANGEMENTS:
1 Right, Forward
2 Right, Rear
3 Left, Forward
4 Left, Rear



SAE Eight Hole, Two Gear-Single Speed
Lateral 8 tal. 2 Engranajes

Pneumatic
Neumático



Description Descripción

The 2000 Series PTO has been engineered to work with most of the existing transmissions in the market. It is a very durable PTO with a wide range of input gears, shifters, speed ratios and output shafts to meet all of the market applications.

La serie 2000 ha sido diseñada para funcionar en la mayoría de las transmisiones existentes en el mercado. Se trata de una toma de fuerza muy duradera con una amplia gama de engranajes de mando, accionamientos, relaciones de velocidad y ejes de salida para satisfacer todas las aplicaciones del mercado.

Main Data Datos Principales	
Mounting position Lado de montaje	Bottom, Right, Left Inferior, Derecho, Izquierdo
Weight Peso (Lb)	34

Engine to PTO ratio (See application book)
Relación motor - Toma de Fuerza (Consultar libro de aplicaciones)

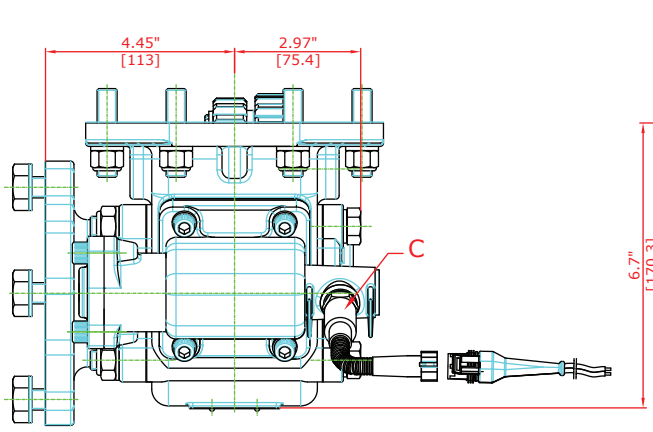
INTERNAL RATIO	INTERMITTENT SERVICE			CONTINUOUS SERVICE		
	Torque (Lb. FT)	Power (HP)		Torque (Lb. FT)	Power (HP)	
		At 500 r.p.m.	At. 1000 r.p.m.		At 500 r.p.m.	At. 1000 r.p.m.
50%(A)	250	25	49	178	18	35
55%(B)	250	25	49	178	18	35
73%(C)	250	25	49	178	18	35
86%(E)	225	22	44	160	16	31
95% (J)	225	22	44	160	16	31
125% (O)	200	20	39	142	14	28
137% (R)	200	20	39	142	14	28
150% (S)	190	19	37	135	13	26
165% (T)	175	17	34	124	12	24

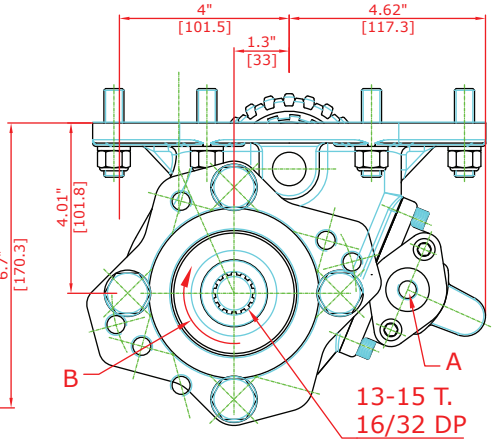
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SAE Eight Hole, Two Gear-Single Speed
Lateral 8 tal. 2 Engranajes

2000 Series

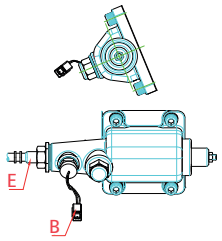
Pneumatic
Neumático



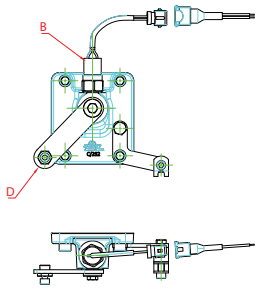


Mechanic Mecánico

Cable Shift
Acc. por cable integrado



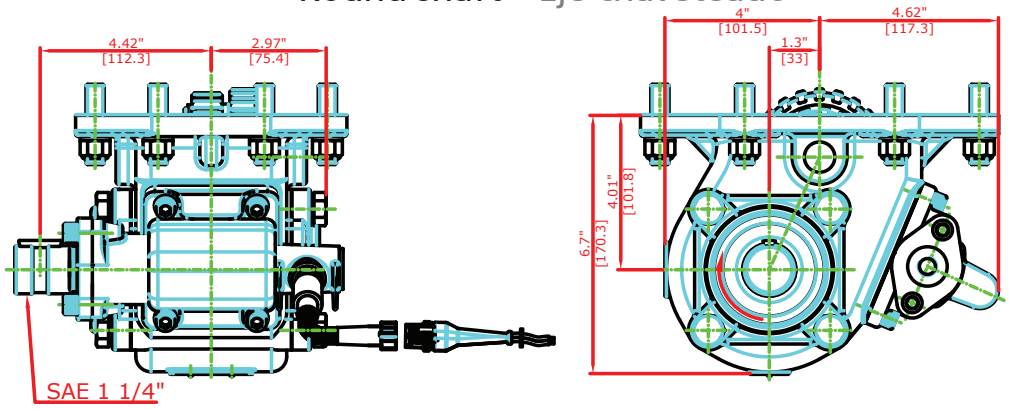
Wire Shift
Acc. por cable exterior



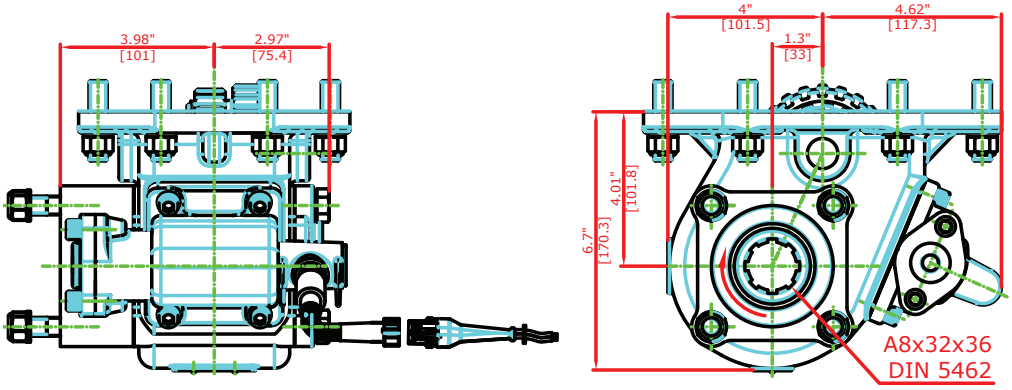
Notes		Notas	
A	Air connection, thread 1/4" BSP	A	Toma de aire, 1/4" GAS
B	Indicator switch	B	Indicador de funcionamiento
C	Rotation	C	Sentido de giro
D	Wire shift	D	Accionamiento por cable exterior
E	Cable shift	E	Accionamiento por cable integrado

SAE Eight Hole, Two Gear-Single Speed
Lateral 8 tal. 2 Engranajes

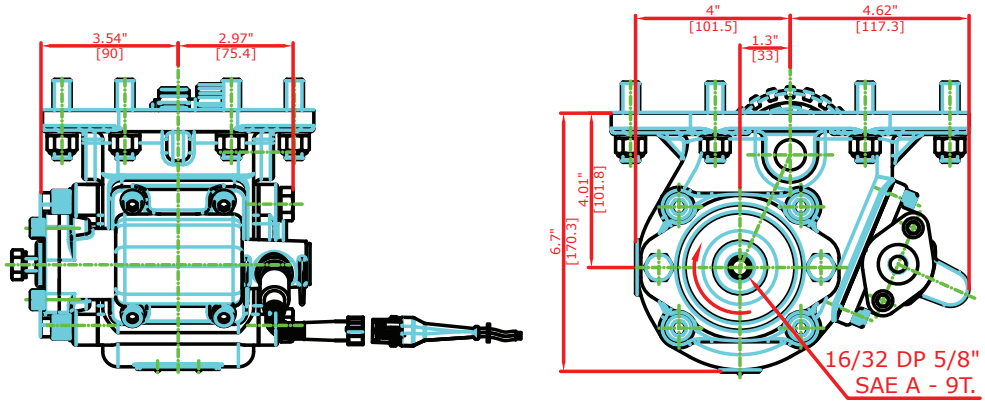
Round shaft Eje chaveteado



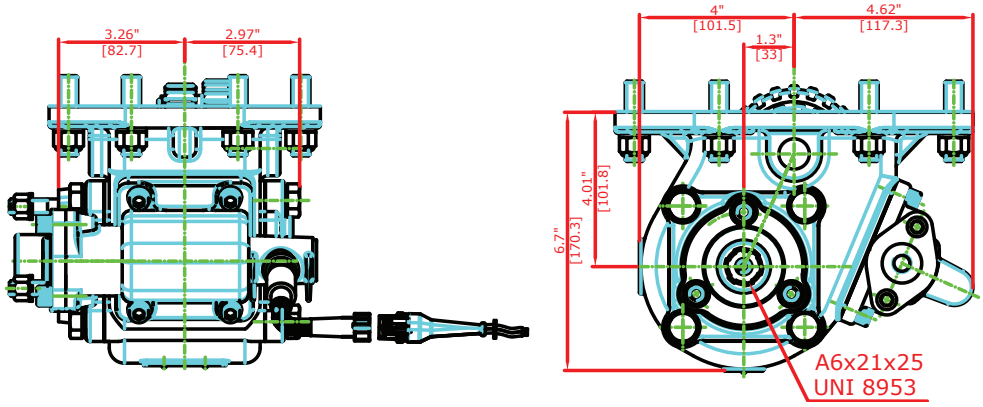
ISO 4 bolt ISO 4 taladros



SAE "A" 2 bolt SAE "A" 2 taladros



UNI 3 bolts 6T UNI 3 taladros 6T



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SAE Eight Hole, Two Gear-Single Speed
Lateral 8 tal. 2 Engranajes

2000 Series

Pneumatic
Neumático

Part Number Breakdown Codificación PTO

2000 X J N 01 1 RA

SERIES:
2000 Standard Mounting, 8 bolt
2010 Deep Mounting, 8 bolt

VERSIONS:
X Standard
G Greaseable Output Shaft
P Oil pressure lube idler Shaft

INTERNAL RATIOS:
1:0,50 (A)	→	PT801534
1:0.55 (B)	→	PT801034
1:0.73 (C)	→	PT800534
1:0.8 (E)	→	PT800634
1:0.95 (J)	→	PT800734
1:1.25 (O)	→	PT800834
1:1.37 (R)	→	PT801334
1:1.50 (S)	→	PT801434
1:1.65 (T)	→	PT800934

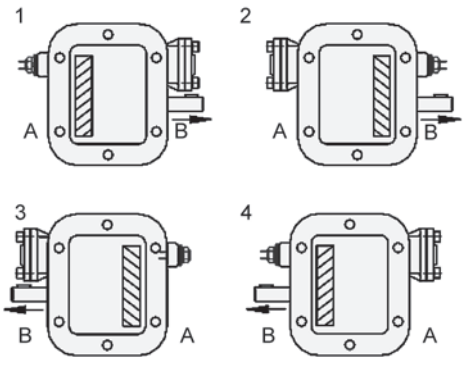
SHIFTER TYPE:
W Wire with 10' Cable
M Constant Mesh
N Air without 101 Air Kit

INPUT GEAR:
01 Fuller series (R/675)
02 Universal (R/683))
03 Spicer (R/736)
05 Spicer (R/677)
06 Fuller (TREMEC) (R/679)
07 Navistar (R/693)
08 Spicer (R/682)
09 Spicer (R/684)
10 Chevy (R/678)
11 Chevy / Spicer (R/699)
13 New Process (R/718)
14 Fuller (R/737)
15 Eaton / Fuller FS-4005C/4205C (R/717)
16 ZF (R/716)
17 Eaton 6305 A (R/680)
18 Eaton FS 3005 / 4005 AB (R/717)
20 Dodge (R/701)
21 ZF S5-42/5.72 (R/676)
22 Eaton / Fuller (R/738)
23 Eaton / Fuller FS-3005 B (R/714)
24 Mack (R/695)
25 Eaton / Fuller FS 7206 A (R/715)
27 Eaton / Fuller (R/692)
28 Fuller (R/771)
30 Eaton / Fuller (R/698)
33 Spicer (R/697)
34 Spicer (R/696)
36 New Process (R/739)
39 Warner (R/741)
41 Warner (R/743)
42 Fuller (R/770)
50 ZF (R/694)
51 Dodge (R/702)
52 ZF (R/694)
55 Mack / Renault (R/748)
56 Tremec (R/744)
57 ZF (R/740)
61 Ford (R/754)
64 Allison (R/752)
66 Fuller (R/862)
67 Aisin (R/870)
68 Tremec (R/897)
70 Mercedes G60 (R/956)
75 Endurant HD (G/210)
77 Endurant XD, XD Pro (G/227)

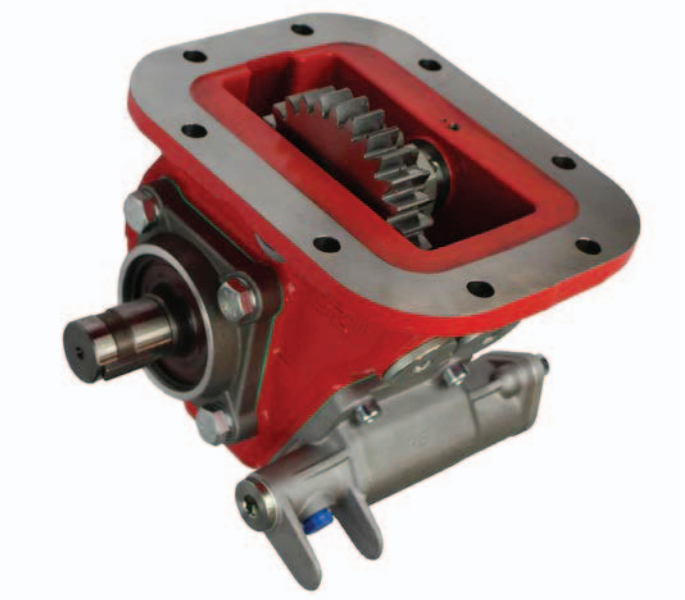
OUTPUT TYPE:
DA ISO 4 bolt
FA Flange SAE 1100
IB Flange SAE 1300
IC Flange SAE 1400
SE SAE Type 1 1/4" round shaft
***SF** *SAE "A" 2 bolt 9T*
***SH** *SAE "AA" 2 bolt 11T*
RA SAE "B" 2/4 bolt 13T. rotatable
SG SAE B 2/4 bolt 14T. rotatable
RB SAE "BB" 2/4 bolt 15T. rotatable
***TP** *Tyron pump (Chelsea type)*
UN UNI 3 bolts 6T

***Note:** Available upon request*
***Nota:** Disponible bajo pedido*

ASSEMBLY ARRANGEMENTS:
1 Right, Forward
2 Right, Rear
3 Left, Forward
4 Left, Rear



8 Bolt Low Ratio PTO
T.F. 8 Taladros Baja Relación



Description Descripción

The 2500 Series 8 bolt PTO has been designed to meet the demands for low speed applications such as product pumps, and beyond for the Eaton Endurant HD / XD / XD Pro Series transmissions.

La Toma de fuerza serie 2500 ha sido diseñada para satisfacer la demanda de aplicaciones de bajas revoluciones como bombas de producto además de las cajas de cambios Eaton de la serie Endurant HD / XD / XD Pro.

Main Data Datos Principales		
Torque (Lb.FT) Par nominal	Continuous Continuo	178
	Intermittent Intermitente	250
Power 1000 r.p.m. (HP) Potencia 1000 r.p.m.		49
Mounting position Lado de montaje		Bottom Inferior
Weight (Lb) Peso		48
Engine to PTO ratio Relación motor - Toma de Fuerza	Endurant HD	71%
	Endurant XD, XD Pro	74%
Internal ratio Relación interna		42% (Z)

Part Number Breakdown Codificación PTO

2500 X Z N 75 1 DA

SERIES:

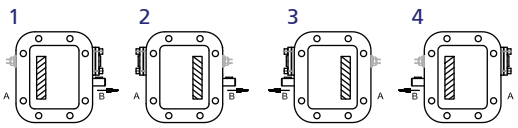
2500 Low Ratio, 8 bolt

VERSIONS:

X Standard

INTERNAL RATIOS:

1:0,42 (Z)



SHIFTING TYPE:

N- Air without 101 Air Kit

INPUT GEAR:

75 - Endurant HD
77 - Endurant XD

MOUNTING POSITION:

1 - Right, Forward
2 - Right, Rear
3 - Left, Forward
4 - Left, Rear

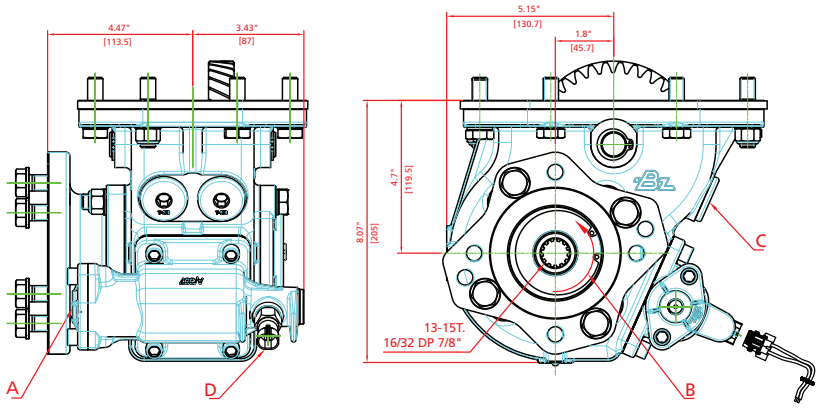
OUTPUT TYPE:

DA - DIN 5462 ISO 4 bolt
SE - SAE Type 1 1/4" round shaft
RA - SAE "B" 2/4 bolt 13T, rotatable

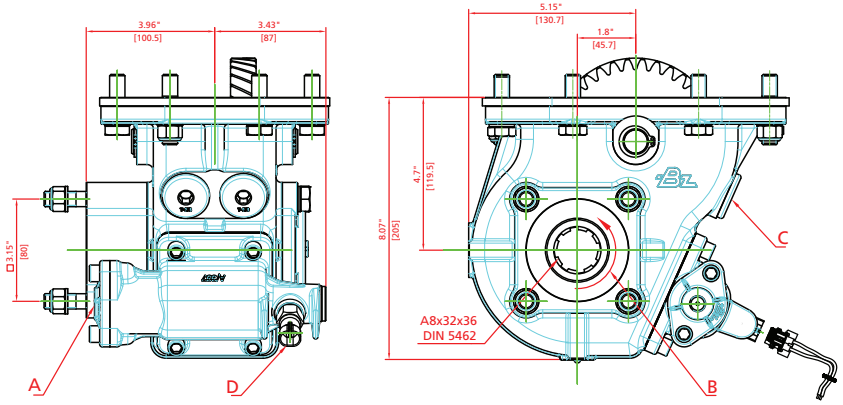
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8 Bolt Low Ratio PTO
T.F. 8 Taladros Baja Relación

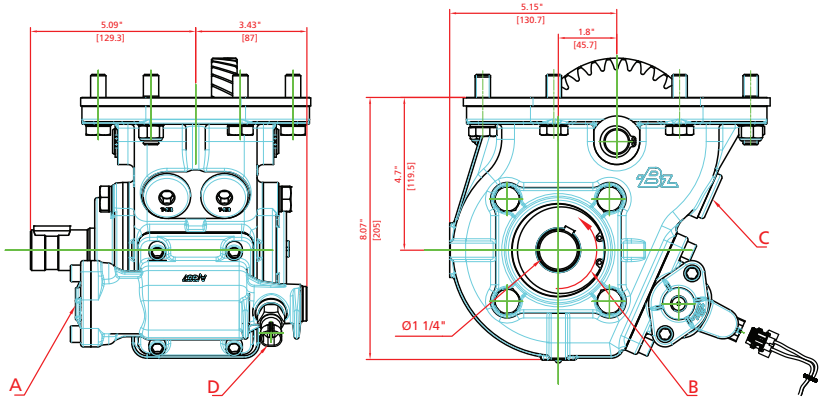
SAE B 2/4 bolt SAE B 2/4 Taladros



ISO 4 bolt ISO 4 taladros



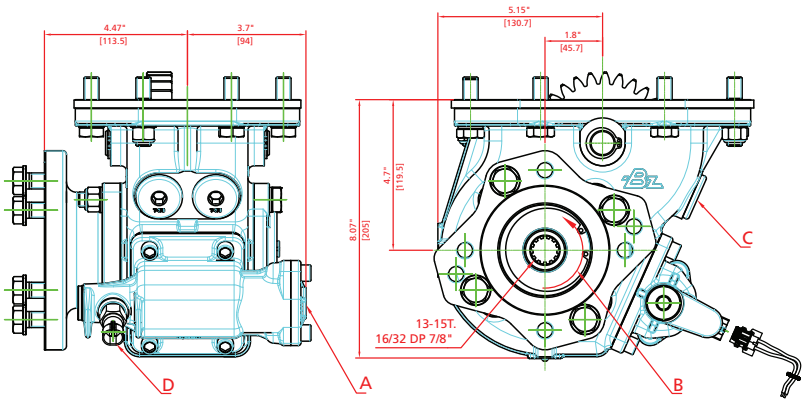
1 1/4" Round shaft Eje chaveteado



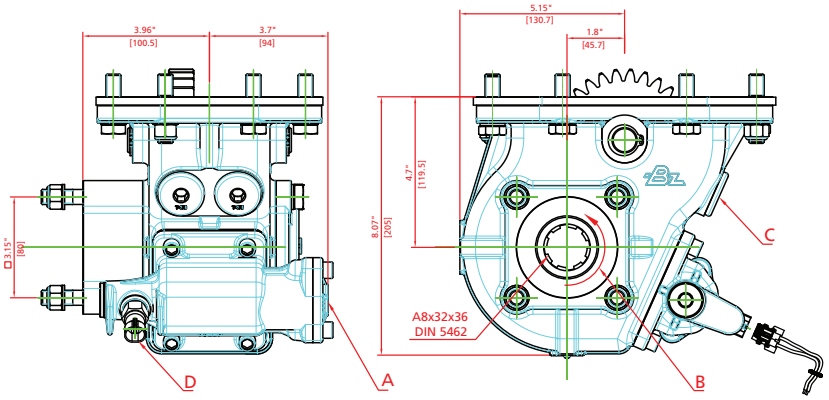
	Notes		Notas
A	Air connection, thread 1/4" BSP	A	Toma de aire, 1/4" GAS
B	Rotation	B	Sentido de giro
C	Backlash check plugs	C	Tapones comprobación juego de engranajes
D	Indicator switch	D	Indicador de funcionamiento

8 Bolt Low Ratio PTO
T.F. 8 Taladros Baja Relación

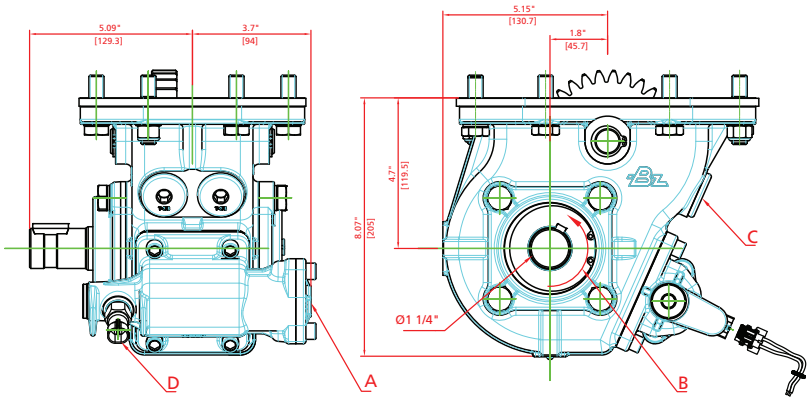
SAE B 2/4 bolt SAE B 2/4 Taladros



ISO 4 bolt ISO 4 taladros



1 1/4" Round shaft Eje chaveteado



Notes		Notas	
A	Air connection, thread 1/4" BSP	A	Toma de aire, 1/4" GAS
B	Rotation	B	Sentido de giro
C	Backlash check plugs	C	Tapones comprobación juego de engranajes
D	Indicator switch	D	Indicador de funcionamiento

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MD-3000/3060/3066/3070/3200/3500/3560
HD-4000/4060/4500/4560/4700/4800

3131 Series



Description Descripción

Hot Shift Power Take-off, 2 gears, Hydraulic shifting and internal lubrication. Mounting on both sides of the Gearbox. Wide range of internal ratios and most standard output flanges: SAE B, BB, C or ISO 4 bolts.

Toma de fuerza de 2 piñones, con embrague incorporado, accionamiento hidráulico y lubricación interna. Montaje sobre ambos lados de la caja de cambios. Amplia gama de relaciones internas. Disponible con tipos de salida: SAE B, BB, C o ISO 4 taladros.

Main Data Datos Principales	
Mounting position Lado de montaje	Right, Left Derecho, Izquierdo
Weight Peso (Lb)	60

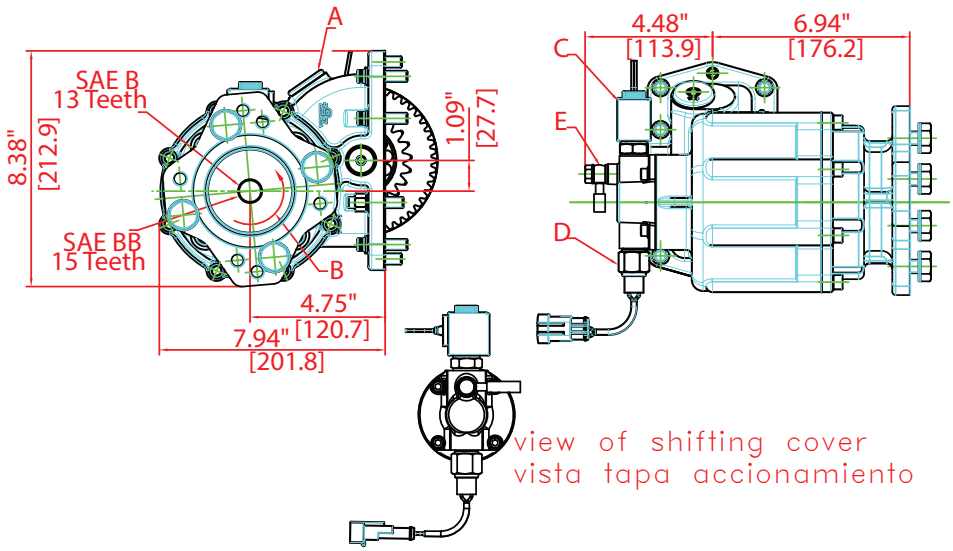
Engine to PTO ratio (See application book)
Relación motor - Toma de Fuerza (Consultar libro de aplicaciones)

INTERNAL RATIO	INTERMITTENT SERVICE			CONTINUOUS SERVICE		
	Torque (Lb. FT)	Power (HP)		Torque (Lb. FT)	Power (HP)	
		At 500 r.p.m.	At. 1000 r.p.m.		At 500 r.p.m.	At. 1000 r.p.m.
50%(B)	500	48	97	400	39	78
58%(C)	500	48	97	400	39	78
68%(E)	450	44	88	360	35	70
78% (G)	420	40	80	340	33	65
84% (J)	400	38	76	320	30	60
97% (M)	380	36	72	300	28	56
119% (O)	350	33	66	280	26	52

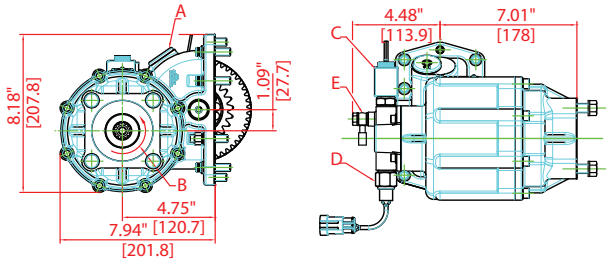
MD-3000/3060/3066/3070/3200/3500/3560
HD-4000/4060/4500/4560/4700/4800

Most standard output types Tipos de salida más utilizadas

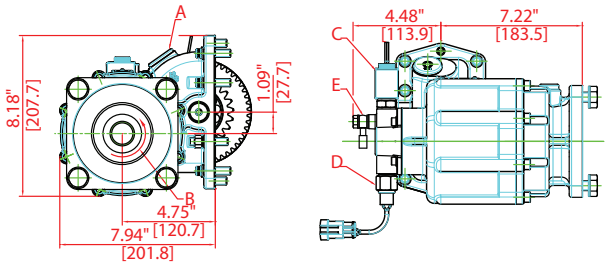
SAE "B" 2/4 bolt SAE "B" 2/4 taladros



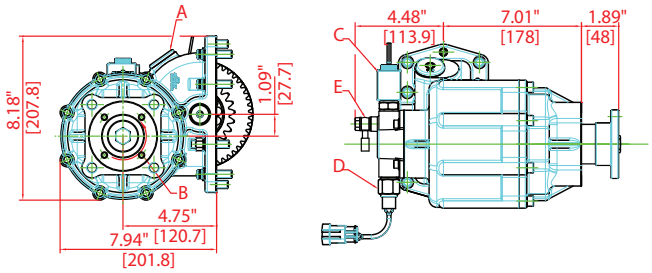
ISO 4 bolt ISO 4 taladros



SAE "C" 4 bolt SAE "C" 4 taladros



Drive flange Plato de transmisión



	Notas		Notes
A	Backlash check plug	A	Comprobación juego de engranajes
B	Rotation	B	Sentido de giro
C	Solenoid 14V DC (24V DC Optional)	C	Solenoide 14V DC (24V DC Opcional)
D	Pressure switch	D	Presostato
E	Shifting hose	E	Latiguillo accionamiento

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Side Mount Pneumatic / Hydraulic
Lateral Neumático / Hidráulico

Part Number Breakdown Codificación PTO

3131	P	B	E	63	3	RA

SERIES:

3131 Allison 10 bolts

VERSIONS:

P Pressure lube idler

INTERNAL RATIOS:

(B) 34%
(C) 58%
(E) 68%
(G) 78%
(J) 84%
(M) 97%
(O) 119%

SHIFTER TYPE:

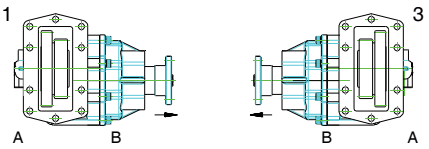
E Electric 14V. over Hydraulic
F Electric 24V. over Hydraulic
T Electric 14V. over hydraulic, without wiring kit
V Electric 24V. over hydraulic, without wiring kit

OUTPUT TYPE:

RA SAE "B" 2/4 bolt 13T. rotatable
RB SAE "BB" 2/4 bolt 15T. rotatable
RJ SAE "C" 4 bolt 14T
DA ISO 4 bolt
IB Flange SAE 1310
IC Flange SAE 1410
ID Flange DIN 100

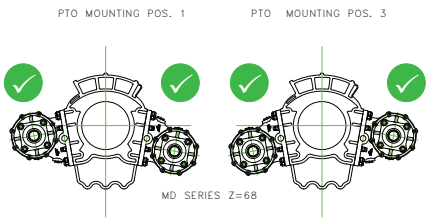
ASSEMBLY ARRANGEMENTS:

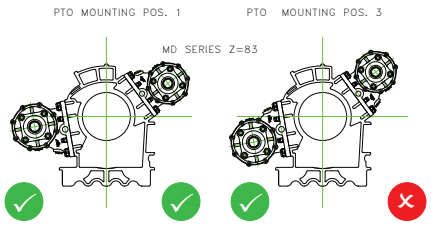
1 Right, Forward
3 Left, Forward

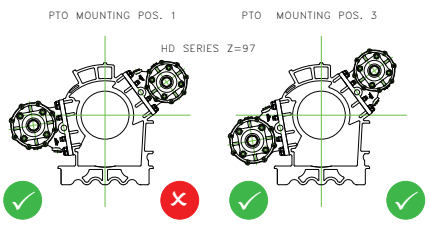


INPUT GEAR:

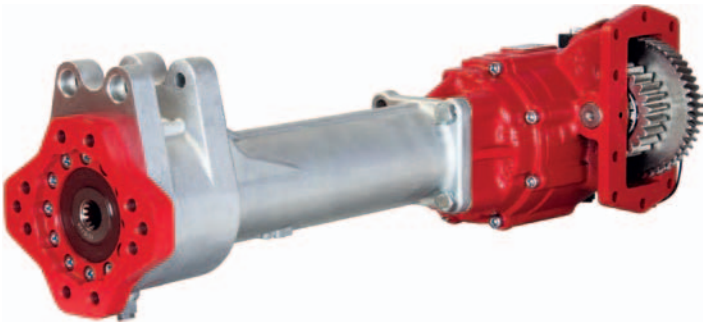
63 Allison







Rear Pump
Bomba Posterior



Description Descripción

Hot Shift Power Take-off, 2 gears, with prolongated shaft for rear pump. Hydraulic shifting and internal lubrication. Mounting on both sides of Gearbox. Wide range of internal ratios.

Toma de fuerza de 2 piñones, con embrague incorporado y eje prolongado para montaje posterior de bomba. Accionamiento hidráulico y lubricación interna. Montaje sobre ambos lados de la caja de cambios. Amplia gama de relaciones internas.

Main Data Datos Principales	
Mounting position Lado de montaje	Left / Right / Top Derecho / Izquierdo / Superior
Weight Peso (Lb)	63Lb (29 kg)

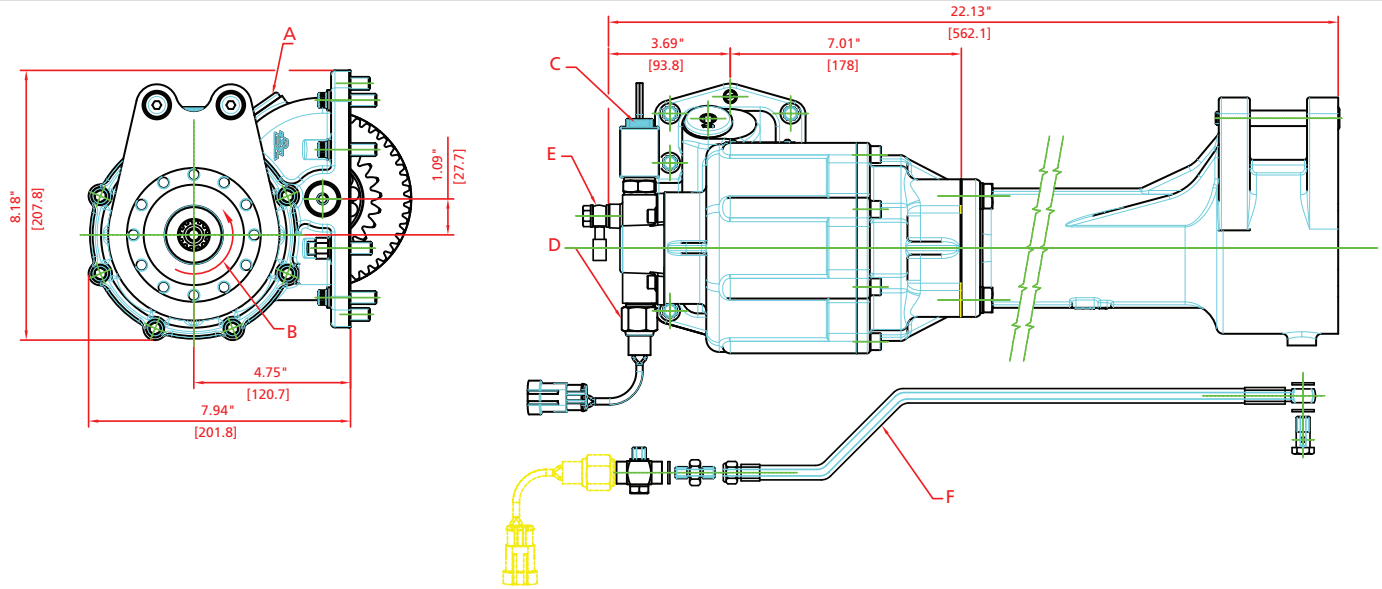
Engine to PTO ratio (See application book)
Relación motor - Toma de Fuerza (Consultar libro de aplicaciones)

INTERNAL RATIO	INTERMITTENT SERVICE			CONTINUOUS SERVICE		
	Torque (Lb. FT)	Power (HP)		Torque (Lb. FT)	Power (HP)	
		At 500 r.p.m.	At. 1000 r.p.m.		At 500 r.p.m.	At. 1000 r.p.m.
50%(B)	500	48	97	400	39	78
58%(C)	500	48	97	400	39	78
68%(E)	450	44	88	360	35	70
78% (G)	420	40	80	340	33	65
84% (J)	400	38	76	320	30	60
97% (M)	380	36	72	300	28	56
119% (O)	350	33	66	280	26	52

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Rear Pump
Bomba Posterior

Main Dimensions Dimensiones principales



Notes		Notas	
A	Backlash check plug	A	Tapón comprobación juego engranajes
B	Pump Rotation.	B	Sentido de giro
C	Solenoid 24V DC (12V DC Optional)	C	Solenoide 24V DC (12V DC Opcional)
D	Pressure switch	D	Presostato
E	Shifting hose	E	Latiguillo accionamiento
F	Optional: Wet spline Kit (P/N 9081099)	F	Opcional: Kit de lubricación para estriado (9081099)

Part Number Breakdown Codificación PTO

3131 P B E 63 3 RP

SERIES:

3131 Allison 10 bolts

VERSIONS:

P Pressure lube idler

INTERNAL RATIOS:

50% (B) **58% (C)** **68% (E)** **78% (G)** **84% (J)** **97% (M)** **119% (O)**

SHIFTER TYPE:

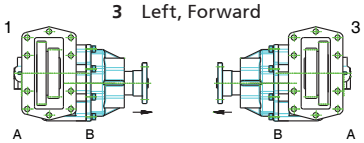
E Electric 14V. over hydraulic
F Electric 24V. over hydraulic
T Electric 14V. over hydraulic, without wiring kit
V Electric 24V. over hydraulic, without wiring kit

OUTPUT TYPE:

RP Rear Pump

ASSEMBLY ARRANGEMENTS:

1 Right, Forward
3 Left, Forward



INPUT GEAR:

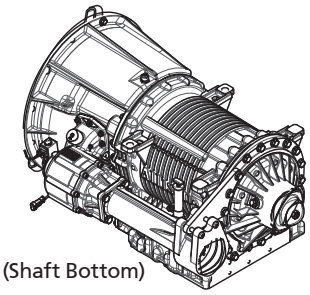
63 Allison

NOTE: rear pump adapter, bracket & wet spline kit must be ordered separately.
NOTA: Adaptador a bomba posterior, soporte correspondiente y kit de lubricación para estriado de la bomba se piden por separado

Rear Pump Brackets Kits
Adaptadores Bomba Posterior

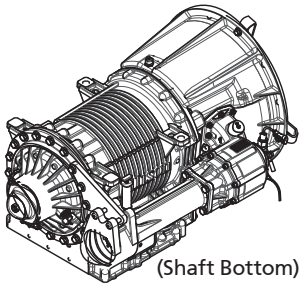
Allison 3000 series

3000 (MH /RDS /TRV) P/N. 9070799



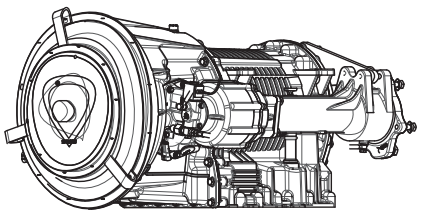
(Shaft Bottom)

3000 (MH /RDS /TRV) P/N. 9075899



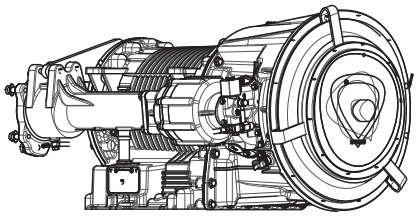
(Shaft Bottom)

3000 (MH /RDS /TRV) P/N. 9076899



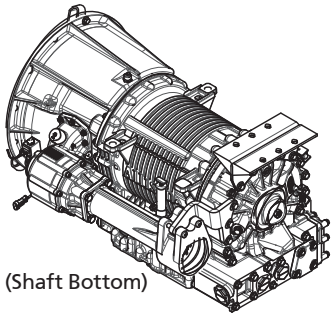
(Shaft Up)

3000 (MH /RDS /TRV) P/N. 9076999



(Shaft Up)

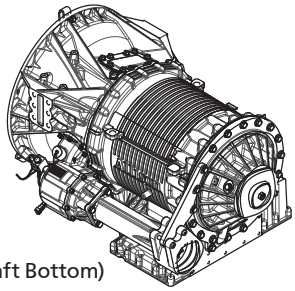
3000 (MH /RDS /TRV) + Retarder P/N. 9076399



(Shaft Bottom)

Allison 4000 series

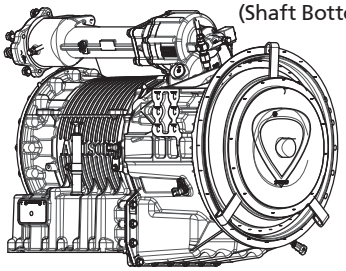
4000 (EVS /MH /RDS /TRV) 4500 (EVS /RDS) P/N. 9071399



(Shaft Bottom)

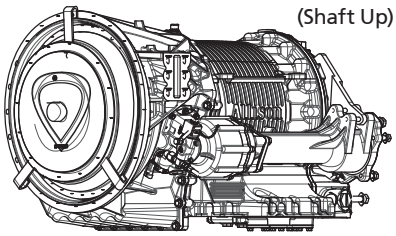
4000 (EVS /MH /RDS /TRV) 4500 (EVS /RDS) P/N. 9075999

(Shaft Bottom)



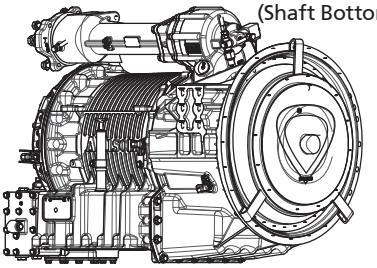
4000 (EVS /MH /RDS /TRV) 4500 (EVS /RDS) + Retarder P/N. 9076699

(Shaft Up)



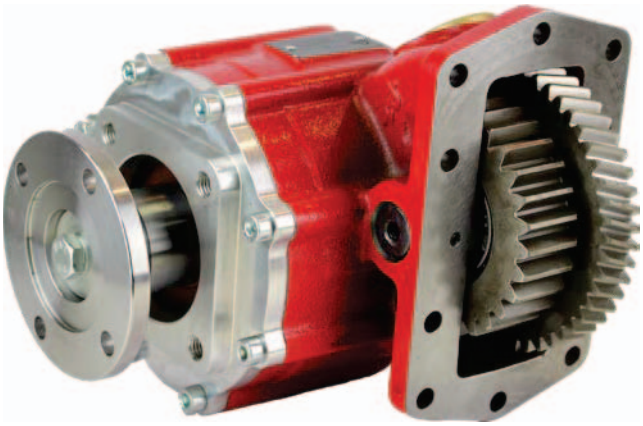
4000 (EVS /MH /RDS /TRV) 4500 (EVS /RDS) + Retarder P/N. 9076599

(Shaft Bottom)



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Constant Mesh, Heavy Duty
Toma Constante, Reforzado



Description Descripción

Constant Mesh Power Take-off, 2 gears, internal lubrication. Mounting on both sides of the Transmission. Wide range of internal ratios and standard outputs: SAE C, ISO 4 bolts, and drive flange.

Toma de fuerza de 2 piñones, en toma constante, lubricación interna. Montaje sobre ambos lados de la caja de cambios. Amplia gama de relaciones internas. Disponible con tipos de salida: SAE C, ISO 4 taladros o plato de transmisión.

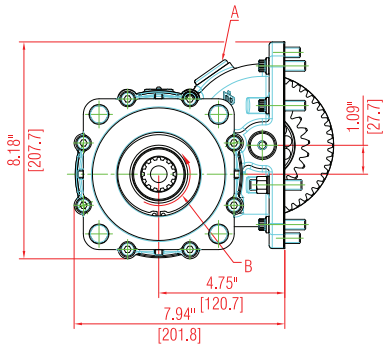
Main Data Datos Principales	
Mounting position Lado de montaje	Right, Left Derecho, Izquierdo
Weight Peso (Lb)	42

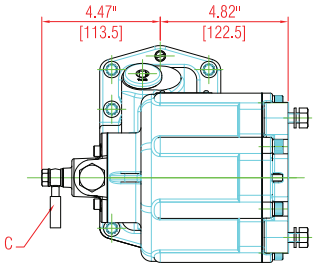
Engine to PTO ratio (See application book)
Relación motor - Toma de Fuerza (Consultar libro de aplicaciones)

INTERNAL RATIO	INTERMITTENT SERVICE			CONTINUOUS SERVICE		
	Torque (Lb. FT)	Power (HP)		Torque (Lb. FT)	Power (HP)	
		At 500 r.p.m.	At. 1000 r.p.m.		At 500 r.p.m.	At. 1000 r.p.m.
50%(B)	500	48	97	400	39	78
58%(C)	500	48	97	400	39	78
68%(E)	450	44	88	360	35	70
78% (G)	420	40	80	340	33	65
84% (J)	400	38	76	320	30	60
97% (M)	380	36	72	300	28	56
119% (O)	350	33	66	280	26	52

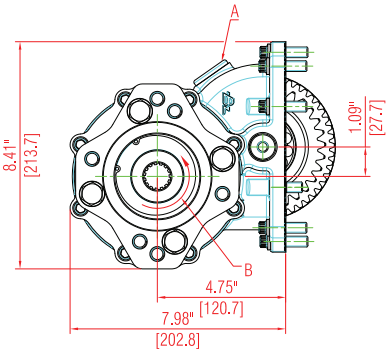
Constant Mesh, Heavy Duty
Toma Constante, Reforzado

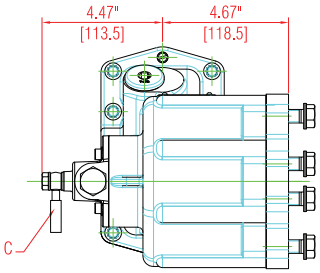
SAE “C” 4 bolt SAE “C” 4 taladros



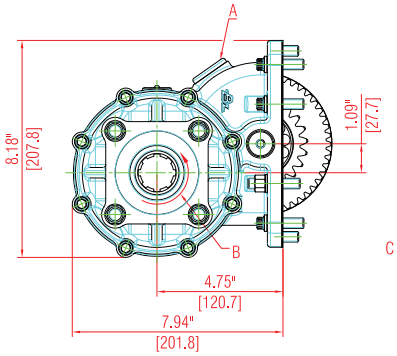


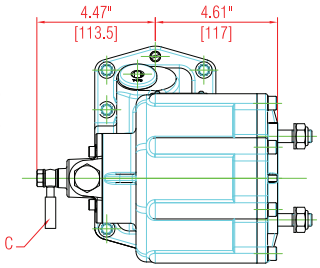
SAE “B” 2/4 bolt SAE “B” 2/4 taladros



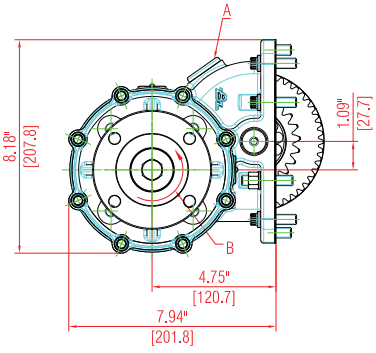


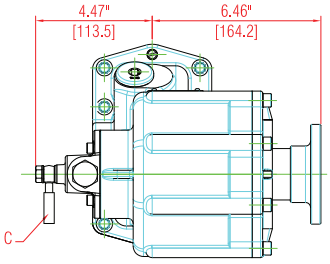
ISO 4 bolt ISO 4 taladros





Drive Flange Plato de Transmisión





	Notas		Notes
A	Backlash check plug	A	Comprobación juego de engranajes
B	Rotation	B	Sentido de giro
C	Lubrication hose (included)	C	Latiguillo de lubricación (incluido)

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Constant Mesh, Heavy Duty
Toma Constante, Reforzado

Part Number Breakdown Codificación PTO

3151	P	B	M	63	3	RJ

SERIES:

3151 Allison 10 bolts

VERSIONS:

P Pressure lube idler

INTERNAL RATIOS:

50% (B)
58% (C)
68% (E)
78% (G)
84% (J)
97% (M)
119% (O)

SHIFTER TYPE:

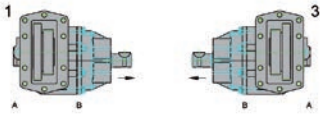
M Constant mesh

OUTPUT TYPE:

DA ISO 4 bolt
IC Flange SAE 1410
RJ SAE C. 4 bolt 14T
RA SAE B. 2/4 bolt 13T
RB SAE BB. 2/4 bolt 15T

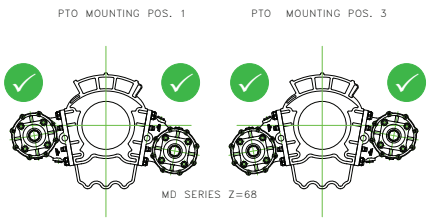
ASSEMBLY ARRANGEMENTS:

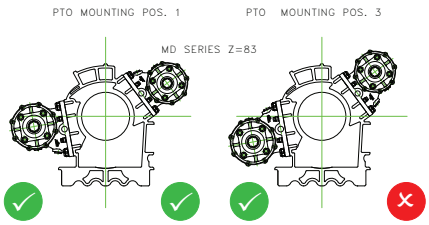
1 Right, Forward
3 Left, Forward

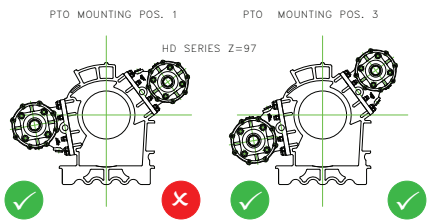


INPUT GEAR:

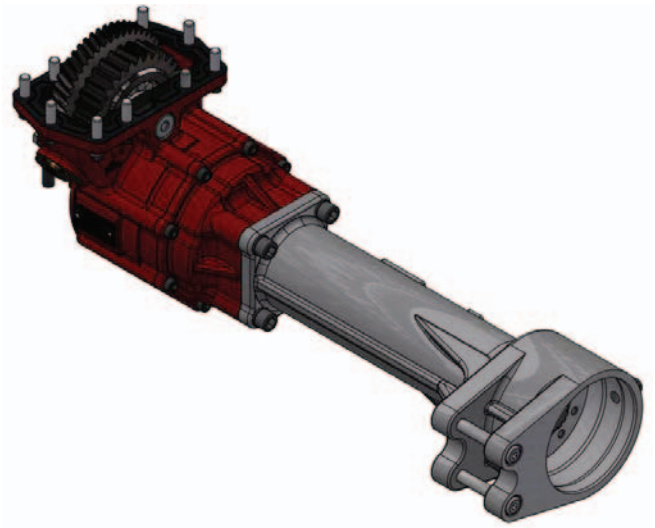
63 Allison







Constant Mesh, Rear Pump
Toma Constante, Bomba Posterior



Description Descripción

Constant Mesh Power Take-off, 2 gears, with prolongated shaft for rear pump and internal lubrication. Mounting on both sides of the Transmission. Wide range of internal ratios and standard outputs: SAE C, ISO 4 bolts, and drive flange.

Toma de fuerza de 2 piñones, en toma constante, con eje prolongado para montaje posterior de bomba y lubricación interna. Montaje sobre ambos lados de la caja de cambios. Amplia gama de relaciones internas. Disponible con tipos de salida: SAE C, ISO 4 taladros o plato de transmisión.

Main Data Datos Principales	
Mounting position Lado de montaje	Right, Left Derecho, Izquierdo
Weight Peso (Lb)	42

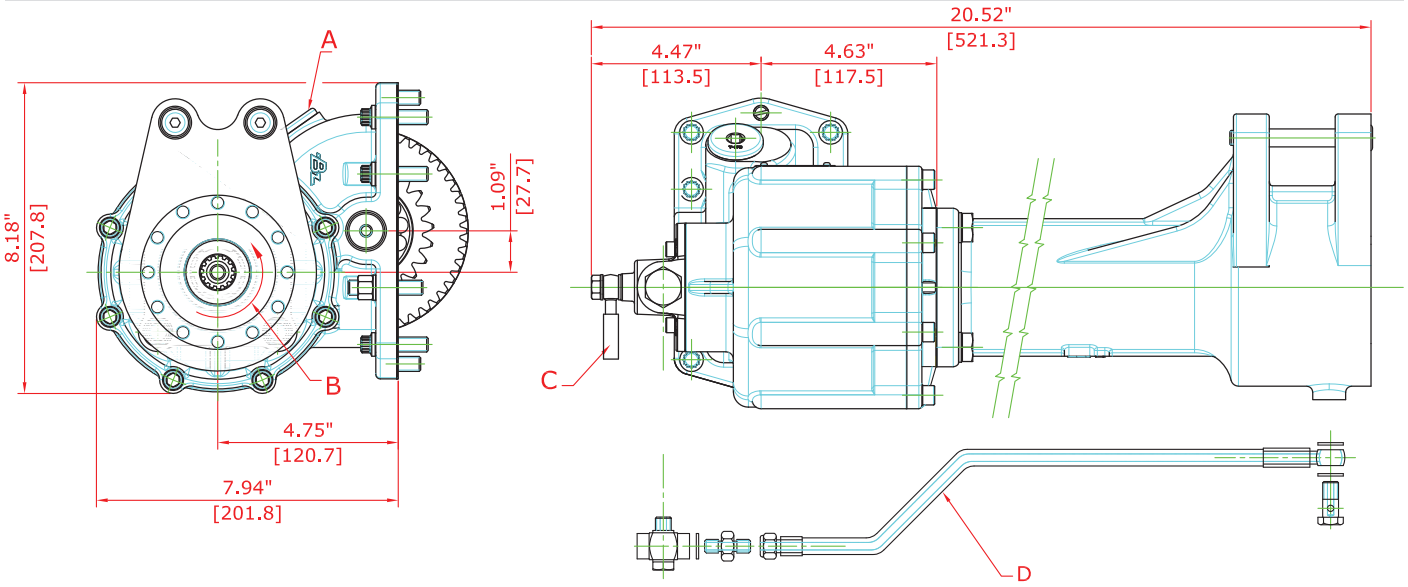
Engine to PTO ratio (See application book)
Relación motor - Toma de Fuerza (Consultar libro de aplicaciones)

INTERNAL RATIO	INTERMITTENT SERVICE			CONTINUOUS SERVICE		
	Torque (Lb. FT)	Power (HP)		Torque (Lb. FT)	Power (HP)	
		At 500 r.p.m.	At. 1000 r.p.m.		At 500 r.p.m.	At. 1000 r.p.m.
50%(B)	500	48	97	400	39	78
58%(C)	500	48	97	400	39	78
68%(E)	450	44	88	360	35	70
78% (G)	420	40	80	340	33	65
84% (J)	400	38	76	320	30	60
97% (M)	380	36	72	300	28	56
119% (O)	350	33	66	280	26	52

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Constant Mesh, Rear Pump
Toma Constante, Bomba Posterior

Main Dimensions Dimensiones principales



Notes		Notas	
A	Backlash check plug	A	Tapón comprobación juego engranajes
B	Pump Rotation.	B	Sentido de giro
C	Lubrication hose (included)	C	Latiguillo de lubricación (incluido)
D	Optional: Wet spline Kit (P/N 9081099)	D	Opcional: Kit de lubricación para estriado (9081099)

Part Number Breakdown Codificación PTO

3151 P B M 63 3 RP

SERIES:

3151 Allison 10 bolts

VERSIONS:

P Pressure lube idler

INTERNAL RATIOS:

50% (B) **68% (E)** **84% (J)** **119% (O)**
58% (C) **78% (G)** **97% (M)**

SHIFTER TYPE:

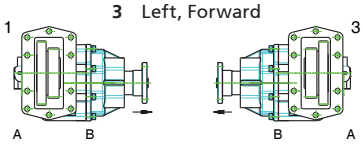
M Constant mesh

OUTPUT TYPE:

RP Rear Pump

ASSEMBLY ARRANGEMENTS:

1 Right, Forward
3 Left, Forward



INPUT GEAR:

63 Allison

NOTE: rear pump adapter, bracket & wet spline kit must be ordered separately.
NOTA: Adaptador a bomba posterior, soporte correspondiente y kit de lubricación para estriado de la bomba se piden por separado

Rear Pump Adapters
Adaptadores Bomba Posterior



Description Descripción

Prolongued Shaft adapter permits mounting heavy pumps the rear adapter flange. Mounting on both sides of Gearbox. Rotatable flange for a better mounting position of the pump. Outputs available : SAE B, SAE BB, SAE C or ISO 4 bolts. Must be fitted with 3131 PTO special RP output.

Adaptador de eje prolongado, permite montar bombas pesadas sobre su brida posterior. Montaje a ambos lados de la caja de cambios. Su brida rotativa permite una posición mejor de montaje para la bomba. Disponible con salida: SAE B, SAE BB, SAE C o ISO 4. Debe montarse junto con la toma de fuerza 3131 de salida especial RP.

Main Data Datos Principales	
Mounting position Lado de montaje	Left / Right / Top Derecho / Izquierdo / Superior
Weight Peso (Lb)	28Lb (13 kg)

Consult Torque and Power data in 3131 Rear Pump Technical Data Sheet
Consulte datos de Par y Potencia en la Ficha Técnica de 3131 bomba posterior

Part Number Breakdown Codificación

3190 RA

SERIES:

3190 Bomba posterior Allison
Allison rear pump

OUTPUT TYPE:

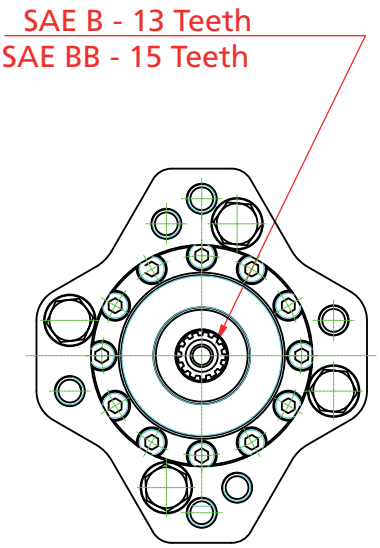
RA SAE "B" 2/4 bolt 13T. rotatable
RB SAE "BB" 2/4 bolt 15T. rotatable
RK SAE "C" 2/4 bolt 14T. rotatable
DA ISO 4 bolt

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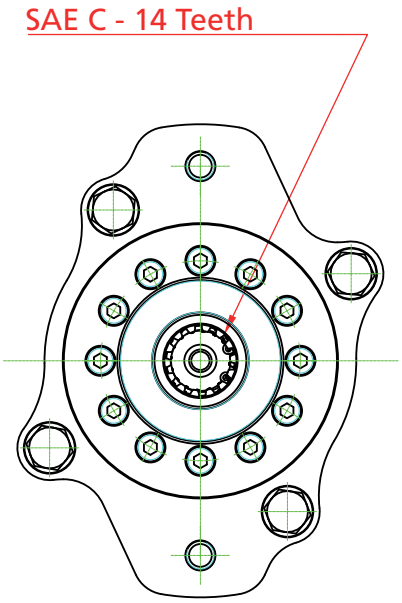
Rear Pump Adapters
Adaptadores Bomba Posterior

Most standard output types Tipos de salida más utilizadas

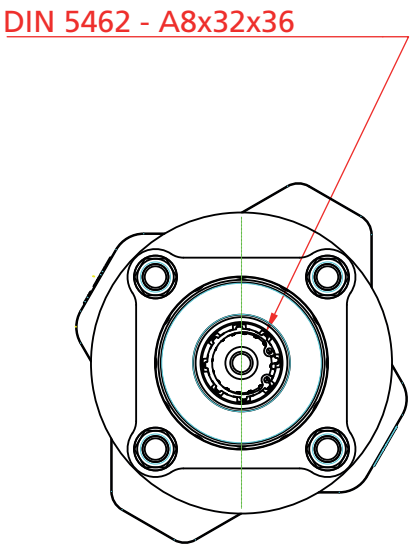
SAE "B" or / o "BB" 2/4 bolts / taladros



SAE "C" 2/4 bolts / taladros + PTO



ISO 4 bolts / taladros + PTO

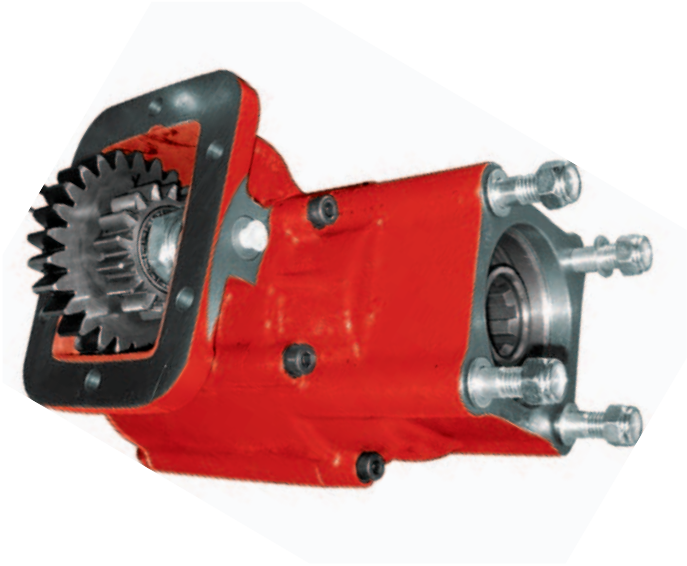


Allison Gearbox Caja Allison	Mounting side & availability Lado de montaje y disponibilidad					
	Left Izquierdo*		Right Derecho*		Top Right Superior Derecho*	
	Up shaft Eje arriba	Bottom shaft Eje abajo	Up shaft Eje arriba	Bottom shaft Eje abajo	Up shaft Eje arriba	Bottom shaft Eje abajo
3000 (MH /RDS /TRV)	**9076899**	**9070799**	**9076999**	**9075899**	N/A	N/A
3000 (MH /RDS /TRV) + cooler	✗	✗	**9076999**	✗	N/A	N/A
3000 (MH /RDS /TRV) + retarder	✗	**9076399**	✗	✗	N/A	N/A
MD-3050P, MD-5550P, MD-3060P, MD-3560P, MD-3070P	✗	**9070799**	✗	**9075899**	N/A	N/A
MD-3050P, MD-5550P, MD-3060P, MD-3560P, MD-3070P + cooler/retarder	✗	✗	✗	✗	N/A	N/A
MD-3066P	✗	**9070799**	✗	**9075899**	✗	✗
MD-3066P + cooler / retarder	✗	✗	N/A	N/A	✗	✗
MD-3000 EVS, MD-3500 EVS	✗	**9070799**	N/A	N/A	✗	✗
MD-3000 EVS, MD-3500 EVS + cooler / retarder	✗	**9070799**	N/A	N/A	✗	**9075899**
4000 (EVS /MH /RDS /TRV) 4500 (EVS /RDS)	✗	**9071399**	N/A	N/A	✗	**9075999**
4000 (EVS /MH /RDS /TRV) 4500 (EVS /RDS) + retarder	**9076699**	✗	N/A	N/A	✗	**9076599**
4000 (EVS /MH /RDS /TRV), 4500 (EVS /RDS) + cooler	**9085799**	✗	N/A	N/A	✗	✗

(*) Bracket is not included, please order separately. Soporte no incluido, solicítelo por separado.

Hot Shift PTO, 6 Bolt, Universal

Side Mount, Pneumatic
Lateral, Neumático



Description Descripción

Hot shift 6 bolt 2 gears pto Pneumatic Mounting on both sides of the Transmission. Several internal ratios. Both possibilities of assembly 1 and 3 in the same housing. All input gears from 1000 / 2000 pto fit on this series.

Toma de fuerza de 6 taladros, 2 piñones con embrague incorporado. Accionamiento neumatico. Montaje sobre ambos lados de la caja de cambios. Diferentes relaciones de transmisión. Mismos engranajes de ataque que la serie 1000/2000 cubriendo la mayoria de cajas de cambio del mercado.

Main Data Datos Principales	
Mounting position Lado de montaje	Right, Left Derecho, Izquierdo
Pump rotation Sentido de giro de la bomba	Right Derecho
Weight Peso (Lb)	44
Engine to PTO ratio Relación motor - Toma de Fuerza	See application book Consultar libro de aplicaciones

Torque working, with an engage pressure of 116 PSI or higher
Par nominal trabjando con presión de accionamiento de 8 bar

INTERNAL RATIO	INTERMITTENT SERVICE			CONTINUOUS SERVICE		
	Torque (Lb. FT)	Power (HP)		Torque (Lb. FT)	Power (HP)	
		At 500 r.p.m.	At. 1000 r.p.m.		At 500 r.p.m.	At. 1000 r.p.m.
40% (Z)	250	25	49	178	18	35
50% (A)	250	25	49	178	18	35
55% (B)	250	25	49	178	18	35
73% (C)	250	25	49	178	18	35
86% (E)	225	22	44	160	16	31
95% (J)	225	22	44	160	16	31
125% (O)	200	22	39	142	14	28

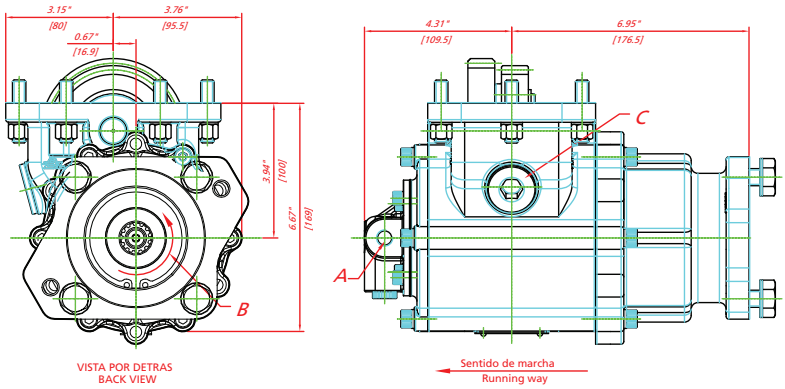
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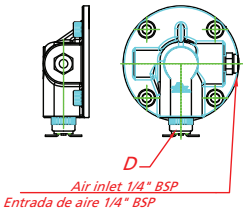
Hot Shift PTO, 6 Bolt, Universal

Side Mount, Pneumatic
Lateral, Neumático

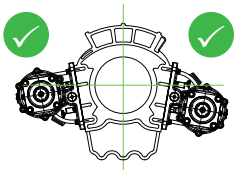
Most standard output types Tipos de salida más utilizadas

SAE "B" 2/4 bolt SAE "B" 2/4 taladros

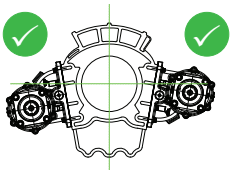




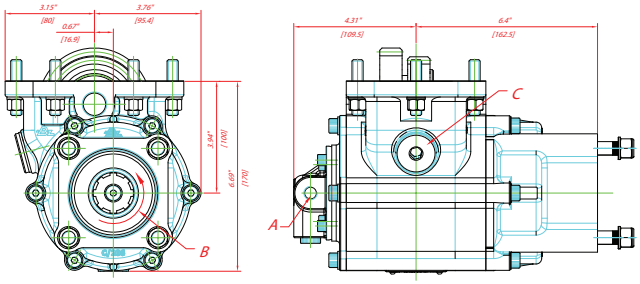
Position 1 Position 1



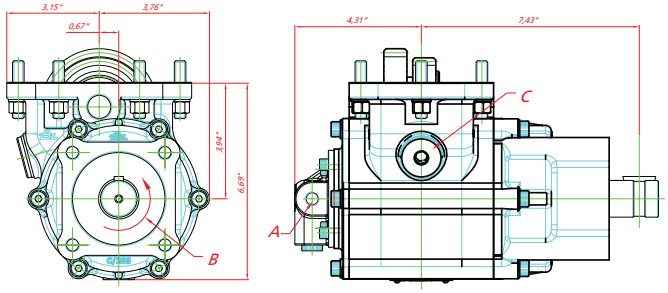
Position 3 Position 3



ISO 4 bolt ISO 4 taladros



Round shaft Eje chaveteado



Notas		Notes	
A	Air connection BSP 1/4"	A	Entrada de aire 1/4" BSP
B	Rotation	B	Sentido de giro
C	Backlash check plug	C	Comprobación de juego de engranajes
D	Pressure switch	D	Presostato

Hot Shift PTO, 6 Bolt, Universal

Side Mount, Pneumatic
Lateral, Neumático

Part Number Breakdown Codificación PTO

3200 X A N 01 1 SA

SERIES:

3200 6 bolt clutch PTO

VERSIONS:

X Standard
P Pressure lube idler

INTERNAL RATIOS:

(A) 1:0.50
(B) 1:0.55
(C) 1:0.73
(E) 1:0.80
(J) 1:0.95
(O) 1:1.25
(R) 1:1.37
(S) 1:1.50
(T) 1:1.65
(Z) 1:0.40

SHIFTER TYPE:

A Air with 101 air kit
N Air without 101 air kit
S Air with 126 air kit
T Air with 127 air kit
U Air kit with 128 air kit
P Electric over air, 12V

INPUT GEAR:

01 Fuller series (R/675)
02 Universal (R/683))
03 Spicer (R/736)
05 Spicer (R/677)
06 Fuller (TREMEC) (R/679)
07 Navistar (R/693)
08 Spicer (R/682)
09 Spicer (R/684)
10 Chevy (R/678)
11 Chevy / Spicer (R/699)
13 New Process (R/718)
14 Fuller (R/737)
15 Eaton / Fuller FS-4005C/4205C (R/717)
16 ZF (R/716)
17 Eaton 6305 A (R/680)
18 Eaton FS 3005 / 4005 AB (R/717)
20 Dodge (R/701)
21 ZF S5-42/5.72 (R/676)
22 Eaton / Fuller (R/738)
23 Eaton / Fuller FS-3005 B (R/714)
24 Mack (R/695)
25 Eaton / Fuller FS 7206 A (R/715)
27 Eaton / Fuller (R/692)
28 Fuller (R/771)
30 Eaton / Fuller (R/698)
33 Spicer (R/697)
34 Spicer (R/696)
36 New Process (R/739)
39 Warner (R/741)
41 Warner (R/743)
42 Fuller (R/770)
50 ZF (R/700)
51 Dodge (R/702)
52 Zed / F (R/700)
55 Mack / Renault (R/748)
57 ZF (R/740)
61 Ford (R/754)
66 Fuller (R/862)
68 Tremec (R/897)

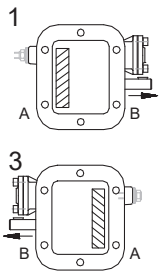
OUTPUT TYPE:

DA ISO 4 bolt
FA Flange SAE 1100
IB Flange SAE 1300
IC Flange DIN 100
SA SAE "B" 2/4 bolt 13T.
SB SAE "BB" 2/4 bolt 15T.
SE SAE type 1 ¼ round shaft
***SG** SAE type 1 ½ round shaft*

***Note:** Available upon request*
***Nota:** Disponible bajo pedido*

MOUNTING POSITION:

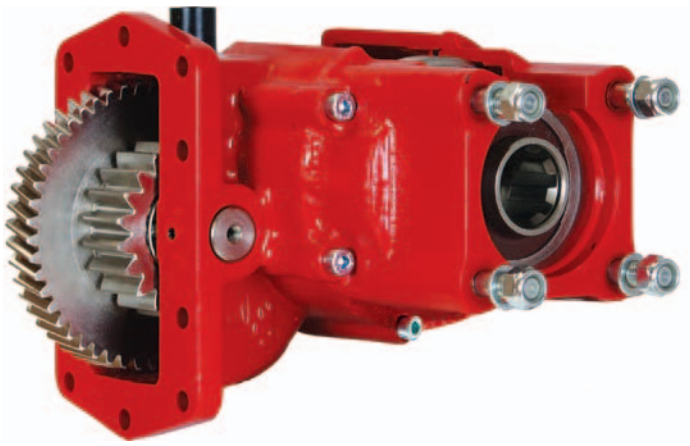
1 Right, Forward
3 Left, Forward



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MD-3000/3060/3066/3070/3200/3500/3560
HD-4000/4060/4500/4560/4700/4800

3252 Series



Description Descripción

Hot Shift, 2 gear Power Take-off, with low profile. Hydraulic shifting and internal lubrication. Mounting on both sides of Transmission. Wide range of internal ratios and most output options: SAE B, SAE BB or ISO 4 bolts.

Toma de fuerza de 2 piñones, con embrague incorporado, accionamiento hidráulico y lubricación interna. Montaje sobre ambos lados de la caja de cambios. Amplia gama de relaciones internas. Disponible con los tipos mas usuales de salida: SAE B, SAE BB o ISO 4 taladros.

Main Data Datos Principales	
Mounting position Lado de montaje	Right, Left Derecho, Izquierdo
Weight Peso (Lb)	53

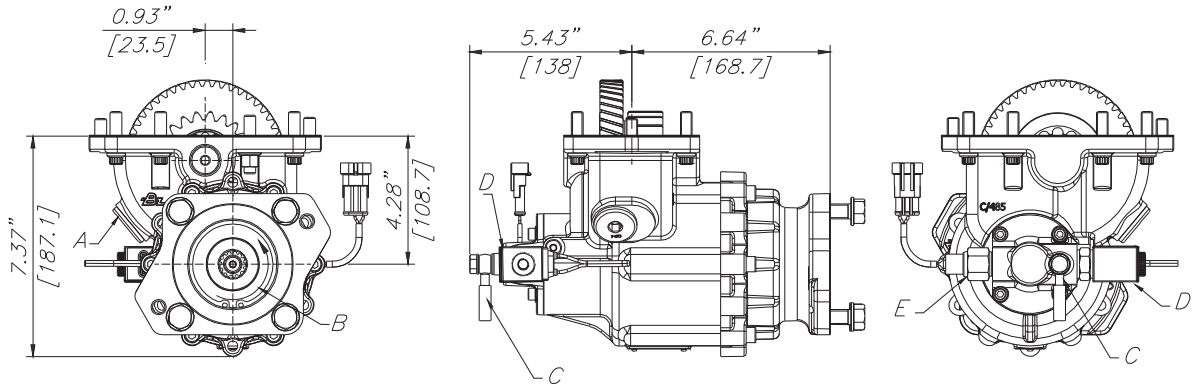
Engine to PTO ratio (See application book)
Relación motor - Toma de Fuerza (Consultar libro de aplicaciones)

INTERNAL RATIO	INTERMITTENT SERVICE			CONTINUOUS SERVICE		
	Torque (Lb. FT)	Power (HP)		Torque (Lb. FT)	Power (HP)	
		At 500 r.p.m.	At. 1000 r.p.m.		At 500 r.p.m.	At. 1000 r.p.m.
51%(A)	410	39	78	310	30	59
54%(B)	410	39	78	310	30	59
59%(C)	400	38	76	300	29	57
70%(E)	380	36	72	280	27	54
76% (G)	360	34	68	260	25	50
82% (J)	340	33	65	250	24	48
96% (M)	320	31	61	230	22	44
122% (O)	270	26	51	200	19	38

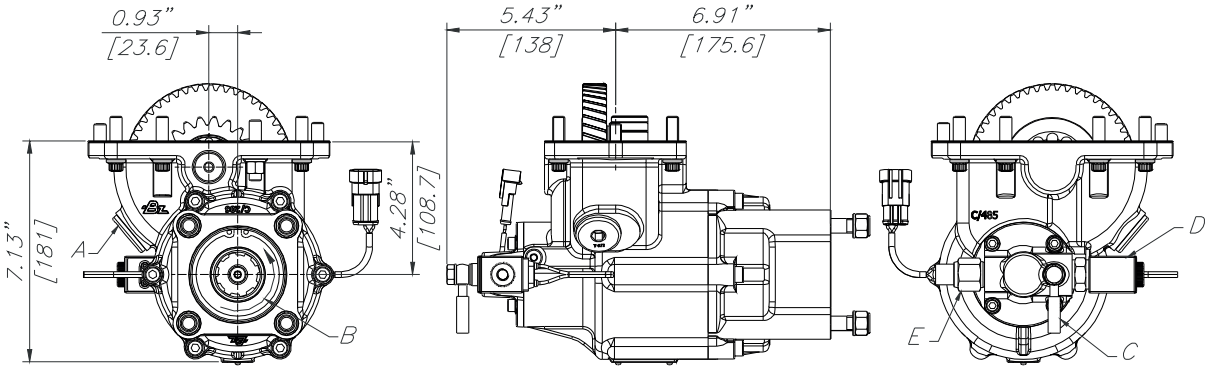
MD-3000/3060/3066/3070/3200/3500/3560
HD-4000/4060/4500/4560/4700/4800

Standard output types Tipos de salida más utilizadas

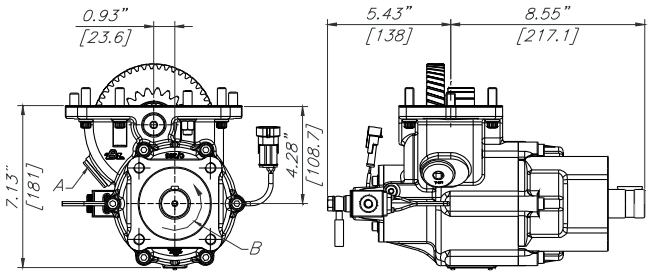
SAE "B"2/4 bolt SAE "B"2/4 taladros



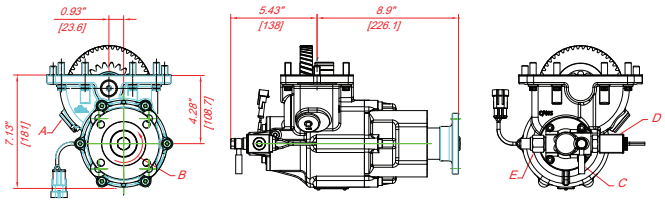
ISO 4 bolt ISO 4 taladros



Round Shaft Eje chaveteado



Drive Flange Plato de Transmisión



	Notas		Notes
A	Backlash check plug	A	Comprobación juego de engranajes
B	Rotation	B	Sentido de giro
C	Shifting hose	C	Latiguillo de accionamiento
D	Solenoid 14V DC (24V DC Optional)	D	Solenoide 14V DC (24V DC Opcional)
E	Pressure switch	E	Presostato

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Part Number Breakdown Codificación PTO

3252	P	B	E	63	3	SA

SERIES:

3252 Allison 10 bolts

VERSIONS:

P Pressure lube idler

INTERNAL RATIOS:

51% (A)
54% (B)
59% (C)
70% (E)
76% (G)
82% (J)
96% (M)
122% (O)

SHIFTER TYPE:

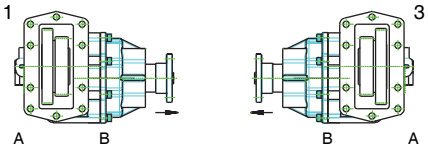
E Electric 14V. over hydraulic
F Electric 24V. over hydraulic
T Electric 14V. over hydraulic, without wiring kit
V Electric 24V. over hydraulic, without wiring kit

OUTPUT TYPE:

DA ISO 4 bolt
IB Flange SAE 1310
IC Flange SAE 1410
ID Flange DIN 100
SA SAE "B" 2/4 bolt 13T
SB SAE "BB" 2/4 bolt 15T
SE SAE 1¼" round shaft

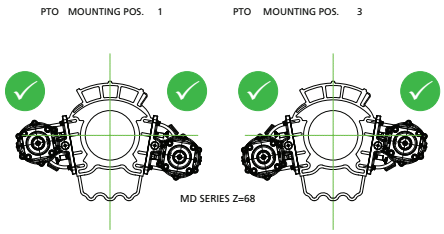
ASSEMBLY ARRANGEMENTS:

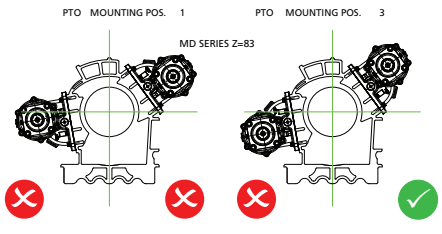
1 Right, Forward
3 Left, Forward

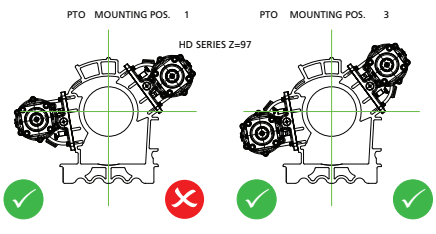


INPUT GEAR:

63 Allison

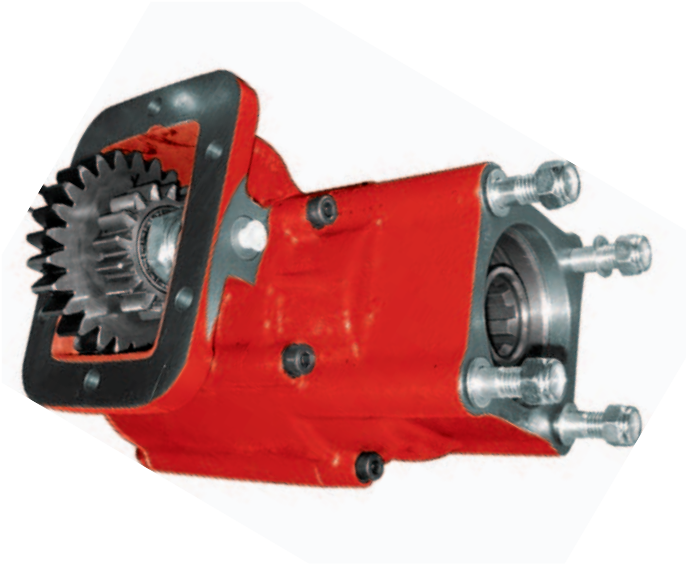






Hot Shift PTO, 6 Bolt, Universal
Allison, Aisin

Side Mount, Hydraulic
Lateral, Hidráulico



Description Descripción

Hot shift 6 bolt 2 gears pto. Only hydraulic shifting Mounting on both sides of the Transmission. Several internal ratios and output types. Both possibilities of assembly (1 and 3) in one housing. With 3300 Series is possible to work with shaft-top or shaft-bottom in both sides right or left.

Toma de fuerza de 6 taladros, 2 piñones con embrague incorporado. Solo accionamiento hidráulico. Montaje sobre ambos lados de la caja de cambios (posiciones 1 y 3) con una unica carcasa. Diferentes relaciones de transmisión y tipos de salida. Con la serie 3300 es posible montar el eje de salida hacia arriba o hacia abajo.

Main Data Datos Principales	
Mounting position Lado de montaje	Right, Left Derecho, Izquierdo
Pump rotation Sentido de giro de la bomba	Left Izquierdo
Weight Peso (Lb)	48
Engine to PTO ratio Relación motor - Toma de Fuerza	See application book Consultar libro de aplicaciones

Torque working, with an engage pressure of 116 PSI or higher
Par nominal trabjando con presión de accionamiento de 8 bar

INTERNAL RATIO	INTERMITTENT SERVICE			CONTINUOUS SERVICE		
	Torque (Lb. FT)	Power (HP)		Torque (Lb. FT)	Power (HP)	
		At 500 r.p.m.	At. 1000 r.p.m.		At 500 r.p.m.	At. 1000 r.p.m.
40% (Z)	250	25	49	178	18	35
50% (A)	250	25	49	178	18	35
55% (B)	250	25	49	178	18	35
73% (C)*	250	25	49	178	18	35

*C ratio: 73% - Aisin, 58% - Allison

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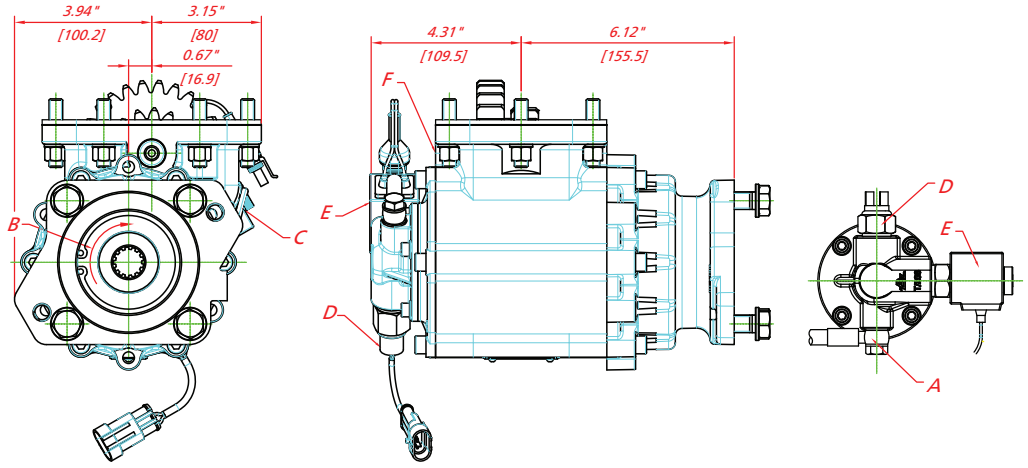
Hot Shift PTO, 6 Bolt, Universal
Allison, Aisin

3300 Series

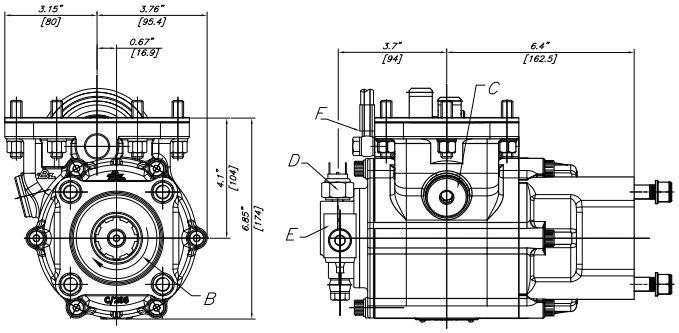
Side Mount, Hydraulic
Lateral, Hidráulico

Most standard output types Tipos de salida más utilizadas

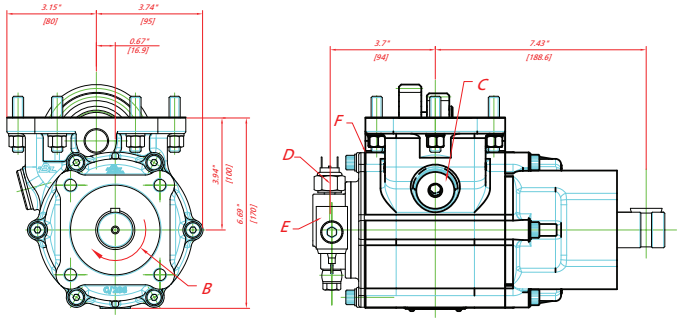
SAE “B” 2/4 bolt SAE “B” 2/4 taladros



ISO 4 bolt ISO 4 taladros



Round shaft Eje chaveteado



	Notas		Notes
A	Shifting hose	A	Latiguillo de accionamiento
B	Rotation	B	Sentido de giro
C	Backlash check plug	C	Comprobación de juego de engranajes
D	Pressure switch	D	Presostato
E	Solenoid standard 14V (24V optional)	E	Solenoide estándar 14V (24V opcional)
F	Lubrication hose	F	Latiguillo de lubricación

Hot Shift PTO, 6 Bolt, Universal
Allison, Aisin

Side Mount, Hydraulic
Lateral, Hidráulico

Part Number Breakdown Codificación PTO

3300	P	A	E	64	1	SA

SERIES:

3300 6 bolt clutch PTO

VERSIONS:

P Greasable Idler shaft
H Special Lube Kit (Hino)

INTERNAL RATIOS:

(A) 1:0.50
(B) 1:0.55
(Z) 1:0.40
(...)

SHIFTER TYPE:

E Electric 14V. over hydraulic
F Electric 24V. over hydraulic
T Electric 14V. over hydraulic, without wiring kit
V Electric 24V. over hydraulic, without wiring kit

INPUT GEAR:

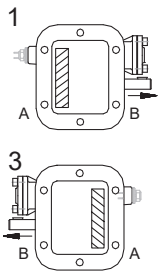
64 Allison
67 Aisin

OUTPUT TYPE:

DA ISO 4 bolt
IB Flange SAE 1300
IC Flange SAE 1400
ID Flange DIN 100
SF SAE "Aww" 2 bolt 9T
SA SAE "B" 2/4 bolt 13T.
SB SAE "BB" 2/4 bolt 15T.
SE SAE type 1 ¼ round shaft

MOUNTING POSITION:

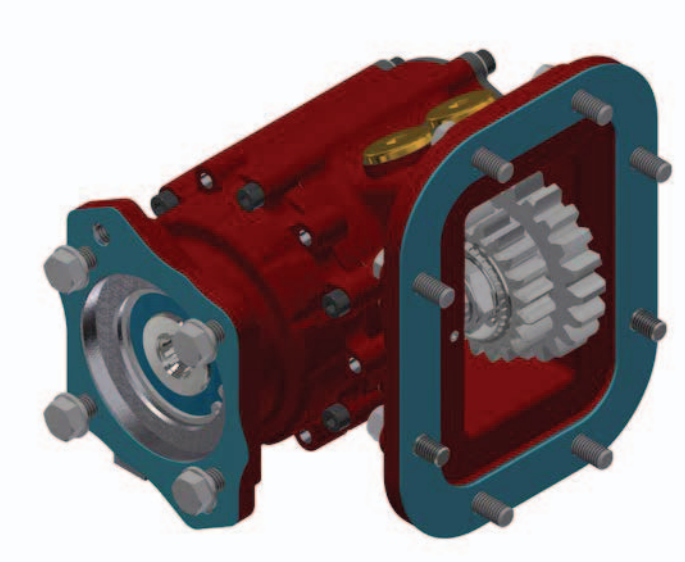
1 Right, Forward
3 Left, Forward



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Hot Shift PTO, 8 Bolt, Universal

Bottom, Pneumatic
Inferior, Neumático



Description Descripción

Hot shift 8 bolt 2 gears Pneumatic, bottom PTO. Several internal ratios. Both possibilities of assembly 1 and 3 in the same housing. All input gears from 1000 / 2000 pto fit on this series.

Toma de fuerza de 8 taladros, 2 piñones con embrague incorporado. Accionamiento neumatico Diferentes relaciones de transmisión. Mismos engranajes de ataque que la serie 1000/2000 cubriendo la mayoria de cajas de cambio del mercado.

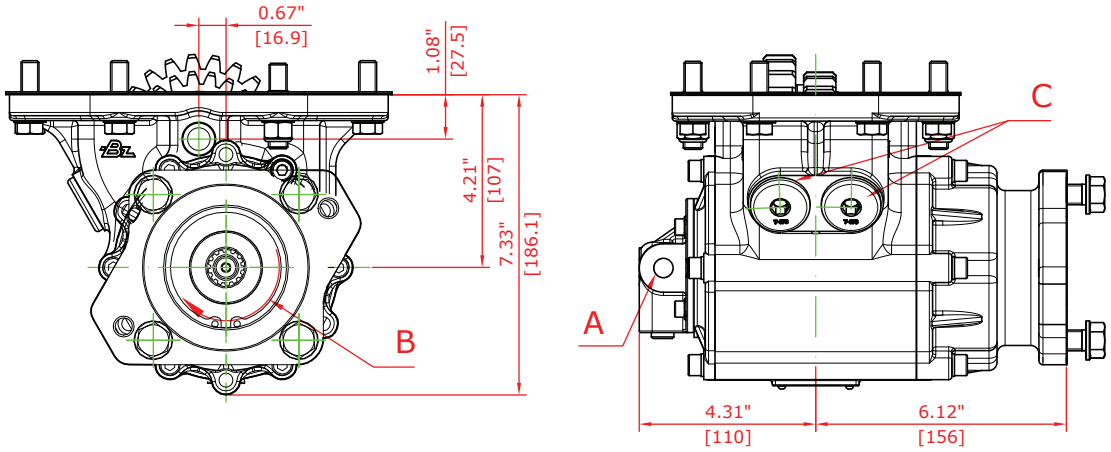
Main Data Datos Principales	
Mounting position Lado de montaje	Bottom, Right, Left Inferior, Derecho, Izquierdo
Pump Rotation Sentido de giro de la bomba	Left Izquierdo
Weight Peso (Lb)	60
Engine to PTO ratio Relación motor - Toma de Fuerza	See application book Consultar libro de aplicaciones

Torque working, with an engage pressure of 116 PSI or higher
Par nominal trabjando con presión de accionamiento de 8 bar

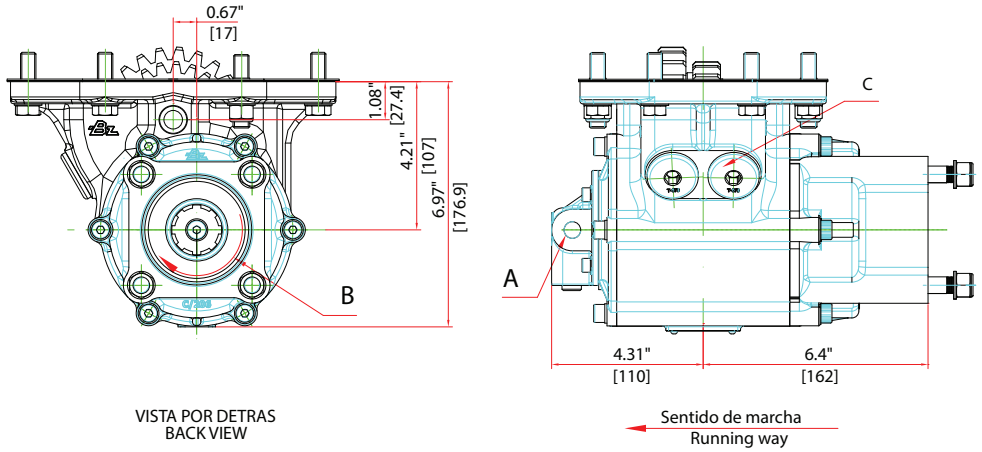
INTERNAL RATIO	INTERMITTENT SERVICE			CONTINUOUS SERVICE		
	Torque (Lb. FT)	Power (HP)		Torque (Lb. FT)	Power (HP)	
		At 500 r.p.m.	At. 1000 r.p.m.		At 500 r.p.m.	At. 1000 r.p.m.
40% (Z)	250	25	49	178	18	35
50% (A)	250	25	49	178	18	35
55% (B)	250	25	49	178	18	35
73% (C)	250	25	49	178	18	35
86% (E)	225	22	44	160	16	31
95% (J)	225	22	44	160	16	31
125% (O)	200	22	39	142	14	28

Bottom, Pneumatic
Inferior, Neumático

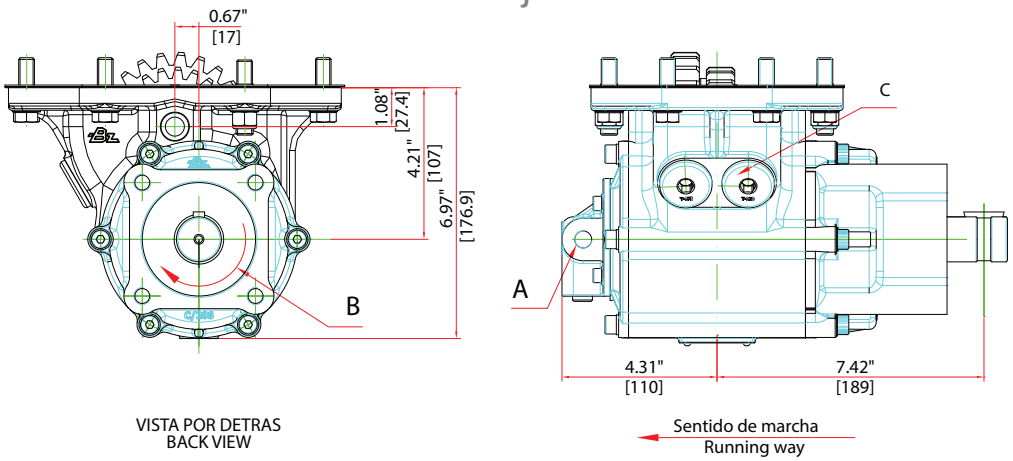
SAE "B" 2/4 bolt SAE "B" 2/4 taladros



ISO 4 bolt ISO 4 taladros



Round Shaft Eje chaveteado



	Notas		Notes
A	Air connection BSP 1/4"	A	Entrada de aire 1/4" BSP
B	Rotation	B	Sentido de giro
C	Backlash check plug	C	Comprobación de juego de engranajes

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Hot Shift PTO, 8 Bolt, Universal

Bottom, Pneumatic
Inferior, Neumático

Part Number Breakdown Codificación PTO

3800	X	A	N	01	1	SA

SERIES:

3800 8 bolt clutch PTO
3810 8 bolt clutch PTO deep mount

VERSIONS:

X Standard

INTERNAL RATIOS:

(A) 1:0.50
(B) 1:0.55
(C) 1:0.73
(E) 1:0.86
(J) 1:0.95
(O) 1:1.25
(R) 1:1.37
(S) 1:1.50
(T) 1:1.65
(Z) 1:0.40

SHIFTER TYPE:

A Air with 101 air kit
N Air without 101 air kit

INPUT GEAR: (Z = 35)

01 Fuller series (R/675)
02 Universal (R/683)
03 Spicer (R/736)
05 Spicer (R/677)
06 Fuller (TREMEC) (R/679)
07 Navistar (R/693)
08 Spicer (R/682)
09 Spicer (R/684)
10 Chevy (R/678)
11 Chevy / Spicer (R/699)
13 New Process (R/718)
14 Fuller (R/737)
15 Eaton / Fuller FS-4005C/4205C (R/717)
16 ZF (R/716)
17 Eaton 6305 A (R/680)
18 Eaton FS 3005 / 4005 AB (R/717)
20 Dodge (R/701)
21 ZF S5-42/5.72 (R/676)
22 Eaton / Fuller (R/738)
23 Eaton / Fuller FS-3005 B (R/714)
24 Mack (R/695)
25 Eaton / Fuller FS 7206 A (R/715)
27 Eaton / Fuller (R/692)
28 Fuller (R/771)
30 Eaton / Fuller (R/698)
33 Spicer (R/697)
34 Spicer (R/696)
36 New Process (R/739)
39 Warner (R/741)
41 Warner (R/743)
42 Fuller (R/770)
50 ZF (R/700)
51 Dodge (R/702)
52 Zed / F (R/700)
55 Mack / Renault (R/748)
57 ZF (R/740)
61 Ford (R/754)
64 Allison (R/752)
66 Fuller (R/862)
67 Aisin (R/870)
68 Tremec (R/897)
75 Endurant (G/210)

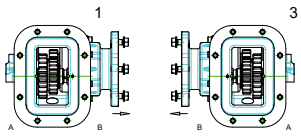
OUTPUT TYPE:

DA ISO 4 bolt
IB Flange SAE 1300
IC Flange SAE 1400
ID Flange DIN 100
SA SAE "B" 2/4 bolt 13T
SB SAE "BB" 2/4 bolt 15T
SE SAE type 1 ¼ round shaft
***SF** *SAE "A" 2 bolt rotatable*

***Note:** *Available upon request*
***Nota:** *Disponible bajo pedido*

MOUNTING POSITION:

1 Right, Forward
3 Left, Forward



Ford 6R140 (MY 2011 SUPER DUTY)

Side Mount, Hydraulic
Lateral, Hidráulico



Description Descripción

Hot shift PTO used in the 6-speed pick up vehicles, SAE A (9 teeth, 11 teeth and 13 teeth) & 1 1/4" round shaft are available. Two mounting positions for SAE A gear pumps & 60 x 60 flange gear pumps mounting.

Toma de fuerza con embrague incorporado utilizada en los vehiculos pick up de 6 velocidades. Disponible en salida SAE A (Z=9, Z=11 y Z=13) y eje chaveteado 1 1/4". Dos posiciones de montaje para bombas SAE A ademas permite el montaje de bombas con brida 60 x 60.

Main Data Datos Principales		
Torque (LB. FT.) Par nominal	Continuous Continuo	140
	Intermittent Intermitente	200
Power Potencia (HP) @ 1000 rpm		27
Mounting position Lado de montaje		Left Izquierdo
Pump rotation Sentido de giro de la bomba		Left Izquierdo
Weight Peso (Lb)		36
Engine to PTO ratio Relación motor - Toma de fuerza		125%

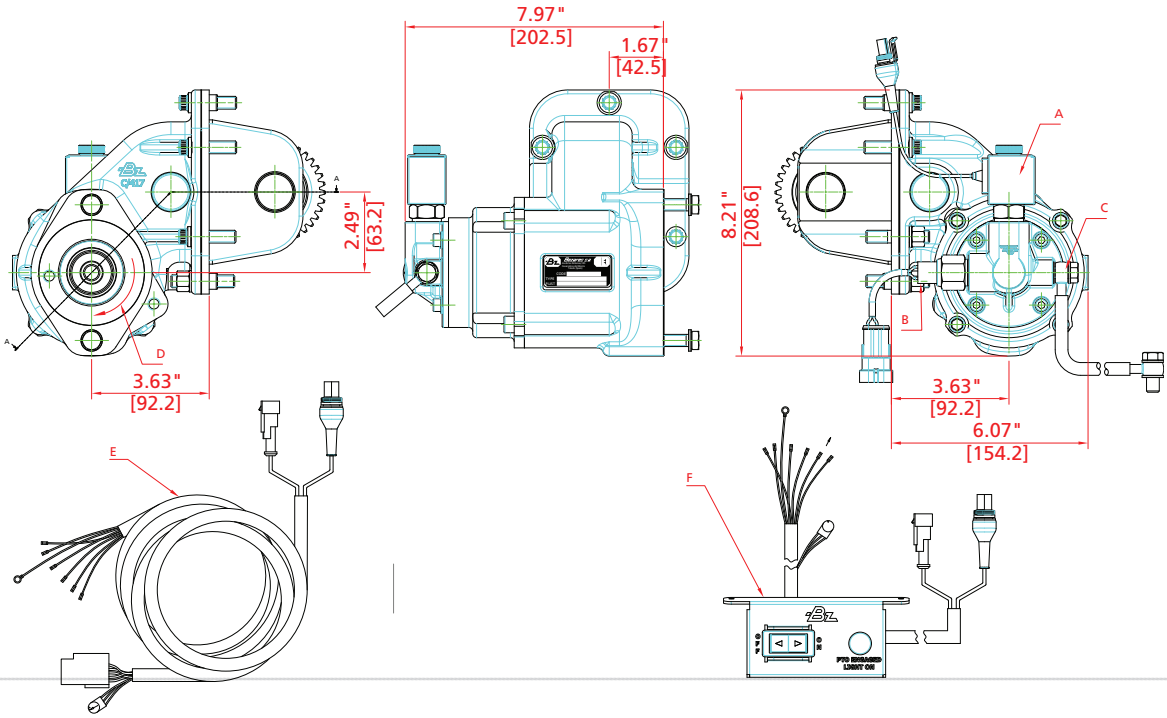
Codes and combinations Códigos y combinaciones				
Output types Tipos de salida	SAE A (9 teeth)	SAE 1¼" round shaft	SAE A (11 teeth)	SAE A (13 teeth)
Part Number Codigo	3920PEE713SF	3920PEE713SE	3920PEE713SH	3920PEE713SI

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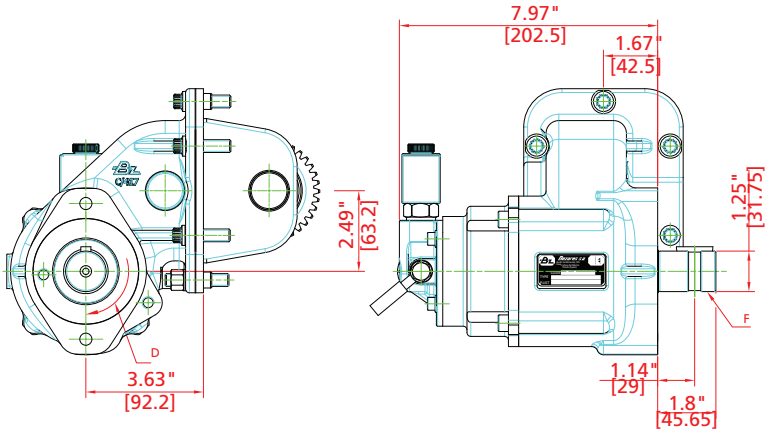
Ford 6R140 (MY 2011 SUPER DUTY)

Side Mount, Hydraulic
Lateral, Hidráulico

SAE A



DRIVE SHAFT



	Notas		Notes
A	Solenoid 12V.	A	Solenoide 12V.
B	Pressure switch	B	Presostato
C	Shifting hose	C	Latiguillo de accionamiento
D	Rotation	D	Sentido de giro
E	Standard wire harness P/N. 9097599	E	Kit de accionamiento estándar (9097599)
F	Optional wire harness P/N. 9060599	E	Kit de accionamiento opcional (9060599)

Ford TorqShift 10 speed - 10R-140

Side Mount, Hydraulic
Lateral, Hidráulico



Description Descripción

The PTO 3940 Series PTO is a unique hot shift unit that offers a DIN 5462 output shaft option as standard. It has a robust low profile housing that allows for ease of installation and rotation of pumps for clearance benefits. The special 3940 design also allows for a variety of other pump and driveline output adapter options.

La serie 3940 es una Toma de Fuerza única para estos vehiculos, que ofrece de serie una salida con norma DIN 5462. Su robusta carcasa de perfil rebajado permite una mayor facilidad de instalación, evitando interferencias con otras partes del vehiculo. El diseño especial de 3940 permite adaptarla a otros tipos de salida.

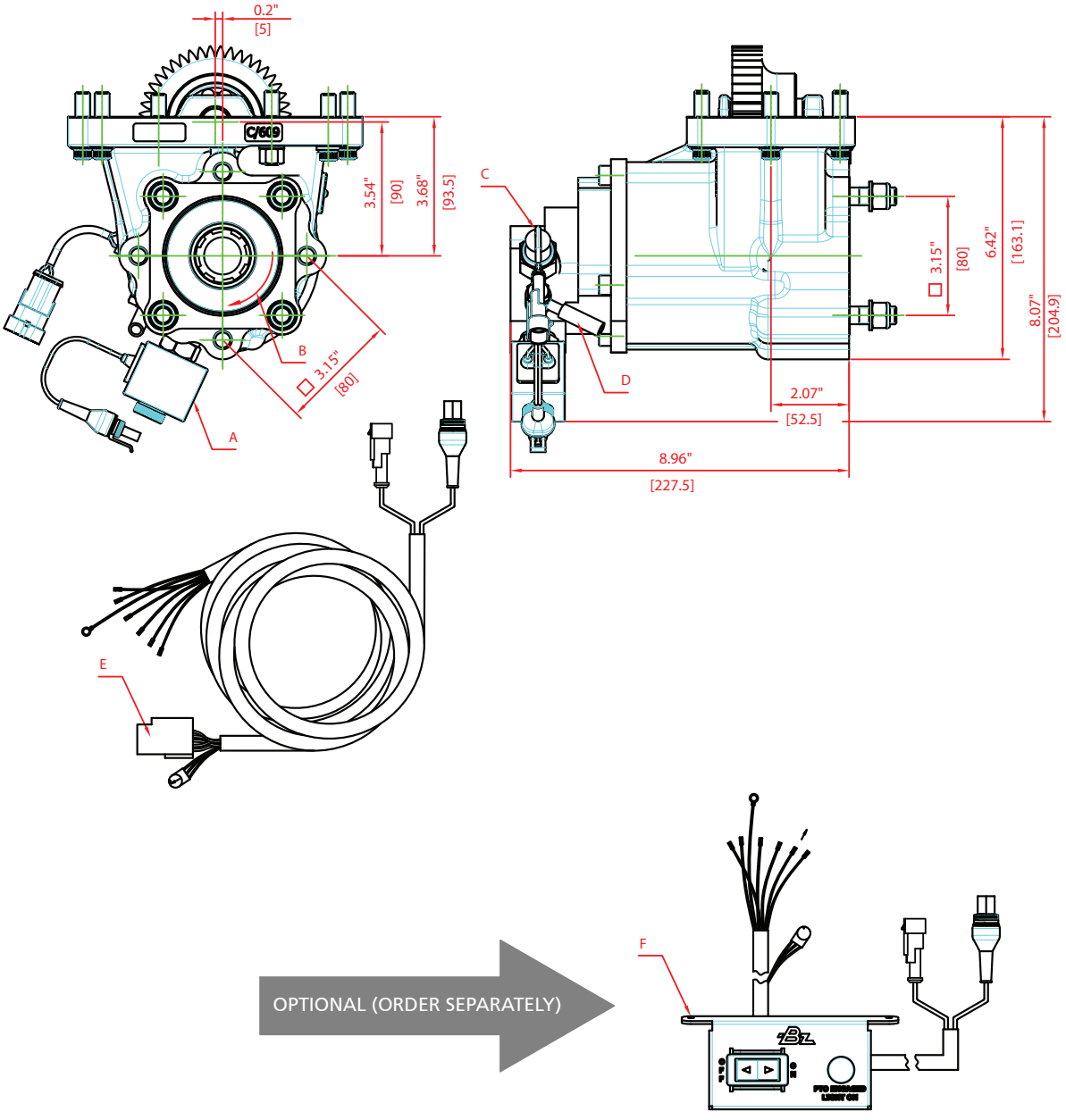
Main Data Datos Principales	
Max. Torque (LB. FT.) Par máximo	230
Power Potencia (HP) @ 1000 rpm	44
Mounting position Lado de montaje	Left Izquierdo
Pump rotation Sentido de giro de la bomba	CCW Izquierdo
Weight Peso (Lb)	36
Engine to PTO ratio Relación motor - Toma de fuerza	130%

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Ford TorqShift 10 speed - 10R-140

Side Mount, Hydraulic
Lateral, Hidráulico

DIN5462 ISO 4 Bolts - 2 Positions



	Notas		Notes
A	Solenoid 14V.	A	Solenoide 14V.
B	Rotation	B	Sentido de giro
C	Pressure switch	C	Presostato
D	Shifting hose	D	Latiguillo de accionamiento
E	Standard wire harness P/N. 9097599	E	Kit de accionamiento estándar (9097599)
F	Optional wire harness P/N. 9094999	F	Kit accionamiento opcional (9094999)

Ford TorqShift 10 speed - 10R-140

Side Mount, Hydraulic
Lateral, Hidráulico

Part Number Breakdown Codificación PTO

3940	P	O	E	78	3	DA

SERIES:

3940

VERSIONS:

P Pressure Lube

RATIO:

(O) 1:1.15

SHIFTING TYPE:

E- 14V. Electric over Hydraulic (**)
**.- Standard wire harness without rocker switch.
Optional wire harness with rocker switch P/N. 9094999 sold separately

OUTPUT TYPE:

DA - DIN 5462 ISO 4 bolt (*)
(Output a dapter Kits sold separately. See below)
*. - On 4x4 chassis: Max. Pump Size: FR 8.4
*.- On 4x2 chassis: Max. Pump Size: FR 15.8

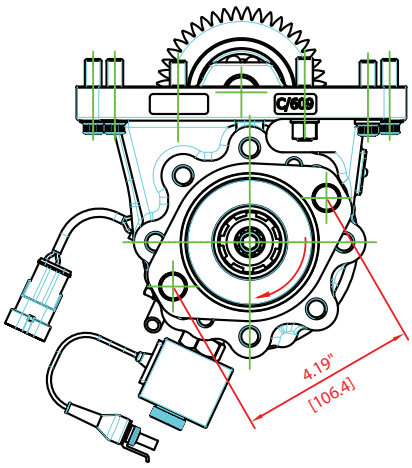
MOUNTING POSITION:

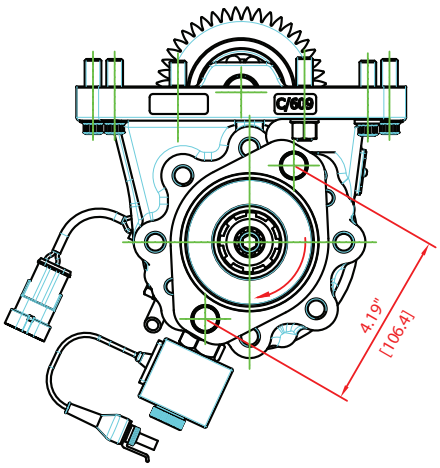
3 - Left, Forward

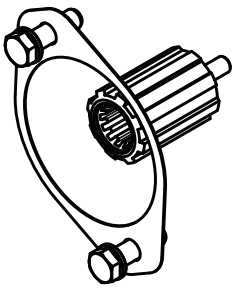
INPUT GEAR: (Z = 35)

78 - Ford 10R140

SAE A 2 Bolts - 2 Positions







Conversion kits
P/N 806635 - SAE A 3/4" 11T
P/N 806735 - SAE A 5/8" 9T
P/N 806835 - SAE A 7/8" 13T

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Ford TorqShift 10 speed - 10R-140HD Super Duty (8 Bolts) F650-F750

3960 Series

Side Mount, Hydraulic
Lateral, Hidráulico



Description Descripción

The 3960 Series PTO is a hot shift unit with a robust low-profile housing that allows an easy installation, avoiding interference issues on the vehicle. It offers a DIN 5462 output shaft as standard, as well as other output adapters as optional.

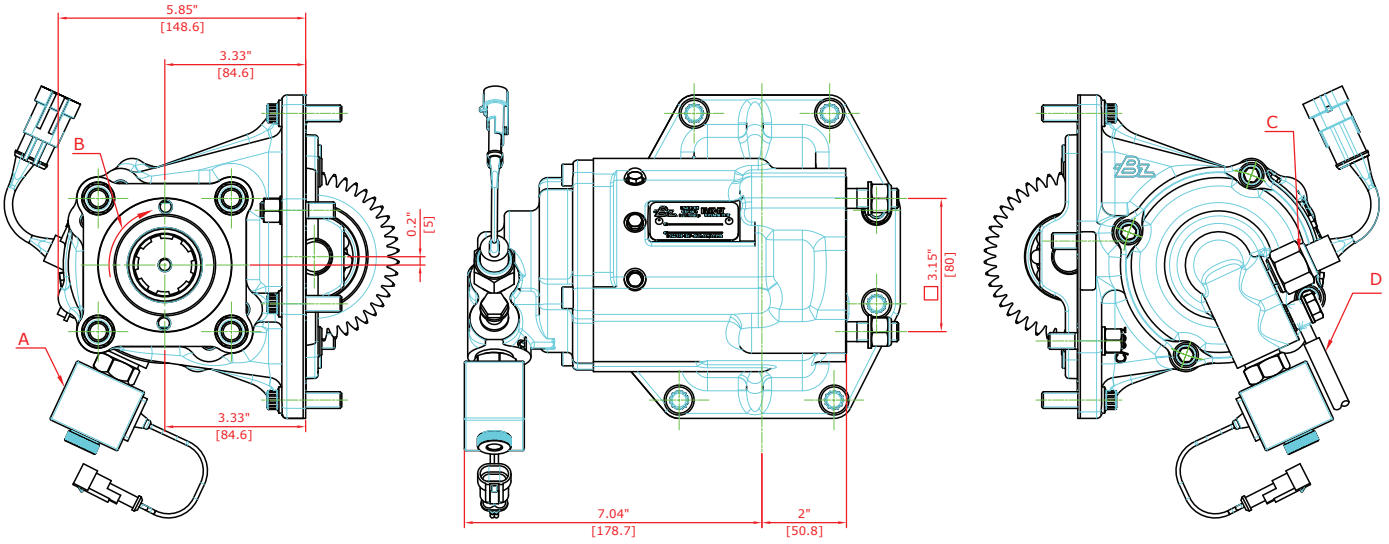
Toma de Fuerza con embrague incorporado con robusta carcasa de perfil rebajado para una fácil instalación, evitando así problemas de interferencia con el vehículo. Ofrece de serie una salida con norma DIN 5462 y opcionalmente adaptadores para otros tipos de salida.

Main Data Datos Principales	
Max. Torque (LB. FT.) Par máximo	260
Power Potencia (HP) @ 1000 rpm	50
Mounting position Lado de montaje	Left Izquierdo
Pump rotation Sentido de giro de la bomba	CCW Izquierdo
Weight Peso (Lb)	36.5
Engine to PTO ratio Relación motor - Toma de fuerza	130%

Ford TorqShift 10 speed - 10R-140HD
Super Duty (8 Bolts) F650-F750

Side Mount, Hydraulic
Lateral, Hidráulico

DIN5462 ISO 4 Bolts - 2 Positions



	Notas		Notes
A	Solenoid 14V.	A	Solenoide 14V.
B	Rotation	B	Sentido de giro
C	Pressure switch	C	Presostato
D	Shifting hose	D	Latiguillo de accionamiento

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Ford TorqShift 10 speed - 10R-140HD Super Duty (8 Bolts) F650-F750

3960 Series

Side Mount, Hydraulic
Lateral, Hidráulico

Part Number Breakdown Codificación PTO

3960	P	O	E	78	3	DA

SERIES:

3960

VERSIONS:

P Pressure Lube

RATIO:

(O) 1:1.15

SHIFTING TYPE:

E- 14V. Electric over Hydraulic (**)
**.- Standard wire harness without rocker switch.
Optional wire harness with rocker switch P/N. 9094999 sold separately

OUTPUT TYPE:

DA - DIN 5462 ISO 4 bolt (*)
(Output a dapter Kits sold separately. See below)
*. - On 4x4 chassis: Max. Pump Size: FR 8.4
*.- On 4x2 chassis: Max. Pump Size: FR 15.8

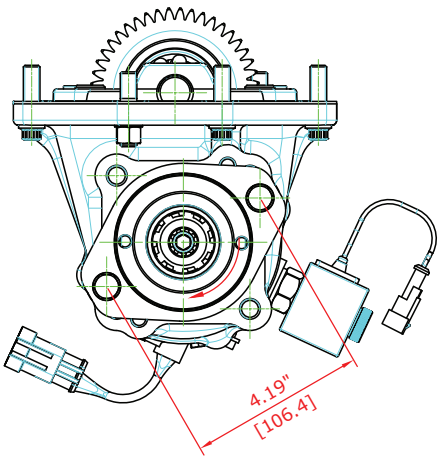
MOUNTING POSITION:

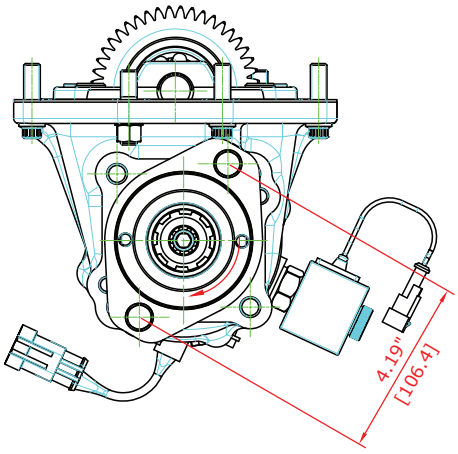
3 - Left, Forward

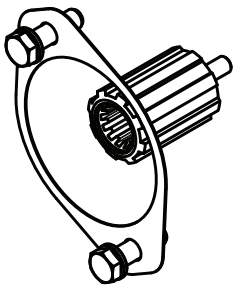
INPUT GEAR: (Z = 35)

78 - Ford 10R140

SAE A 2 Bolts - 2 Positions



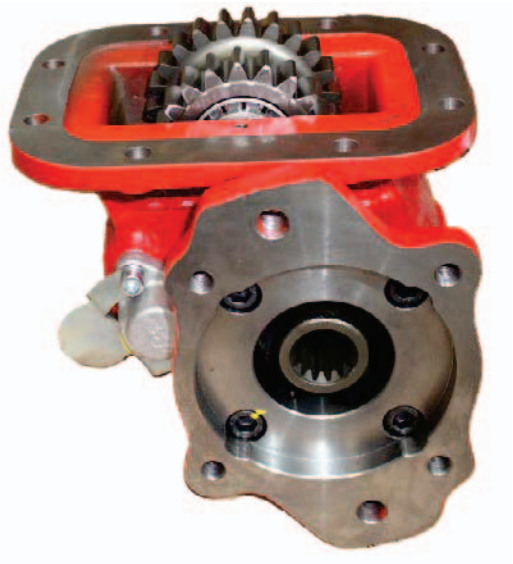




Conversion kits
P/N 806635 - SAE A 3/4" 11T
P/N 806735 - SAE A 5/8" 9T
P/N 806835 - SAE A 7/8" 13T

SAE 8 Hole, Heavy Duty
PTO SAE8 Taladros Reforzado

Pneumatic
Neumático



Description Descripción

Power Take-off designed for very heavy duty application, low profile two gears, different transmission ratio. Pneumatic shifting. Also available in position 1 and 3.

Toma de fuerza diseñada para aplicaciones de trabajo muy pesado, con varias relaciones de transmisión, accionamiento neumático, disponible en posición 1 y 3.

Main Data Datos Principales	
Mounting position Lado de montaje	Bottom left Izquierdo inferior
Weight Peso (Lb)	44

Engine to PTO ratio (See application book)
Relación motor - Toma de Fuerza (Consultar libro de aplicaciones)

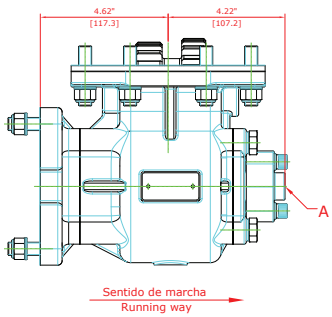
INTERNAL RATIO	INTERMITTENT SERVICE			CONTINUOUS SERVICE		
	Torque (Lb. FT)	Power (HP)		Torque (Lb. FT)	Power (HP)	
		At 500 r.p.m.	At. 1000 r.p.m.		At 500 r.p.m.	At. 1000 r.p.m.
57%(B)	470	45	90	340	33	65
70%(C)	470	45	90	340	33	65
86%(E)	470	45	90	340	33	65
105%(J)	400	39	77	300	29	58

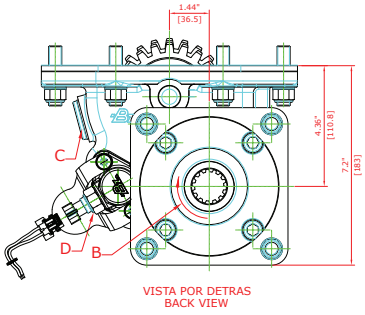
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SAE 8 Hole, Heavy Duty
PTO SAE 8 Taladros, Reforzado

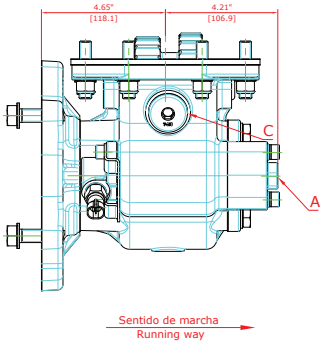
Standard output types Tipos de salida más utilizadas

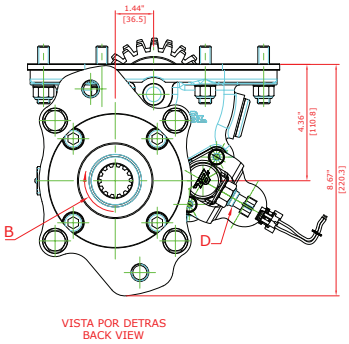
SAE "C" 4 bolts SAE "C" 4 taladros



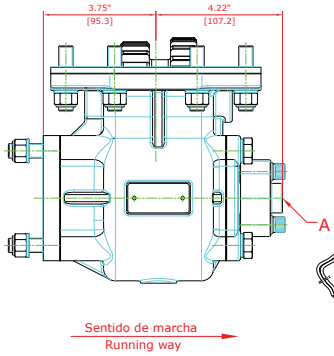


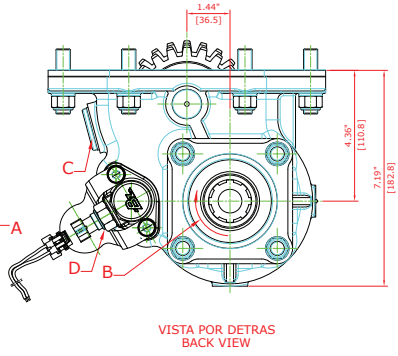
SAE "C" 2/4 bolts SAE "C" 2/4 taladros



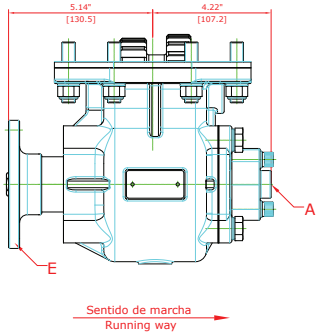


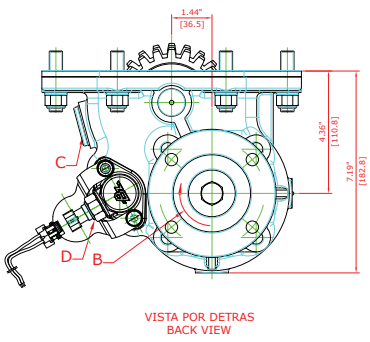
ISO 4 bolts ISO 4 taladros





Drive Flange Plato de Transmisión





	Notas		Notes
A	Air connection, thread ¼" BSP	A	Toma de aire, rosca ¼" GAS
B	Rotation	B	Sentido de giro
C	Backlash check plug	C	Tapón comprobación juego de engranajes
D	Indicator switch	D	Indicador de funcionamiento
E	Drive flange	E	Plato de transmisión

SAE 8 Hole, Heavy Duty
PTO SAE8 Taladros Reforzado

Part Number Breakdown Codificación PTO

4100 X B N 01 1 RJ

SERIES:
4100 Standard mounting, 8 bolt
4110 Deep mounting, 8 bolt

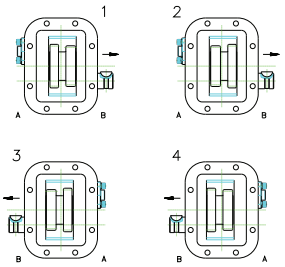
VERSIONS:
X Standard

INTERNAL RATIOS:
57% (B)
70% (C)
86% (E)
105% (J)

SHIFTER TYPE:
A Air with 101 air kit
N Air without 101 air kit

OUTPUT TYPE:
DA ISO 4 bolt
IC Flange SAE 1400
RB SAE B, 2/4 bolt, 15T rotatable
RJ SAE C 4 bolt (14 teeth)
RK SAE C 2/4 bolt
SE SAE type 1¼" round shaft
SG SAE B, 2/4 bolt, 14T.

ASSEMBLY ARRANGEMENTS:
1 Right, Forward
2 Right, Rear
3 Left, Forward
4 Left, Rear



INPUT GEAR:
01 Fuller series
24 Mack
75 Endurant HD
77 Endurant XD, XD Pro

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SAE 8 Hole, 2 independent outputs
PTO SAE 8 Taladros, 2 salidas independientes

4250 Series

Pneumatic
Neumático



Description Descripción

PTO with two independent outputs and many output shaft types: SAE B, SAE C, round shaft, etc. Different internal ratios make it useful for many applications.

Toma de fuerza con dos salidas independientes, con posibilidad de salidas para muchos tipos de eje: SAE B, SAE C, eje chaveteado, etc. Diferentes relaciones internas para diferentes tipos de aplicaciones.

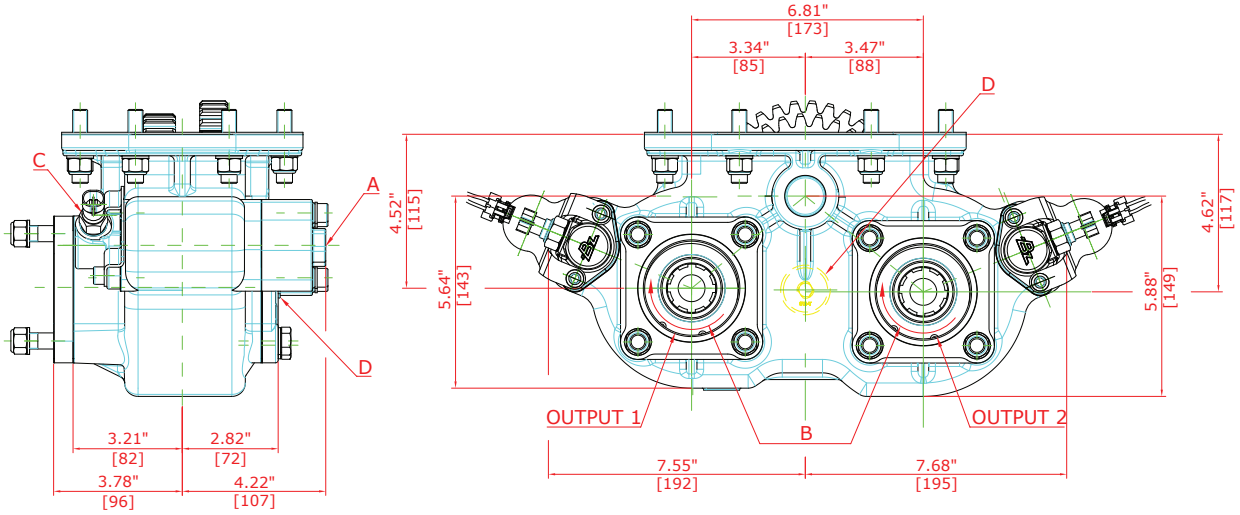
Main Data Datos Principales		
Mounting position Lado de montaje		Bottom Inferior
Weight Peso (Lb)		75
Maximum output torque with the two output working simultaneously Par máximo de salida con las 2 salidas trabajando simultáneamente	Intermittent Intermitente	500 Lb. ft
	Continuous Continuo	400 Lb. ft

	Engine to PTO ratio (See application book) Relación motor - Toma de Fuerza (Consultar libro de aplicaciones)						
OUTPUT	INTERNAL RATIO	INTERMITTENT SERVICE			CONTINUOUS SERVICE		
		Torque (Lb. FT)	Power (HP)		Torque (Lb. Ft)	Power (HP)	
			At 500 r.p.m.	At. 1000 r.p.m.		At 500 r.p.m.	At. 1000 r.p.m.
1C	96%	420	40	80	300	29	57
2B	89%	420	40	80	300	29	57
1E	112%	400	38	76.5	285	27	54.5
2C	104%	420	40	80	300	29	57
1J	132%	380	36	73	270	26	52
2E	121%	400	38	76.5	285	27	54.5
1O	168%	350	33	67	250	24	48
2J	152%	380	36	73	270	26	52

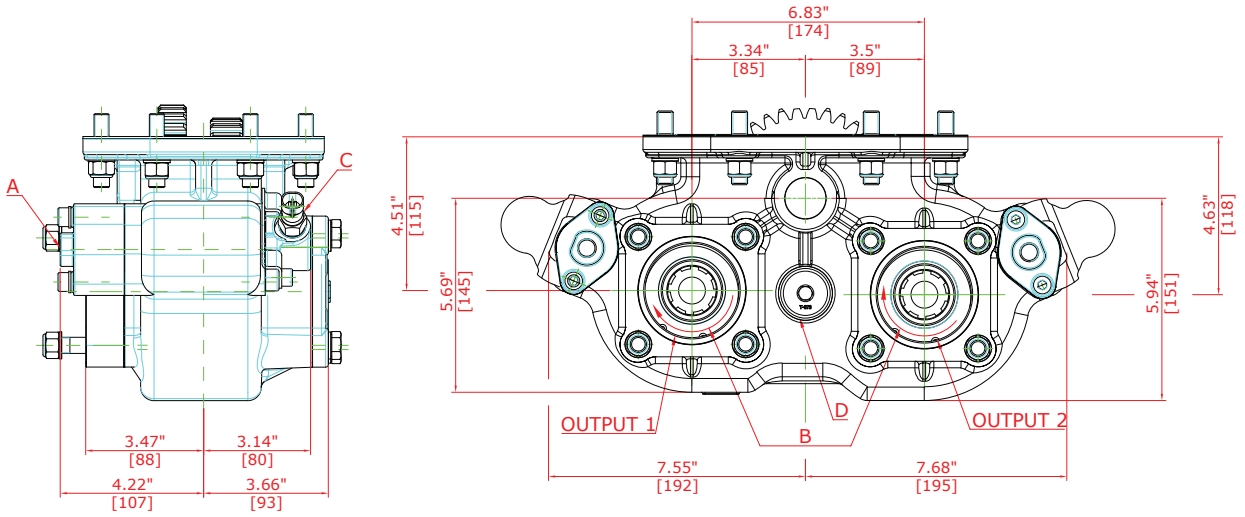
SAE 8 Hole, 2 independent outputs
PTO SAE 8 Taladros, 2 salidas independientes

Pneumatic
Neumático

FULLER



ENDURANT XD



	Notas		Notes
A	Air connection, thread ¼" BSP	A	Toma de aire, rosca ¼" GAS
B	Rotation	B	Sentido de giro
C	Indicator switch	C	Indicador de funcionamiento
D	Backlash check plug	D	Tapón comprobación juego engranajes

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SAE 8 Hole, 2 independent outputs
PTO SAE 8 Taladros, 2 salidas independientes

Pneumatic
Neumático

Part Number Breakdown Codificación PTO

4250	X	CB	N	01	3	DA	DA
						OUTPUT 1	OUTPUT 2

SERIES:

4250 Standard mounting

VERSIONS:

X Standard

INTERNAL RATIOS:

(CB)	Output 1: 96%	Output 2: 89%
(EC)	Output 1: 112%	Output 2: 104%
(JE)	Output 1: 132%	Output 2: 121%
(OJ)	Output 1: 168%	Output 2: 152%

SHIFTER TYPE:

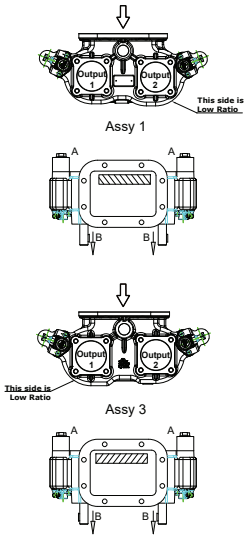
A Air with 101 air kit
N Air without 101 air kit

OUTPUT TYPE:

DA ISO 4 bolt
RJ SAE C. 4 bolt (14 teeth)
SE SAE type 1 ¼" round shaft
SG SAE B, 2/4 bolt, 14T.
IC Flange SAE 1400
RB SAE B, 2/4 bolt, 15T rotatable
IB Flange SAE 1300
RA SAE B, 2/4 bolt, 13T rotatable

MOUNTING POSITION:

1 Right, Forward
3 Left, Forward
2* Right, Rear
4* Left, Rear



*only available with CB ratios

INPUT GEAR:

01 Fuller series
77 Endurant XD, XD Pro

6000 Series

SAE 6 Holes, forward & reverse output
Type round shaft 1 ¼”

Pneumatic
Neumático



Description Descripción

The 6000 Series is a single, low-speed, forward and reverse PTO. Options include air-shift or lever. This series uses the same input gears as the 1000/2000 series PTO’s making it applicable on most manual transmissions.

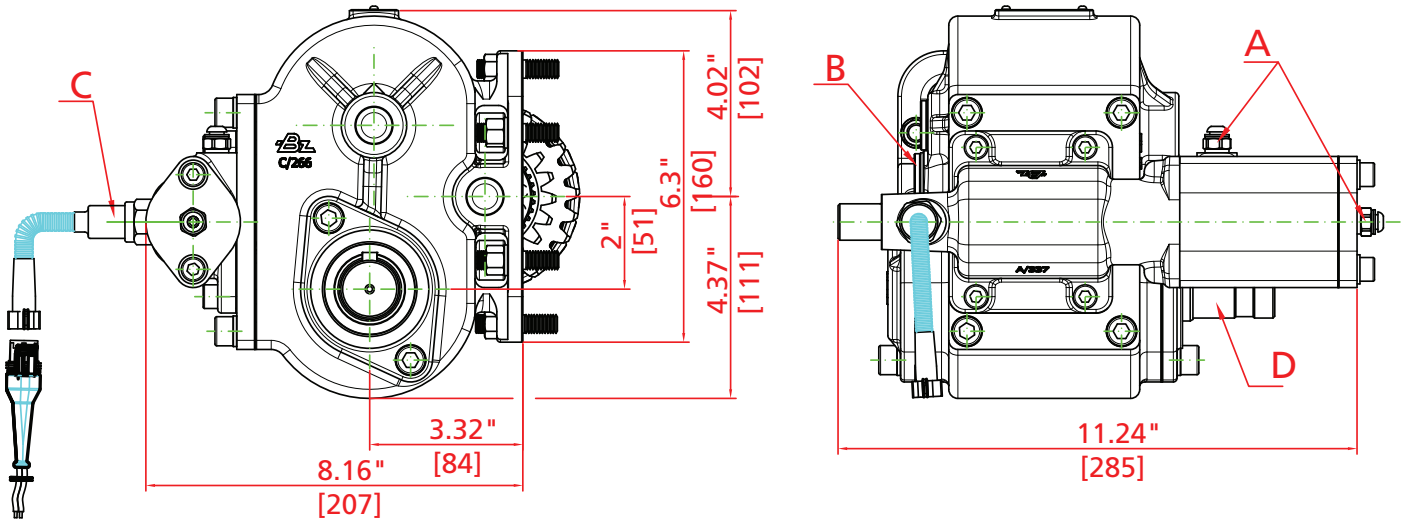
La Serie 6000 es una toma de fuerza con doble sentido de giro. Las opciones incluyen accionamiento por aire o por palanca. Esta serie utiliza los engranajes de entrada igual que el PTO 1000/2000 serie, por lo que es aplicable en la mayoría de las transmisiones manuales.

Main Data Datos Principales			
Torque (Lb. Ft.) Par nominal		Continuous Continuo	150
		Intermittent Intermitente	210
Power 1000 r.p.m. Potencia a 1000 r.p.m. (HP)			30
Mounting position Lado de montaje			Right, Left Derecho, Izquierdo
Weight Peso (Lb)			37
Internal ratio Relación interna	“C” Ratio	Forward Hacia delante	73%
		Reverse Hacia atrás	83%
Engine to PTO ratio Relación motor - toma de fuerza		See application book Ver libro de aplicaciones	

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SAE 6 Holes, forward & reverse output
Type round shaft 1 ¼”

Pneumatic
Neumático



	Notas		Notes
A	Air connection, thread ¼” BSP	A	Toma de aire, rosca ¼” GAS
B	Backlash check plug	B	Tapón comprobación juego de engranes
C	Indicator switch	C	Indicador de funcionamiento
D	Output shaft 1 ¼”	D	Eje de salida 1 ¼”

SAE 6 Holes, forward & reverse output
Type round shaft 1 ¼"

Pneumatic
Neumático

Part Number Breakdown Codificación PTO

6000	X	C	N	01	1	SE

SERIES:

6000 SAE 6 holes forward & reverse
6005 SAE 6 holes forward & reverse deep mount
6800 SAE 8 holes forward & reverse

VERSIONS:

X Standard

INTERNAL RATIOS:

(C) FW 73%
RW 83%

SHIFTER TYPE:

A Air with 101 air kit
N Air without 101 air kit

INPUT GEAR:

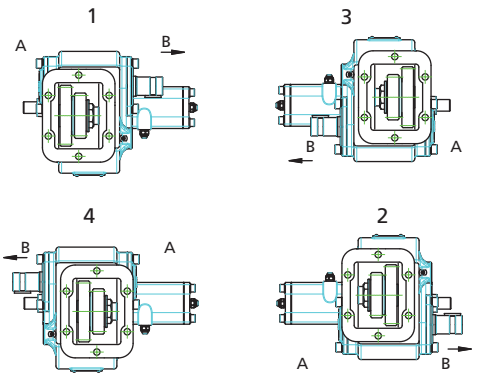
01 Fuller series (R/675)
02 Universal (R/683))
03 Spicer (R/736)
05 Spicer (R/677)
06 Fuller (TREMEC) (R/679)
07 Navistar (R/693)
08 Spicer (R/682)
09 Spicer (R/684)
10 Chevy (R/678)
11 Chevy / Spicer (R/699)
13 New Process (R/718)
14 Fuller (R/737)
15 Eaton / Fuller FS-4005C/4205C (R/717)
16 ZF (R/716)
17 Eaton 6305 A (R/680)
18 Eaton FS 3005 / 4005 AB (R/717)
20 Dodge (R/701)
21 ZF S5-42/5.72 (R/676)
22 Eaton / Fuller (R/738)
23 Eaton / Fuller FS-3005 B (R/714)
24 Mack (R/695)
25 Eaton / Fuller FS 7206 A (R/715)
27 Eaton / Fuller (R/692)
28 Fuller (R/771)
30 Eaton / Fuller (R/698)
33 Spicer (R/697)
34 Spicer (R/696)
36 New Process (R/739)
39 Warner (R/741)
41 Warner (R/743)
42 Fuller (R/770)
50 ZF (R/700)
51 Dodge (R/702)
52 Zed / F (R/700)
55 Mack / Renault (R/748)
56 Tremec (R/744)
57 ZF (R/740)
61 Ford (R/754)
64 Allison (R/752)
66 Fuller (R/862)
67 Aisin (R/870)
68 Tremec (R/897)
70 Mercedes G60 (R/956)

OUTPUT TYPE:

SE SAE type 1 ¼ round shaft

MOUNTING POSITION:

1 Right, Forward
2 Right, Rear
3 Left, Forward
4 Left, Rear



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SAE 8 Holes, forward & reverse output
Type round shaft 1 ¼”

6800 Series

Pneumatic
Neumático



Description Descripción

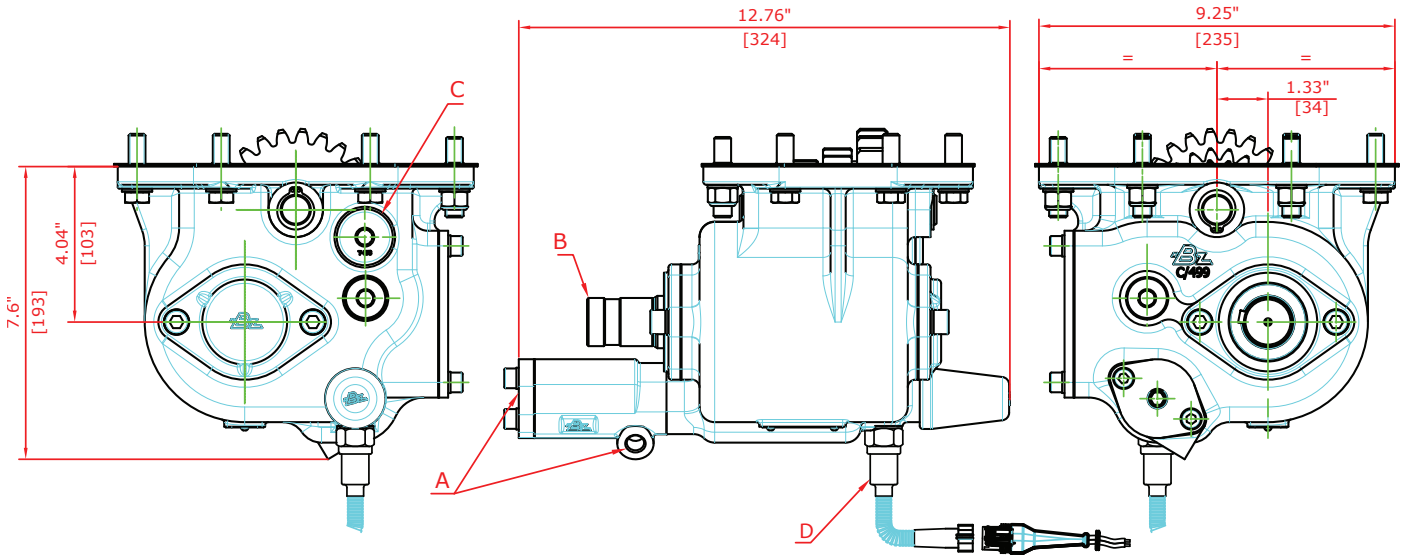
The 6800 Series is a single, low-speed, forward and reverse PTO. It also includes pneumatic shifter Very low speed in both Forward and Reverse.

La Serie 6800 es una toma de fuerza con doble sentido de giro. Incluye de serie el accionador neumático. Muy baja relación motor - PTO tanto en giro hacia delante como hacia atrás.

Main Data Datos Principales			
Torque (Lb. Ft.) Par nominal		Continuous Continuo	150
		Intermittent Intermitente	210
Power 1000 r.p.m. Potencia a 1000 r.p.m. (HP)			30
Mounting position Lado de montaje			Bottom, Left Inferior, Izquierdo
Weight Peso (Lb)			40
Internal ratio Relación interna	“B” Ratio	Forward Hacia delante	55%
		Reverse Hacia atrás	52%
Engine to PTO ratio Relación motor - toma de fuerza		See application book Ver libro de aplicaciones	

SAE 8 Holes, forward & reverse output
Type round shaft 1 ¼”

Pneumatic
Neumático



	Notas		Notes
A	Air connection, thread ¼” BSP	A	Toma de aire, rosca ¼” GAS
B	Output shaft 1 ¼”	B	Eje de salida 1 ¼”
C	Backlash check plug	C	Tapón comprobación juego de engranes
D	Indicator switch	D	Indicador de funcionamiento

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SAE 6 Holes, forward & reverse output
Type round shaft 1 ¼”

6800 Series

Pneumatic
Neumático

Part Number Breakdown Codificación PTO

6800	X	B	N	01	1	SE

SERIES:

6800 SAE 8 holes forward & reverse

VERSIONS:

X Standard

INTERNAL RATIOS:

(B) FW 55%

SHIFTER TYPE:

A Air with 101 air kit
N Air without 101 air kit

INPUT GEAR:

01 Fuller series (R/675)

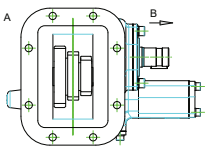
OUTPUT TYPE:

SE SAE type 1 ¼ round shaft

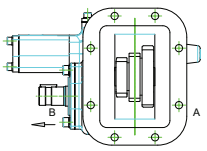
MOUNTING POSITION:

1 Right, Forward
3 Left, Forward

1



3



8000 Series

SAE 8 Holes, forward & reverse output
Type round shaft 1 ¼”

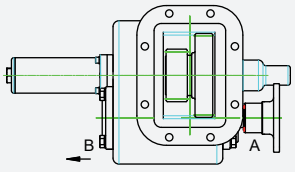
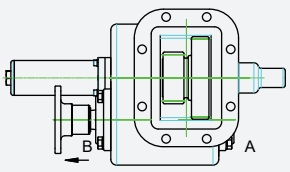
Pneumatic
Neumático



Description Descripción

The 8000 series PTO is our 8 bolt forward and reversible PTO which was designed for heavy duty, high torque winch applications. As standard, it comes with our B ratio gear option, and 1400 series companion flange output, and a integrated air shift cover. This was designed to help increase the torque, as well as extending the life of the PTO. It is also the only heavy duty forward and reversible PTO in the market that comes standard with air shift.

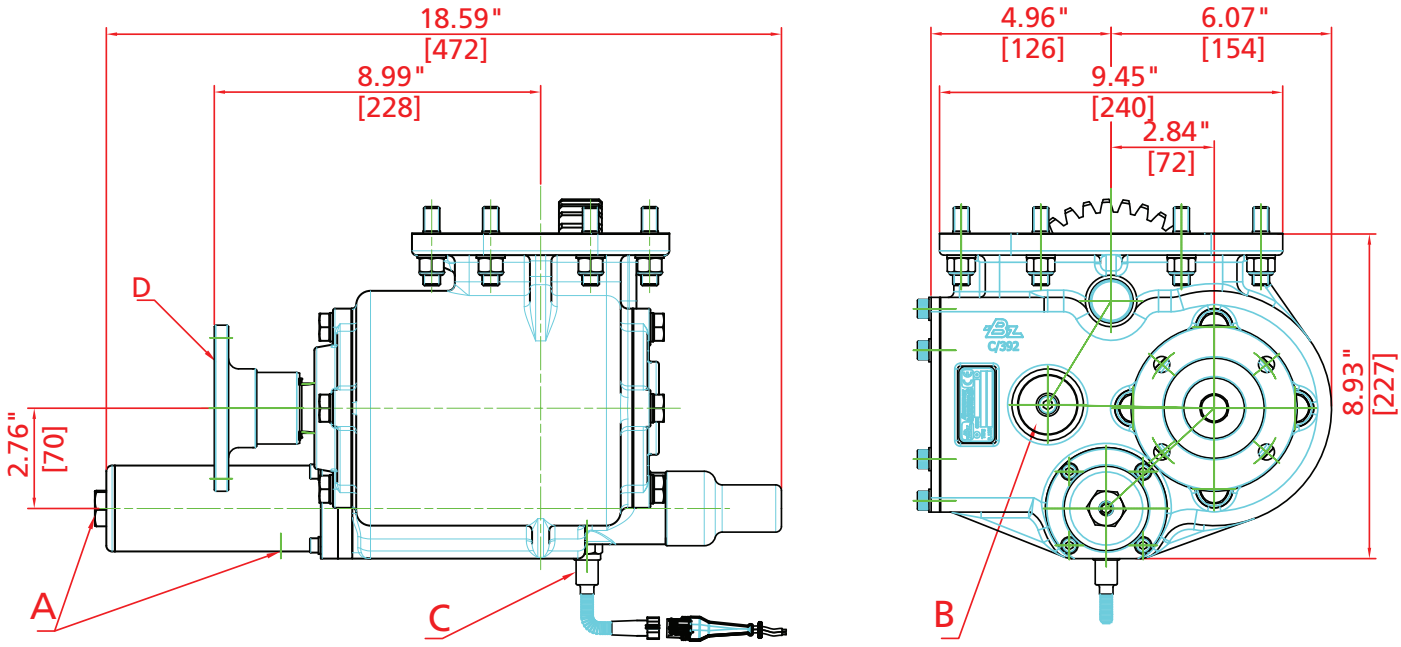
Esta Toma de fuerza ha sido diseñada para aplicaciones de trabajo pesado y es muy compacta. Está disponible con relaciones internas estándar y salida de plato. Pistón de accionamiento integrado en el PTO.

Main Data Datos Principales			
Torque (Lb. Ft.) Par nominal		Intermittent Intermitente	500
Power 1000 r.p.m. Potencia a 1000 r.p.m. (HP)			95
Weight Peso (Lb)			88
Assembly arrangements Tipos de montaje		Arrangement 2 	Arrangement 3 
Internal ratio Relación interna	“B” Ratio	Forward Hacia delante	60%
		Reverse Hacia atrás	72%
Engine to PTO ratio Relación motor - toma de fuerza		See application book Ver libro de aplicaciones	

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SAE 8 Holes, forward & reverse output
Type round shaft 1 ¼”

Pneumatic
Neumático



	Notas		Notes
A	Air connection, thread 1/8” BSP	A	Toma de aire, rosca 1/8” GAS
B	Backlash check plug	C	Tapón comprobación juego de engranes
C	Indicator switch	D	Indicador de funcionamiento
D	Drive flange (standard 1410)	D	Plato de transmisión (estándar 1410)

SAE 8 Holes, forward & reverse output
Type round shaft 1 ¼”

Pneumatic
Neumático

Part Number Breakdown Codificación PTO

8000	X	B	N	01	3	DA

SERIES:

8000 8 bolt, forward & reverse PTO

VERSIONS:

X Standard

INTERNAL RATIOS:

(B) Forward 60%
Reverse 72%

SHIFTER TYPE:

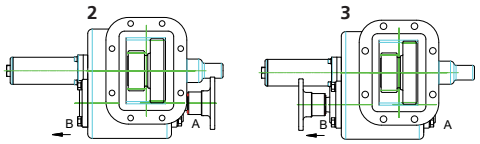
A Air with 101 air kit
N Air without 101 air kit

OUTPUT TYPE:

DA ISO 4 bolt
IC Flange SAE 1400
SE SAE type 1 ¼ round shaft
SG SAE type 1 ½ round shaft

MOUNTING POSITION:

2 Right, Rear
3 Left, Rear



INPUT GEAR:

01 Fuller series
02 Universal
24 Mack

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SAE 8 Holes, Heavy duty
SAE 8 Taladros, Reforzado

8500 Series

Pneumatic
Neumático



Description Descripción

The 8500 series is our PTO designed for those applications with maximum torque and horsepower requirements. A broad range of ratios and outputs are available. It comes standard with air shift. This PTO also has the same smooth engagement design as our 4100 series which increases the gear life of the PTO.

La serie 8500 es nuestra toma de fuerza diseñada para aquellas aplicaciones con un par máximo y requerimientos de potencia. Una amplia gama de relaciones y salidas están disponibles. La versión estándar lleva accionamiento neumático . Esta toma de fuerza también tiene el mismo diseño de nuestra serie 4100 que aumenta la vida útil del engranaje de la toma de fuerza.

Main Data Datos Principales	
Mounting position Lado de montaje	Bottom left Inferior izquierdo
Weight Peso (Lb)	64

Engine to PTO ratio (See application book)
Relación motor - Toma de Fuerza (Consultar libro de aplicaciones)

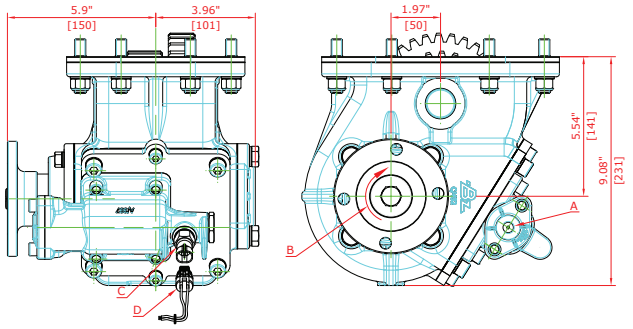
INTERNAL RATIO	INTERMITTENT SERVICE			CONTINUOUS SERVICE		
	Torque (Lb. FT)	Power (HP)		Torque (Lb. FT)	Power (HP)	
		At 500 r.p.m.	At. 1000 r.p.m.		At 500 r.p.m.	At. 1000 r.p.m.
61%(B)	500	48	95	400	38	76
72%(C)	500	48	95	400	38	76
85%(E)	480	45	90	370	35	70
108% (J)	450	43	86	340	33	65
127% (O)	400	38	76	300	28	57
138% (R)	360	34	68	270	26	52
150% (S)	320	31	62	240	23	46
163% (T)	280	27	54	210	20	40

SAE 8 Holes, Heavy duty
SAE 8 Taladros, Reforzado

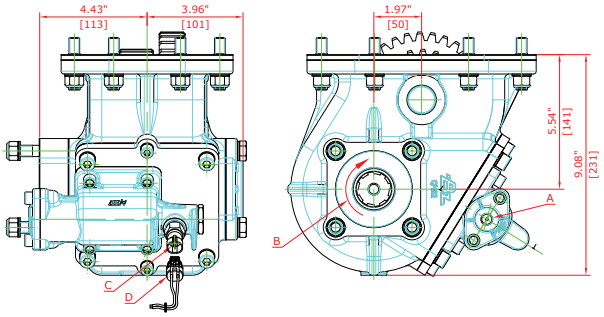
Pneumatic
Neumático

Standard output types Tipos de salida más utilizadas

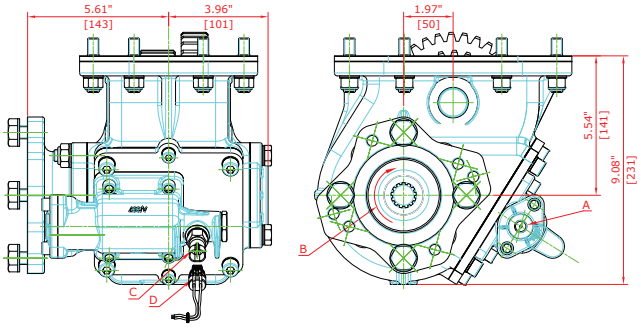
Output flange Salida plato



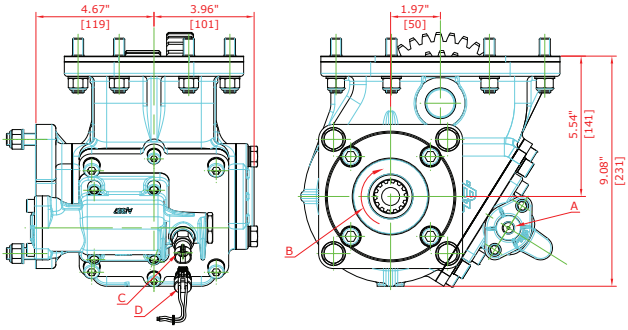
ISO 4 bolt ISO 4 taladros



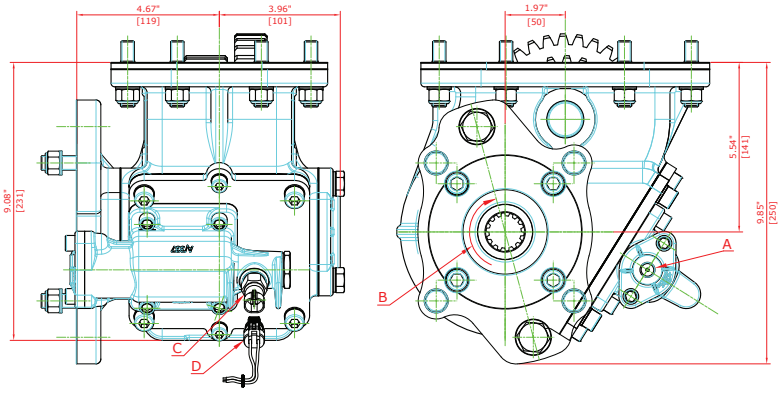
SAE "B"



SAE "C"



SAE "C"2/4 bolt SAE "C"2/4 taladros



Notas		Notes	
A	Air connections, thread ¼" BSP	A	Tomas de aire, rosca ¼" GAS
B	Rotation	B	Sentido de giro
C	Indicator switch	C	Indicador de funcionamiento

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SAE 8 Holes, Heavy duty
SAE 8 Taladros, Reforzado

Pneumatic
Neumático

Part Number Breakdown Codificación PTO

8500 X J N 01 1 IC

SERIES:

8500 8 bolt, heavy duty
8510 8 bolt, heavy duty, deep mount

VERSIONS:

X Standard

RATIO: (Z=35)

1:0.61 (B)
1:0.72 (C)
1:0.85 (E)
1:1.08 (J)
1:1.27 (O)
1:1.38 (R)
1:1.50 (S)
1:1.63 (T)

SHIFTER TYPE:

N Air without 101 Air Kit

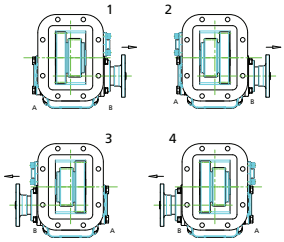
OUTPUT TYPE:

DA ISO 4 bolt
IC Flange SAE 1400
***RA** SAE "B" 2/4 bolt 13T rotatable*
***RB** SAE "BB" 2/4 bolt 15T rotatable*
RJ SAE "C" 4 bolts
RK SAE "C" 2-4 bolts
IG Flange DIN 120

***Note:** Available upon request*
***Nota:** Disponible bajo pedido*

ASSEMBLY ARRANGEMENTS:

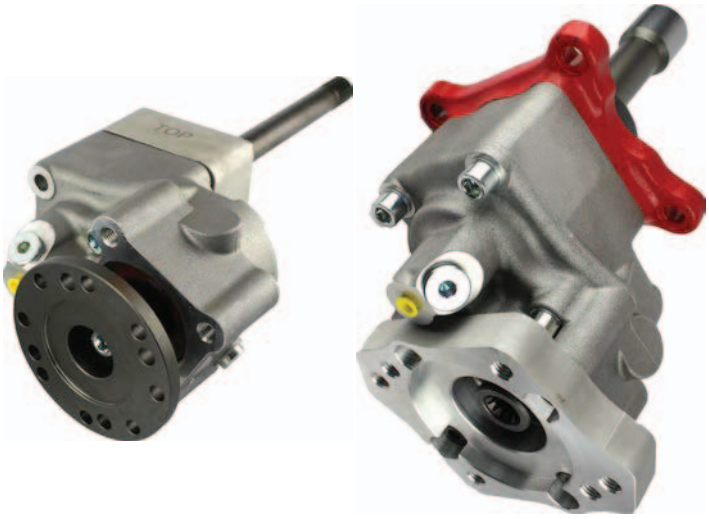
1 Right, Forward **3 Left, Forward**
2 Right, Rear **4 Left, Rear**



INPUT GEAR:

01 Fuller series
02 Universal
24 Mack
75 Endurant HD
77 Endurant XD, XD Pro

Rear Mount Pneumatic
Posterior Neumático



Description Descripción

Heavy Duty, rear PTO rotated output. Pneumatic shifting. Three different internal ratios, most standard output types. Optional: Passing contact switch (Bayonet type) or pressure switch.

Toma de fuerza reforzada, con salida girada. Accionamiento neumático. Tres posibles relaciones internas. Disponible con los tipos de salida más estándar. Indicador de funcionamiento opcional de contacto (tipo bayoneta) o presostato.

Datos Principales Main Data

Internal Ratio Relación Interna	105%	130%	150%
Max. Torque Par máximo	382 Lb.ft // 510 Nm	293 Lb.ft // 390 Nm	254 Lb.ft // 339 Nm
Max. Power Potencia máxima	95 HP // 70 Kw	95 HP // 70 Kw	95 HP // 70 Kw
Mounting position Lado de montaje	Rear Posterior		
Rotation Sentido de giro	ClockWise Derecho		
Engine to PTO ratio Relación motor–Toma de Fuerza	Check Application book / Consultar libro de aplicaciones		
Weight Peso	23.6 Lb // 10.7 Kg		

Part Number Breakdown Codificación PTO

95 X 13 E IB

SERIES:

95

VERSIONS:

X Standard
R Retarder

RATIO: (Z=35)

10 – 100%
13 – 130%
15 – 150%

TRANSMISSION MAKER:

E – Endurant HD
D – Endurant XD / XD Pro

OUTPUT TYPE:

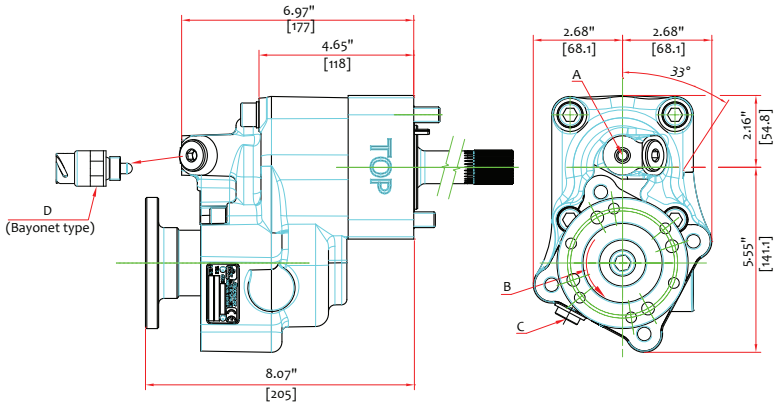
SA – SAE B 13T.
SB – SAE BB 15T.
DA – ISO 4
IB – Flange SAE 1300
IC – Flange SAE 1400

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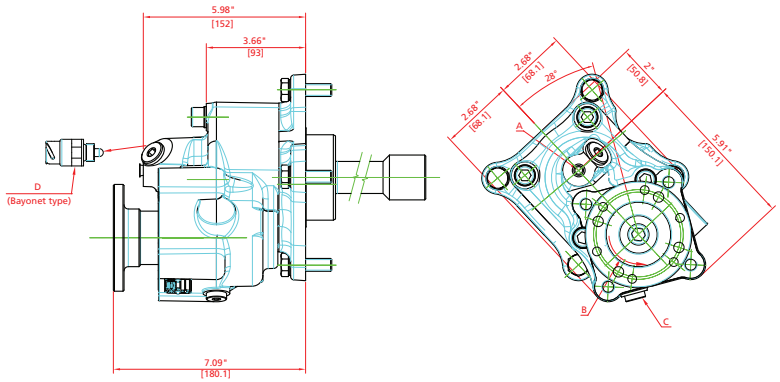
EATON ENDURANT HD / XD / XD PRO

Rear Mount Pneumatic
Posterior Neumático

ENDURANT HD



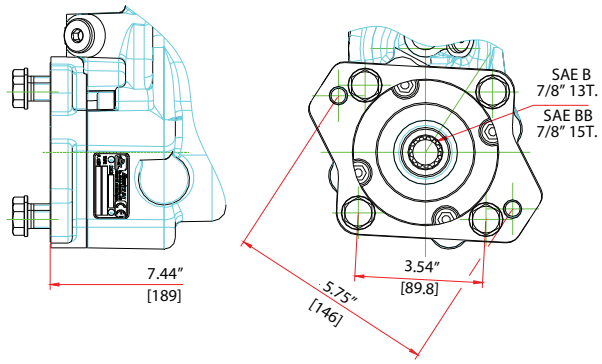
ENDURANT XD / XD PRO



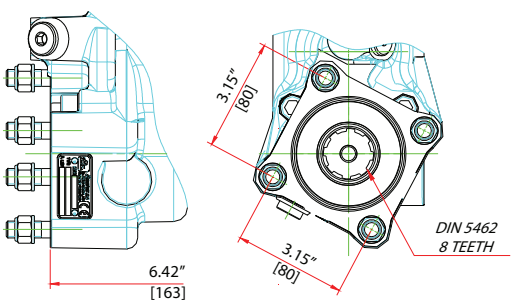
Notas		Notes	
A	Air connection, thread 1/8" BSP	A	Toma de aire, rosca 1/8" GAS
B	Rotation	B	Sentido de giro
C	Oil Drain Plug	C	Tapón de drenaje
D	Passing contact switch P/N. 9024999	D	Interruptor de contacto (9024999)

Standard output types Tipos de salida más utilizadas

Pump Bomba SAE B 13T SAE BB 15T



Pump Bomba DIN 5462



Detroit DT-12

Rear Mount Pneumatic
Posterior Neumático



Description Descripción

Heavy duty, rear PTO with different output types: SAE BB 2/4 bolt (15 tooth), DIN 4 bolt (8 tooth) or drive Flange output. Electric over pneumatic shifting. Indicator switch included.

Toma de fuerza reforzada para montaje posterior, diferentes tipos de salida: Bombas SAE BB 2/4 taladros (Z15), ISO 4 taladros (Z8) o plato de transmisión. Accionamiento neumático. Indicador de funcionamiento de contacto (tipo bayoneta)

Main Data Datos Principales

Max. Torque Par máximo	DIN	Cont.: 305 Lb.ft // 412 Nm	Int.: 406 Lb.ft // 550 Nm
	SAE BB	Cont.: 290 Lb.ft // 330 Nm	Int.: 325 Lb.ft // 440 Nm
Max. Power Potencia máxima	DIN	120 HP // 89 kW	
	SAE BB	92 HP // 69 kW	
Mounting position Lado de montaje		Rear Posterior	
Rotation Sentido de giro		Engine Motor	
Engine to PTO ratio (% final) Relación motor – Toma de Fuerza		Check Application book Consultar libro de aplicaciones	

Transmission / Transmisión	Shaft Kit / Kit de Eje
DT12-DH (DA)	7018304
DT12-OH (OA)	
DT12-OHE, DT12-OV (OC)	
DT12-OVX (OD)	
DT12-DHE (DC)	
DT12-DHL (DB)	700904
DT12-OHL (OB)	

Weight Peso: 28 Lb // 13 Kg

Part Number Breakdown Codificación PTO

120 X 13 D SB

SERIES:

120

SHAFT TYPE:

X Standard

INTERNAL RATIO: (Z=35)

13 – 130%
10 - 96%

OUTPUT TYPE:

SB – SAE BB 15T.
DA – ISO 4
IB – Flange SAE 1300
IC – Flange SAE 1400

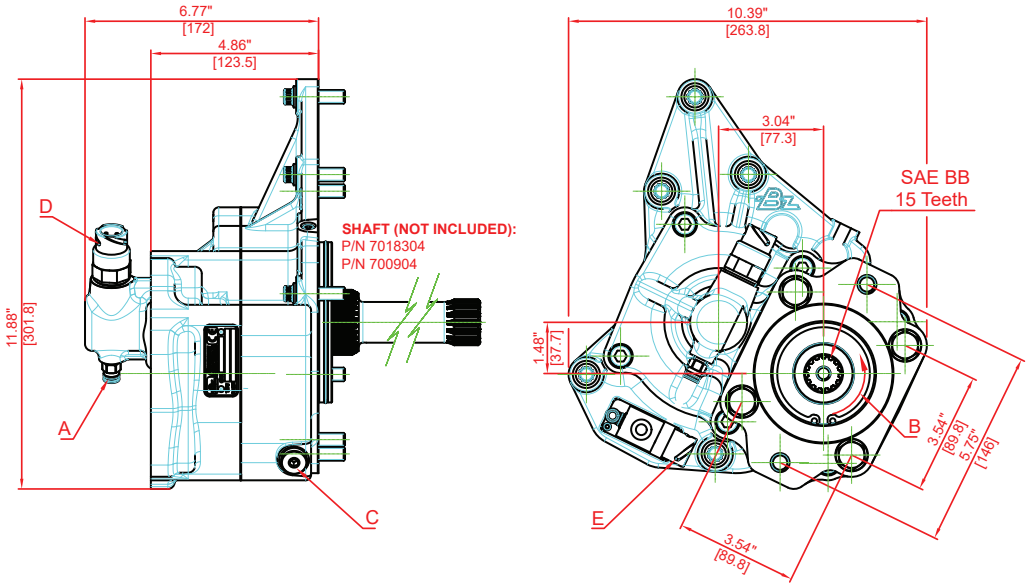
TRANSMISSION MAKER:

D – Daimler

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Detroit DT-12

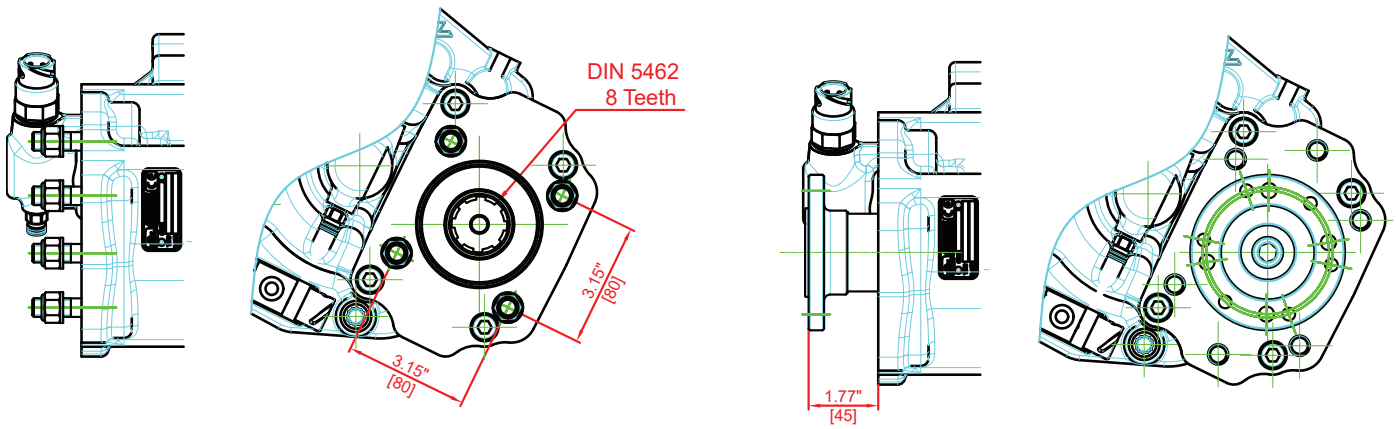
Rear Mount Pneumatic
Posterior Neumático



Notas		Notes	
A	Air connection, thread 1/8" BSP	A	Toma de aire, rosca 1/8" GAS
B	Rotation	B	Sentido de giro
C	Oil Drain Plug	C	Tapón de drenaje
D	Passing contact switch (included)	D	Interruptor de contacto (incluido)
E	Pneumatic Electrovalve (included)	E	Electroválvula Neumática (incluido)

Output types Tipos de salida

Pump Bomba DIN 5462 Drive Flange Plato de transmisión



Heavy Pumps: Support brackets are not allowed. Maximum PTO bending moment to the mounting Surface 29.5 Lb.ft must be calculated including the length of unsupported hydraulic hoses, the weight of fittings and hydraulic fluid.
Bombas Pesadas: No está permitido el uso de soportes de fijación. Par máximo de flexión 40Nm (incluyendo longitud de latiguillos sin soportar, peso de la racorería y del fluido hidráulico)

AD-812 Series

Detroit DT12 C and D Box Adapters SAE 8 Bolt
Adaptador SAE 8 taladros para Detroit DT12 C y D



Description Descripción

This adapter is only designed for 2 or 4 position It can be used with the 2000, 4100 or 8500 series PTO's with the input gear #01 installed on the Detroit DT12 C and D Box transmissions.
Note: Not available for DC (DHE & DV) Boxes.

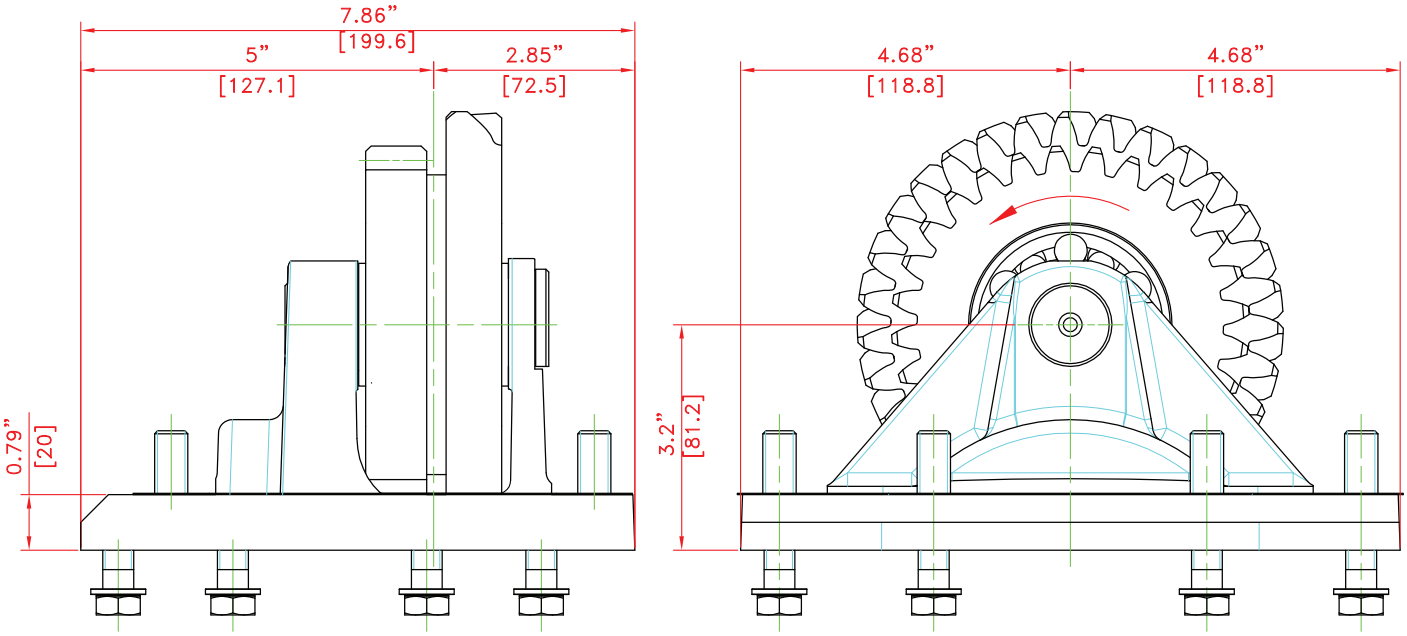
Adaptador diseñado para tomas de fuerza posición 2 o 4 en las series 2000, 4100 y 8500 con engranaje de mando #01. Válido para las cajas de cambios Detroit DT12-OC o DT12-OD.
Nota: No válido para serie DC (DHE y DV)

Main Data Datos Principales

Weight Peso (Lb)	16

Part Numbers Codigos

DT12-OC, DT12-OHE, DT12-OV	AD812-OC
DT12-OD, DT12-OVX	AD812-OD



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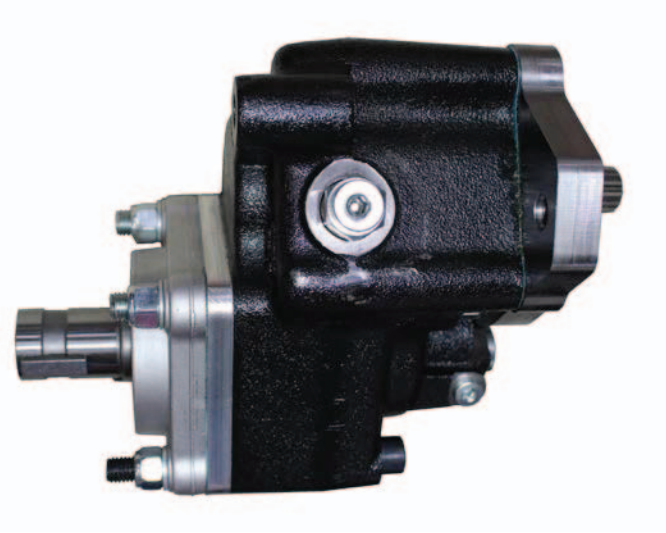
Detroit DT12 C and D Box Adapters SAE 8 Bolt
Adaptador SAE 8 taladros para Detroit DT12 C y D

AD-812 Series

Ratios Relaciones				
PTO Series	**Gear Ratio**	Final Ratio (**Percent of Engine Speed**)		
		TORQUE (Lb.Ft)	DT12-OC (OHE & OV)	DT12-OD (OVX)
2000	**A**	250	80%	82%
	B	250	88%	90%
	C	250	117%	120%
	E	225	138%	141%
	J	225	152%	156%
	O	180	200%	205%
	R	170	219%	225%
	S	155	240%	246%
4100	**B**	420	87%	90%
	C	350	107%	110%
	E	285	131%	135%
	J	235	161%	165%
8500	**B**	500	63%	64%
	C	485	77%	79%
	E	400	95%	97%
	J	325	116%	119%
	O	270	140%	143%
	R	250	151%	155%
	S	225	165%	169%
	T	210	182%	186%

RD__SB
Series

Special Reducer & Rotation reverse
Kit Inversor Reductor Especial



Description Descripción

Special rotation reverse kit with an input type SAE BB 15T. and output type round shaft Ø1 1/4" to reduce the speed at the output of the PTO.

Kit adaptador inversor especial con entrada SAE BB Z=15 y salida de eje chaveteado Ø1 1/4" para reducir la velocidad a la salida de una toma de fuerza.

Datos Principales Main Data

Internal ratio Relación interna		56% // 67%
Torque Par nominal	Continuous Continuo	332 Lb.ft / 450 Nm
	Intermittent Intermitente	465 Lb.ft / 630 Nm
Power @ 1000 r.p.m. Potencia 1000 r.p.m.		64 CV / 48 kW
Weight Peso		35 Lb / 16 Kg
Max. Working Temperature Temperatura de Trabajo Máxima		194° F / 90° C

Part Number Breakdown Codificación PTO

RD 56 SB

REDUCTION KIT

INPUT TYPE:

SB – SAE BB 15T.

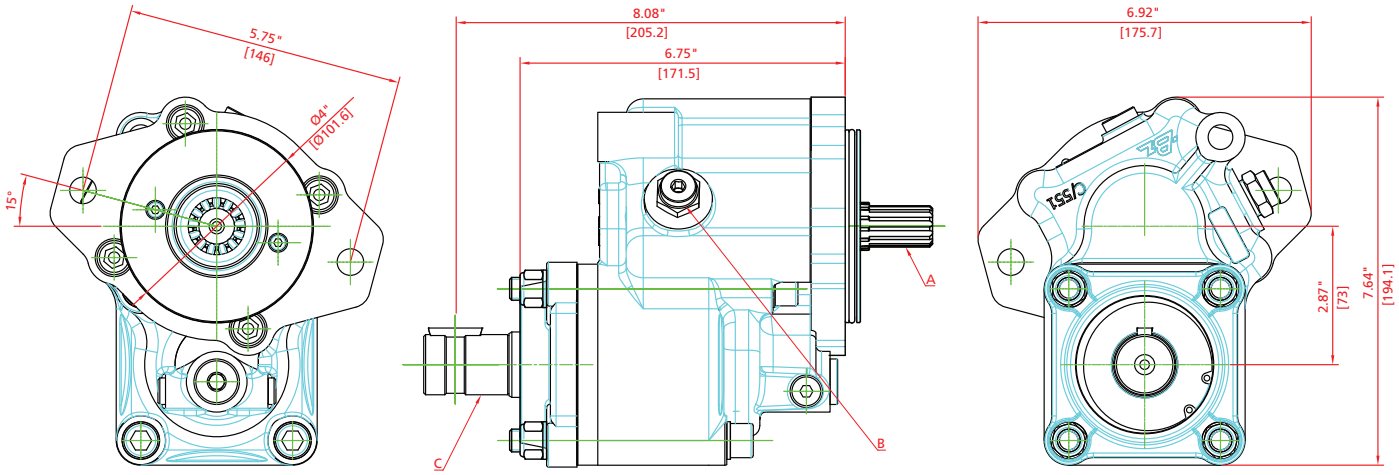
INTERNAL RATIO:

56 56%
67 67%

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Special Reducer & Rotation reverse
Kit Inversor Reductor Especial

RD__SB Series



Notas Notes			
A	Input Shaft, 15T. 16/32 DP	A	Eje de Entrada Z=15 16/32 DP
B	Lubrication Port BSP 1/4”	B	Conexión de Lubricación 1/4” GAS
C	Output Shaft, Rnd. SAE 1 1/4”	C	Eje chaveteado de Salida, SAE 1 1/4”

AD_ _ _

Reverse rotation adapter SAE 6 holes
Adaptador inversor de giro SAE 6 taladros



Description Descripción

Our variety of rotation reverse adapters make possible to change the PTO rotation, and resolve any interference problem.

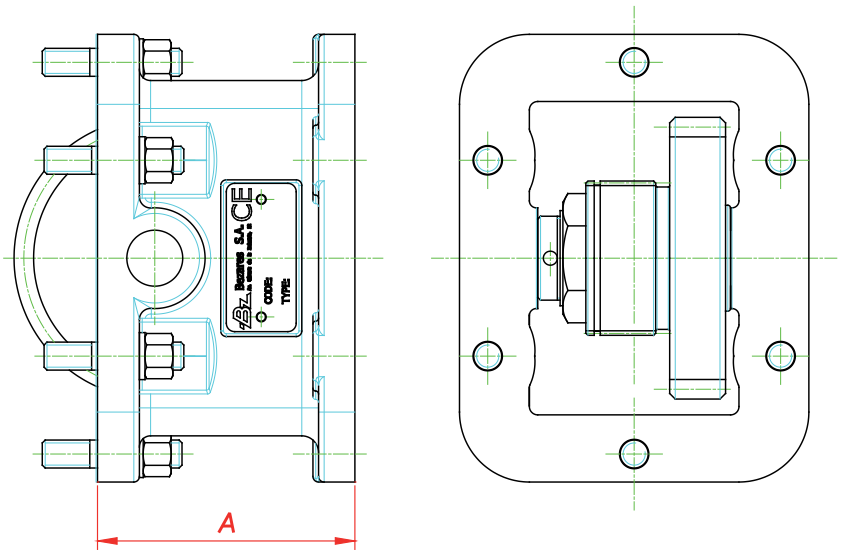
Nuestra variedad de adaptadores inversores de giro posibilitan cambiar, el sentido de rotación, y resolver cualquier problema de interferencias.

Main Data Datos Principales				
Adapter Kit Kit adaptador		A	B	Weight Peso (Lb)
Right Recto	AD 626 Series	3.64”	-	14
	AD 726 Series (deep mount)	3.42”	-	12
45°	AD 645 Series	5.61”	1.16”	14
	AD 745 Series (deep mount)	5.45”	1”	12

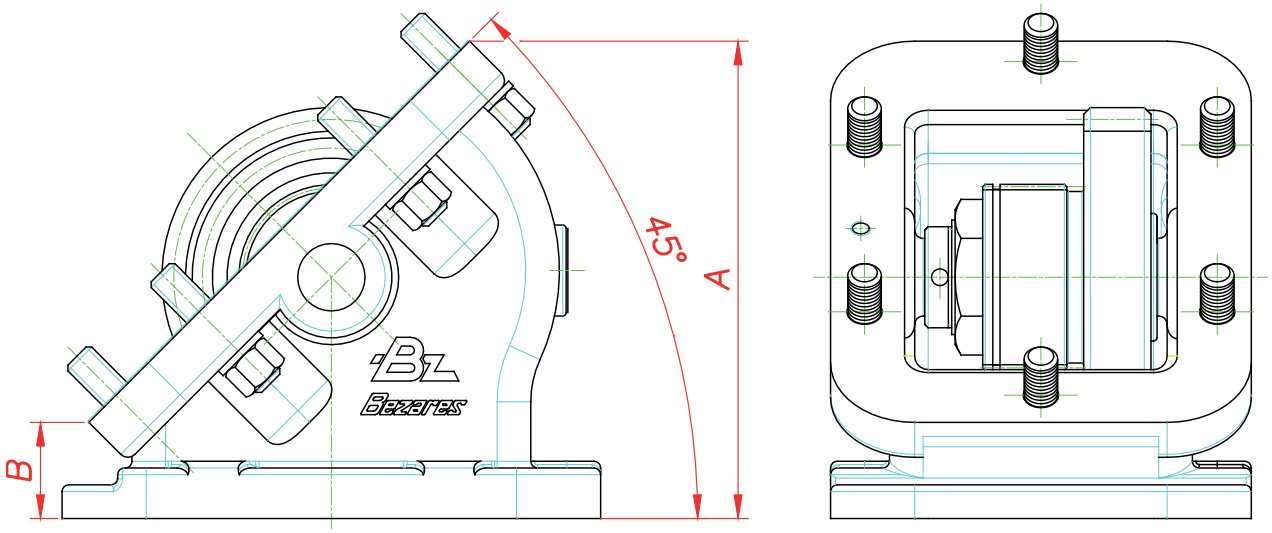
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Reverse rotation adapter SAE 6 holes
Adaptador inversor de giro SAE 6 taladros

AD 626, AD 726 (Straight Recto)



AD 645, AD 745 (45°)



AD-622

Reverse rotation adapter SAE 6 holes
Adaptador inversor de giro SAE 6 taladros

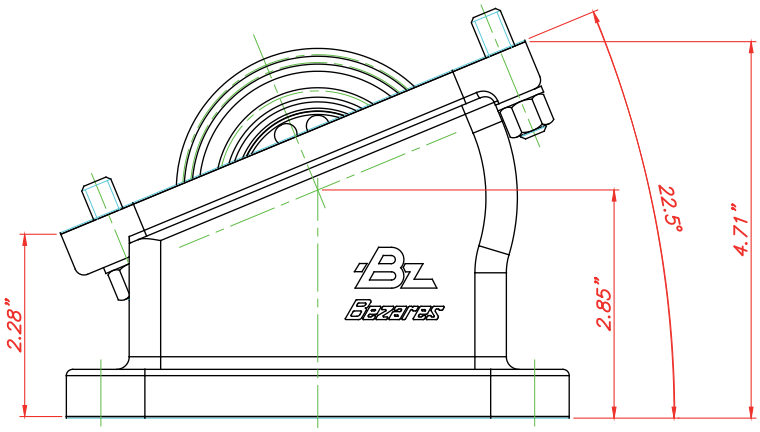


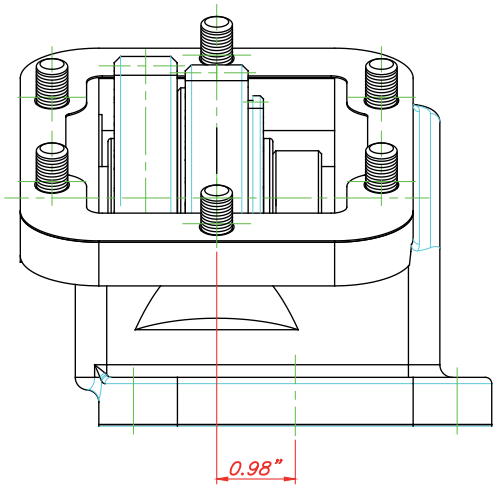
Description Descripción

This adapter is only suitable for position 1 (right side). This adapter fits all 1000 PTO series with input gear 01*, and it permits to asembly all helical input gears to the transmission. When this adapter is used, the total engine-pto ratio is reduced to 95%.

Este adaptador sólo es adecuado para la posición 1 (lado derecho) y se ajusta a toda la serie 1000 de tomas de fuerza con engranaje 01*. Permitiendo ademas ensamblar cualquier engranaje de mando helicoidal a la transmisión. Cuando este adaptador sea utilizado la relación total entre motor y toma de fuerza se reducirá al 95%.

Main Data Datos Principales	
Weight Peso (Lb)	16



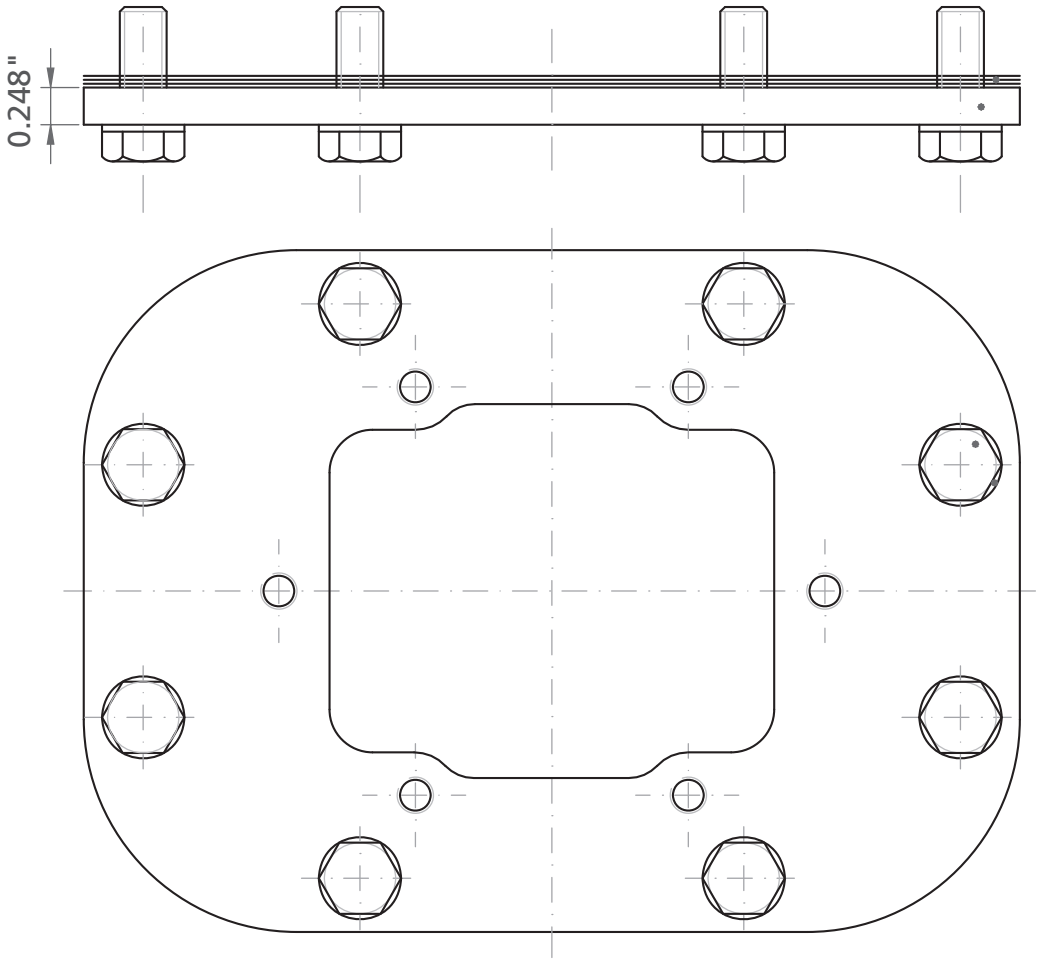


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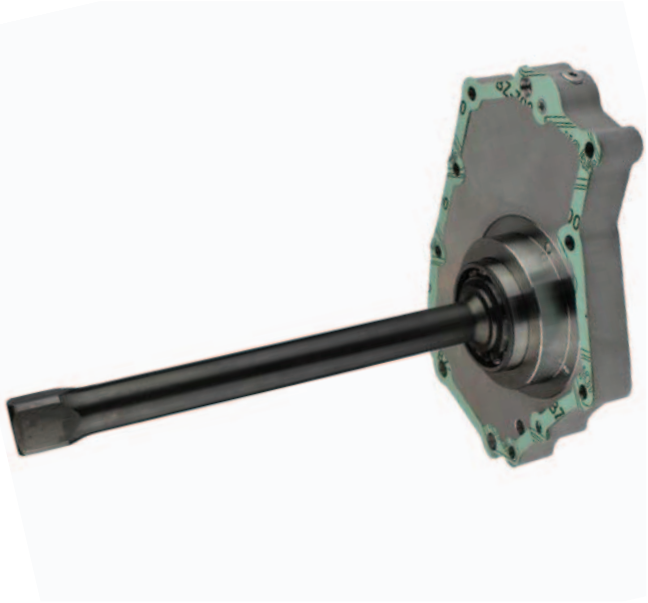
6 to 8 Bolt reducer plate
Adaptador reductor de 6 a 8 taladros.

AD-68248

AD68248 – 6 to 8 Bolt Reducer Plate



Navistar International T14



Description Descripción

Adapter Kit to connect any base PTO (reduced profile housing) to the Scania G25CM and G33CM gearboxes.

Kit de eje adaptador que conecta las tomas de fuerza base de perfil rebajado con las cajas de cambios Scania G25CM y G33CM.

Main Data Datos Principales

Torque Par nominal		738 Lb.ft // 1000 Nm
Power (1000 r.p.m.) Potencia (1000 r.p.m.)		142 CV // 107 Kw
Weight Peso		15.4 Lb // 7 Kg
Engine to adapter kit ratio Relación motor - Kit adaptador (*)	High Larga	1: 0.97
	Low Corta	1: 0.76

Part Numbers and Combinations Códigos y Combinaciones

With Retarder Con Retarder	096004
Without Retarder Sin Retarder	096104

NOTE: (*) To get the correct ratio, multiply the mentioned ratio by the internal ratio of the base PTO with reduced profile.

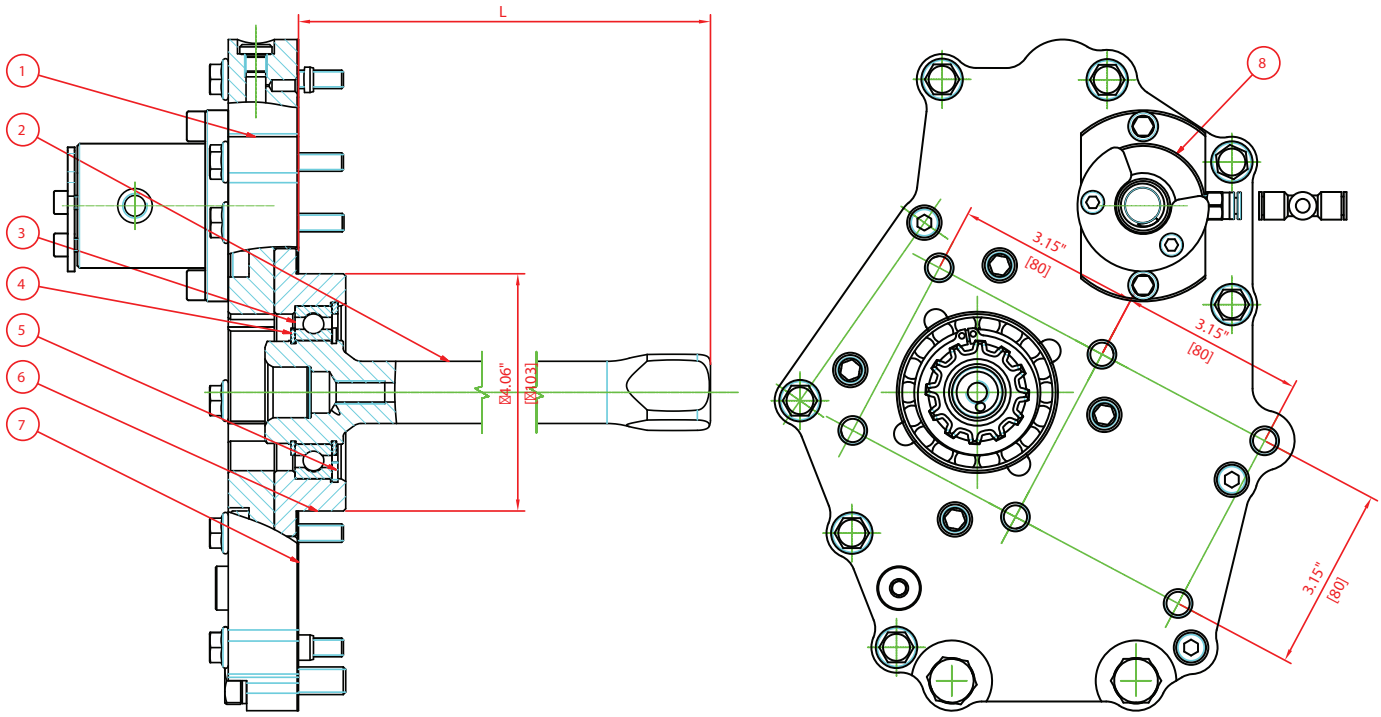
EXAMPLE: Adapter Kit G33CM + Base PTO (P/N 1010K03-1):
Internal ratio 1:1.32
Final Ratio: High 0.97 x 1.32 = 1.28
Normal 0.76 x 1.32 = 1.00

(*) NOTA: La relación total a la salida de la toma de fuerza se define al multiplicar la relación descrita por la interna de la toma de fuerza base de perfil rebajado.

EJEMPLO: Kit adaptador G33CM + PTO base (código 1010K03-1):
Relación interna 1:1.32
Relación final: Larga 0.97 x 1.32 = 1.28
Normal 0.76 x 1.32 = 1.00

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Navistar International T14



Notes Notas

1	Adapter flange	1	Brida adaptadora
2	Adapter shaft Normal: L= 217.5 mm Retarder: L= 314.5 mm	2	Eje adaptador Normal: L= 217.5 mm Retarder: L= 314.5 mm
3	Ball bearing	3	Rodamiento rígido de bolas.
4	Circlip DIN 471	4	Anillo elástico DIN 471
5	Circlip DIN 472	5	Anillo elástico DIN 472
6	Bush	6	Casquillo
7	Gasket	7	Junta plana
8	Activation Kit for original sensor P/N 90100099 (optional - order separately)	8	Kit de activación para sensor original (90100099) opcional - pedir aparte

Warning: For the installation of the optional activation kit, it must be necessary to have these Scania original parts:

- P/N. 2721166 - Piston
- P/N. 2523709 - O-ring
- P/N. 2301052 - O-ring
- P/N. 3007639 - Sensor

Importante: Para poder instalar el kit de activación opcional, deberá contarse además con los siguientes repuestos originales Scania:

- P/N. 2721166 Pistón
- P/N. 2523709 Junta tórica
- P/N. 2301052 Junta tórica
- P/N. 3007639 Sensor

Rear - Pneumatic
Frontal - Neumático (1:1)



Description Descripción

Base PTO + flange Kit (without shaft) constant mesh 1:1 mounting on rear 4 bolts-window of the Gearbox. Pneumatic shifting, output Iso 4 bolts. Optional: Passing contact switch and adapter shaft.

Kit de toma de fuerza + brida (sin eje) toma constante 1:1 montaje en registro frontal de 4 taladros de la caja de cambios. Accionamiento neumático, salida ISO 4 taladros. Indicador de funcionamiento y eje adaptador opcional.

Main Data Datos Principales

Max. Torque Par máximo	609 Lb.ft // 826 Nm
Power (1000 r.p.m.) Potencia (1000 r.p.m.)	84 C.V // 62 kW
Mounting position Lado de montaje	Rear Posterior
Pump rotation Sentido de giro de la bomba	Anti ClockWise Izquierdo
Weight Peso	17.64 Lb // 8 kg

Part Numbers and Combinations Códigos y Combinaciones

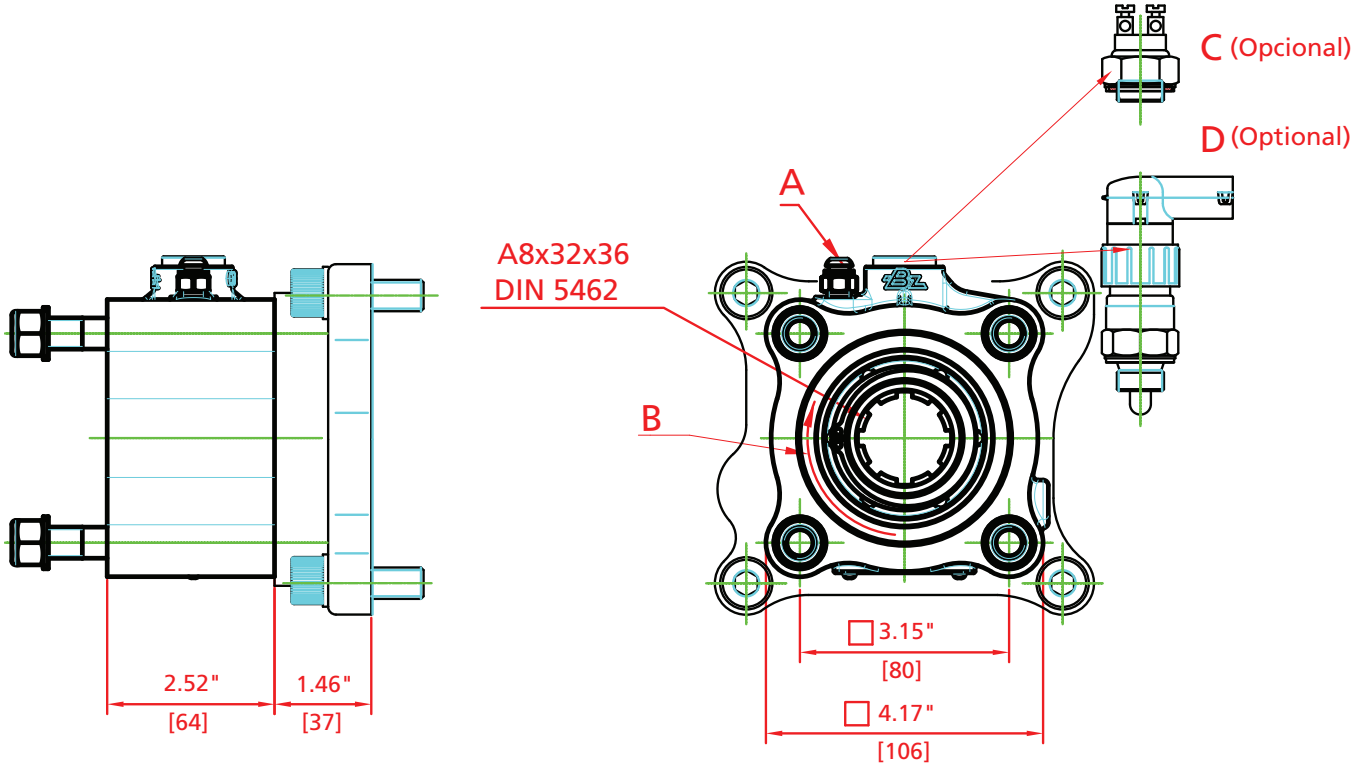
Base PTO Kit with flange Kit toma de fuerza base con brida		+ Adapter shaft kit Kit de eje adaptador	
		R1000, SR1700, ... (L=267mm)	110104
Flange output Salida Plato	1196K02	R1000, ... Retarder (L=302mm)	110304
Pump output (DIN 5462) Salida Bomba	1196K03	DT-2412C, V2412 (L=229 mm)	116504

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Volvo I-Shift
Mack M-Drive

1196K Series

Rear - Pneumatic
Frontal - Neumático (1:1)



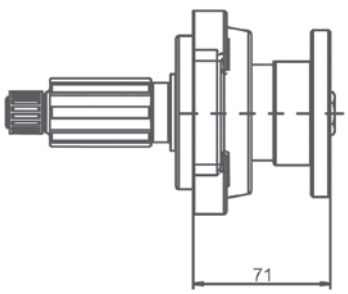
Notes Notas			
A	Engage PTO, thread 1/8" BSP	A	Conexión PTO, rosca 1/8" GAS
B	Rotation	B	Sentido de giro
C	Pressure switch. P/N 100070018	C	Interruptor neumático (100070018)
D	Passing contact switch. P/N 9024999	D	Interruptor de contacto (9024999)

Output types Tipos de salida

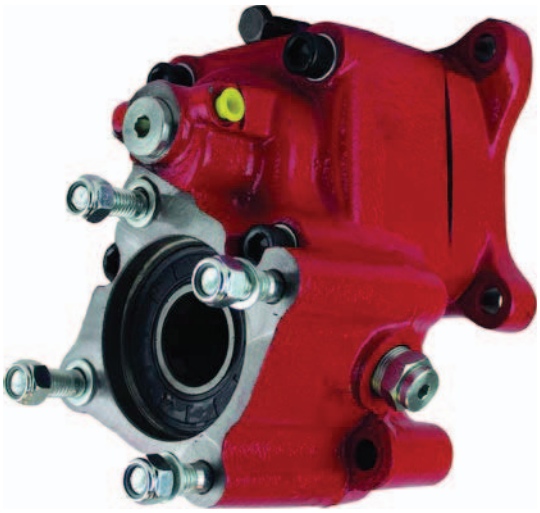
FLANGE TYPE		Part Number
SAE:	1100	7015504
	1300	
	1400	7015604
DIN:	90	7015804
	100	7015704

Flange Adapter / Adaptador Plato





Rear - Pneumatic
Frontal - Neumático



Description Descripción

Base PTO + flange Kit (without shaft) constant mesh, mounting on rear 4 bolts-window of the Gearbox. Pneumatic shifting, output Iso 4 bolts. Optional: Passing contact switch and adapter shaft.
Kit de toma de fuerza + brida (sin eje) toma constante, montaje en registro frontal de 4 taladros de la caja de cambios. Accionamiento neumático, salida ISO 4 taladros. Indicador de funcionamiento y eje adaptador opcional.

Main Data Datos Principales

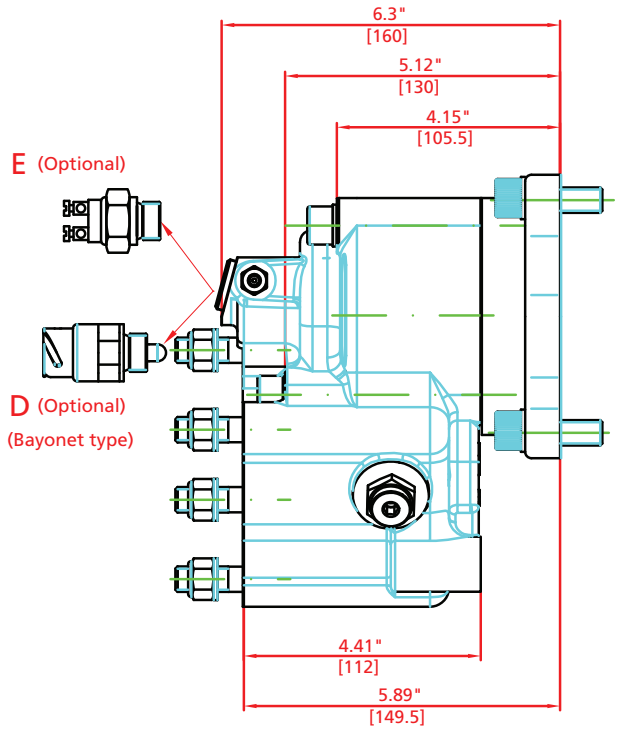
Internal Ratio Relación Interna	1: 1.3	1: 1.5	1: 1.8
Max. Torque Par máximo	465 lb.ft // 630 Nm	413 lb.ft // 560 Nm	361 lb.ft // 490 Nm
Power (1000 r.p.m.) Potencia (1000 r.p.m.)	97 CV // 72 Kw	87 CV // 65 Kw	75 CV // 56 Kw
Mounting position Lado de montaje	Rear Posterior		
Pump rotation Sentido de giro de la bomba	ClockWise Derecho		
Weight Peso	26.45 Lb // 12 Kg		

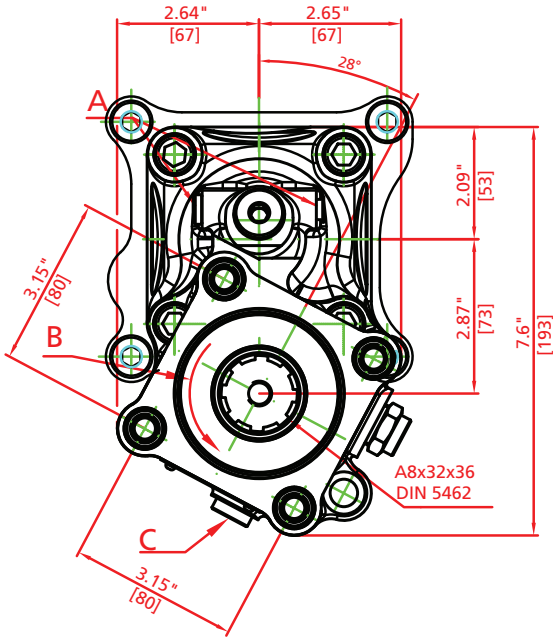
Part Numbers and Combinations Códigos y Combinaciones

Base kit + flange Kit base + brida		Flange Plato	Pump (DIN 5462) Bomba +	Adapter shaft kit Kit de eje adaptador	
Internal Ratio Relación Interna	1: 1.3	11113K02	11113K03	R1000, SR1700, ... (L=267mm)	110104
	1: 1.5	11112K02	11112K03	R1000, ... Retarder (L=302mm)	110304
	1: 1.8	11111K02	11111K03	DT-2412C, V2412 (L=229 mm)	116504

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Rear - Pneumatic
Frontal - Neumático





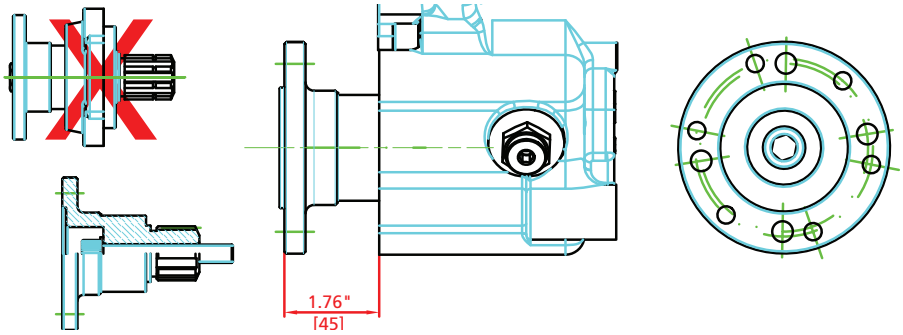
Notes Notas			
A	Air connection, thread 1/8" BSP	A	Toma de aire, rosca 1/8" GAS
B	Rotation	B	Sentido de giro
C	Oil drain plug	C	Tapón de drenaje del aceite
D	Passing contact switch. P/N 9024999	D	Interruptor de contacto.(9024999)
E	Pressure switch. P/N 100070018	E	Interruptor neumático (100070018)

Warning: Do not remove the seal to mount other components
Importante: No retirar el retén para montar otros componentes

Output types Tipos de salida

Flange type		Part number
SAE:	1100	906815
	1300	906915
	1400	907015
DIN:	90	907115
	100	907215
	120	907315

Flange Adapter / Adaptador Plato



Rear - Pneumatic
Frontal - Neumático (1: 1,32)



Description Descripción

Base PTO + flange Kit (without shaft) constant mesh 1:1.32 mounting on rear 4 bolts-window of the Gearbox. Pneumatic shifting, output Iso 4 bolts. Optional: Passing contact switch and adapter shaft.
Kit de toma de fuerza + brida (sin eje) toma constante 1:1.32 montaje en registro frontal de 4 taladros de la caja de cambios. Accionamiento neumático, salida ISO 4 taladros. Indicador de funcionamiento y eje adaptador opcional.

Main Data Datos Principales

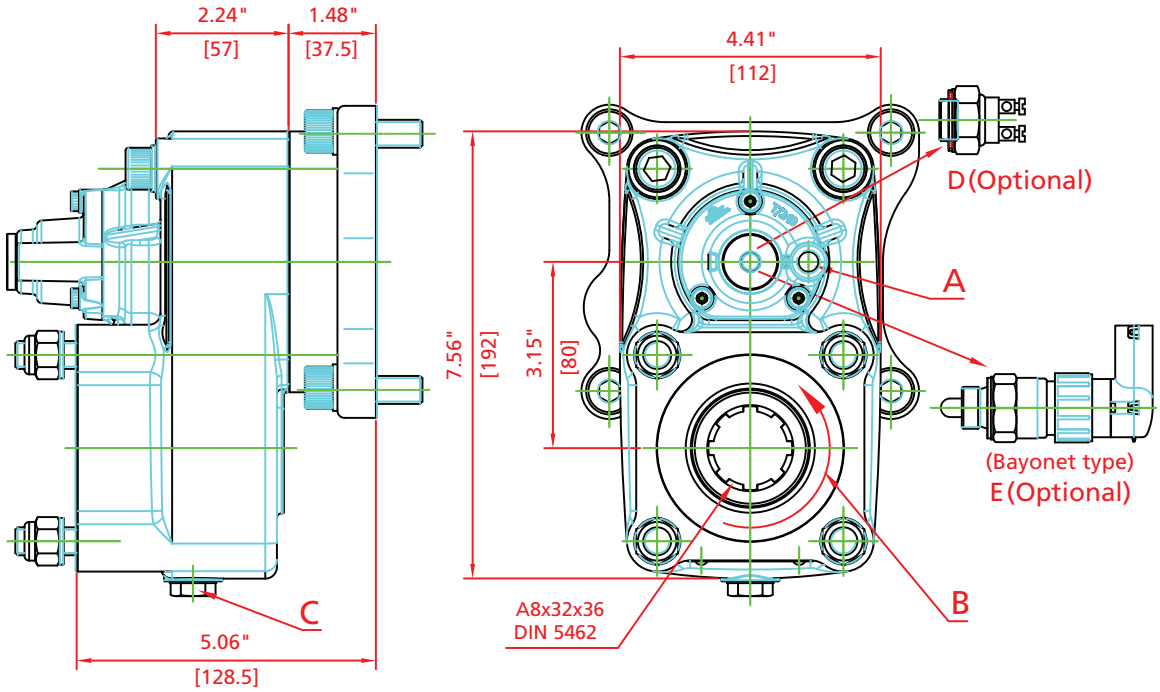
Max. Torque Par máximo	310 Lb ft. // 420 Nm
Power (1000 r.p.m.) Potencia (1000 r.p.m.)	42 C.V // 32 kW
Mounting position Lado de montaje	Rear Posterior
Pump rotation Sentido de giro de la bomba	ClockWise Derecho
Weight Peso	25,35 Lb // 11,5 Kg

Part Numbers and Combinations Códigos y Combinaciones

Base PTO Kit with flange Kit toma de fuerza base con brida		+ Adapter shaft kit Kit de eje adaptador	
		R1000, SR1700, ... (L=267mm)	110104
Flange output Salida Plato	1198K02	R1000, ... Retarder (L=302mm)	110304
Pump output (DIN 5462) Salida Bomba	1198K03	DT-2412C, V2412 (L=229 mm)	116504

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Rear - Pneumatic
Frontal - Neumático (1: 1,32)



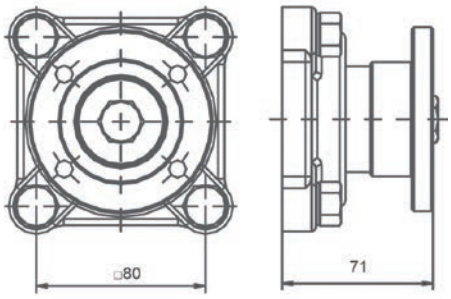
Notes Notas			
A	Air connection, thread 1/8" BSP	A	Toma de aire, rosca 1/8" GAS
B	Rotation	B	Sentido de giro
C	Oil drain plug	C	Tapón de drenaje
D	Pressure switch. P/N 100070018	D	Interruptor neumático. (100070018)
E	Passing contact switch. P/N 9024999	E	Interruptor de contacto. (9024999)

Output types Tipos de salida

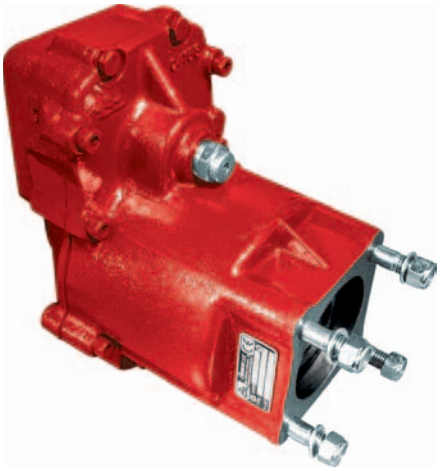
SAE: 1100
1300
1400

DIN: 90
100

Flange / Plato



Rear Pneumatic Clutch Shift
Frontal - Neumático con Embrague



Description Descripción

Power Take-off two gears, clutch shift pto, to connect Iso 4 bolts pumps. Pneumatic shifting, mounting on rear 4 bolts-window of the Gearbox.

Toma de fuerza de dos piñones, con embrague incorporado, para montar bombas ISO 4 taladros. Accionamiento neumático, montaje sobre el registro frontal de 4 taladros de la caja de cambios.

Main Data Datos Principales

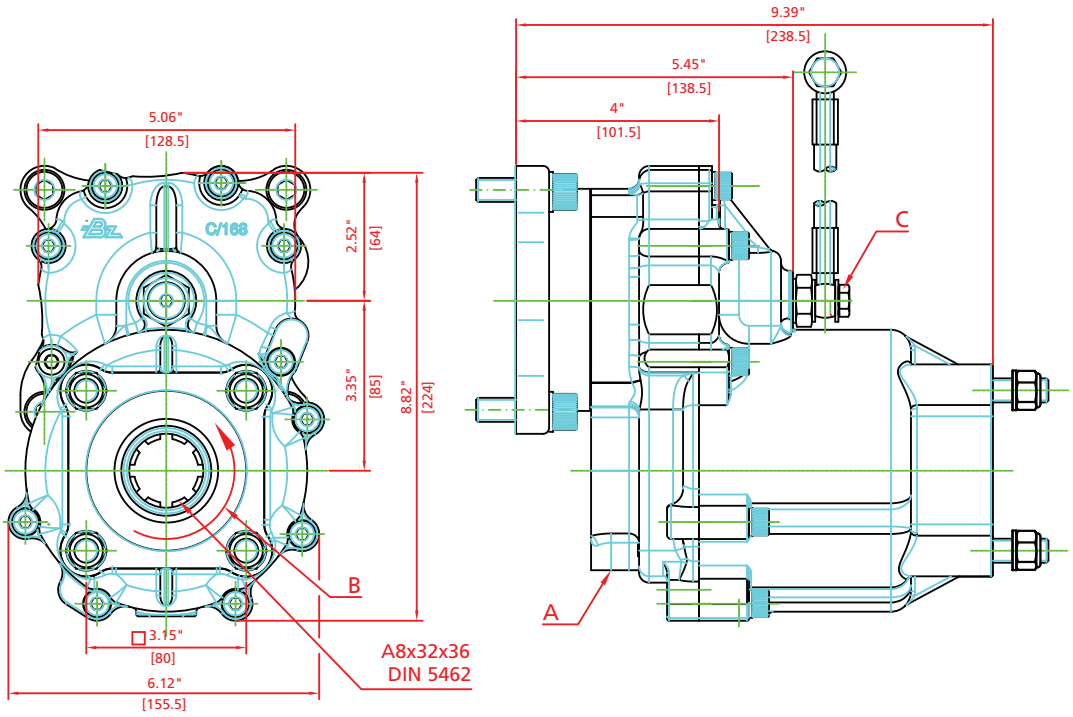
Internal Ratio Relación Interna	1:1'35	1:1'85
Max. Torque Par máximo	413 Lb.ft // 560 Nm	
Power (1000 r.p.m.) Potencia (1000 r.p.m.)	57 C.V // 42 kW	
Mounting position Lado de montaje	Rear Posterior	
Pump rotation Sentido de giro de la bomba	ClockWise Derecho	
Weight Peso	50,71 lb // 23 Kg	

Part Numbers and Combinations Códigos y Combinaciones

Base PTO Kit with flange Kit toma de fuerza base con brida			Adapter shaft kit Kit de eje adaptador	
Internal ratio Relación Interna	1:1'35	1:1'85	R1000, SR1700, ... (L=267mm)	110104
Flange output Salida Plato	11103K02	11104K02	R1000, ... Retarder (L=302mm)	110304
Pump output (DIN 5462) Salida Bomba	11103K03	11104K03	DT-2412C, V2412 (L=229 mm)	116504

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Rear Pneumatic Clutch Shift
Frontal - Neumático con Embrague



Notas		Notes	
A	Air connection, thread 1/4" BSP	A	Toma de aire, rosca 1/4" GAS
B	Rotation	B	Sentido de giro
C	Input oil pipe P/N. 9070599	C	Latiguillo de entrada (9070599)

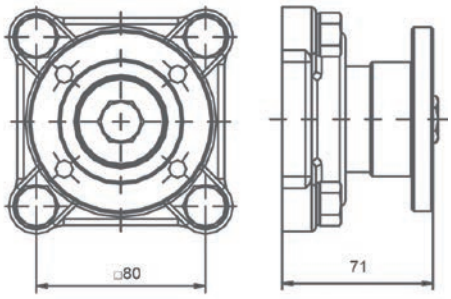
Warning: A pump with a weight over 12 kg. need to be supported by brackets.
Importante: Una bomba superior a 12 kg. necesita ser instalada sobre soportes

Output types Tipos de salida

SAE: 1100
1300
1400

DIN: 90
100

Plato / Flange



Rear - Pneumatic
Frontal - Neumático (1: 1,62)



Description Descripción

Heavy Duty Power Take-off two gears, constant mesh with lubrication port. Internal ratio 1:1,62 mounting on rear 4 bolts-window of the Gearbox. Pneumatic shifting, to connect Iso 4 bolts pumps. switch.

Toma de fuerza reforzada de dos piñones en toma constante con puerto de lubricación.

Relación interna 1:1,62 para montar en el registro frontal de 4 taladros de la caja de cambios. Accionamiento neumático, para montar bombas ISO 4 taladros.

Main Data Datos Principales

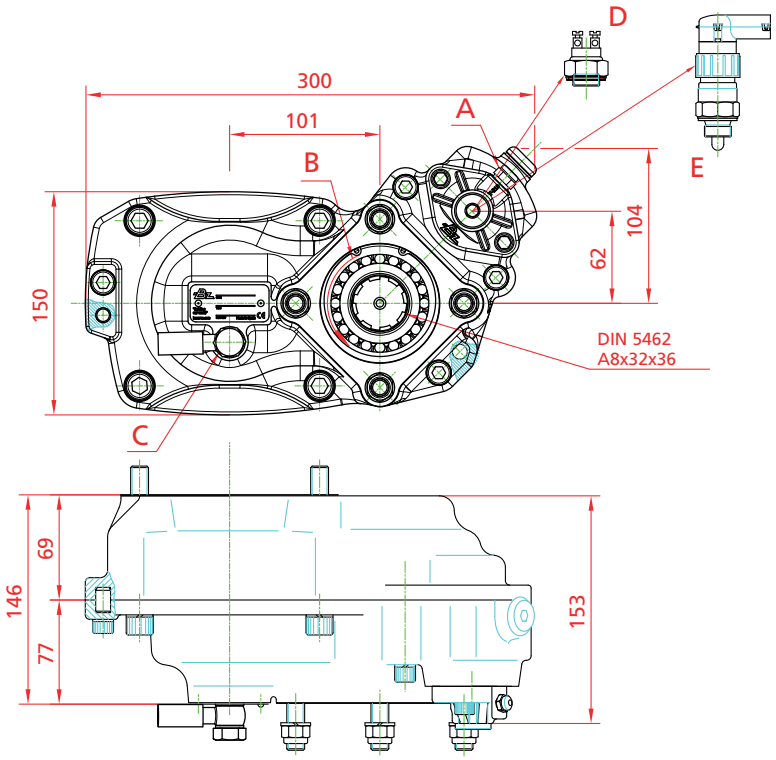
Torque Par nominal	Continuous Continuo	295 Lb.ft // 400 Nm
	Intermittent Intermitente	413 Lb.ft // 560 Nm
Power (1000 r.p.m.) Potencia (1000 r.p.m.)		57 C.V // 43 kW
Mounting position Lado de montaje		Rear Posterior
Pump rotation Sentido de giro de la bomba		ClockWise Derecho
Weight Peso		39,68Lb // 18 Kg

Part Numbers and Combinations Códigos y Combinaciones

Base PTO Kit with flange Kit toma de fuerza base con brida		+ Adapter shaft kit Kit de eje adaptador	
Flange output Salida Plato	11123K02	R1000, SR1700, ... (L=265mm)	110204
Pump output (DIN 5462) Salida Bomba	11123K03	R1000, ... Retarder (L=300mm)	110504
Optional Lubrication Kit Kit de Lubricación Opcional	9070599	DT-2412C, V2412 (L=227 mm)	116704

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Rear - Pneumatic
Frontal - Neumático (1: 1,62)



Notes Notas

A	Air connection, thread 1/8" BSP	A	Toma de aire, rosca 1/8" GAS
B	Rotation	B	Sentido de giro
C	Optional Lubrication hose. P/N 9070599	C	Latiguillo de lubricación opcional (9070599)
D	Pressure switch. P/N 100070018	D	Interruptor neumático. (100070018)
E	Passing contact switch. P/N 9024999	E	Interruptor de contacto. (9024999)

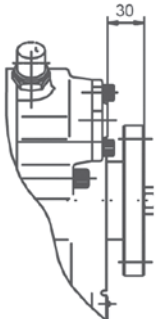
Output types Tipos de salida

SAE: 1300
1400

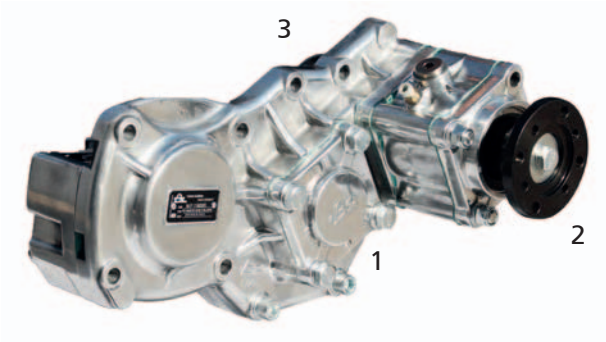
DIN: 100

Plato / Flange





Rear - Pneumatic
Frontal - Neumático



Description Descripción

PTO 3 gears, 3 independent outputs or simultaneous which you could combine among: pump, flange and null Output. Pneumatical shifting. Mounting on rear window of the gearbox.

Toma de fuerza de 3 piñones y 3 salidas independientes o simultaneas que pueden combinarse entre Bomba, Plato o Salida nula. Accionamiento neumático, montaje en el registro posterior de la caja de cambios.

Main Data Datos Principales	Shaft 1 Eje 1	Shaft 2 Eje 2	
Max. Torque Par máximo	332 Lb.ft // 450 Nm	369 Lb.ft // 500 Nm	
Power (1000 r.p.m.) Potencia (1000 r.p.m.)	64 C.V // 48 kW	71 C.V // 53 kW	
Pump rotation Sentido de giro de la bomba	Output 1 Salida 1	Output 2 Salida 2	Output 3 Salida 3
	CW Derecho	CCW Izquierdo	CW Derecho

General Data Datos Generales	
Weight Peso	66,14 Lb // 30 Kg
Mounting side Lado de montaje	Rear Posterior
Maximum Torque when 2 or more outputs are working simultaneously. Par máximo cuando 2 o mas salidas estén trabajando al mismo tiempo.	369 Lb.ft // 500 Nm

Power outputs greater than 75 kW require an oil cooler.
Potencia de salidas superior a 75 kW requiere un enfriador de aceite.

Part Numbers and Combinations Códigos y Combinaciones

Output types	Output / Salida		
Tipos de salida	1	2	3
Null Nulo	0	0	0
Flange Plato	2	2	2
Pump Bomba	3	3	3

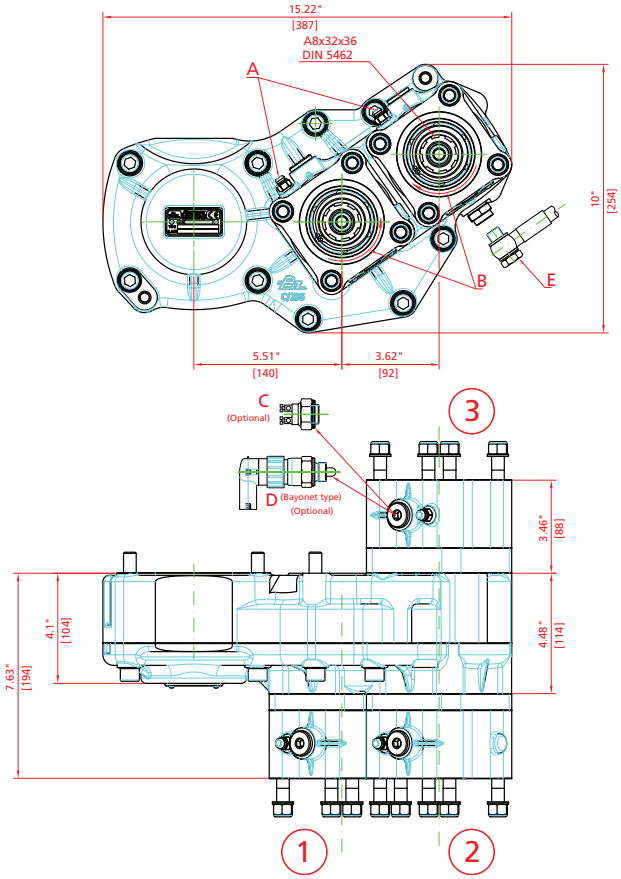
11107K _ _ _

Output Salida 1 Shaft 1 Eje 1 — Output Salida 2 Shaft 2 Eje 2 — Output Salida 3 Shaft 2 Eje 2

Base PTO Kit with flange Kit toma de fuerza base con brida	+	Adapter shaft kit Kit de eje adaptador	
		R1000, SR1700, ... (L=249mm)	110204
		R1000, ... Retarder (L=284mm)	110504
		DT-2412C, V2412 (L=209mm)	116704

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Rear - Pneumatic
Frontal - Neumático



Output 3 / Salida 3

For output 3 maximum recommended pump size is F1-60

En salida 3 máxima bomba recomendada es F1-60.

Notes Notas

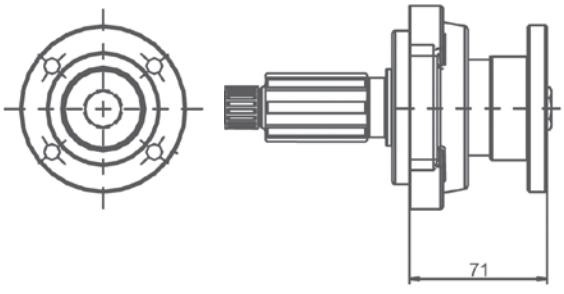
A	Air connections, thread BSP 1/8"	A	Tomas de aire, rosca 1/8" GAS.
B	Senses of rotation	B	Sentidos de giro
C	Pressure switch. P/N 100070018	C	Interruptor neumático (100070018)
D	Passing contact switch. P/N 9024999	D	Interruptor de contacto (9024999)
E	Lubrication Hose. P/N 9070599	E	Latiguillo lubricación (9070599)

Output types Tipos de salida

Flange / Plato

SAE: 1100
1300
1400

DIN: 90
100



NOTES

1 For outputs 1 or 2 with flange 1300/DIN 100 maximum pump size is FR-110, with flange 1400, maximum pump size is FR-60.

2 In case of pump output on both 1&2 outputs, maximum pump size will be FR-60.

NOTAS

1 En salida 1 ó 2 con plato 1300/ DIN 100 máxima bomba que se puede montar es FR-110, con plato 1400, maximo tamaño de bomba FR-60.

2 Cuando las salidas 1 y 2 sean de compacto, el tamaño maximo de la bomba para ambas salidas sera FR-60.

Rear - Pneumatic
Frontal - Neumático (1:1)



Description Descripción

Power Take-off direct, internal ratio 1:1 to connect Iso 4 bolts pumps. Pneumatic shifting, mounting on rear 4 bolts-window of the Gearbox. Optional: Passing contact switch or presure switch.

Toma de fuerza directa, relación interna 1:1 para montar bombas ISO 4 taladros. Accionamiento neumático, montaje sobre el registro frontal de 4 taladros de la caja de cambios. Indicador de funcionamiento opcional.

Main Data Datos Principales

Max. Torque Par máximo	590 Lb.ft // 800 Nm
Power (1000 r.p.m.) Potencia (1000 r.p.m.)	114 C.V // 85 kW
Mounting position Lado de montaje	Rear Posterior
Pump rotation Sentido de giro de la bomba	Anti ClockWise Izquierdo
Weight Peso	5,29 lb // 2,4 Kg

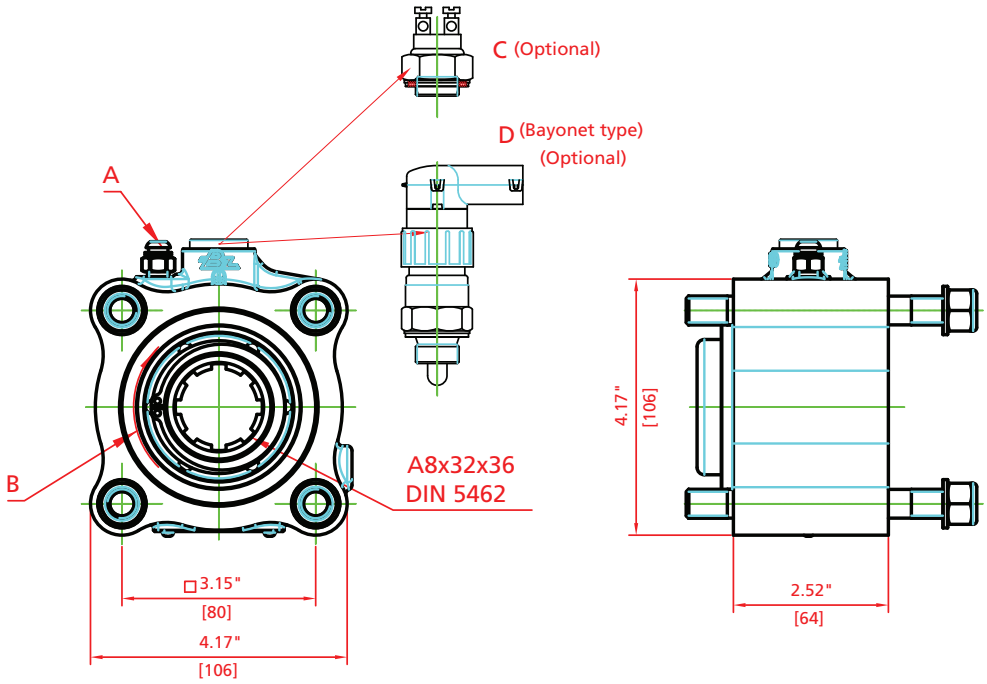
Part Numbers and Combinations Códigos y Combinaciones

Output types Tipos de salida		Flange Plato	Pump Bomba (DIN 5462)
Pneumatic shifting Accionamiento neumático		1015K02	1015K03

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ZF Base PTO

Rear - Pneumatic
Frontal - Neumático (1:1)

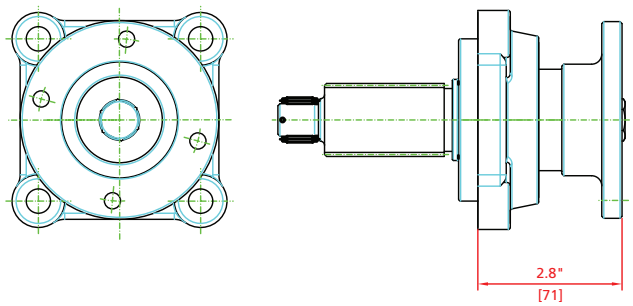


Notes Notas			
A	Air connection, thread 1/8"BSP	A	Toma de aire, rosca 1/8" GAS
B	Rotation	B	Sentido de giro
C	Pressure switch. P/N 100070018	C	Interruptor neumático. (100070018)
D	Passing contact switch. P/N 9024999	D	Interruptor de contacto. (9024999)

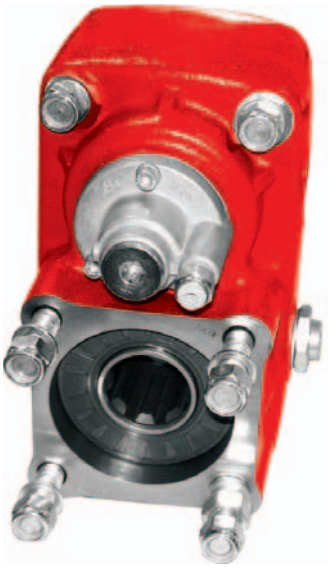
Output types Tipos de salida

Flange Adapter / Adaptador Plato

SAE:	1100	7015504
	1300	
	1400	7015604
DIN:	90	7015804
	100	7015704



Rear - Pneumatic (High Performance)
Frontal - Neumático (Altas Prestaciones)



Description Descripción

Heavy Duty Power Take-off 2 gears, mounting on rear 4 bolts-opening of the Gearbox. Pneumatic shifting, to connect Iso 4 bolts pumps. Optional: Passing contact switch.

Toma de fuerza reforzada de 2 piñones, para montar en el registro frontal de 4 taladros de la caja de cambios. Accionamiento neumatico, para montar bombas Iso 4 taladros. Indicador de funcionamiento opcional.

Main Data Datos Principales

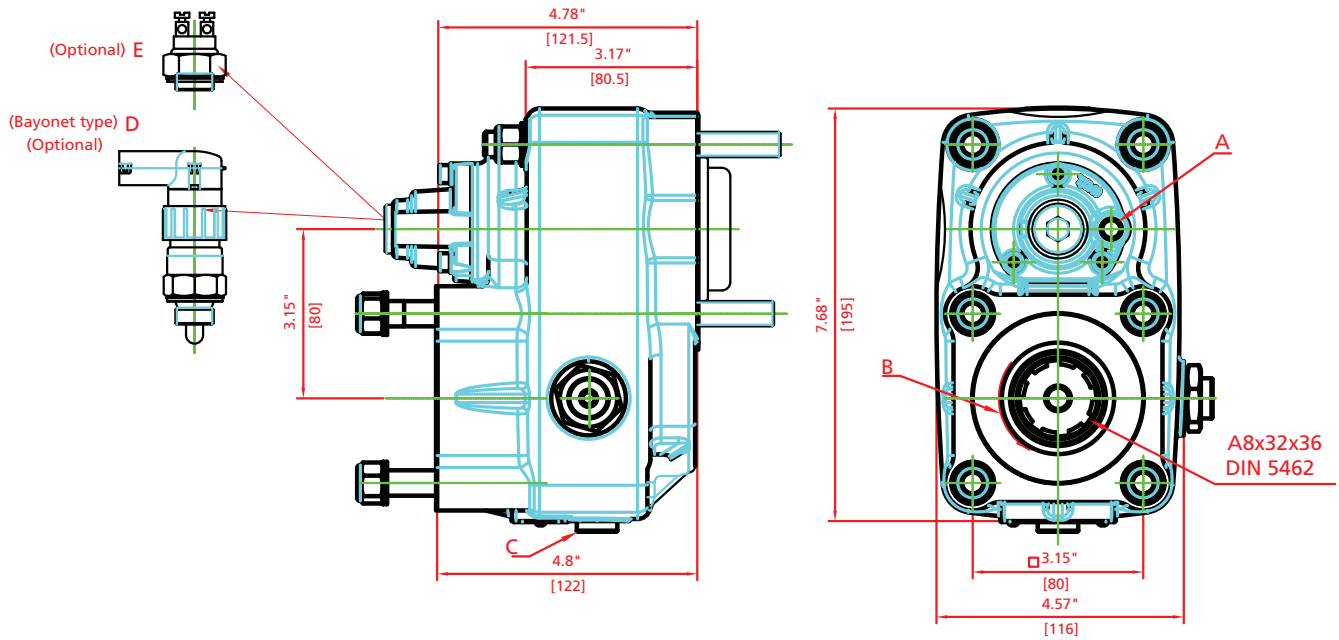
Internal Ratio Relación Interna	1: 1,04	1: 1,26
Max. Torque Par máximo	590 lb.ft // 800 Nm	516 lb.ft // 700 Nm
Power (1000 r.p.m.) Potencia (1000 r.p.m.)	85 C.V // 64 kW	70 C.V // 53 kW
Mounting position Lado de montaje	Rear Posterior	
Pump rotation Sentido de giro de la bomba	ClockWise Derecho	
Weight Peso	39.68 lb // 18 Kg	

Part Numbers and Combinations Códigos y Combinaciones

Output types Tipos de salida			Flange Plato	Pump Bomba (DIN 5462)
Internal Ratio Relación Interna	1: 1,04		1022002	1022003
	1: 1,26		1021902	1021903

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Rear - Pneumatic (High Performance)
Frontal - Neumático (Altas Prestaciones)



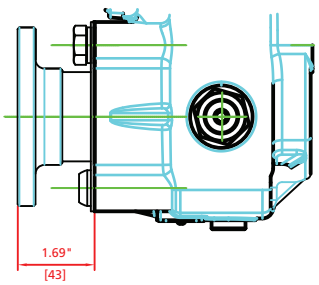
Notes Notas

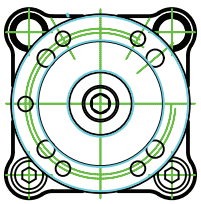
On continuous works & high torque: Install an oil cooler		Trabajo cont.-Alto par: Montar enfriador aceite	
A	Air connection, thread 1/4" BSP	A	Toma de aire, rosca 1/4" GAS
B	Rotation	B	Sentido de giro
C	Oil drain plug	C	Tapón de drenaje del aceite
D	Passing contact switch. P/N 9024999	D	Interruptor de contacto. (9024999)
E	Pressure switch. P/N 100070018	E	Interruptor neumático (100070018)

Output types Tipos de salida

Flange / Plato

SAE:	1100
	1300
	1400
DIN:	90
	100





Rear - Pneumatic
Frontal - Neumático (1: 1,32)



Description Descripción

Power Take-off two gears, internal ratio 1:1,32, to connect Iso 4 bolts pumps. Pneumatic shifting (Central Piston), mounting on rear 4 bolts-window of the Gearbox. Optional: Passing contact switch.

Toma de fuerza de dos piñones, relación interna 1:1,32, para montar bombas ISO 4 taladros. Accionamiento neumático (Pistón Central), montaje sobre el registro posterior de la caja de cambios. Indicador de funcionamiento opcional.

Main Data Datos Principales

Max. Torque Par máximo	310 Lb.ft // 420 Nm
Power (1000 r.p.m.) Potencia (1000 r.p.m.)	42 C.V // 32 kW
Mounting position Lado de montaje	Rear Posterior
Pump rotation Sentido de giro de la bomba	ClockWise Derecho
Weight Peso	9.84 lb // 11 Kg

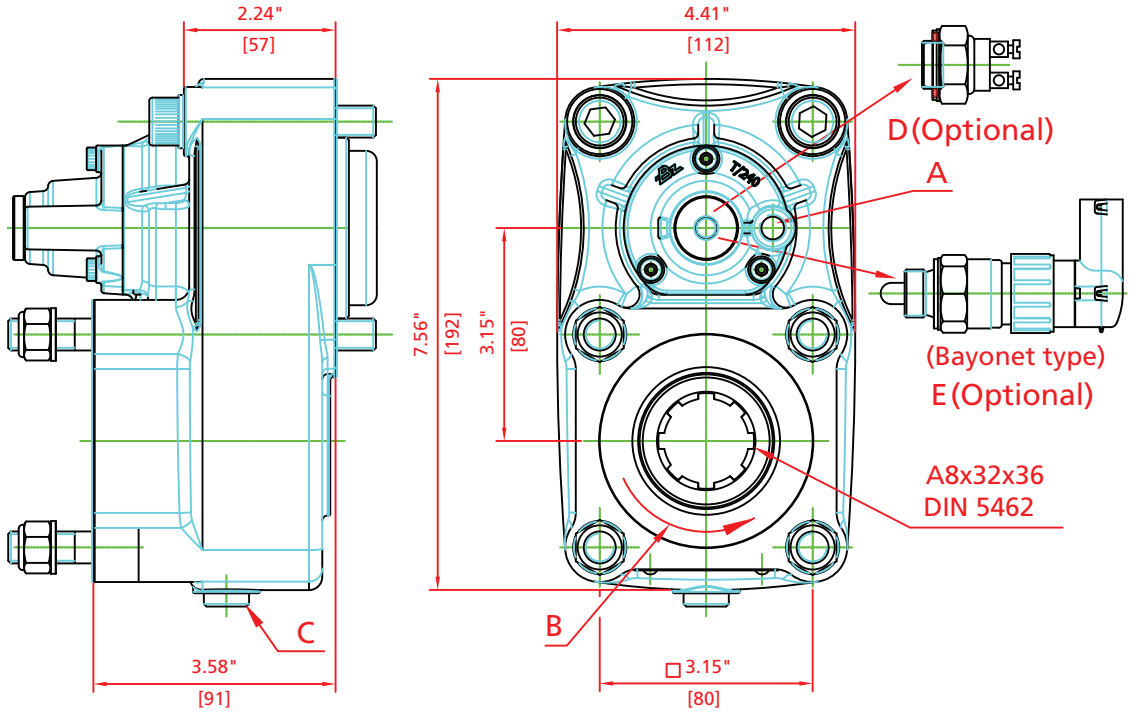
Part Numbers and Combinations Códigos y Combinaciones

Output types Tipos de salida		Flange Plato	Pump Bomba (DIN 5462)
Pneumatic shifting Accionamiento neumático		1010K02	1010K03

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ZF Base PTO

Rear - Pneumatic
Frontal - Neumático (1: 1,32)

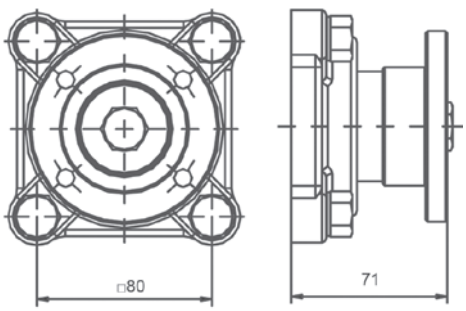


Notes		Notas	
A	Engage PTO, thread 1/8" BSP	A	Toma de aire, rosca 1/8" GAS
B	Rotation	B	Sentido de giro
C	Oil drain plug	C	Tapón de drenaje del aceite
D	Pressure switch. P/N (100070018)	D	Interruptor neumático. (100070018)
E	Passing contact switch. P/N 9024999	E	Interruptor de contacto. (9024999)

Output types Tipos de salida

SAE:	1100
	1300
	1400
DIN:	90
	100

Flange / Plato



Rear Pneumatic - Heavy Duty, Rotated
Posterior Neumático - Reforzado, girado



Description Descripción

Rear PTO with a 5th additional bolt for a better support with heavy pumps (ZF Ecosplit, Astronic and TraXon) through our integrated flanges. Pneumatic shifting, ISO 4 bolts pump rotated output.

Toma de fuerza con 5° tornillo adicional para mejor sujeción de bombas pesadas (ZF Ecosplit, Astronic y TraXon) con nuestras bridas integradas. Accionamiento neumático, salida girada para bombas ISO 4 taladros. Indicador de funcionamiento opcional de bayoneta o presostato.

Main Data Datos Principales

Relación Interna Internal Ratio	1: 1.8	1: 1.5	1: 1.3
Max. Torque Par máximo	361 lb.ft // 490 Nm	413 lb.ft // 560 Nm	465 lb.ft // 630 Nm
Power (1000 r.p.m.) Potencia (1000 r.p.m.)	75 C.V. // 56 Kw	85 C.V. // 64 Kw	96 C.V. // 72 Kw
Mounting position Lado de montaje	Rear Posterior		
Pump rotation Sentido de giro de la bomba	ClockWise Derecho		
Weight Peso	25,24 lb // 11,45 Kg		

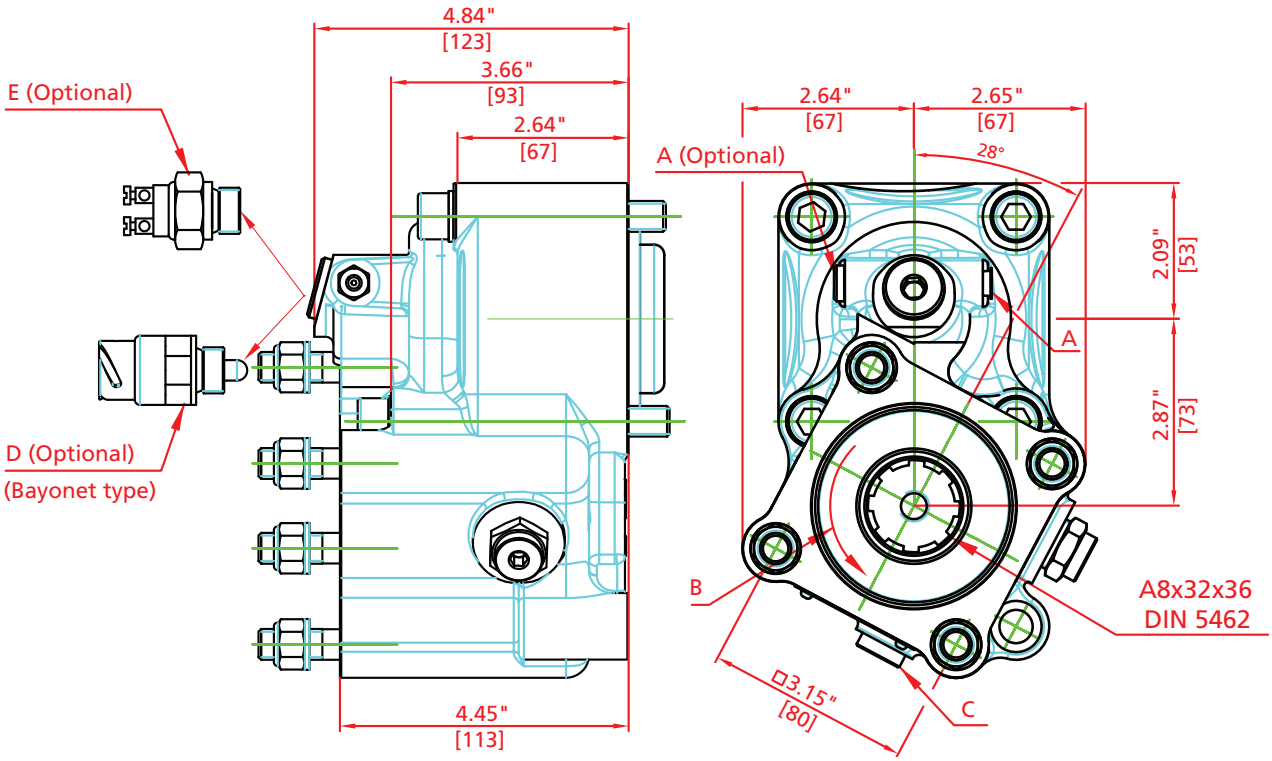
Part Numbers and Combinations Códigos y Combinaciones

Output types Tipos de salida		Flange Plato	Pump Bomba (DIN 5462)
Internal Ratio Relación Interna	1: 1.8	102K002	102K003
	1: 1.5	102K102	102K103
	1: 1.3	102K202	102K203

NOTE: It is not possible the use of adapters to change the rotation with this Power Take-off
NOTA: No es posible el uso de inversores de giro con esta Toma de Fuerza

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Rear Pneumatic - Heavy Duty, Rotated
Posterior Neumático - Reforzado, girado

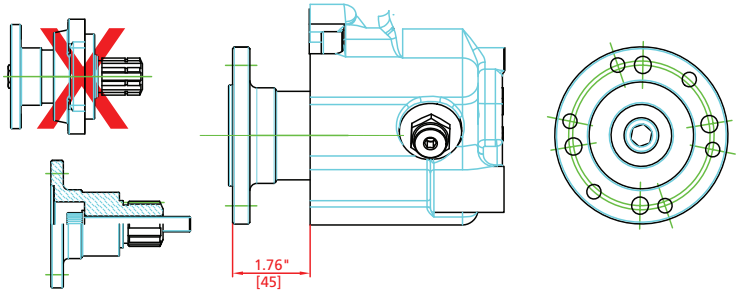


Notes		Notas	
A	Air connection, thread BSP 1/8”	A	Toma de aire, rosca 1/8” GAS.
B	Rotation.	B	Sentido de giro.
C	Oil drain plug.	C	Tapón de drenaje.
D	Passing contact switch P/N 9024999	D	Interruptor de contacto (9024999)
E	Pressure switch P/N 100070018	E	Interruptor neumático (100070018)

Output types Tipos de salida

SAE:	1100	906815
	1300	906915
	1400	907015
DIN:	90	907115
	100	907215
	120	907315

Flange / Plato



ZF Base PTO

Rear - Pneumatic
Frontal - Neumático



Description Descripción

Power Take-off two gears, mounting on rear 4 bolts-windows of the Gearbox. Pneumatic shifting and ISO 4 bolts pump rotated output.
Toma de fuerza de 2 piñones, para montar en el registro frontal de 4 taladros de la caja de cambios. Accionamiento neumático y salida girada para bombas ISO 4 taladros.

Main Data Datos Principales

Max. Torque Par máximo	310 lb.ft // 420 Nm
Power (1000 r.p.m.) Potencia (1000 r.p.m.)	42 C.V // 32 kW
Mounting position Lado de montaje	Rear Posterior
Pump rotation Sentido de giro de la bomba	ClockWise Derecho
Weight Peso	24,25 lb // 11 Kg

Part Numbers and Combinations Códigos y Combinaciones

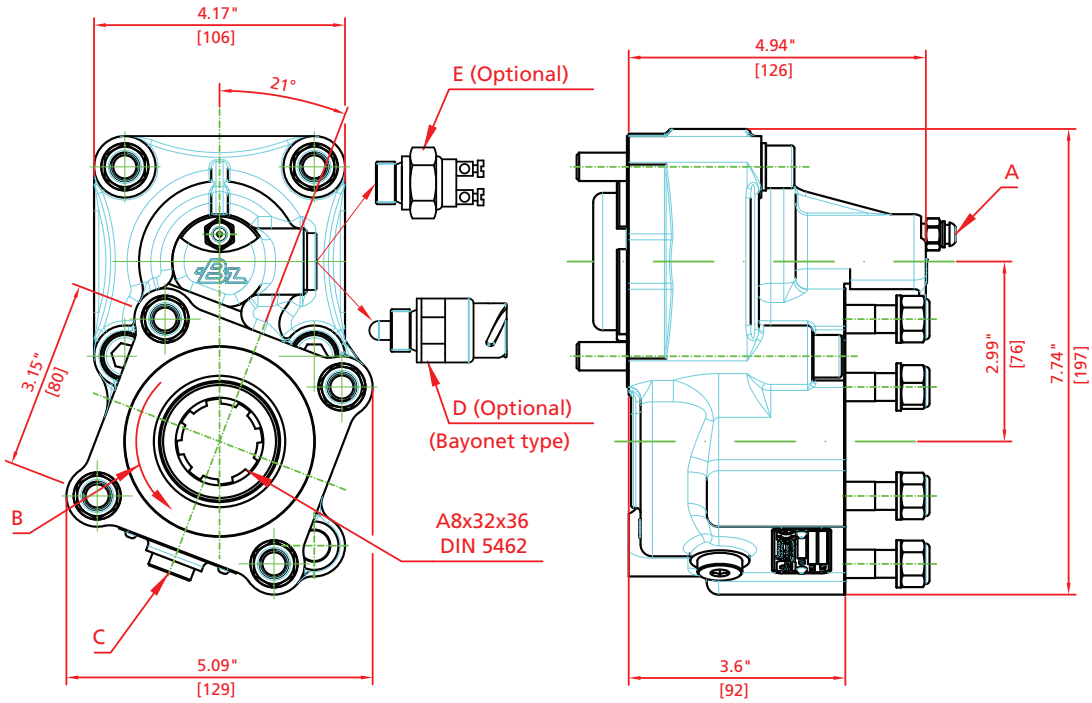
Output types Tipos de salida		Flange Plato	Pump Bomba (DIN 5462)
Internal Ratio Relación Interna 1:1.5		1026002	1026003
Internal Ratio Relación Interna 1:1.3		1028702	1028703

NOTE: It is not possible the use of adapters to change the rotation with this Power Take-off
NOTA: No es posible el uso de inversores de giro con esta Toma de Fuerza

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ZF Base PTO

Rear - Pneumatic
Frontal - Neumático



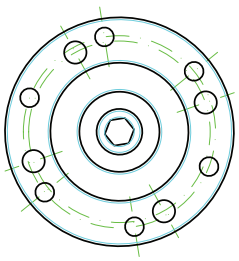
Notes Notas

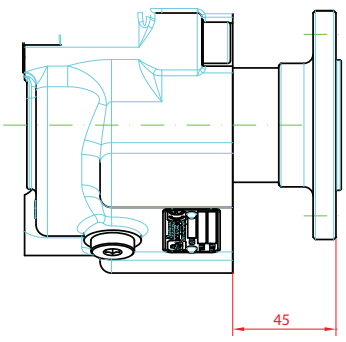
A	Engage PTO, thread 1/8" BSP	A	Toma de aire, rosca 1/8" GAS
B	Rotation	B	Sentido de giro
C	Oil drain plug	C	Tapón de drenaje del aceite
D	Passing contact switch P/N 9024999	D	Interruptor de contacto (9024999)
E	Pressure switch. P/N. 100070018	E	Interruptor neumático (100070018)

Output types Tipos de salida

SAE:	1100	906815
	1300	906915
	1400	907015
DIN:	90	907115
	100	907215
	120	907315

Flange / Plato





BEM Gear Pumps



Description Descripción

BEM series is a bi-rotational bushing style gear pump with side and rear ports. Designed and engineered for a wide range of applications offering high efficiency and performance. A wide range of flanges, shafts, displacements, and porting options available.

BEM es una serie de bomba bidireccional de engranajes con puertos laterales y traseros, adecuada para aplicaciones de alta presión debido a sus altas prestaciones y eficiencia. La serie BEM incluye una amplia variedad de opciones para cubrir la mayoría de las aplicaciones más comunes del mercado.

Part Number Breakdown Codificación PTO

SAE & NPT		BSPP	
G.P.M. @ 1000 rpm	6	Cc/rev. = l/min @ 1000 rpm	23
	8		30
	11		40
	13		45

SERIES SERIE

SIZE TAMAÑO

BE M A 6 N 34

FLOW CAUDAL

PORTS PUERTOS

N	NPT
S	SAE
B	BSPP

OUTPUT FLANGE & SHAFT TIPO DE SALIDA

A	SAE B, 13 Tooth (1)
D	DIN 5462 8 Tooth Spline
U	DIN 5463 6 Tooth Spline

THREAD ROSCA

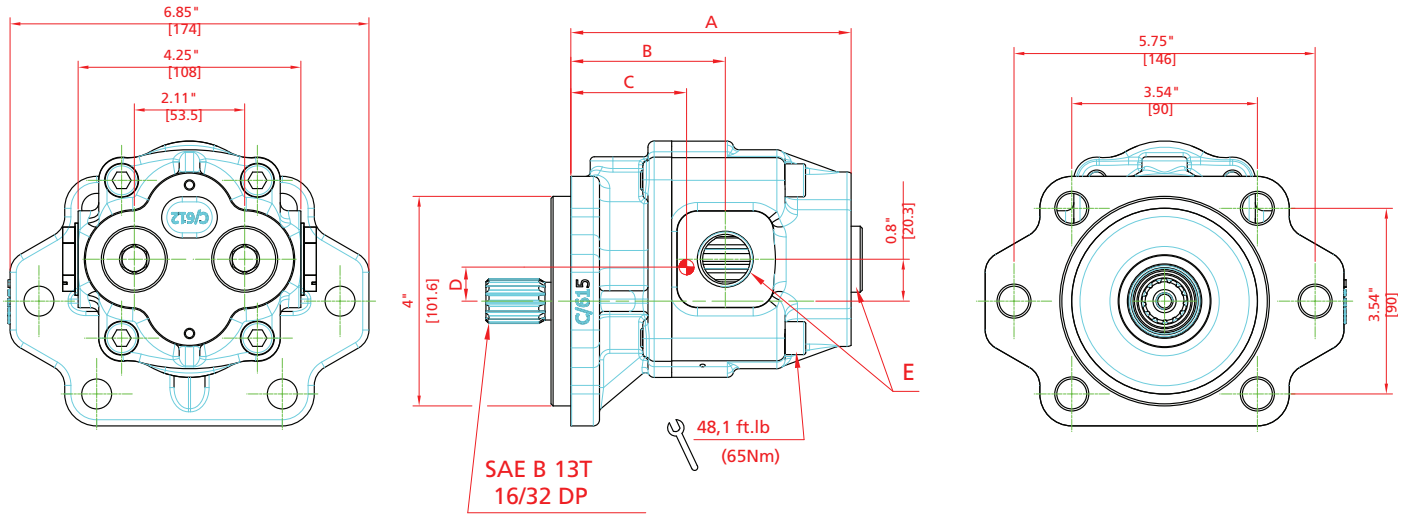
NPT	SAE #	BSPP
34	12	34
10	16	10

34 = 3/4"
10 = 1"

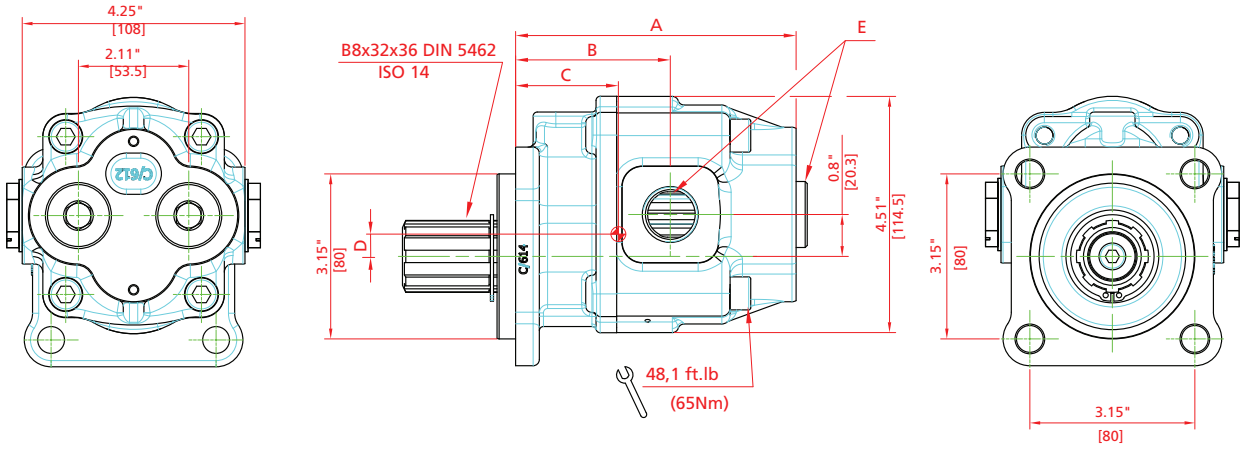
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BEM Gear Pumps

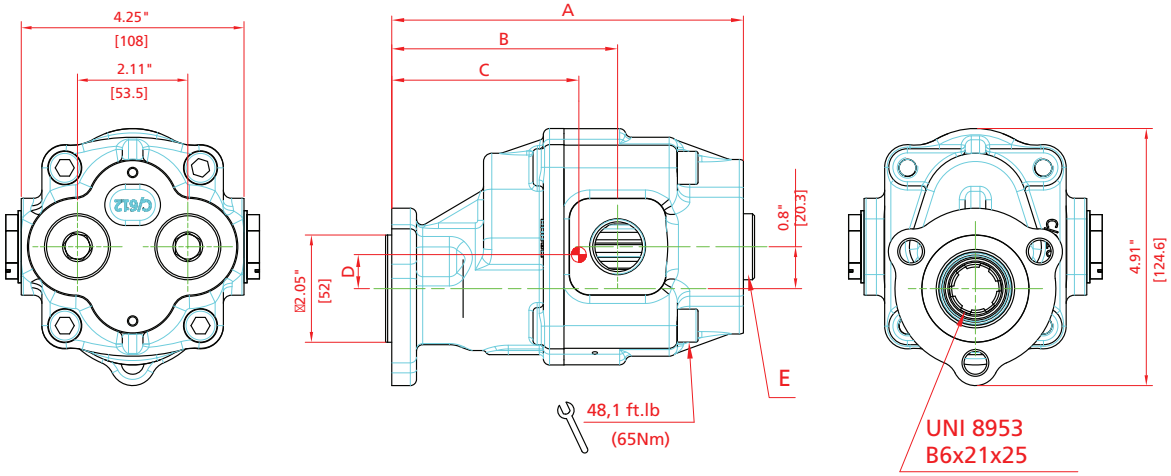
BEMA PUMP



BEMD PUMP



BEMU PUMP



BEM Gear Pumps

Main Data Datos Principales

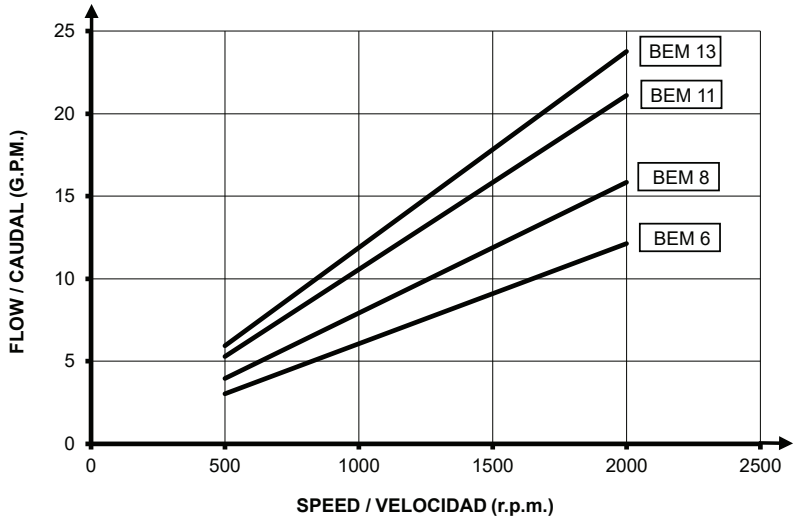
Pump Type Tipo de Bomba			BEM 6 (23)	BEM 8 (30)	BEM 11 (40)	BEM 13 (45)
Displacement Desplazamiento cu in/rev (cm3/rev)			1.403 (23)	1.769 (29)	2.501 (41)	2.806 (46)
Flow rate Caudal G.P.M. (L/min)			6 (23)	7.6 (30)	10.8 (40)	12.1 (45)
Maximum continuous pressure (P1) Presión máxima continua PSI (bar)			3600 (250)	3500 (240)	3000 (210)	2900 (200)
Max. peak pressure (P3) Presión máxima pico PSI (bar)			4400 (300)	4200 (290)	3800 (260)	3600 (250)
Speed Velocidad (r.p.m)	min. (P1)		500			
	máx. (P1)		2000			
Size Dimensiones	A	ISO / SAE	5.118 (130)	5.354 (136)	5.886 (149.5)	6.102 (155)
		UNI	6.476 (164.5)	6.713 (170.5)	7.244 (184)	7.460 (189.5)
	B	ISO / SAE	2.894 (73.5)	2.953 (75)	3.110 (79)	3.189 (81)
		UNI	4.252 (108)	4.311 (109.5)	4.469 (113.5)	4.547 (115.5)
	C	ISO / SAE	2.236 (56.8)	2.389 (60.7)	2.696 (68.5)	2.826 (71.8)
		UNI				
	D		0.641 (16.3)	0.649 (16.5)	0.665 (16.9)	0.673 (17.1)
	E	SAE	#12 or #16	#12 or #16	#12 or #16	#12 or #16
		NPT	3/4” or 1”	3/4” or 1”	3/4” or 1”	3/4” or 1”
		BSP	3/4” or 1”	3/4” or 1”	3/4” or 1”	3/4” or 1”
			52 ft.lb (70Nm)	52 ft.lb (70Nm)	52 ft.lb (70Nm)	52 ft.lb (70Nm)
Weight Peso Lb (kg)	ISO / SAE		14.77 (6.7)	15.65 (7.1)	17.19 (7.8)	17.85 (8.1)
	UNI		15.87 (7.2)	16.75 (7.6)	18.30 (8.3)	18.96 (8.6)

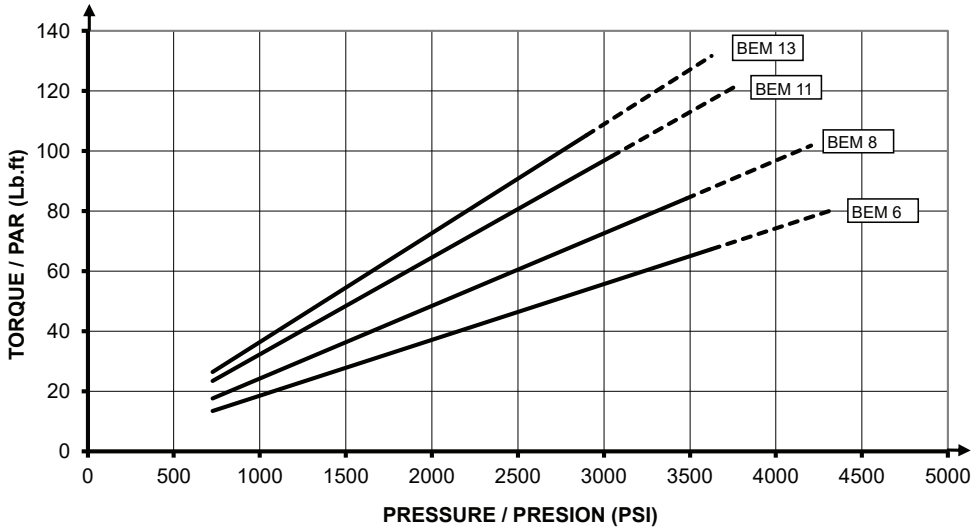
Rotation direction Dirección de Rotación — Bi-directional Reversible

Recommended Input Pressure Presión entrada recomendada	Recommended Recomendado	From Desde	To Hasta
		10.15 PSI (0.7 bar) abs	43.5 PSI (3 bar) abs
Temperatures Temperaturas		-13°F (-25°C)	+176°F (+80°C)
Recommended Oil Aceite recomendado	Mineral oil based hydraulic fluids to ISO / DIN and fire resistant fluids. Según aceites hidráulicos ISO / DIN y aceites resistentes al fuzego.		
Viscosity Viscosidad	Recommended Recomendado	From 12 to 100 mm2/s (cST) Desde 12 hasta 100 mm2/s (cST)	
	Allowed Permitido	Max. 750 mm2/s (cST)	

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Performances Curves
Curvas de Rendimiento





Important: Consult fitting Instructions Importante: Consultar instrucciones de Montaje

BE L Gear Pumps



Description Descripción

BEL series is a bi-rotational bushing style gear pump with side and rear ports. Designed and engineered for a wide range of applications offering high efficiency and performance. A wide range of flanges, shafts, displacements, and porting options available. BELS Pump includes a support bearing at the end of shaft to absorb radial loads.

BEL es una serie de bomba bidireccional de engranajes con puertos laterales y traseros, adecuada para aplicaciones de alta presión debido a sus altas prestaciones y eficiencia. La serie BEL incluye una amplia variedad de opciones para cubrir la mayoría de las aplicaciones más comunes del mercado. BELS incluye además un rodamiento de soporte en el extremo del eje para absorber cargas radiales y axiales.

Part Number Breakdown - Codificación PTO

SAE & NPT		BSPP	
G.P.M. @ 1000 rpm	13	Cc/rev. = l/min @ 1000 rpm	50
	16		60
	19		70
	22		80
	26		100
	30		120

SERIES
SERIE

SIZE
TAMAÑO

BE L A 13 N 14

FLOW
CAUDAL

PORTS
PUERTOS

N	NPT
S	SAE
B	BSPP

OUTPUT FLANGE & SHAFT
TIPO DE SALIDA

A	SAE B, 13 Tooth (1)
B	SAE BB, 15 Tooth (2)
D	DIN 5462 8 Tooth Spline
S	DIN 5462 8 Tooth Spline, Suported

THREAD
ROSCA

PUMP SIZE	NPT	SAE #	BSPP
De 50 a 80L/ min From 13 to 22 GPM	14	20	14
De 100 a 120 L/min From 26 to 30 GPM	14	20	14
	12	24	12

14 = 1 1/4"
12 = 1 1/2"

NOTES: NOTAS
(1) NOT AVAILABLE FOR 30 GAL SIZE
NO DISPONIBLE PARA 30 GAL.

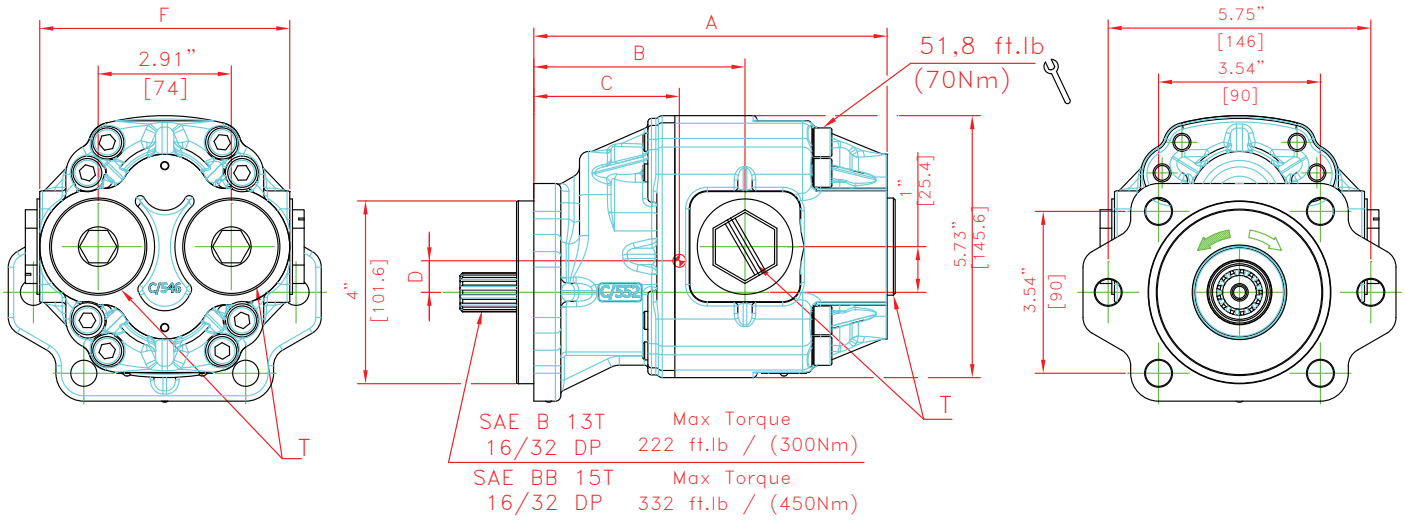
(2) ONLY AVAILABLE FOR 26 AND 30 GAL SIZES
SOLO DISPONIBLE PARA TAMAÑO DE 26 Y 30 GALONES

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BE L Gear Pumps

BEL Series

BELA / BELB PUMP - SAE B 13T, SAE BB 15T



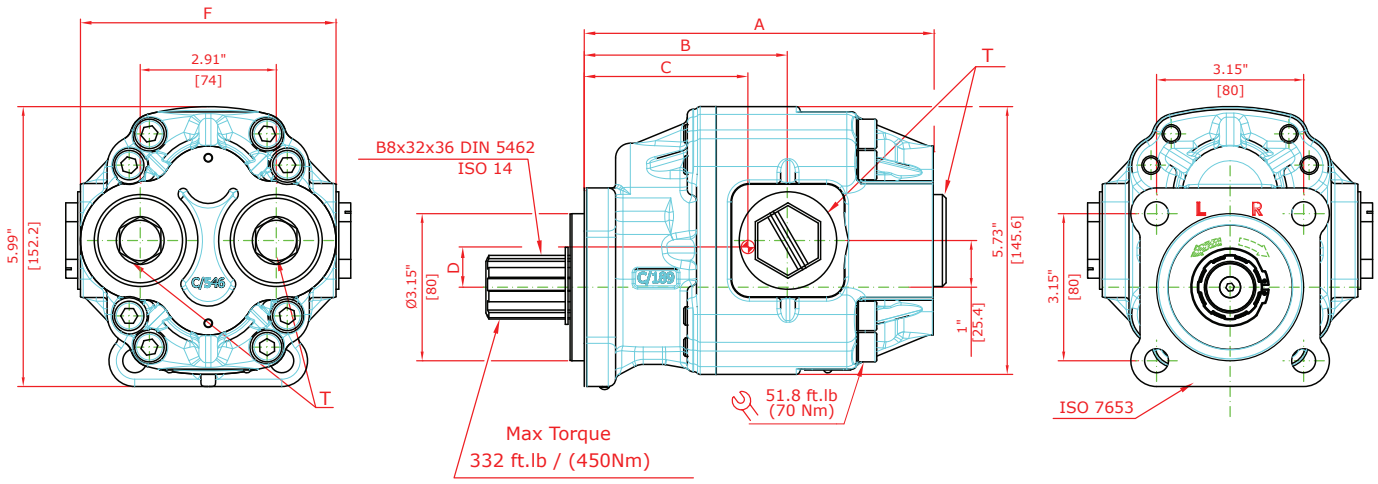
Main Data Datos Principales

Pump Type / Tipo de Bomba			BELA 13 (13T) (50)	BELA 16 (13T) (60)	BELA 19 (13T) (70)	BELA 22 (13T) (80)	BELA 26 (13T) (100)	BELB 26 (15T) (100)	BELB 30 (15T) (120)
Displacement / Desplazamiento cu in/rev (cm3/rev)			3.05 (50)	3.66 (60)	4.27 (70)	4.88 (80)	6.1 (100)		7.02 (115)
Flow rate / Caudal G.P.M. (L/min)			13.2 (50)	15.9 (60)	18.5 (70)	21.1 (80)	26.4 (100)		30.4 (115)
Maximum continuous pressure (P1) / Presión máxima continua PSI (bar)			4000 (280)	3800 (260)	3500 (240)	2700 (190)	2600 (180)	2900 (200)	2700 (190)
Max. peak pressure (P3) / Presión máxima pico PSI (bar)			4300 (300)	4200 (290)	4000 (270)	3200 (220)	2700 (190)	3200 (220)	3200 (220)
Speed / Velocidad (r.p.m)	min. (P1)		500						
	máx. (P1)		2750			2500			
Size / Dimensiones in (mm)	A		6.98 (177.3)	7.24 (183.9)	7.48 (189.9)	7.73 (196.4)	8.27 (210)		8.66 (219.9)
	B		4.23 (107.4)	4.46 (113.4)	4.39 (111.4)	4.66 (118.4)	4.43 (112.4)		4.82 (122.4)
	C		3.53 (89.7)	3.61 (91.7)	3.81 (96.9)	3.94 (100)	4.21 (107)		4.38 (111)
	D		0.88 (21.3)	0.84 (21.4)	0.86 (21.8)	0.86 (21.8)	0.87 (22.1)		0.96 (23.5)
	F		5.24 (133)		5.47 (139)		5.47 (139)		
	T	SAE	#20				#20 or #24		#20 or #24
		NPT / BSPP	1¼"				1¼" or 1½"		1¼" or 1½"
Weight / Peso Lb (kg)			28.5 (12.9)	29.8 (13.5)	31.32 (14.1)	32.63 (14.8)	35.71 (16.2)		35.2 (16)

* The maximum RPM and pressure ratings shown above are calculated under specific operating conditions. For more detailed information on your particular application needs please contact the Bezares Customer Service team.
Los datos de Velocidad máxima y presión mostrados arriba han sido calculados en condiciones específicas de trabajo. Si desea una información más personalizada para su aplicación, consulte con nuestro departamento post-venta.*.

BE L Gear Pumps

BELD PUMP - ISO 4 Bolt



Main Data Datos Principales

Pump Type / Tipo de Bomba			BELD 13 (50)	BELD 16 (60)	BELD 19 (70)	BELD 22 (80)	BELD 26 (100)	BELD 30 (120)
Displacement / Desplazamiento cu in/rev (cm3/rev)			3.05 (50)	3.66 (60)	4.27 (70)	4.88 (80)	6.1 (100)	7.02 (115)
Flow rate / Caudal G.P.M. (L/min)			13.2 (50)	15.9 (60)	18.5 (70)	21.1 (80)	26.4 (100)	30.4 (115)
Maximum continuous pressure (P1) / Presión máxima continua PSI (bar)			4000 (280)	3800 (260)	3500 (240)	3200 (220)	2900 (200)	2700 (190)
Max. peak pressure (P3) / Presión máxima pico PSI (bar)			4300 (300)	4200 (290)	4000 (270)	3600 (250)	3200 (220)	3200 (220)
Speed / Velocidad (r.p.m)	min. (P1)		500					
	máx. (P1)		2750			2500		
Size / Dimensiones in (mm)	A		6.72 (170.8)	6.99 (177.5)	7.22 (183.3)	7.48 (190)	8.01 (203.5)	8.40 (213.3)
	B		3.97 (100.8)	4.20 (106.8)	4.11 (104.5)	4.40 (111.8)	4.17 (105.8)	4.56 (115.8)
	C		3.42 (87)	3.50 (89)	3.71 (94.2)	3.84 (97.5)	4.13 (104.78)	4.29 (109)
	D		0.86 (21.8)	0.86 (21.9)	0.89 (22.5)	0.89 (22.5)	0.89 (22.6)	0.94 (24)
	F		5.24 (133)	5.24 (133)	5.47 (139)	5.47 (139)	5.47 (139)	5.47 (139)
	T	SAE	#20	#20	#20	#20	#20 or #24	#20 or #24
		NPT / BSPP	1¼"	1¼"	1¼"	1¼"	1¼" or 1½"	1¼" or 1½"
Weight / Peso Lb (kg)			28.21 (12.8)	29.76 (13.5)	31.30 (14.2)	34.17 (15.5)	37.48 (17)	39.02 (17.7)

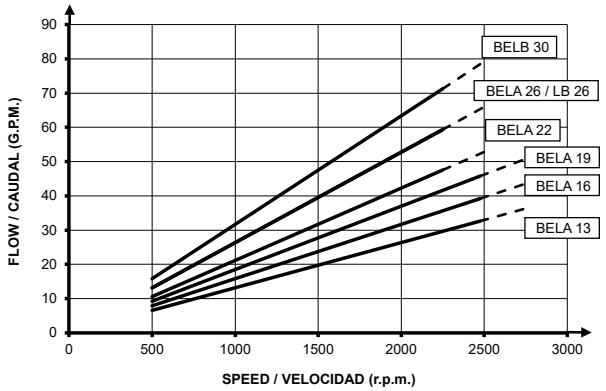
* The maximum RPM and pressure ratings shown above are calculated under specific operating conditions. For more detailed information on your particular application needs please contact the Bezares Customer Service team.
Los datos de Velocidad máxima y presión mostrados arriba han sido calculados en condiciones específicas de trabajo. Si desea una información más personalizada para su aplicación, consulte con nuestro departamento post-venta.

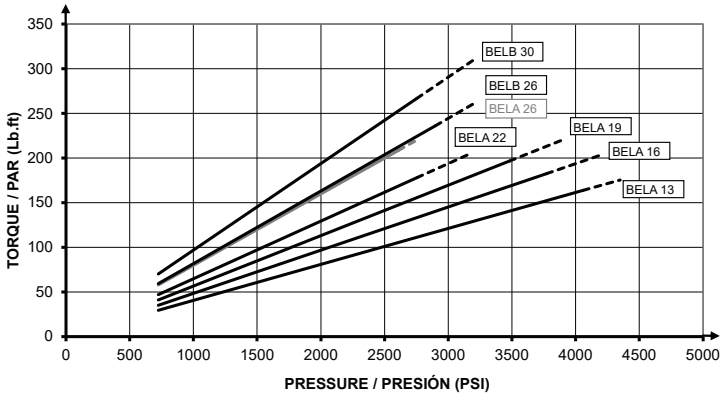
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BE L Gear Pumps

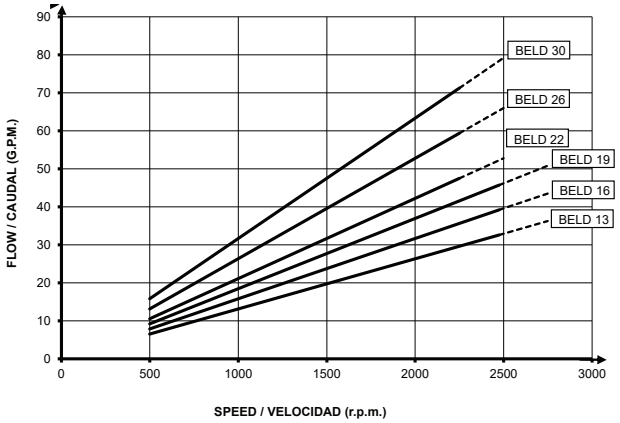
BEL Series

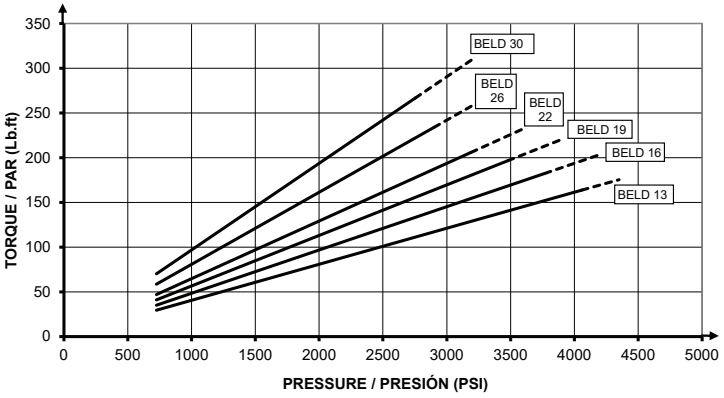
BELA / BELB PUMP





BELD PUMP





Rotation Dirección de Rotación		Bi-directional Reversible	
Input Pressure Presión de Entrada	Recommended Recomendado	From Desde	To Hasta
		10.15 PSI (0.7 bar) abs	43.5 PSI (3 bar) abs
Temperatures Temperaturas		-13°F (-25°C)	+176°F (+80°C)
Recommended Oil Aceite recomendado	Mineral oil based hydraulic fluids to ISO / DIN and fire resistant fluids. Según aceites hidráulicos ISO / DIN y aceites resistentes al fuzego.		
Viscosity Viscosidad	Recommended Recomendado	From 12 to 100 mm2/s (cST) Desde 12 hasta 100 mm2/s (cST)	
	Allowed Permitido	Up to 750 mm2/s (cST)	

FR
Series

FR Piston Pump



Description Descripción

This line of fixed displacement bent axis piston pumps were developed with spherical head pistons. This provides extremely high performance and high pressure ratings on a long life span unit. Flow rates range from 10.5 to 29 GPM. These style pumps-motors are extremely efficient and very compact for easier and inexpensive installations compared to some of the more conventional bearing and bushing designs seen in the market today. Bent Axis pumps-motors will mount directly to virtually any Bezares PTO in our extensive line.

Esta es una bomba de pistones en ángulo de desplazamiento fijo, elaborada en el marco del diseño de los pistones de cabeza esférica. Esto da a la bomba un muy alto rendimiento, siguiendo los standard de montaje europeos. Por lo que esta bomba se puede montar directamente en la mayor parte de las Tomas de Fuerza en el mundo.

Datos Principales Main Data

Pump Type Tipo de Bomba		5.5	8.4	10.4	15.8	20.8	28.9
P/N Código (CW Derecha)	ISO	**5041806**	**5042006**	**5042206**	**5042406**	**5061006**	**5042806**
	SAE	-	-	**5045406 (z=13)**	**5045606 (z=13)**	**5058906 (z=15)**	**5046006 (z=15)**
P/N Código (CCW Izquierda)	ISO	**5041906**	**5042106**	**5042306**	**5042506**	**5061106**	**5042906**
	SAE	-	-	**5045306 (z=13)**	**5045506 (z=13)**	**5059006 (z=15)**	**5045906 (z=15)**
Displacement Desplazamiento (cu in/ rev)		1.22	1.83	2.44	3.66	4.88	6.71
Pressure máx. Presión max. (PSI)	ISO	5076	5076	5076	5076	5076	5076
	SAE	-	-	4500	4500	4500	4000
Speed Velocidad r.p.m.	max. cont	2000	1800	1800	1500	1500*	1500*
	max. int.	2600	2400	2400	2200	2000	2000
Power Kw Potencia	cont.	25	36	33	40	47	66
	máx.int	35	48	46	56	66	88
Weight Peso (lb)	ISO	16.75	16.97	20.94	22.04	33.06	33.06
	SAE	-	-	22	23.72	34.39	34.39

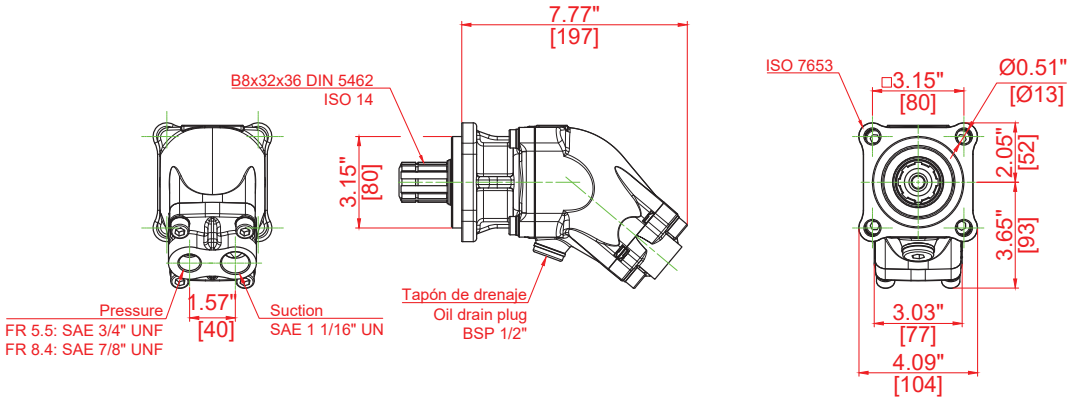
***1700 rpm with suction hose Ø2 1/2"**
***1700 rpm con manguera de aspiración Ø2 1/2"**

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FR Piston Pump

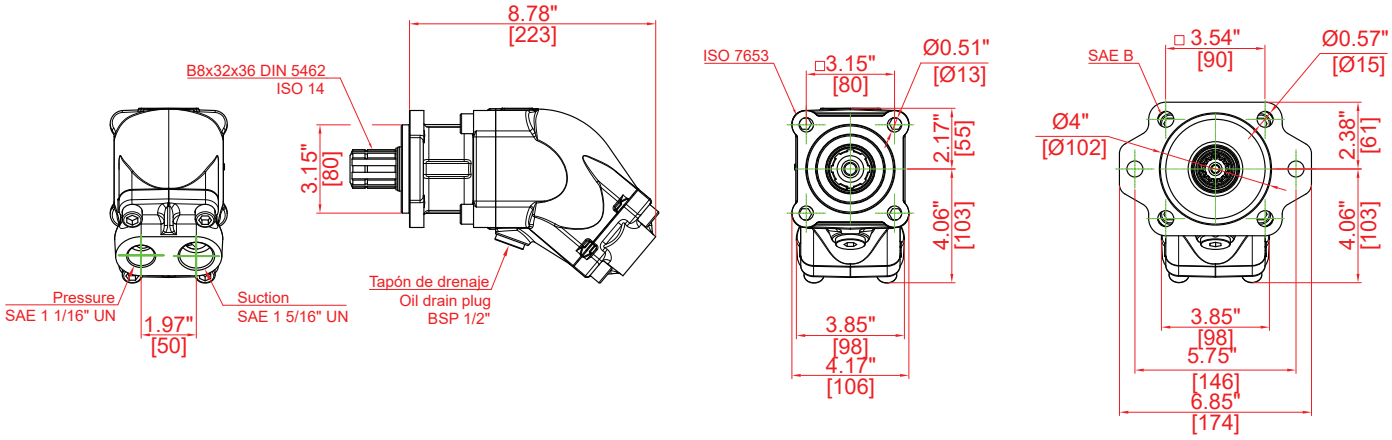
FR 5.5/8.4



FR 10.4/15.8

(SAE B FLANGE Z=13)

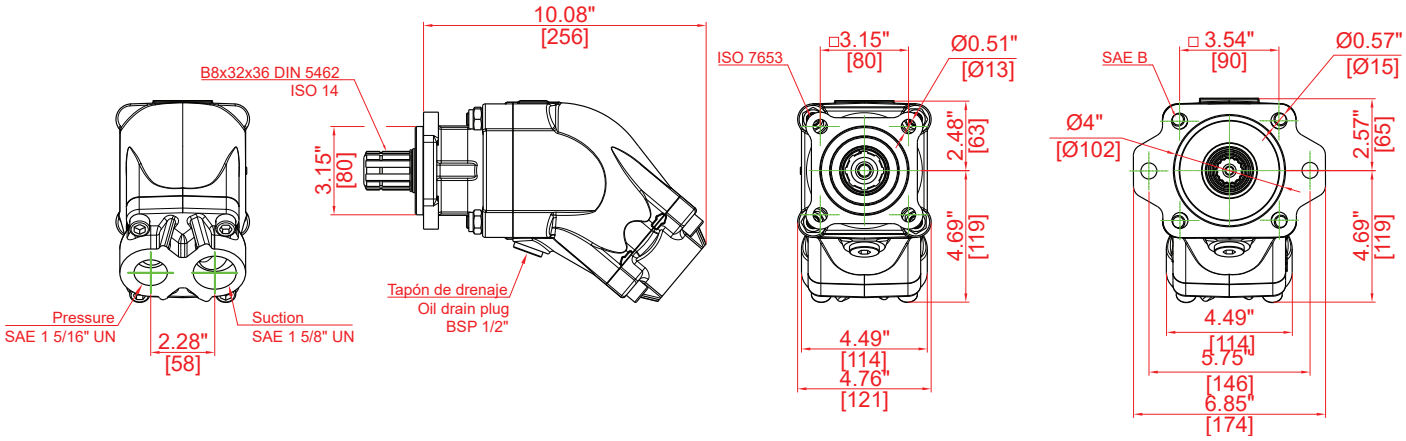
FRB 10.4/15.8



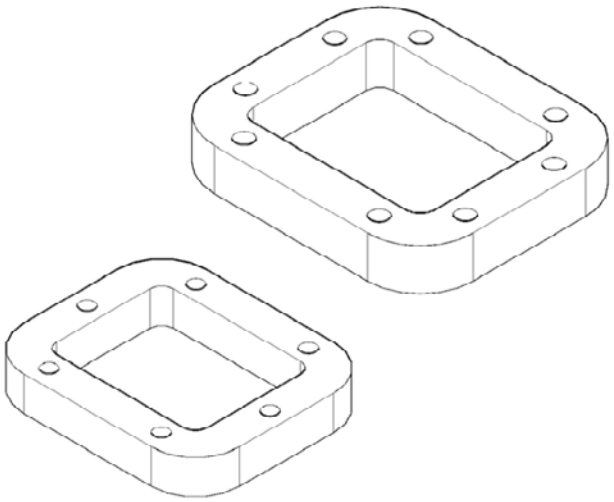
FR 20.8/28.9

(SAE BB FLANGE Z=15)

FRBB 20.8/28.9

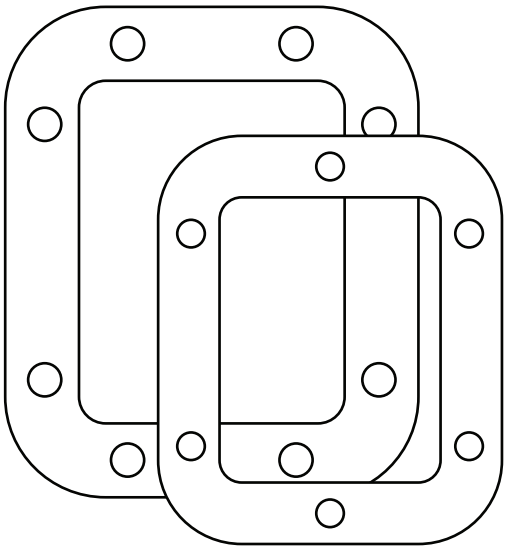


6 & 8 bolt Shims: 1000 / 1010 / 2000 / 2010 Series



PART	DESCRIPTION
6140S	6 bolt spacer. 0.140" (3.55 mm)
6165S	6 bolt spacer. 0.165" (4.19mm)
6187S	6 bolt spacer. 0.187" (4.75mm)
6200S	6 bolt spacer. 0.200" (5.08mm)
6240S	6 bolt spacer. 0.240" (6.09 mm)
6400S	6 bolt spacer. 0.400" (10.16mm)
6500S	6 bolt spacer. 0.500" (12.7 mm)
6550S	6 bolt spacer. 0.550" (13.97mm)
6562S	6 bolt spacer. 0.562" (14.275mm)
6700S	6 bolt spacer. 0.700" (17.78mm)
6800S	6 bolt spacer. 0.800" (20.32mm)
8190S	8 bolt spacer. 0.190" (4.826mm)
8248S	8 bolt spacer. 0.248" (6.29mm)
8295S	8 bolt spacer. 0.295" (7.49mm)
8600S	8 bolt spacer. 0.600" (15.24mm)
8700S	8 bolt spacer. 0.700" (17.78mm)

Gaskets



PART	DESCRIPTION
GA091	RA flange gasket
GA4015EC	End cover gasket 0.015" thick
GA4015SC	Shifter cover gasket
GA6010	6 bolt pattern .010 thickness
GA6015	6 bolt pattern .015 thickness
GA6020	6 bolt pattern .020 thickness
GA6032	6 bolt pattern .032 thickness
GA6062	6 bolt pattern .062 thickness
GA6093	6 bolt pattern .093 thickness
GA6125	6 bolt pattern .125 thickness
GA8010	8 bolt pattern .010 thickness
GA8015	8 bolt pattern .015 thickness
GA8020	8 bolt pattern .020 thickness
GA8032	8 bolt pattern .032 thickness
GA8062	8 bolt pattern .062 thickness
GA8093	8 bolt pattern .093 thickness
GA8125	8 bolt pattern .125 thickness

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Stud Kits

PART	DESCRIPTION
S1	6 bolt SAE mounting stud Kit - 50mm (furnished with 6 bolt pto)
S2	8 bolt SAE mounting stud Kit - 53mm (furnished with 8 bolt pto)
S3	6 bolt SAE mounting stud Kit - 57 mm
S4	8 bolt SAE mounting stud Kit
S5	6 bolt SAE mounting stud Kit - 63 mm
S6	8 bolt SAE mounting stud Kit
S7	6 bolt SAE mounting stud Kit - 63mm
S8	8 bolt SAE mounting stud Kit
S9	6 bolt SAE mounting stud Kit
S10	8 bolt SAE mounting stud Kit
S11	6 bolt SAE mounting stud Kit

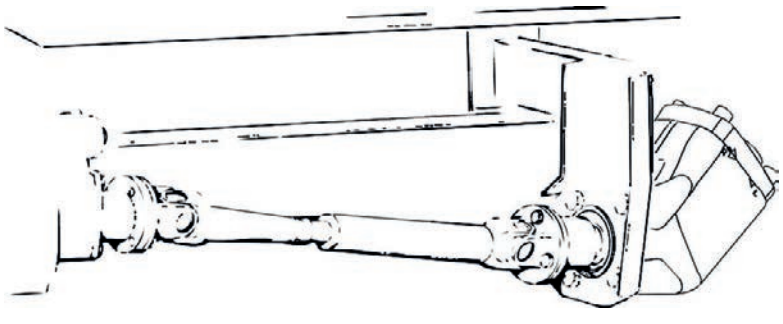
PART	DESCRIPTION
M1	6 bolt metric mounting stud Kit (required on all FRO fuller transmissions)
M2	8 bolt metric mounting stud Kit (required on all FRO fuller & Endurant transmissions)
M5	6 bolt metric mounting stud Kit
M7	6 bolt metric mounting stud Kit
M9	6 bolt metric mounting stud Kit
M11	6 bolt metric mounting stud Kit
M17	6 bolt metric mounting stud Kit

Input Gears

#	Description	N° of teeth
01	6 Pitch 20° SPUR - FULLER SERIES R/675	22
02	5 Pitch 20° SPUR - UNIVERSAL R/683	19
03	6 Pitch 17° 30’ SPUR - SPICER R/736	22
04	6 Pitch 25° SPUR - ALLISON CLT700 R/965	23
05	6 Pitch 17° 30’ - 26° 10’ 37’’ LH - SPICER R677	21
06	6.100 Pitch 25° - 18° 40’ 48’’ RH - FULLER TREMEC R/679	22
07	6.540 Pitch 18° 27’ 54’’ - 23° 26’ 48’’ LH Â - NAVISTAR R/693	23
08	7 Pitch 17° 30’ - 28° 04’ 23’’ LH - SPICER R/682	24
09	7 Pitch 20° - 20° RH - SPICER R/684	25
10	7 Pitch 20° - 20° LH - CHEVY R/678	25
11	7.36 Pitch 20° - 24° LH - CHEVY-SPICER R/699	25
13	7.62 Pitch 18° 29’ 20’’ - 23° 12’ 57’’ LH - NEW PROCESS R/718	26
14	10.1 Pitch 20° SPUR - FULLER R/737	39
15	6.100 Pitch 25° - 32° 30’ LH - FS4005C /4205C R/717	19
16	10.3673 Pitch 20° - 28° LH - ZF R/716	36
17	6.35 Pitch 20° - 22° LH - EATON 6305A R/680	22
18	6.100 Pitch 20° 30’ - 29° LH - FS3005 /4005AB R/681	19
20	7.9375 Pitch 22° 29’ 55’’ - 30° LH - DODGE R/701	26
21	10.16 Pitch 17° - 28° LH - S5-42/5.72 R/676	29
22	6.100 Pitch 25° - 32° 16’ 48’’ LH - EATON FULLER R/738	18
23	5.700 Pitch 25° - 38° 42’ LH - EATON FS3005B R/714	17
24	6.4800 Pitch 17° 39’ 10’’ SPUR - MACK R/695	23

#	Description	N° of teeth
25	7.500 Pitch 22° - 15° LH - EATON FS7206A R/715	28
26	6.5 Pitch 20° - 23° LH - EATON 6105B R/918	19
27	10.10 Pitch 21° 30’ SPUR - EATON FULLER R/692	40
28	7.0 Pitch 23° - 26° LH - FULLER R/771	24
30	7 Pitch 25° - 30° 46’ 48’’ LH - EATON FULLER R/698	22
33	6 Pitch 17° 30’ - 22° 15’ LH - SPICER R/697	21
34	7.00 Pitch 17° 30’ - 18° LH - SPICER R/696	26
36	6 Pitch 20° - 17° 40’ 41” LH - NEW PROCESS R/739	22
39	8.0829 Pitch 20° - 30° LH - WARNER R/741	26
41	8.0829 Pitch 20° - 30° LH - WARNER R/743	27
42	6.649 Pitch 20° - 21° 30’ LH - FULLER R/770	23
50	9.229 Pitch 20° - 36° 2’ LH - ZF 6S-750 R/694	26
51	7.0 Pitch 22° 30’ - 19° LH - DODGE R/702	25
52	9.96 Pitch 20° - 28° 30’ LH - ZED F R/700	34
55	6.7733 Pitch 22° 30’ - 23° 51’ 56’’ LH - MACK/RENAULT R/748	23
57	6.35 Pitch 20° SPUR - ZED F R/740	23
60	6.004 Pitch 20° SPUR - ALLISON	25
61	9.236 Pitch 20° - 36° LH - FORD R/754	26
63	10.16 Pitch 20° - 19° 15’ 22’’ RH - ALLISON WORLD TRANS	49
64	6.864 Pitch 20° SPUR - ALLISON 1000/2000/2400 series	26
65	14.229 Pitch 0° 17’ 59’’ SPUR - FORD TorqueShift 3900 Series	57
66	8.38 Pitch 17° 30’ - 33° 6’ LH - FULLER R/862	27
67	8.466 Pitch 20° SPUR - AISIN	32
68	8.10 Pitch 20° - 29° 28’ 12’’ LH - TREMEC R/897	27
69	9.407 Pitch 17° 30’ - 26° 28’ LH - 1200 Series Dodge G-56	32
70	8.03 Pitch 17° 30’ - 29° 57’ 58’’ LH - MERCEDES G60 R/956	28
72	9.719 Pitch 19° SPUR - EATON RTS11909 G/054	38
73	9.547 Pitch 20° - 19° 44’ 6’’ LH - CATERPILLAR CX28/31/35	45
75	8.048 Pitch 20° - 28° 58’ RH - EATON ENDURANT HD G/210	27
77	7.165 Pitch 20° SPUR - EATON ENDURANT XD, XD Pro G/227	25

Universal Joint Angles



Shaft Speed (r.p.m.)	Max. Operating Angle
500	11°30’
1000	11°30’
1500	11°30’
2000	8°40’
2500	7°00’
3000	5°50’

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Universal Joint Torques

Size	1000	1280	1310	1410
Torque Lb.Ft (Nm)	160 (215)	320 (430)	500 (680)	660 (890)

*Driveshaft applications are dependent on many factors such as: torque, shaft lenght, cardan series and speed.

Suggested PTO Percentages

TYPE	Engine r.p.m.	PTO %
Aerial ladder and platforms	800-1500	80-130
Aerial bucket manlifts	800-1200	80-130
Aerial cranes digger derricks	800-1200	80-130
Auto carriers	idle	125-210
Auto tow trucks	idle-1200	90-120
Heavy-duty tow trucks	1000-1500	90-130
AIR COMPRESSORS		
85 ft. per min capacity	1200-2000	100
125 ft. per min capacity	1200-2000	100
180 ft. per min capacity	1200-2000	100
Blowers pneumatic (Normally uses 1 ¼" round shaft)	1500-3500	150-250
DUMP BODIES		
Small single axle	1000-2000	50-80
Medium single-tandem	1000-2000	80-100
Large tri-axle	1000-2000	60-130
Dump trailers	1000-2000	80-130
Dump trailers with moving floor	1000-1800	80-130
HYDRAULIC PUMPS		
1-15 gpm	idle-3000	80-130
16-35 gpm	idle-3000	80-130
36+ gpm	idle-3000	80-130
PRODUCT PUMPS		
Refuse	1000-1800	80-130
Snow plows	1000-3000	60-90
Spreaders mechanical	1200-2500	45-60
Spreaders hydraulic	1200-2500	75-90
Tailgates	idle	60-75
Walking floors	1000-1500	125-175
WINCHES (see hydraulic pumps)		

PTO Application

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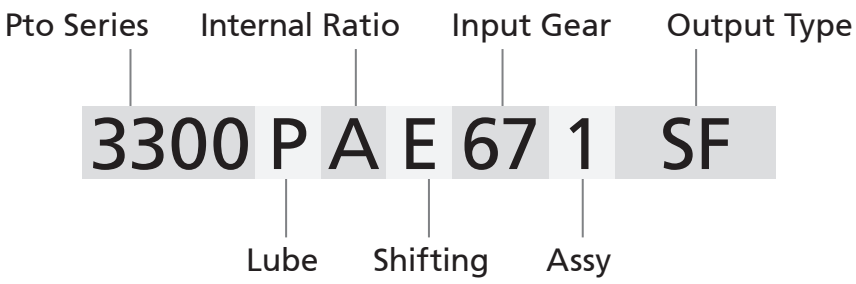
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EXAMPLE:



Aisin

450-43LE **A443** **A443E** **A445** **MO35A4**

AIS.01

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1000		B (55)			250	49	M1A	(AI1,3)		ENG	67	
		C (73)		112	250	49	M1A	(AI1,3)		ENG	67	
3300		Z (40)			250	49	M1A	(AI1,3)		ENG	67	
		A (50)		76	250	49	M1A	(AI1,3)		ENG	67	
		B (55)		100	250	49	M1A	(AI1,3)		ENG	67	
		C (73)		112	250	49	M1A	(AI1,3)		ENG	67	

GENERAL NOTES:

All Aisin transmissions require special metric mounting studs, m10-1.25 X 50mm (bz#117020053) and special hose kits to fit the transmission pressure and lube ports.

There is limited direct mount pump clearance.

FOOT NOTES:

AI1: Requires Lube Hose assembly PLH399A (BZ #9041399) and Pressure Hose (for electric/hydraulic shift) assembly PLH499A (BZ #9041499).

AI3: PTO speeds will vary due to Torque Converter slippage.

A465 **AX45X2** **MO36A6** **MY600**

AIS.02

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
3300		Z (40)			250	49	M1A	(AI1,3)	GA6032	ENG	67	
		A (50)		108	250	49	M1A	(AI1,3)	GA6032	ENG	67	
		B (55)		119	250	49	M1A	(AI1,3)	GA6032	ENG	67	
		C (73)		157	250	49	M1A	(AI1,3)	GA6032	ENG	67	

GENERAL NOTES:

All Aisin transmissions require special metric mounting studs, m10-1.25 X 50mm (bz#117020053) and special hose kits to fit the transmission pressure and lube ports.

There is limited direct mount pump clearance.

FOOT NOTES:

AI1: Requires Lube Hose assembly PLH399A (BZ #9041399) and Pressure Hose (for electric/hydraulic shift) assembly PLH499A (BZ #9041499).

AI3: PTO speeds will vary due to Torque Converter slippage.

For complete part numbers, consult the PTO Series section (page 25)

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Aisin

AS68RC AS69RC

AIS.03

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
	3300	Z (40)			250	49	M1A	DODGE (AI1,2,3)		ENG	67	
		A (50)		108	250	49	M1A	DODGE (AI1,2,3)		ENG	67	
		B (55)		119	250	49	M1A	DODGE (AI1,2,3)		ENG	67	
		C (73)		157	250	49	M1A	DODGE (AI1,2,3)		ENG	67	

GENERAL NOTES:

All Aisin transmissions require special metric mounting studs, m10-1.25 X 50mm (bz#117020053) and special hose kits to fit the transmission pressure and lube ports.

There is limited direct mount pump clearance.

Dodge-Converter lock up at 1200 RPM engine. PTO aperture added to driver's side, which requires a special low profile PTO. Use the same PTO drive gear for both sides/apertures as AS68RC.

FOOT NOTES:

AI1: Requires Lube Hose assembly PLH399A (BZ #9041399) and Pressure Hose (for electric/hydraulic shift) assembly PLH499A (BZ #9041499).

AI2: Clearance for PTO and pump mounting is very limited. Check installation envelope before attempting installation.

AI3: PTO speeds will vary due to Torque Converter slippage.

A460 A860E (Hino)

AIS.04

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
	3300	Z (40)			250	49	M1A	(AI1,3)		ENG	67	
		A (50)		98	250	49	M1A	(AI1,3)		ENG	67	
		B (55)		108	250	49	M1A	(AI1,3)		ENG	67	
		C (73)		144	250	49	M1A	(AI1,3)		ENG	67	

GENERAL NOTES:

All Aisin transmissions require special metric mounting studs, m10-1.25 X 50mm (bz#117020053) and special hose kits to fit the transmission pressure and lube ports.

There is limited direct mount pump clearance.

FOOT NOTES:

AI1: Requires Lube Hose assembly PLH399A (BZ #9041399) and Pressure Hose (for electric/hydraulic shift) assembly PLH499A (BZ #9041499).

AI3: PTO speeds will vary due to Torque Converter slippage.

For complete part numbers, consult the PTO Series section (page 25)

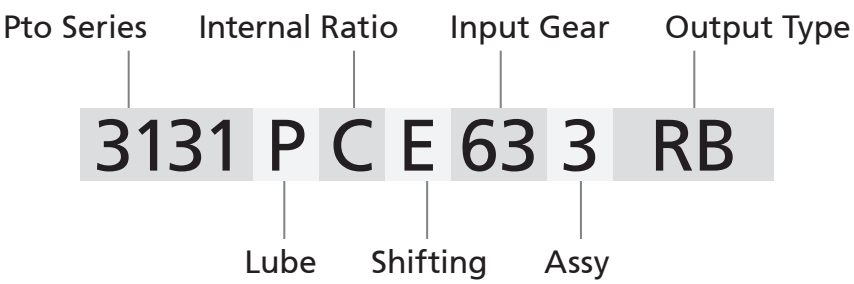
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EXAMPLE:



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Allison

1000 **1000 MH** **2100 RDS** **2200 RDS** **2400** **2500 RDS**
1000 EVS **2000** **2100 MH** **2200MH** **2500 EVS** **B210**
1000 RDS **2100 EVS** **2200 EVS** **2300 RDS** **2500 MH** **B220**

ALL.01

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1000		B (55)		135	250	49	M1	(A2,3,4,5,6,7,8,9,10,11,12,14)		ENG	64	
3300		Z (40)		99	250	49	M1	(A2,3,4,5,6,7,8,9,10,11,12,14)		ENG	64	
		A (50)		123	250	49	M1	(A2,3,4,5,6,7,8,9,10,11,12,14)		ENG	64	
		B (55)		135	250	49	M1	(A2,3,4,5,6,7,8,9,10,11,12,14)		ENG	64	
		C (59)		150	250	49	M1	(A2,3,4,5,6,7,8,9,10,11,12,14)		ENG	64	

GENERAL NOTES:

When using 1000 series on Allison, light gear noise could develop.

Allison transmission identification:

Transmissions are now identified by the first 4 digits of the serial number on the tag:

6310 ..... **= All 1000 & 2000 series**
6510 ..... **= All 3000 & md series**
6610 ..... **= All 4000 & hd series**

Generation 5 models have a converter lock up default of 1150 RPM engine speed. TCM's converter lock up can be set down to 900 RPM of engine.

FOOT NOTES:

A2: Must include proper "T" adapter fitting for pressure-lube hook-up into the cooler line:
MT600 Series Transmissions: FI401 (BZ #202120401)
AT500 Series Transmissions: FI511 (BZ #202120511)
HT700/CLT700/CLBT700 Series: FI521 (BZ #202120521)
1000/2000/B210/B220 Series: FI831 (BZ #202122831)

A3: Speeds shown are with transmission in torque converter lock-up. Â PTO must be connected to the "PTO Enable" circuit (refer to Allison Body-Builders guide) and the converter turbine speed must be above 1100 RPM in order to achieve lock-up.

A4: May not be installable on GM Pick-Up Chassis.

A5: PTO interferes with exhaust on Right Side opening of C4500 & C5500 series Top Kick or Kodiak chassis.

A6: Transmission PTO drive gear has a 250 lb/ft torque limit. That limit drops to 200 lb/ft per opening when 2 PTO's are used and lower the PTO torque ratings by 20%.

A7: Use the "3" assembly arrangement on the Right Side for the International 4300 series chassis.

A8: For Isuzu, Nissan, and Mitsubishi chassis prior to 2007 use "3" assembly and direct mount pump (only) on the Right Side. Use Left Side opening for 2007 and later.

A9: PTO is not installable on the Left Side opening of the GM 2001-2007 cab-chassis C/K3600 (Silverado & Sierra).

A10: Possible installation interference with transmission shift selector on Left Side. Â Contact vehicle manufacturer for recommendations for moving the control cable. Â Utilize the "1" assembly for Ford F650 and F750 chassis.

A11: Use Right Side opening on Isuzu, Nissan, & Mitsubishi chassis prior to 2007. Also, use Right Side on International 4000 series.

A12: On generation 5 models converter lock up default is 1150 RPM of engine speed. TCM can be programmed for converter lock up down to 900 RPM of engine.

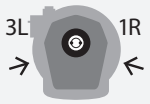
A14: Some PACCAR chassis require shorter PTO mounting stud length due to spring hanger interference. Use M1DM mounting kit for these applications

For complete part numbers, consult the PTO Series section (page 25)

Allison

3000 EVS **3000 RDS** **3200 TRV** **3500 RDS** **B400** **MD-3066P** **MD-3560P**
3000 MH **3000 TRV** **3500 EVS** **B300** **MD-3060P** **MD-3070PT**

ALL.02

10 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
	3131	B (50)		69	500	97	INCL			ENG	63	
		C (58)		80	500	97	INCL			ENG	63	
		E (68)		94	450	88	INCL			ENG	63	
		G (78)		108	420	80	INCL			ENG	63	
		J (84)		117	400	76	INCL			ENG	63	
		M (97)		134	380	72	INCL			ENG	63	
		O (119)		165	350	66	INCL			ENG	63	
	3151	B (50)		69	500	97	INCL			ENG	63	
		C (58)		80	500	97	INCL			ENG	63	
		E (68)		94	450	88	INCL			ENG	63	
		G (78)		108	420	80	INCL			ENG	63	
		J (84)		117	400	76	INCL			ENG	63	
		M (97)		135	380	72	INCL			ENG	63	
		O (119)		165	350	66	INCL			ENG	63	
	3252	A (51)		71	410	78	INCL			ENG	63	
		B (54)		75	410	78	INCL			ENG	63	
		C (59)		82	400	76	INCL			ENG	63	
		E (70)		97	380	72	INCL			ENG	63	
		G (76)		105	360	68	INCL			ENG	63	
		J (82)		114	340	65	INCL			ENG	63	
		M (96)		133	320	61	INCL			ENG	63	
		O (122)		169	270	51	INCL			ENG	63	

GENERAL NOTES:

When using 1000 series on Allison light gear noise could develop.

Allison transmission identification:
Transmissions are now identified by the first 4 digits of the serial number on the tag:

6310 ..... **= All 1000 & 2000 series**
6510 ..... **= All 3000 & md series**
6610 ..... **= All 4000 & hd series**

For complete part numbers, consult the PTO Series section (page 25)

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Allison

4000 EVS
4000 MH
4000 RDS

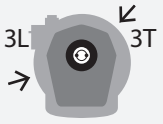
4000 TRV
4500 EVS
4500 RDS

4700 EVS
4700 OFS
4700 RDS

4800 EVS
B500
HD-4060P

HD-4070P
HD-4560P

ALL.03

10 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
		B (50)		99	500	97	INCL			ENG	63	
		C (58)		115	500	97	INCL			ENG	63	
		E (68)		135	450	88	INCL			ENG	63	
	3131	G (78)		154	420	80	INCL			ENG	63	
		J (84)		166	400	76	INCL			ENG	63	
		M (97)		191	380	72	INCL			ENG	63	
		O (119)		236	350	66	INCL			ENG	63	
		B (50)		99	500	97	INCL			ENG	63	
		C (58)		115	500	97	INCL			ENG	63	
		E (68)		135	450	88	INCL			ENG	63	
	3151	G (78)		154	420	80	INCL			ENG	63	
		J (84)		166	400	76	INCL			ENG	63	
		M (97)		192	380	72	INCL			ENG	63	
		O (119)		236	350	66	INCL			ENG	63	
		A (51)		102	410	78	INCL			ENG	63	
		B (54)		107	410	78	INCL			ENG	63	
		C (59)		117	400	76	INCL			ENG	63	
	3252	E (70)		139	380	72	INCL			ENG	63	
		G (76)		150	360	68	INCL			ENG	63	
		J (82)		162	340	65	INCL			ENG	63	
		M (96)		190	320	61	INCL			ENG	63	
		O (122)		242	270	51	INCL			ENG	63	

GENERAL NOTES:

When using 1000 series on Allison light gear noise could develop.

Allison transmission identification:
Transmissions are now identified by the first 4 digits of the serial number on the tag:

6310 ..... **= All 1000 & 2000 series**
6510 ..... **= All 3000 & md series**
6610 ..... **= All 4000 & hd series**

For complete part numbers, consult the PTO Series section (page 25)

Allison

AT-540 AT-542 AT-543 AT-545 ALL.04

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1000		B (55)		138	250	49	INCL	(A2)		ENG	01	
		C (73)		183	250	49	INCL	(A2)		ENG	01	

GENERAL NOTES:

When using 1000 series on Allison light gear noise could develop.

Allison transmission identification:

Transmissions are now identified by the first 4 digits of the serial number on the tag:

6310 ..... **= All 1000 & 2000 series**
6510 ..... **= All 3000 & md series**
6610 ..... **= All 4000 & hd series**

FOOT NOTES:

A2: Must include proper "T" adapter fitting for pressure-lube hook-up into the cooler line:

MT600 Series Transmissions: FI401 (BZ #202120401)

AT500 Series Transmissions: FI511 (BZ #202120511)

HT700/CLT700/CLBT700 Series: FI521 (BZ #202120521)

1000/2000/B210/B220 Series: FI831 (BZ #202122831)

M-5600 M-5610 M-6600 S-5600 S-6600 ALL.05

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
2000		A (50)		113	250	49	INCL	(A1,13)		ENG	04	
		B (55)		124	250	49	INCL	(A1,13)		ENG	04	
		C (73)		165	250	49	INCL	(A1,13)		ENG	04	
2000		A (50)		45	250	49	INCL	(A1,13)		ENG	04	
		B (55)		50	250	49	INCL	(A1,13)		ENG	04	
		C (73)		66	250	49	INCL	(A1,13)		ENG	04	

GENERAL NOTES:

When using 1000 series on Allison light gear noise could develop.

Allison transmission identification:

Transmissions are now identified by the first 4 digits of the serial number on the tag:

6310 ..... **= All 1000 & 2000 series**
6510 ..... **= All 3000 & md series**
6610 ..... **= All 4000 & hd series**

FOOT NOTES:

A1: Engine must be turned off before engaging or disengaging a mechanically (air, cable, electric) shifted PTO. Does not apply to Hot Shift (Clutch Shift) PTOs.

A13: Not currently available. Please, consult with Bezares.

For complete part numbers, consult the PTO Series section (page 25)

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Allison

CLBT-750
CLBT-754
CLT-750
HT-740CRD
HT-740D
HT-740DRD
HT-740T
HT-750CRD
HT-750D
HT-750DP
HT-750DRD
HT-750DT
HT-750HT
HT-750T
HT-754CR

ALL.06

6 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
	1000	B (55)		195	250	49	INCL	(A2)		ENG	01	3L
		C (73)			250	49	INCL	(A2)		ENG	01	

GENERAL NOTES:

When using 1000 series on Allison light gear noise could develop.

Allison transmission identification:

Transmissions are now identified by the first 4 digits of the serial number on the tag:

6310 ..... **= All 1000 & 2000 series**
6510 ..... **= All 3000 & md series**
6610 ..... **= All 4000 & hd series**

FOOT NOTES:

A2: Must include proper "T" adapter fitting for pressure-lube hook-up into the cooler line:

MT600 Series Transmissions: FI401 (BZ #202120401)

AT500 Series Transmissions: FI511 (BZ #202120511)

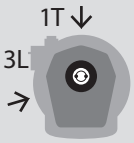
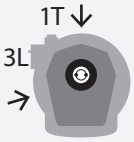
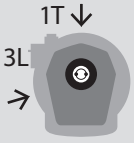
HT700/CLT700/CLBT700 Series: FI521 (BZ #202120521)

1000/2000/B210/B220 Series: FI831 (BZ #202122831)

For complete part numbers, consult the PTO Series section (page 25)

Allison

MD-3060P W/ Top opening **MD-3066P W/ Top opening** **MD-3560P W/ Top opening** **ALL.07**

10 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
		B (50)		85	500	97	INCL			ENG	63	
		C (58)		98	500	97	INCL			ENG	63	
		E (68)		115	450	88	INCL			ENG	63	
	3131	G (78)		132	420	80	INCL			ENG	63	
		J (84)		142	400	76	INCL			ENG	63	
		M (97)		164	380	72	INCL			ENG	63	
		O (119)		201	350	66	INCL			ENG	63	
		B (50)		85	500	97	INCL			ENG	63	
		C (58)		98	500	97	INCL			ENG	63	
		E (68)		115	450	88	INCL			ENG	63	
	3151	G (78)		132	420	80	INCL			ENG	63	
		J (84)		142	400	76	INCL			ENG	63	
		M (97)		164	380	72	INCL			ENG	63	
		O (119)		201	350	66	INCL			ENG	63	
		A (51)		87	410	78	INCL			ENG	63	
		B (54)		91	410	78	INCL			ENG	63	
		C (59)		100	400	76	INCL			ENG	63	
		E (70)		118	380	72	INCL			ENG	63	
	3252	G (76)		129	360	68	INCL			ENG	63	
		J (82)		139	340	65	INCL			ENG	63	
		M (96)		163	320	61	INCL			ENG	63	
		O (122)		207	270	51	INCL			ENG	63	

GENERAL NOTES:

When using 1000 series on Allison light gear noise could develop.

Allison transmission identification:

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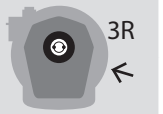
For complete part numbers, consult the PTO Series section (page 25)

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Allison

MT-640
MT-643
MT-644
MT-644CR
MT-647
MT-648
MT-650
MT-653
MT-653DR
MT-654

ALL.08

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1000		B (55)		160	250	49	INCL	(A2)		ENG	01	
		C (73)			250	49	INCL	(A2)		ENG	01	

GENERAL NOTES:

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6510 ..... **= All 3000 & md series**
6610 ..... **= All 4000 & hd series**

FOOT NOTES:

A2: Must include proper "T" adapter fitting for pressure-lube hook-up into the cooler line:

MT600 Series Transmissions: FI401 (BZ #202120401)

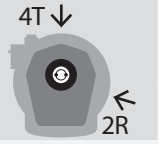
AT500 Series Transmissions: FI511 (BZ #202120511)

HT700/CLT700/CLBT700 Series: FI521 (BZ #202120521)

1000/2000/B210/B220 Series: FI831 (BZ #202122831)

CLT-9485
CLT-9880
CLT-9884
CLT-9885
M-8610
M-9600
M-9800
S-8610
S-9600
S-9800

ALL.09

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
2000		A (50)		128	250	49	INCL	(A1,13)		ENG	04	
		B (55)		141	250	49	INCL	(A1,13)		ENG	04	
		C (73)		187	250	49	INCL	(A1,13)		ENG	04	
2000		A (50)		57	250	49	INCL	(A1,13)		ENG	04	
		B (55)		62	250	49	INCL	(A1,13)		ENG	04	
		C (73)		83	250	49	INCL	(A1,13)		ENG	04	

GENERAL NOTES:

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FOOT NOTES:

A1: Engine must be turned off before engaging or disengaging a mechanically (air, cable, electric) shifted PTO. Does not apply to Hot Shift (Clutch Shift) PTOs.

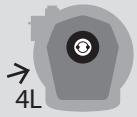
A13: Not currently available. Please, consult with Bezares.

For complete part numbers, consult the PTO Series section (page 25)

Allison

CLBT-750(OPT.8BOLT)
CLT-750(OPT.8BOLT)
HT-740D(OPT.8BOLT)
HT-750CRD(OPT.8BOLT)
HT-750DRD(OPT.8BOLT)
HT-754CR(OPT.8BOLT)

ALL.10

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
	2000	A (50)		73	250	49	INCL	(A1,2, 13)		ENG	04	
		B (55)		81	250	49	INCL	(A1,2, 13)		ENG	04	
		C (73)		107	250	49	INCL	(A1,2, 13)		ENG	04	
	2000	A (50)		42	250	49	INCL	(A1,2, 13)		ENG	04	
		B (55)		46	250	49	INCL	(A1,2, 13)		ENG	04	
		C (73)		62	250	49	INCL	(A1,2, 13)		ENG	04	

GENERAL NOTES:

When using 1000 series on Allison light gear noise could develop.

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FOOT NOTES:

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A2: Must include proper "T" adapter fitting for pressure-lube hook-up into the cooler line:

MT600 Series Transmissions: FI401 (BZ #202120401)

AT500 Series Transmissions: FI511 (BZ #202120511)

HT700/CLT700/CLBT700 Series: FI521 (BZ #202120521)

1000/2000/B210/B220 Series: FI831 (BZ #202122831)

A13: Not currently available. Please, consult with Bezares.

For complete part numbers, consult the PTO Series section (page 25)

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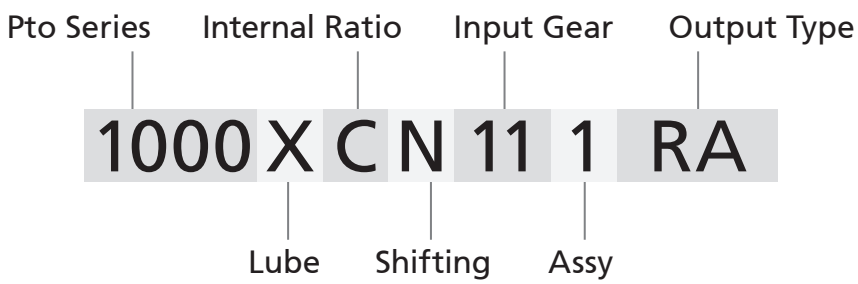
Chevrolet

CH-465 **GM-20** **M-20** **SM-465** **CHVR.01**

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1000		B (55)		38	250	49	INCL	4-SPEED 1968-91		OPP	11	
		C (73)		51	250	49	INCL	4-SPEED 1968-91		OPP	11	
		E (86)		61	225	44	INCL	4-SPEED 1968-91		OPP	11	
		J (95)		66	225	44	INCL	4-SPEED 1968-91		OPP	11	
		O (125)		87	200	39	INCL	4-SPEED 1968-91		OPP	11	
		R (137)		95	200	39	INCL	4-SPEED 1968-91		OPP	11	
		S (150)		104	190	37	INCL	4-SPEED 1968-91		OPP	11	
		T (165)		115	175	34	INCL	4-SPEED 1968-91		OPP	11	
6000		Forward (73)		51	150	30	INCL	4-SPEED 1968-91		BOTH	11	
		Reverse (83)		58	150	30	INCL	4-SPEED 1968-91		BOTH	11	

For complete part numbers, consult the PTO Series section (page 25)

EXAMPLE:



Detroit Diesel Index

Transmission Model	Pag.
DT12-DA	151
DT12-DB	151
DT12-DC	154
DT12-DH	151
DT12-DHE	154
DT12-DHL	151
DT12-OA	151
DT12-OB	151
DT12-OC	152
DT12-OD	153
DT12-OH	151
DT12-OHE	152
DT12-OHL	151
DT12-OV	152
DT12-OVX	153

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DT12-DA DT12-DH DET.01

8 Bolts	PTO Series	% Internal Ratio	% Final Ratio		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
	120X10	96%	75	96	406	78	INCL		7018304	ENG		
	120X13	130%	105	134	406	78	INCL		7018304	ENG		

DT12-DB DT12-DHL DET.02

8 Bolts	PTO Series	% Internal Ratio	% Final Ratio		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
	120X10	96%	75	96	406	78	INCL		700904	ENG		
	120X13	130%	105	134	406	78	INCL		700904	ENG		

DT12-OA DT12-OH DET.03

8 Bolts	PTO Series	% Internal Ratio	% Final Ratio		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
	120X10	96%	96	124	406	78	INCL		7018304	ENG		
	120X13	130%	134	172	406	78	INCL		7018304	ENG		

DT12-OB DT12-OHL DET.04

8 Bolts	PTO Series	% Internal Ratio	% Final Ratio		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
	120X10	96%	96	124	406	78	INCL		700904	ENG		
	120X13	130%	134	172	406	78	INCL		700904	ENG		

For complete part numbers, consult the PTO Series section (page 25)

Detroit Diesel

DT12-OC **DT12-OHE** **DT12-OV**

DET.05

8 Bolts	PTO Series	% Internal Ratio	% Final Ratio		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
120X10		96%	88	113	406	78	INCL		7018304	ENG		
120X13		130%	123	158	406	78	INCL		7018304	ENG		

8 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
2000		A (50)		80	250	47	INCL		AD812-OC	OPP	01	
		B (55)		88	250	47	INCL		AD812-OC	OPP	01	
		C (73)		117	250	47	INCL		AD812-OC	OPP	01	
		E (86)		138	225	43	INCL		AD812-OC	OPP	01	 ↑ 4B
		J (95)		152	225	43	INCL		AD812-OC	OPP	01	
		O (125)		200	180	34	INCL		AD812-OC	OPP	01	
		R (137)		219	170	32	INCL		AD812-OC	OPP	01	
		S (150)		240	155	29	INCL		AD812-OC	OPP	01	
		T (165)			140	27	INCL		AD812-OC	OPP	01	
4100		B (57)		85	420	80	INCL		AD812-OC	OPP	01	
		C (70)		104	350	66	INCL		AD812-OC	OPP	01	 ↑ 4B
		E (86)		128	285	54	INCL		AD812-OC	OPP	01	
		J (105)		157	235	44	INCL		AD812-OC	OPP	01	
8500		B (61)		63	500	95	INCL		AD812-OC	OPP	01	
		C (72)		77	485	92	INCL		AD812-OC	OPP	01	
		E (85)		95	400	76	INCL		AD812-OC	OPP	01	
		J (108)		116	325	62	INCL		AD812-OC	OPP	01	 ↑ 4B
		O (127)		140	270	51	INCL		AD812-OC	OPP	01	
		R (138)		151	250	47	INCL		AD812-OC	OPP	01	
		S (150)		165	225	43	INCL		AD812-OC	OPP	01	
		T (163)		182	210	40	INCL		AD812-OC	OPP	01	

For complete part numbers, consult the PTO Series section (page 25)

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DT12-OD **DT12-OVX** **DET.06**

8 Bolts	PTO Series	% Internal Ratio	% Final Ratio		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
120X10		96%	90	116	406	78	INCL		7018304	ENG		
120X13		130%	126	161	406	78	INCL		7018304	ENG		

8 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
2000		A (50)		82	250	47	INCL		AD812-OD	OPP	01	 ↑ 4B
		B (55)		90	250	47	INCL		AD812-OD	OPP	01	
		C (73)		120	250	47	INCL		AD812-OD	OPP	01	
		E (86)		141	225	43	INCL		AD812-OD	OPP	01	
		J (95)		156	225	43	INCL		AD812-OD	OPP	01	
		O (125)		205	180	34	INCL		AD812-OD	OPP	01	
		R (137)		225	170	32	INCL		AD812-OD	OPP	01	
		S (150)		246	155	29	INCL		AD812-OD	OPP	01	
		T (165)			140	27	INCL		AD812-OD	OPP	01	
4100		B (57)		90	420	80	INCL		AD812-OD	OPP	01	 ↑ 4B
		C (70)		110	350	66	INCL		AD812-OD	OPP	01	
		E (86)		135	285	54	INCL		AD812-OD	OPP	01	
		J (105)		165	235	44	INCL		AD812-OD	OPP	01	
8500		B (61)		64	500	95	INCL		AD812-OD	OPP	01	 ↑ 4B
		C (72)		79	485	92	INCL		AD812-OD	OPP	01	
		E (85)		97	400	76	INCL		AD812-OD	OPP	01	
		J (108)		119	325	62	INCL		AD812-OD	OPP	01	
		O (127)		143	270	51	INCL		AD812-OD	OPP	01	
		R (138)		155	250	47	INCL		AD812-OD	OPP	01	
		S (150)		169	225	43	INCL		AD812-OD	OPP	01	
		T (163)		186	210	40	INCL		AD812-OD	OPP	01	

Detroit

For complete part numbers, consult the PTO Series section (page 25)

Detroit Diesel

DT12-DC **DT12-DHE** **DET.07**

	PTO Series	% Internal Ratio	% Final Ratio		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
120X10		96%	68	88	406	78	INCL		7018304	ENG		
120X13		130%	95	123	406	78	INCL		7018304	ENG		

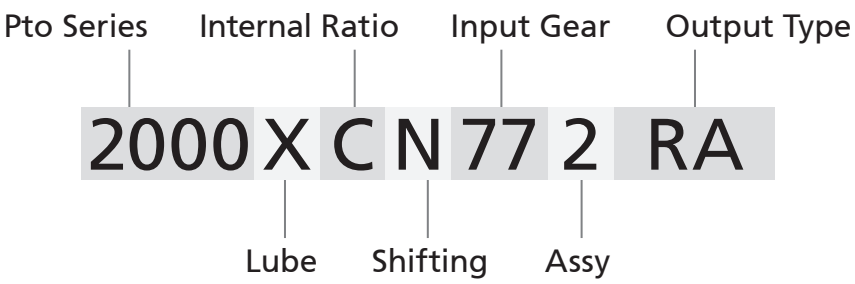
For complete part numbers, consult the PTO Series section (page 25)

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Eaton Endurant Index

Transmission Model	Pag.
EEO-14F112C	156
EEO-15F112C	156
EEO-16F112C	156
EEO-17F112C	156
EEO-18F112C	156
EXD-16F118D	157
EXD-18F118D	157
EXDP-16F118D	157
EXDP-18F118D	157
EXDP-20F118D	157
PHD-14F112C-V	156
PHD-16F112C-V	156
PO-14F112C	156
PO-15F112C	156
PO-16F112C	156
PO-17F112C	156
PO-18F112C	156
PXD-16F118D	157
PXD-18F118D	157
PXDP-16F118D	157
PXDP-18F118D	157

EXAMPLE:



Eaton Endurant

Endurant HD:
EEO-14F112C EEO-16F112C EEO-18F112C
EEO-15F112C EEO-17F112C

Paccar:
PO-14F112C PO-16F112C PO-18F112C PHD-16F112C-V
PO-15F112C PO-17F112C PHD-14F112C-V

END.01

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
	2010	A (50)		107	250	47	INCL	(E1,4)		OPP	75	
		B (55)		117	250	47	INCL	(E1,4)		OPP	75	
		C (73)		156	250	47	INCL	(E1,4)		OPP	75	
		E (86)		185	225	43	INCL	(E1,4)		OPP	75	 ↑1/3B
		J (95)			225	43	INCL	(E1,4)		OPP	75	
		O (125)			180	34	INCL	(E1,4)		OPP	75	
		R (137)			170	32	INCL	(E1,4)		OPP	75	
		S (150)			155	29	INCL	(E1,4)		OPP	75	
		T (165)			140	27	INCL	(E1,4)		OPP	75	
	2500	Z (42)		71	250	47	INCL	(E1)		OPP	75	 ↑1/3B
	4110	B (57)		121	420	80	INCL	(E1,5)		OPP	75	
		C (70)		149	350	66	INCL	(E1,5)		OPP	75	 ↑1/3B
		E (86)		183	285	54	INCL	(E1,5)		OPP	75	
		J (105)		224	235	44	INCL	(E1,5)		OPP	75	
	8510	B (61)			500	95	INCL	(E1,4)		OPP	75	
		C (72)		112	482	91	INCL	(E1,4)		OPP	75	
		E (85)		132	392	74	INCL	(E1,4)		OPP	75	
		J (108)		168	320	61	INCL	(E1,4)		OPP	75	 ↑1/3B
		O (127)		197	266	50	INCL	(E1,4)		OPP	75	
		R (138)			250	47	INCL	(E1,4)		OPP	75	
		S (150)			225	43	INCL	(E1,4)		OPP	75	
		T (163)			210	40	INCL	(E1,4)		OPP	75	

4 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
	95X10E	105%		144	382	78				ENG		
	95X13E	130%		178	293	78				ENG		
	95X15E	150%		206	254	78				ENG		

E1 - Caution: Eaton Transmission Division has established a Maximum Torque & Power Limit on the Transmission PTO gear. Do not exceed 382 lb-ft & HP @ 950 rpm for any application (by using one PTO or combining both rear & bottom PTO). The PTO prep package must be factory installed before installing the Power Take-Off. Ensure the Endurant transmission TCM must have the J1939 circuit enabled for PTO applications. For PACCAR applications order the wire harness, P/N # P92-5075-2000, Qty. of 1 The PTO indicator switch must be modified to connect to P92-5075-2000 on one leg and the other leg goes to ground.

E4 - Some applications using 2010 and 8510 series PTO may have 5v circuitry to the standard PTO Ball switch, which will cause intermittent switch operation. For these applications use switch number PT9099999

E5 - Some Applications using 4110 series PTO may have 5v circuitry to the standard PTO Ball switch, which will cause intermittent switch operation. For these applications use switch kit number (PT90100899-13 for 1 & 3 assy or PT90100899-24 for 2 & 4 assy).

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Eaton Endurant

Endurant XD:
EXD-16F118D
EXD-18F118D

Endurant XD Pro:
EXDP-16F118D
EXDP-18F118D

EXDP-20F118D

Paccar:
PXD-16F118D
PXD-18F118D

PXDP-16F118D
PXDP-18F118D

END.02

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
	2000	A (50)		102	250	47	INCL	(E2,6)		OPP	77	
		B (55)		112	250	47	INCL	(E2,6)		OPP	77	
		C (73)		149	250	47	INCL	(E2,6)		OPP	77	
		E (86)		179	225	43	INCL	(E2,6)		OPP	77	
		J (95)		194	225	43	INCL	(E2,6)		OPP	77	
		O (125)		255	180	34	INCL	(E2,6)		OPP	77	
		R (137)			170	32	INCL	(E2,6)		OPP	77	
		S (150)			155	29	INCL	(E2,6)		OPP	77	
		T (165)			140	27	INCL	(E2,6)		OPP	77	
	2500	Z (42)		74	250	47	INCL	(E2)		OPP	77	
	4100	B (57)		113	420	80	INCL	(E2,7)		OPP	77	
		C (70)		139	350	66	INCL	(E2,7)		OPP	77	
		E (86)		170	285	54	INCL	(E2,7)		OPP	77	
		J (105)		206	235	44	INCL	(E2,7)		OPP	77	
	4250	Output 1 C (96)		136	355	67	INCL	(E3)		OPP	77	
		Output 2 B (89)		127	380	72	INCL	(E3)		OPP	77	
		Output 1 E (112)		160	300	57	INCL	(E3)		OPP	77	
		Output 2 C (104)		147	325	62	INCL	(E3)		OPP	77	
	8500	B (61)		87	500	95	INCL	(E2,6)		OPP	77	
		C (72)		102	500	95	INCL	(E2,6)		OPP	77	
		E (85)		121	480	91	INCL	(E2,6)		OPP	77	
		J (108)		154	400	76	INCL	(E2,6)		OPP	77	
		O (127)		180	270	51	INCL	(E2,6)		OPP	77	
		R (138)		196	250	47	INCL	(E2,6)		OPP	77	
		S (150)		213	225	43	INCL	(E2,6)		OPP	77	
		T (163)		231	210	40	INCL	(E2,6)		OPP	77	

4 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
	95X10D	105%		116	382	78				ENG		
	95X13D	130%		144	293	78				ENG		
	95X15D	150%		166	254	78				ENG		

E2 - Eaton Transmission Division has established a Maximum Torque Limit on the Transmission PTO driver gear.
The total combined PTO capacity is 610 lb.ft (827 Nm) of torque and 160 HP.
The PTO prep package must be factory installed before installing the PTO.

E6 - Some applications using 2000 and 8500 series PTO may have 5v circuitry to the standard PTO Ball switch, which will cause intermittent switch operation. For these applications use switch number PT9099999

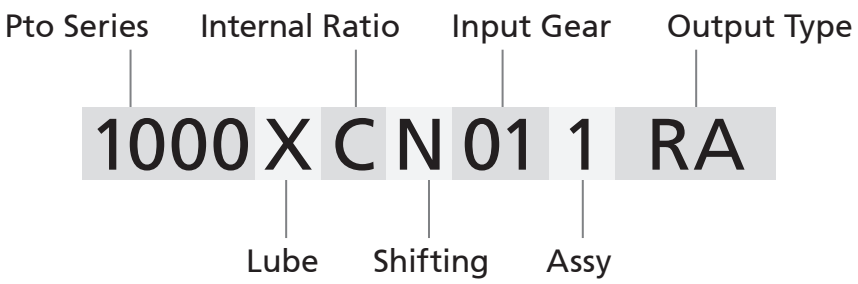
E7 - Some Applications using 4100 series PTO may have 5v circuitry to the standard PTO Ball switch, which will cause intermittent switch operation. For these applications use switch kit number (PT90100899-13 for 1 & 3 assy or PT90100899-24 for 2 & 4 assy).

E3 - Do not exceed maximum torque and power shown in output 2 when both outputs are working simultaneously.

Eaton Fuller Index

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4106 DT B (Rear opening)	161
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FAO-15810C	230
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FAOM-15810C	230
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FM-14D310B-LST	211
FM-14E310B-LAS	211
FM-15D310B-LST	211
FM-15E310B-LAS	211
FO-6E318B-MXP	224
FO-10E310C-VAS	224
FO-12E310C-VAS	224
FO-14E308LL-VCS	258
FO-14E309ALL-VMS	224
FO-14E310C-LAS/VAS	224
FO-14E313A-MHP	224
FO-14E318B-MXP/VXP	224
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FO-16E309ALL-VMS	224
FO-16E310C-LAS/VAS	224
FO-16E313A-MHP	224
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FO-16E318B-MXP/VXP	224
FO-18E310C-LAS	224
FO-18E313A-MHP	224
FO-18E318B-MXP/VXP	224
FO-20E313A-MHP	224
FO-20E318B-MXP/VXP	224
FO-22E318B-MXP/VXP	224
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FO-5506B-DM3	209
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FO-6406A-ASX/AW3	265
FO-6406B-DM3	209
FO-6406N-AW3	185
FO-6506B-DM3	209
FO-8406A-ASW	269
FO-8406A-ASX/AW3	265
FO-8406B-DM3	209
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FOM-15E310C-LAS/VAS	224
FOM-16E310C-LAS/VAS	224
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FR-9210B	206
FR-11210B	206
FR-12210B	206
FR-13210B	206
FR-14210B	206
FR-15210B	206
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FRLO-15410C	205
FRLO-16410C/C-T2	205
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FRO-11210B	248
FRO-11210C	242
FRO-12210B	248
FRO-12210C	242
FRO-13210B	248
FRO-13210C	242
FRO-14210B	248
FRO-14210C	242
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EXAMPLE:



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FTS-20108LL	267
FTS-20109A	267
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RT-11710B	214
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RT-12109A-AT	217
RT-12209H	206
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RT-12509	214
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RT-12513	214
RT-12515	214
RT-12609A/H	214
RT-12610	214
RT-12709A/H	214
RT-12710B/B-AS2	214
RT-13209H	206
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RT-13709H	214
RT-13710B	214
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RTF-13710B	214
RTF-14609A	214
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RTF-14715	214
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RTF-15715	214
RTL-11710B/B-T2	214
RTL-12710B/B-T2	214
RTL-13710B	214
RTL-13710B-T2	214
RTL-14710B/B-T2	214
RTLC-16609A/E	227
RTLC-16613A/E	227
RTLO-9118A-MT	214
RTLO-11610B/B-T2	214
RTLO-12610B/B-T2	214
RTLO-12613B	214
RTLO-12713A	227
RTLO-12913A	227
RTLO-13118AMT	227
RTLO-13610B/ B-AS/B-T2	214
RTLO-14610A/B/B-T2	214
RTLO-14613A/B	214
RTLO-14618A	214
RTLO-14713A/A-T2	227
RTLO-14718B/B-T2	227

Transmission Model	Pag.
RTLO-14913A/A-T2	227
RTLO-14918A-AS2/S3	227
RTLO-14918B/B-AS/ B-AS3/B-T2	227
RTLO-15610B/B-T2	214
RTLO-16610B/B-T2	214
RTLO-16618A	214
RTLO-16713A/A-MT/ A-T2	227
RTLO-16718B/B-T2	227
RTLO-16913L-DM3	224
RTLO-16913-LHS-D	227
RTLO-16913-T2/A/A-T2/L-LHP	227
RTLO-16918A-AS2/-AS3	227
RTLO-16918B/B-AS/B-T2	227
RTLO-17610B/B-T2	214
RTLO-18610B/B-T2	214
RTLO-18718B/B-T2	227
RTLO-18913A/A-T2	227
RTLO-18918A-AS2/-AS3	227
RTLO-18918B/B-AS/B-T2	227
RTLO-20718B/B-T2	227
RTLO-20913A/A-AS2	227
RTLO-20918A-AS3	227
RTLO-20918B/B-AS/B-T2	227
RTLO-22918A/A-AS2/A-AS3	227
RTLO-22918B/B-AS	227
RTLOC-16909A/A-T2	227
RTLOC-18909A/A-T2	227
RTLOF-14618A	215
RTLOF-14618A	216
RTLOF-14718B	227
RTLOF-14918B	227
RTLOF-16618A	215
RTLOF-16618A	216
RTLOF-16718B	227
RTLOF-16918B	227
RTLOF-18718B,	227
RTLOF-18918B	227
RTLOF-20918B	227
RTLOF-22918B	227
RTLOFC-16909A/A-T2	227
RTLOM-16913L-DM3	224
RTLOM-16913L-LH	227
RTO-610	254
RTO-613	254
RTO-909A	261
RTO-909B	227
RTO-910	245
RTO-913	214
RTO-915	245
RTO-958LL	261
RTO-1110	251
RTO-1157DL/DLL	236
RTO-1213	214
RTO-1258LL	261
RTO-6610	254
RTO-6613	254
RTO-7613	254
RTO-9109A-AT	263
RTO-9109B-AT	233
RTO-9509A	261
RTO-9509B	227
RTO-9513	214
RTO-10710B-AS/AS2	261
RTO-10910B-AS2/AS3	261
RTO-10910B-DM2/DM3	258
RTO-11109A-AT	263
RTO-11109B-AT	233

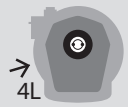
Transmission Model	Pag.
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RTO-11210B	248
RTO-11210C	242
RTO-11210R	242
RTO-11509	261
RTO-11607L/LL	239
RTO-11608LL	261
RTO-11609A	261
RTO-11609B/H	227
RTO-11609P/R	256
RTO-11610	251
RTO-11613	214
RTO-11615	251
RTO-11707DLL	239
RTO-11707LL	239
RTO-11708LL	261
RTO-11709B/H/MLL	227
RTO-11710B	261
RTO-11710C	227
RTO-11715	251
RTO-11813	214
RTO-11908LL	261
RTO-11909ALL/MLL	227
RTO-12109A-AT	263
RTO-12109B-AT	233
RTO-12209B/H	248
RTO-12210B	248
RTO-12210C	242
RTO-12210R	242
RTO-12509	261
RTO-12510	251
RTO-12513	214
RTO-12515	251
RTO-12609A	261
RTO-12609B/H	227
RTO-12609P/R	256
RTO-12610	251
RTO-12709H	227
RTO-12710B/B-AS2	261
RTO-12710C	227
RTO-12910B-AS2/AS3	261
RTO-12910B-DM2/DM3	258
RTO-13109A-AT	263
RTO-13109B-AT	233
RTO-13209B/H	248
RTO-13210B	248
RTO-13210C	242
RTO-13210R	242
RTO-13609A	261
RTO-13609B/H	227
RTO-13609P/R	256
RTO-13707DLL/MLL	239
RTO-13709H	227
RTO-13710B	261
RTO-13710C	227
RTO-14109A-AT	263
RTO-14109B-AT	233
RTO-14209B/H	248
RTO-14210B	248
RTO-14210C	242
RTO-14210R	242
RTO-14608LL	261
RTO-14609A	261
RTO-14609B/H	227
RTO-14609P/R	256
RTO-14610	251
RTO-14610C	227

Transmission Model	Pag.
RTO-14613	214
RTO-14615	251
RTO-14708LL	261
RTO-14709A	261
RTO-14709H/MLL	227
RTO-14710B/B-AS2	261
RTO-14710C/C-AS2	227
RTO-14713	214
RTO-14715	251
RTO-14813	214
RTO-14908LL	261
RTO-14909ALL/MLL	227
RTO-14910B/B-AS2/B-AS3	261
RTO-14910B-DM2/DM3	258
RTO-14910C/C-AS2/C-AS3	227
RTO-14915	251
RTO-15210B	248
RTO-15210C	242
RTO-15613	214
RTO-15615	251
RTO-15618	214
RTO-15708LL	261
RTO-15710B	261
RTO-15710C	227
RTO-15715	251
RTO-15813	214
RTO-16109A-AT	263
RTO-16109B-AT	233
RTO-16210B	248
RTO-16210C	242
RTO-16709B/H	227
RTO-16710B/B-AS2	261
RTO-16710C&C-AS2	227
RTO-16715	251
RTO-16908LL	261
RTO-16909ALL	227
RTO-16910B/B-AS/B-AS2/B-AS3	261
RTO-16910B-DM2/DM3	258
RTO-16910C-AS2/C-AS3	227
RTO-16915	251
RTO-18910B-AS2/AS3	261
RTOC-16709A	227
RTOC-16909A	227
RTOC-16913A	227
RTOC-18909A	227
RTOCM-16909A	227
RTOF-909A	261
RTOF-910	245
RTOF-915	245
RTOF-9509A	261
RTOF-9509B	227
RTOF-9513	214
RTOM-16910B-DM3	258
RTOO-9513	227
RTOO-11613	227
RTOO-14613	227
RTOX-11609A	261
RTS-11909A	267
RTS-11912L	268
RTX-11609A	261
RTX-11609B	227
RTX-11609P/R	256
RTX-11708LL	261
RTX-11709H	227
RTX-11710B	261
RTX-11710C	227
RTX-12609B	227

Transmission Model	Pag.
RTX-12609P/R	256
RTX-12709H	227
RTX-12710B	261
RTX-12710C	227
RTX-13609B	227
RTX-13609P/R	256
RTX-13709H	227
RTX-13710B	261
RTX-13710C	227
RTX-14609A	261
RTX-14609B	227
RTX-14609P/R	256
RTX-14708LL	261
RTX-14709H	227
RTX-14710B	261
RTX-14710C	227
RTX-14715	251
RTX-15710B	261
RTX-15710C	227
RTX-15715	251
RTX-16709B/H	227
RTX-16710B	261
RTX-16710C	227
T-905A/B/H/P	186
T-905C/J	178
T-905D/M	199
T-905F	171
T-955AL/ALL	186
T-955GL	214
T-8607A/B	174
T-11605A/B	186
T-11605C	178
T-11605D/M	199
T-11605F	171
T-11606	174
T-11607A/B	174
T-14607A/B	176
TO-905A/D	236
TO-905B	202
TO-905C	196
TO-955AL/ALL/DLL	236
TO-955LL	261
TO-11605A	239
TO-11605B	202
TO-11605C	196
TO-11605D	236
TO-11607B-ASX	210
TO-14607B-ASX	210
TS-11612A	174
TS-12612A	174
TS-13612A	174
TS-15612A	174
TS-16612A	174
TSO-11612A	174
TSO-12612A	174
TSO-13612A	174
TSO-15612A	174
TSO-16612A	174
TX-8607B	210
TX-14607B	210

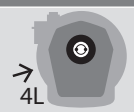
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4106 DT A (Rear opening) FS-5206A (Rear opening) FUL.01

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1213003		135%		31	310	59	INCL			ENG		

4 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1213403		100%		43	444	84	INCL			OPP		
129703		130%		56	360	68	INCL	HEAVY DUTY		ENG		
123503		132%		57	310	59	INCL			ENG		
1219203		180%		78	361	68	INCL	HEAVY DUTY		ENG		

4106 DT B (Rear opening) FS-5206B (Rear opening) FUL.02

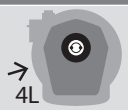
6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1213003		135%		37	310	59	INCL			ENG		

4 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1213403		100%		52	444	84	INCL			OPP		
129703		130%		67	360	68	INCL	HEAVY DUTY		ENG		
123503		132%		68	310	59	INCL			ENG		
1219203		180%		93	361	68	INCL	HEAVY DUTY		ENG		

For complete part numbers, consult the PTO Series section (page 25)

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4106 OD **FSO-5206B** **FUL.03**

6 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1213003		135%		45	310	59	INCL			ENG		

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1213403		100%		64	444	84	INCL			OPP		
129703		130%		84	360	68	INCL	HEAVY DUTY		ENG		
123503		132%		85	310	59	INCL			ENG		
1219203		180%		116	361	68	INCL	HEAVY DUTY		ENG		

For complete part numbers, consult the PTO Series section (page 25)

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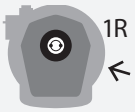
FS-5506 **FS-6106/A** **FS-7206A** **FS-8206A** **FUL.05**

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1000		B (55)		45	250	47	INCL			OPP	25	3L
		C (73)		59	250	47	INCL			OPP	25	
		E (86)		71	225	43	INCL			OPP	25	
		J (95)		77	225	43	INCL			OPP	25	
		O (125)		102	195	37	INCL			OPP	25	
		R (137)		111	180	34	INCL			OPP	25	
		S (150)		122	162	31	INCL			OPP	25	
		T (165)		134	148	28	INCL			OPP	25	
3200		Z (40)		33	250	47	INCL	CLUTCH SHIFT		OPP	25	3L
		A (50)		41	250	47	INCL	CLUTCH SHIFT		OPP	25	
		B (55)		45	250	47	INCL	CLUTCH SHIFT		OPP	25	
		C (73)		59	250	47	INCL	CLUTCH SHIFT		OPP	25	
		E (86)		71	225	43	INCL	CLUTCH SHIFT		OPP	25	
		J (95)		78	225	43	INCL	CLUTCH SHIFT		OPP	25	
		O (125)		102	195	37	INCL	CLUTCH SHIFT		OPP	25	
		R (137)		111	180	34	INCL	CLUTCH SHIFT		OPP	25	
		S (150)		122	162	31	INCL	CLUTCH SHIFT		OPP	25	
		T (165)		134	148	28	INCL	CLUTCH SHIFT		OPP	25	
6000		Forward (73)		59	150	28	INCL			BOTH	25	3L
		Reverse (83)		67	150	28	INCL			BOTH	25	

For complete part numbers, consult the PTO Series section (page 25)

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FS-5506 **FS-6106/A** **FS-7206A** **FS-8206A** **FUL.05**

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
		A (50)			250	47	INCL			OPP	25	
		B (55)		45	250	47	INCL			OPP	25	
		C (73)		59	250	47	INCL			OPP	25	
		E (86)		71	225	43	INCL			OPP	25	
	2000	J (95)		77	225	43	INCL			OPP	25	
		O (125)		102	180	34	INCL			OPP	25	
		R (137)		111	170	32	INCL			OPP	25	
		S (150)		122	155	29	INCL			OPP	25	
		T (165)		134	140	27	INCL			OPP	25	
		Z (40)		33	250	47	INCL	CLUTCH SHIFT		OPP	25	
		A (50)		41	250	47	INCL	CLUTCH SHIFT		OPP	25	
		B (55)		45	250	47	INCL	CLUTCH SHIFT		OPP	25	
		C (73)		59	250	47	INCL	CLUTCH SHIFT		OPP	25	
		E (86)		71	225	43	INCL	CLUTCH SHIFT		OPP	25	
	3800	J (95)		78	225	43	INCL	CLUTCH SHIFT		OPP	25	
		O (125)		102	195	37	INCL	CLUTCH SHIFT		OPP	25	
		R (137)		111	180	34	INCL	CLUTCH SHIFT		OPP	25	
		S (150)		122	162	31	INCL	CLUTCH SHIFT		OPP	25	
		T (165)		134	148	28	INCL	CLUTCH SHIFT		OPP	25	
		B (57)		39	500	95	INCL			OPP	25	
		C (70)		52	485	92	INCL			OPP	25	
		E (86)		62	400	76	INCL			OPP	25	
		J (105)		77	325	62	INCL			OPP	25	
	8500	O (127)		89	270	51	INCL			OPP	25	
		R (137)		97	250	47	INCL			OPP	25	
		S (150)		107	225	43	INCL			OPP	25	
		T (165)		117	210	40	INCL			OPP	25	

For complete part numbers, consult the PTO Series section (page 25)

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FS-3005A (1988 & Before) **FS-4005A (Before 11/87)**

FUL.06

6 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1000		B (55)		37	250	47	INCL	Before 11/87		OPP	23	
		C (73)		49	250	47	INCL	Before 11/87		OPP	23	
		E (86)		59	225	43	INCL	Before 11/87		OPP	23	
		J (95)		64	225	43	INCL	Before 11/87		OPP	23	3L 1R
		O (125)		84	195	37	INCL	Before 11/87		OPP	23	
		R (137)		92	180	34	INCL	Before 11/87		OPP	23	
		S (150)		101	162	31	INCL	Before 11/87		OPP	23	
		T (165)		111	148	28	INCL	Before 11/87		OPP	23	
6000		Forward (73)		49	150	28	INCL	Before 11/87		BOTH	23	3L 1R
		Reverse (83)		56	150	28	INCL	Before 11/87		BOTH	23	

For complete part numbers, consult the PTO Series section (page 25)

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FS-3005A (1989 & After) **FS-3205A** **FS-4005A (11/87 & After)** **FS-4205A** **FUL.07**

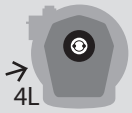
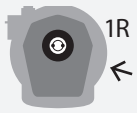
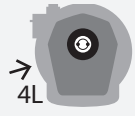
6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1000		B (55)		37	250	47	INCL	11/87 & After		OPP	18	
		C (73)		49	250	47	INCL	11/87 & After		OPP	18	
		E (86)		59	225	43	INCL	11/87 & After		OPP	18	
		J (95)		64	225	43	INCL	11/87 & After		OPP	18	
		O (125)		85	195	37	INCL	11/87 & After		OPP	18	
		R (137)		93	180	34	INCL	11/87 & After		OPP	18	
		S (150)		101	162	31	INCL	11/87 & After		OPP	18	
		T (165)		112	148	28	INCL	11/87 & After		OPP	18	
3200		Z (40)		27	250	47	INCL	11/87 & After		OPP	18	
		A (50)		34	250	47	INCL	11/87 & After		OPP	18	
		B (55)		37	250	47	INCL	11/87 & After		OPP	18	
		C (73)		49	250	47	INCL	11/87 & After		OPP	18	
		E (86)		59	225	43	INCL	11/87 & After		OPP	18	
		J (95)		65	225	43	INCL	11/87 & After		OPP	18	
		O (125)		85	195	37	INCL	11/87 & After		OPP	18	
		R (137)		93	180	34	INCL	11/87 & After		OPP	18	
		S (150)		101	162	31	INCL	11/87 & After		OPP	18	
		T (165)		111	148	28	INCL	11/87 & After		OPP	18	
6000		Forward (73)		49	150	28	INCL	11/87 & After		BOTH	18	
		Reverse (83)		56	150	28	INCL	11/87 & After		BOTH	18	

For complete part numbers, consult the PTO Series section (page 25)

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FS-5005A **FS-5005D** **FS-5205A**

FUL.08

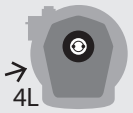
6 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1000		B (55)		21	250	47	INCL			ENG	06	
		C (73)		27	250	47	INCL			ENG	06	
		E (86)		33	225	43	INCL			ENG	06	
		J (95)		36	225	43	INCL			ENG	06	
		O (125)		47	195	37	INCL			ENG	06	
		R (137)		51	180	34	INCL			ENG	06	
		S (150)		56	162	31	INCL			ENG	06	
		T (165)		62	148	28	INCL			ENG	06	
1000		B (55)		38	250	47	S3		GA6093	OPP	30	
		C (73)		50	250	47	S3		GA6093	OPP	30	
		E (86)		60	225	43	S3		GA6093	OPP	30	
		J (95)		66	225	43	S3		GA6093	OPP	30	
		O (125)		86	195	37	S3		GA6093	OPP	30	
		R (137)		95	180	34	S3		GA6093	OPP	30	
		S (150)		104	162	31	S3		GA6093	OPP	30	
		T (165)		114	148	28	S3		GA6093	OPP	30	
3200		Z (40)		16	250	47	S3		GA6093	OPP	30	
		A (50)		20	250	47	S3		GA6093	OPP	30	
		B (55)		22	250	47	S3		GA6093	OPP	30	
		C (73)		29	250	47	S3		GA6093	OPP	30	
		E (86)		35	225	43	S3		GA6093	OPP	30	
		J (95)		38	225	43	S3		GA6093	OPP	30	
		O (125)		50	195	37	S3		GA6093	OPP	30	
		R (137)		54	180	34	S3		GA6093	OPP	30	
		S (150)		60	162	31	S3		GA6093	OPP	30	
		T (165)		65	148	28	S3		GA6093	OPP	30	
6000		Forward (83)		27	150	28	INCL			BOTH	06	
		Reverse (73)		31	150	28	INCL			BOTH	06	
6000		Forward (83)		50	150	28	S3		GA6093	BOTH	30	
		Reverse (73)		57	150	28	S3		GA6093	BOTH	30	

For complete part numbers, consult the PTO Series section (page 25)

Eaton Fuller

FSB-5305D

FUL.09

6 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1000		B (55)		21	250	47	INCL			ENG	6	
		C (73)		27	250	47	INCL			ENG	6	
		E (86)		33	225	43	INCL			ENG	6	
		J (95)		36	225	43	INCL			ENG	6	
		O (125)		47	195	37	INCL			ENG	6	
		R (137)		51	180	34	INCL			ENG	6	
		S (150)		56	162	31	INCL			ENG	6	
		T (165)		62	148	28	INCL			ENG	6	

°FOOT NOTES:

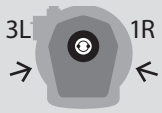
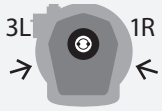
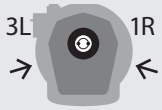
Mounting at right side + GA6062 Adapter is not available.
(Input gear #29 not cut)

For complete part numbers, consult the PTO Series section (page 25)

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FSM-5005E **FSM-5305E**

FUL.10

6 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1000		B (55)		38	250	47	INCL		GA6062	OPP	30	
		C (73)		50	250	47	INCL		GA6062	OPP	30	
		E (86)		60	225	43	INCL		GA6062	OPP	30	
		J (95)		66	225	43	INCL		GA6062	OPP	30	
		O (125)		86	195	37	INCL		GA6062	OPP	30	
		R (137)		95	180	34	INCL		GA6062	OPP	30	
		S (150)		104	162	31	INCL		GA6062	OPP	30	
		T (165)		114	148	28	INCL		GA6062	OPP	30	
3200		Z (40)		28	250	47	INCL		GA6062	OPP	30	
		A (50)		35	250	47	INCL		GA6062	OPP	30	
		B (55)		38	250	47	INCL		GA6062	OPP	30	
		C (73)		50	250	47	INCL		GA6062	OPP	30	
		E (86)		60	225	43	INCL		GA6062	OPP	30	
		J (95)		66	225	43	INCL		GA6062	OPP	30	
		O (125)		86	195	37	INCL		GA6062	OPP	30	
		R (137)		94	180	34	INCL		GA6062	OPP	30	
		S (150)		104	162	31	INCL		GA6062	OPP	30	
		T (165)		114	148	28	INCL		GA6062	OPP	30	
6000		Forward (83)		50	150	28	INCL		GA6062	BOTH	30	
		Reverse (73)		57	150	28	INCL		GA6062	BOTH	30	

For complete part numbers, consult the PTO Series section (page 25)

Eaton Fuller

FS-6005A **FS-6105A** **FS-6205A** **FS-6305A** **FUL.12**

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
	1000	B (55)		47	250	47	S3	(F15,16)	6240S	OPP	17	
		C (73)		62	250	47	S3	(F15,16)	6240S	OPP	17	
		E (86)		74	225	43	S3	(F15,16)	6240S	OPP	17	
		J (95)			225	43	S3	(F15,16)	6240S	OPP	17	
		O (125)			195	37	S3	(F15,16)	6240S	OPP	17	
		R (137)			180	34	S3	(F15,16)	6240S	OPP	17	
		S (150)			162	31	S3	(F15,16)	6240S	OPP	17	
		T (165)			148	28	S3	(F15,16)	6240S	OPP	17	
	3200	Z (40)		34	250	47	S3	(F15,16)	6240S	OPP	17	
		A (50)		42	250	47	S3	(F15,16)	6240S	OPP	17	
		B (55)		47	250	47	S3	(F15,16)	6240S	OPP	17	
		C (73)		62	250	47	S3	(F15,16)	6240S	OPP	17	
		E (86)		74	225	43	S3	(F15,16)	6240S	OPP	17	
		J (95)			225	43	S3	(F15,16)	6240S	OPP	17	
		O (125)			195	37	S3	(F15,16)	6240S	OPP	17	
		R (137)			180	34	S3	(F15,16)	6240S	OPP	17	
		S (150)			162	31	S3	(F15,16)	6240S	OPP	17	
		T (165)			148	28	S3	(F15,16)	6240S	OPP	17	

FOOT NOTES:

F15: Partial tooth engagement because transmission's PTO driver gear is not located .5" from centerline. Reduce available torque by 10%.

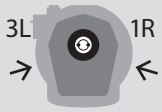
F16: 1000/3200 Series PTOs: Not available ratios above "E"because interfere with the adjacent gear in the transmission.

For complete part numbers, consult the PTO Series section (page 25)

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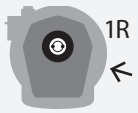
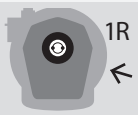
FS-6005B **FS-6105B** **FS-6205B** **FS-6305B**

FUL.13

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1500		O (125)		129	195	37	INCL			OPP	26	

T-11605F **T-905F**

FUL.15

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1000		B (55)		57	250	47	INCL	(F6,7)		OPP	01	
		C (73)		76	250	47	INCL	(F6,7)		OPP	01	
		E (86)		90	225	43	INCL	(F6,7)		OPP	01	
		J (95)		99	225	43	INCL	(F6,7)		OPP	01	
		O (125)		130	195	37	INCL	(F6,7)		OPP	01	
		R (137)		142	180	34	INCL	(F6,7)		OPP	01	
		S (150)		156	162	31	INCL	(F6,7)		OPP	01	
		T (165)		171	148	28	INCL	(F6,7)		OPP	01	
3200		Z (40)		42	250	47	INCL	(F6,7)		OPP	01	
		A (50)		52	250	47	INCL	(F6,7)		OPP	01	
		B (55)		57	250	47	INCL	(F6,7)		OPP	01	
		C (73)		76	250	47	INCL	(F6,7)		OPP	01	
		E (86)		91	225	43	INCL	(F6,7)		OPP	01	
		J (95)		99	225	43	INCL	(F6,7)		OPP	01	
		O (125)		130	195	37	INCL	(F6,7)		OPP	01	
		R (137)		142	180	34	INCL	(F6,7)		OPP	01	
		S (150)		156	162	31	INCL	(F6,7)		OPP	01	
		T (165)		171	148	28	INCL	(F6,7)		OPP	01	
6000		Forward (73)		76	150	28	INCL	(F7)		BOTH	01	
		Reverse (83)		86	150	28	INCL	(F7)		BOTH	01	

For complete part numbers, consult the PTO Series section (page 25)

Eaton Fuller

T-11605F **T-905F** **FUL.15**

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
	2000	A (50)		51	250	47	INCL			OPP	O1	 ↑ 1B
		B (55)		60	250	47	INCL			OPP	O1	
		C (73)		79	250	47	INCL			OPP	O1	
		E (86)		94	225	43	INCL			OPP	O1	
		J (95)		103	225	43	INCL			OPP	O1	
		O (125)		136	180	34	INCL			OPP	O1	
		R (137)		149	170	32	INCL			OPP	O1	
		S (150)		163	155	29	INCL			OPP	O1	
		T (165)		179	140	27	INCL			OPP	O1	
	3800	Z (40)		43	250	47	INCL	CLUTCH SHIFT		OPP	O1	 ↑ 1B
		A (50)		54	250	47	INCL	CLUTCH SHIFT		OPP	O1	
		B (55)		60	250	47	INCL	CLUTCH SHIFT		OPP	O1	
		C (73)		79	250	47	INCL	CLUTCH SHIFT		OPP	O1	
		E (86)		95	225	43	INCL	CLUTCH SHIFT		OPP	O1	
		J (95)		104	225	43	INCL	CLUTCH SHIFT		OPP	O1	
		O (125)		136	195	37	INCL	CLUTCH SHIFT		OPP	O1	
		R (137)		149	180	34	INCL	CLUTCH SHIFT		OPP	O1	
		S (150)		163	162	31	INCL	CLUTCH SHIFT		OPP	O1	
		T (165)		179	148	28	INCL	CLUTCH SHIFT		OPP	O1	
	4100	B (57)		59	420	80	INCL			OPP	O1	 ↑ 1B
		C (70)		73	350	66	INCL			OPP	O1	
		E (86)		89	285	54	INCL			OPP	O1	
		J (105)		109	235	44	INCL			OPP	O1	
	4250	Output 1 C (96)		72	355	67	INCL	(F25)		OPP	O1	 ↑ 1B
		Output 2 B (89)		67	380	72	INCL	(F25)		OPP	O1	
		Output 1 E (112)		84	300	57	INCL	(F25)		OPP	O1	
		Output 2 C (104)		77	325	62	INCL	(F25)		OPP	O1	
		Output 1 J (132)		98	260	49	INCL	(F25)		OPP	O1	
		Output 2 E (121)		90	280	53	INCL	(F25)		OPP	O1	
		Output 1 O (168)		126	200	38	INCL	(F25)		OPP	O1	
		Output 2 J (152)		114	220	42	INCL	(F25)		OPP	O1	

CONTINUES →

For complete part numbers, consult the PTO Series section (page 25)

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T-11605F **T-905F**

FUL.15

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
← CONTINUES												
	6800	Forward (55)		57	150	28	INCL			BOTH	O1	 ↑ 1B
		Reverse (52)		54	150	28	INCL			BOTH	O1	
	8000	Forward (40)		45	500	95	INCL			BOTH	O1	 ↑ 1B
		Reverse (50)		53	500	95	INCL			BOTH	O1	
	8500	B (57)		41	500	95	INCL			OPP	O1	
		C (70)		54	485	92	INCL			OPP	O1	
		E (86)		65	400	76	INCL			OPP	O1	 ↑ 1B
		J (105)		81	325	62	INCL			OPP	O1	
		O (127)		93	270	51	INCL			OPP	O1	
		R (137)		102	250	47	INCL			OPP	O1	
		S (150)		112	225	43	INCL			OPP	O1	
		T (165)		123	210	40	INCL			OPP	O1	

CAUTION:

Eaton Transmission Division has established a **Maximum Torque Limit** for the transmission PTO driver gear. For all RT/RTO/RTLO transmissions the torque limit is **350 ft-lbs (475 Nm) Maximum** unless the transmission has been upgraded to a roller type input shaft bearing. The Eaton part number **4301417** when installed moves the torque rating for the PTO driver gear to **500 ft-lbs (678 Nm) of torque Maximum**. All torque limits listed in the BZ application book are intermediate ratings. If the transmission has not been upgraded as described above

DO NOT exceed 350 ft-lbs of torque for any application.

FOOT NOTES:

F25: Do not exceed maximum torque and power shown in Output 2 when both outputs are working simultaneously.

F6: Direct mount pumps will not clear bulge on transmission case. Must use geared adapter. Use of adapter changes PTO output rotation.

F7: For vehicles with Spring Hanger interference use adapter AD645-01. Not applicable for direct mount pumps. Use of adapter changes PTO output rotation.

For complete part numbers, consult the PTO Series section (page 25)

Eaton Fuller

T-11606
T-11607A/B
T-8607A/B

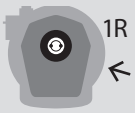
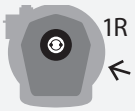
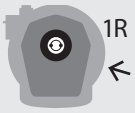
TS-11612A
TS-12612A
TS-13612A

TS-15612A
TS-16612A
TSO-11612A

TSO-12612A
TSO-13612A
TSO-15612A

TSO-16612A

FUL.16

6 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1000		B (55)		56	250	47	INCL	(F20)	6140S	OPP	14	
		C (73)		75	250	47	INCL	(F20)	6140S	OPP	14	
		E (86)		89	225	43	INCL	(F20)	6140S	OPP	14	
		J (95)		97	225	43	INCL	(F20)	6140S	OPP	14	
		O (125)		128	195	37	INCL	(F20)	6140S	OPP	14	
		R (137)		140	180	34	INCL	(F20)	6140S	OPP	14	
		S (150)		154	162	31	INCL	(F20)	6140S	OPP	14	
		T (165)		169	148	28	INCL	(F20)	6140S	OPP	14	
3200		Z (40)		41	250	47	INCL	CLUTCH SHIFT	AD68248	OPP	14	
		A (50)		51	250	47	INCL	CLUTCH SHIFT	AD68248	OPP	14	
		B (55)		56	250	47	INCL	CLUTCH SHIFT	AD68248	OPP	14	
		C (73)		75	250	47	INCL	CLUTCH SHIFT	AD68248	OPP	14	
		E (86)		90	225	43	INCL	CLUTCH SHIFT	AD68248	OPP	14	
		J (95)		98	225	43	INCL	CLUTCH SHIFT	AD68248	OPP	14	
		O (125)		128	195	37	INCL	CLUTCH SHIFT	AD68248	OPP	14	
		R (137)		140	180	34	INCL	CLUTCH SHIFT	AD68248	OPP	14	
		S (150)		154	162	31	INCL	CLUTCH SHIFT	AD68248	OPP	14	
		T (165)		169	148	28	INCL	CLUTCH SHIFT	AD68248	OPP	14	
6000		Forward (73)		75	150	28	INCL		6140S	BOTH	14	
		Reverse (83)		85	150	28	INCL		6140S	BOTH	14	

For complete part numbers, consult the PTO Series section (page 25)

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T-11606
T-11607A/B
T-8607A/B

TS-11612A
TS-12612A
TS-13612A

TS-15612A
TS-16612A
TSO-11612A

TSO-12612A
TSO-13612A
TSO-15612A

TSO-16612A

FUL.16

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
	2000	A (50)			250	47	INCL			OPP	14	 ↑ 1B
		B (55)		56	250	47	INCL			OPP	14	
		C (73)		75	250	47	INCL			OPP	14	
		E (86)		89	225	43	INCL			OPP	14	
		J (95)		97	225	43	INCL			OPP	14	
		O (125)		128	180	34	INCL			OPP	14	
		R (137)		140	170	32	INCL			OPP	14	
		S (150)		154	155	29	INCL			OPP	14	
		T (165)		169	140	27	INCL			OPP	14	
	3800	Z (40)		41	250	47	INCL	CLUTCH SHIFT		OPP	14	 ↑ 1B
		A (50)		51	250	47	INCL	CLUTCH SHIFT		OPP	14	
		B (55)		56	250	47	INCL	CLUTCH SHIFT		OPP	14	
		C (73)		75	250	47	INCL	CLUTCH SHIFT		OPP	14	
		E (86)		90	225	43	INCL	CLUTCH SHIFT		OPP	14	
		J (95)		98	225	43	INCL	CLUTCH SHIFT		OPP	14	
		O (125)		128	195	37	INCL	CLUTCH SHIFT		OPP	14	
		R (137)		140	180	34	INCL	CLUTCH SHIFT		OPP	14	
		S (150)		154	162	31	INCL	CLUTCH SHIFT		OPP	14	
		T (165)		169	148	28	INCL	CLUTCH SHIFT		OPP	14	
	8500	B (57)		69	500	95	INCL			OPP	14	 ↑ 1B
		C (70)		91	485	92	INCL			OPP	14	
		E (86)		109	400	76	INCL			OPP	14	
		J (105)		135	325	62	INCL			OPP	14	
		O (127)		156	270	51	INCL			OPP	14	
		R (137)		171	250	47	INCL			OPP	14	
		S (150)		187	225	43	INCL			OPP	14	
		T (165)		206	210	40	INCL			OPP	14	

CAUTION:

Eaton Transmission Division has established a **Maximum Torque Limit** for the transmission PTO driver gear. For all RT/RTO/RTLO transmissions the torque limit is **350 ft-lbs (475 Nm) Maximum** unless the transmission has been upgraded to a roller type input shaft bearing.

The Eaton part number **4301417** when installed moves the torque rating for the PTO driver gear to **500 ft-lbs (678 Nm) of torque Maximum**. All torque limits listed in the BZ application book are intermediate ratings. If the transmission has not been upgraded as described above

DO NOT exceed 350 ft-lbs of torque for any application.

FOOT NOTES:

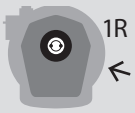
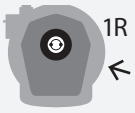
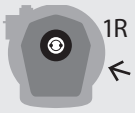
F20: Direct mount pumps will not clear bulge on transmission. Use of adapter will not work.

For complete part numbers, consult the PTO Series section (page 25)

Eaton Fuller

T-14607A/B

FUL.17

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1000		B (55)		55	250	47	INCL	(F20)	6187S	OPP	27	
		C (73)		73	250	47	INCL	(F20)	6187S	OPP	27	
		E (86)		87	225	43	INCL	(F20)	6187S	OPP	27	
		J (95)		95	225	43	INCL	(F20)	6187S	OPP	27	
		O (125)		125	195	37	INCL	(F20)	6187S	OPP	27	
		R (137)		137	180	34	INCL	(F20)	6187S	OPP	27	
		S (150)		150	162	31	INCL	(F20)	6187S	OPP	27	
		T (165)		165	148	28	INCL	(F20)	6187S	OPP	27	
3200		Z (40)		40	250	47	INCL	(F20) CLUTCH SHIFT	6187S	OPP	27	
		A (50)		50	250	47	INCL	(F20) CLUTCH SHIFT	6187S	OPP	27	
		B (55)		55	250	47	INCL	(F20) CLUTCH SHIFT	6187S	OPP	27	
		C (73)		73	250	47	INCL	(F20) CLUTCH SHIFT	6187S	OPP	27	
		E (86)		87	225	43	INCL	(F20) CLUTCH SHIFT	6187S	OPP	27	
		J (95)		95	225	43	INCL	(F20) CLUTCH SHIFT	6187S	OPP	27	
		O (125)		125	195	37	INCL	(F20) CLUTCH SHIFT	6187S	OPP	27	
		R (137)		137	180	34	INCL	(F20) CLUTCH SHIFT	6187S	OPP	27	
		S (150)		150	162	31	INCL	(F20) CLUTCH SHIFT	6187S	OPP	27	
		T (165)		164	148	28	INCL	(F20) CLUTCH SHIFT	6187S	OPP	27	
6000		Forward (73)		73	150	28	INCL		6187S	BOTH	27	
		Reverse (83)		83	150	28	INCL		6187S	BOTH	27	

For complete part numbers, consult the PTO Series section (page 25)

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T-14607A/B

FUL.17

8 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
2000		A (50)			250	47	INCL		GA8062	OPP	27	 ↑ 1B
		B (55)		55	250	47	INCL		GA8062	OPP	27	
		C (73)		73	250	47	INCL		GA8062	OPP	27	
		E (86)		87	225	43	INCL		GA8062	OPP	27	
		J (95)		95	225	43	INCL		GA8062	OPP	27	
		O (125)		125	180	34	INCL		GA8062	OPP	27	
		R (137)		137	170	32	INCL		GA8062	OPP	27	
		S (150)		150	155	29	INCL		GA8062	OPP	27	
		T (165)		165	140	27	INCL		GA8062	OPP	27	
3800		Z (40)		40	250	47	INCL	CLUTCH SHIFT	GA8062	OPP	27	 ↑ 1B
		A (50)		50	250	47	INCL	CLUTCH SHIFT	GA8062	OPP	27	
		B (55)		55	250	47	INCL	CLUTCH SHIFT	GA8062	OPP	27	
		C (73)		73	250	47	INCL	CLUTCH SHIFT	GA8062	OPP	27	
		E (86)		87	225	43	INCL	CLUTCH SHIFT	GA8062	OPP	27	
		J (95)		95	225	43	INCL	CLUTCH SHIFT	GA8062	OPP	27	
		O (125)		125	195	37	INCL	CLUTCH SHIFT	GA8062	OPP	27	
		R (137)		137	180	34	INCL	CLUTCH SHIFT	GA8062	OPP	27	
		S (150)		150	162	31	INCL	CLUTCH SHIFT	GA8062	OPP	27	
		T (165)		164	148	28	INCL	CLUTCH SHIFT	GA8062	OPP	27	
8500		B (57)		69	500	95	INCL			OPP	27	 ↑ 1B
		C (70)		91	485	92	INCL			OPP	27	
		E (86)		109	400	76	INCL			OPP	27	
		J (105)		135	325	62	INCL			OPP	27	
		O (127)		156	270	51	INCL			OPP	27	
		R (137)		171	250	47	INCL			OPP	27	
		S (150)		187	225	43	INCL			OPP	27	
		T (165)		206	210	40	INCL			OPP	27	

FOOT NOTES:

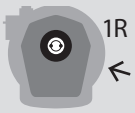
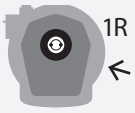
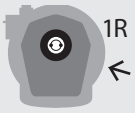
F20: Direct mount pumps will not clear bulge on transmission. Use of adapter will not work.

For complete part numbers, consult the PTO Series section (page 25)

Eaton Fuller

T-11605C **T-905C/J**

FUL.18

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1000		B (55)		58	250	47	INCL	(F6,7)		OPP	01	
		C (73)		77	250	47	INCL	(F6,7)		OPP	01	
		E (86)		91	225	43	INCL	(F6,7)		OPP	01	
		J (95)		100	225	43	INCL	(F6,7)		OPP	01	
		O (125)		131	195	37	INCL	(F6,7)		OPP	01	
		R (137)		144	180	34	INCL	(F6,7)		OPP	01	
		S (150)		157	162	31	INCL	(F6,7)		OPP	01	
		T (165)		173	148	28	INCL	(F6,7)		OPP	01	
3200		Z (40)		42	250	47	INCL	(F6,7)		OPP	01	
		A (50)		52	250	47	INCL	(F6,7)		OPP	01	
		B (55)		58	250	47	INCL	(F6,7)		OPP	01	
		C (73)		77	250	47	INCL	(F6,7)		OPP	01	
		E (86)		92	225	43	INCL	(F6,7)		OPP	01	
		J (95)		100	225	43	INCL	(F6,7)		OPP	01	
		O (125)		131	195	37	INCL	(F6,7)		OPP	01	
		R (137)		144	180	34	INCL	(F6,7)		OPP	01	
		S (150)		157	162	31	INCL	(F6,7)		OPP	01	
		T (165)		173	148	28	INCL	(F6,7)		OPP	01	
6000		Forward (73)		77	150	28	INCL	(F7)		BOTH	01	
		Reverse (83)		87	150	28	INCL	(F7)		BOTH	01	

For complete part numbers, consult the PTO Series section (page 25)

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T-11605C **T-905C/J**

FUL.18

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
	2000	A (50)		51	250	47	INCL			OPP	O1	↑ 1B
		B (55)		60	250	47	INCL			OPP	O1	
		C (73)		80	250	47	INCL			OPP	O1	
		E (86)		95	225	43	INCL			OPP	O1	
		J (95)		104	225	43	INCL			OPP	O1	
		O (125)		137	180	34	INCL			OPP	O1	
		R (137)		150	170	32	INCL			OPP	O1	
		S (150)		164	155	29	INCL			OPP	O1	
		T (165)		181	140	27	INCL			OPP	O1	
	3800	Z (40)		44	250	47	INCL	CLUTCH SHIFT		OPP	O1	↑ 1B
		A (50)		55	250	47	INCL	CLUTCH SHIFT		OPP	O1	
		B (55)		60	250	47	INCL	CLUTCH SHIFT		OPP	O1	
		C (73)		80	250	47	INCL	CLUTCH SHIFT		OPP	O1	
		E (86)		96	225	43	INCL	CLUTCH SHIFT		OPP	O1	
		J (95)		105	225	43	INCL	CLUTCH SHIFT		OPP	O1	
		O (125)		137	195	37	INCL	CLUTCH SHIFT		OPP	O1	
		R (137)		150	180	34	INCL	CLUTCH SHIFT		OPP	O1	
		S (150)		164	162	31	INCL	CLUTCH SHIFT		OPP	O1	
		T (165)		181	148	28	INCL	CLUTCH SHIFT		OPP	O1	
	4100	B (57)		60	420	80	INCL			OPP	O1	↑ 1B
		C (70)		73	350	66	INCL			OPP	O1	
		E (86)		90	285	54	INCL			OPP	O1	
		J (105)		110	235	44	INCL			OPP	O1	
	4250	Output 1 C (96)		72	355	67	INCL	(F25)		OPP	O1	↑ 1B
		Output 2 B (89)		67	380	72	INCL	(F25)		OPP	O1	
		Output 1 E (112)		85	300	57	INCL	(F25)		OPP	O1	
		Output 2 C (104)		78	325	62	INCL	(F25)		OPP	O1	
		Output 1 J (132)		99	260	49	INCL	(F25)		OPP	O1	
		Output 2 E (121)		91	280	53	INCL	(F25)		OPP	O1	
		Output 1 O (168)		127	200	38	INCL	(F25)		OPP	O1	
		Output 2 J (152)		115	220	42	INCL	(F25)		OPP	O1	
	6800	Forward (55)		58	150	28	INCL			BOTH	O1	↑ 1B
		Reverse (52)		55	150	28	INCL			BOTH	O1	

CONTINUES →

For complete part numbers, consult the PTO Series section (page 25)

Eaton Fuller

T-11605C **T-905C/J**

FUL.18

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
← CONTINUES												
	8000	Forward (40)		45	500	95	INCL			BOTH	O1	 ↑ 1B
		Reverse (50)		54	500	95	INCL			BOTH	O1	
	8500	B (57)		41	500	95	INCL			OPP	O1	
		C (70)		55	485	92	INCL			OPP	O1	
		E (86)		66	400	76	INCL			OPP	O1	 ↑ 1B
		J (105)		81	325	62	INCL			OPP	O1	
		O (127)		94	270	51	INCL			OPP	O1	
		R (137)		103	250	47	INCL			OPP	O1	
		S (150)		113	225	43	INCL			OPP	O1	
		T (165)		124	210	40	INCL			OPP	O1	

CAUTION:

Eaton Transmission Division has established a **Maximum Torque Limit** for the transmission PTO driver gear. For all RT/RTO/RTLO transmissions the torque limit is **350 ft-lbs (475 Nm) Maximum** unless the transmission has been upgraded to a roller type input shaft bearing. The Eaton part number **4301417** when installed moves the torque rating for the PTO driver gear to **500 ft-lbs (678 Nm) of torque Maximum**. All torque limits listed in the BZ application book are intermediate ratings. If the transmission has not been upgraded as described above **DO NOT exceed 350 ft-lbs of torque for any application.**

FOOT NOTES:

F25: Do not exceed maximum torque and power shown in Output 2 when both outputs are working simultaneously.

F6: Direct mount pumps will not clear bulge on transmission case. Must use geared adapter. Use of adapter changes PTO output rotation.

F7: For vehicles with Spring Hanger interference use adapter AD645-01. Not applicable for direct mount pumps. Use of adapter changes PTO output rotation.

For complete part numbers, consult the PTO Series section (page 25)

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FS-5106A
FS-5306A/X

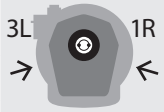
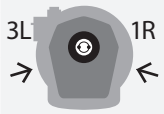
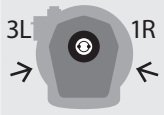
FS-5406A
FS-6206A

FS-6306A/B
FS-6306X

FS-6406A/B
FSB-5406B

FSB-6406B

FUL.20

6 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1000		B (55)		50	250	47	INCL		GA6062	OPP	17	
		C (73)		66	250	47	INCL		GA6062	OPP	17	
		E (86)		78	225	43	INCL		GA6062	OPP	17	
		J (95)		86	225	43	INCL		GA6062	OPP	17	
		O (125)		113	195	37	INCL		GA6062	OPP	17	
		R (137)		124	180	34	INCL		GA6062	OPP	17	
		S (150)		135	162	31	INCL		GA6062	OPP	17	
		T (165)		149	148	28	INCL		GA6062	OPP	17	
3200		Z (40)		36	250	47	INCL		GA6062	OPP	17	
		A (50)		45	250	47	INCL		GA6062	OPP	17	
		B (55)		50	250	47	INCL		GA6062	OPP	17	
		C (73)		66	250	47	INCL		GA6062	OPP	17	
		E (86)		79	225	43	INCL		GA6062	OPP	17	
		J (95)		86	225	43	INCL		GA6062	OPP	17	
		O (125)		113	195	37	INCL		GA6062	OPP	17	
		R (137)		123	180	34	INCL		GA6062	OPP	17	
		S (150)		135	162	31	INCL		GA6062	OPP	17	
		T (165)		148	148	28	INCL		GA6062	OPP	17	
6000		Forward (73)		66	150	28	INCL		GA6062	BOTH	17	
		Reverse (83)		75	150	28	INCL		GA6062	BOTH	17	

For complete part numbers, consult the PTO Series section (page 25)

Eaton Fuller

FS-3005B (1988 & Before) **FS-4005B (Before 11/87)**

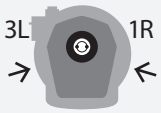
FUL.21

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1000		B (55)		43	250	47	INCL	Before 11/87		OPP	23	
		C (73)		57	250	47	INCL	Before 11/87		OPP	23	
		E (86)		68	225	43	INCL	Before 11/87		OPP	23	
		J (95)		74	225	43	INCL	Before 11/87		OPP	23	
		O (125)		97	195	37	INCL	Before 11/87		OPP	23	
		R (137)		107	180	34	INCL	Before 11/87		OPP	23	
		S (150)		117	162	31	INCL	Before 11/87		OPP	23	
		T (165)		128	148	28	INCL	Before 11/87		OPP	23	
6000		Forward (73)		57	150	28	INCL	Before 11/87		BOTH	23	
		Reverse (83)		65	150	28	INCL	Before 11/87		BOTH	23	

For complete part numbers, consult the PTO Series section (page 25)

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FS-3005B (1989 & After) **FS-3205B** **FS-4005B (11/87 & After)** **FS-4205B** **FUL.22**

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1000		B (55)		43	250	47	INCL			OPP	18	
		C (73)		57	250	47	INCL			OPP	18	
		E (86)		68	225	43	INCL			OPP	18	
		J (95)		74	225	43	INCL			OPP	18	
		O (125)		97	195	37	INCL			OPP	18	
		R (137)		107	180	34	INCL			OPP	18	
		S (150)		117	162	31	INCL			OPP	18	
		T (165)		129	148	28	INCL			OPP	18	
3200		Z (40)		31	250	47	INCL			OPP	18	
		A (50)		39	250	47	INCL			OPP	18	
		B (55)		43	250	47	INCL			OPP	18	
		C (73)		57	250	47	INCL			OPP	18	
		E (86)		68	225	43	INCL			OPP	18	
		J (95)		75	225	43	INCL			OPP	18	
		O (125)		97	195	37	INCL			OPP	18	
		R (137)		107	180	34	INCL			OPP	18	
		S (150)		117	162	31	INCL			OPP	18	
		T (165)		128	148	28	INCL			OPP	18	
6000		Forward (73)		57	150	28	INCL			BOTH	18	
		Reverse (83)		65	150	28	INCL			BOTH	18	

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For complete part numbers, consult the PTO Series section (page 25)

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FS-3005C **FS-3205C** **FS-4005C** **FS-4205C**

FUL.23

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1000		B (55)		44	250	47	S3		GA6093	OPP	15	
		C (73)		59	250	47	S3		GA6093	OPP	15	
		E (86)		70	225	43	S3		GA6093	OPP	15	
		J (95)		77	225	43	S3		GA6093	OPP	15	3L 1R
		O (125)		101	195	37	S3		GA6093	OPP	15	
		R (137)		111	180	34	S3		GA6093	OPP	15	
		S (150)		121	162	31	S3		GA6093	OPP	15	
		T (165)		133	148	28	S3		GA6093	OPP	15	
3200		Z (40)		32	250	47	S3		GA6093	OPP	15	
		A (50)		40	250	47	S3		GA6093	OPP	15	
		B (55)		44	250	47	S3		GA6093	OPP	15	
		C (73)		59	250	47	S3		GA6093	OPP	15	
		E (86)		71	225	43	S3		GA6093	OPP	15	3L 1R
		J (95)		77	225	43	S3		GA6093	OPP	15	
		O (125)		101	195	37	S3		GA6093	OPP	15	
		R (137)		110	180	34	S3		GA6093	OPP	15	
		S (150)		121	162	31	S3		GA6093	OPP	15	
		T (165)		133	148	28	S3		GA6093	OPP	15	
6000		Forward (73)		59	150	28	S3		GA6093	BOTH	15	3L 1R
		Reverse (83)		67	150	28	S3		GA6093	BOTH	15	

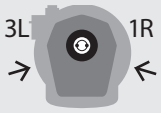
For complete part numbers, consult the PTO Series section (page 25)

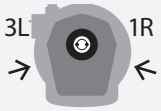
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F-5405-DM3
F-6406N-ASW
F-6406N-ASX
F-6406N-AW3
F-8406N-ASW
F-8406N-AW3
FO-6406N-AW3
FS-5406N
FS-6406N
FS-6406N-ASW
FS-6406N-ASX
FS-6406N-AW3

FUL.24

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
	1000	B (55)		49	250	47	INCL			OPP	42	
		C (73)		66	250	47	INCL			OPP	42	
		E (86)		78	225	43	INCL			OPP	42	
		J (95)		85	225	43	INCL			OPP	42	
		O (125)		112	195	37	INCL			OPP	42	
		R (137)		123	180	34	INCL			OPP	42	
		S (150)		135	162	31	INCL			OPP	42	
		T (165)		148	148	28	INCL			OPP	42	
	3200	Z (40)		36	250	47	INCL			OPP	42	
		A (50)		45	250	47	INCL			OPP	42	
		B (55)		49	250	47	INCL			OPP	42	
		C (73)		66	250	47	INCL			OPP	42	
		E (86)		79	225	43	INCL			OPP	42	
		J (95)		86	225	43	INCL			OPP	42	
		O (125)		112	195	37	INCL			OPP	42	
		R (137)		123	180	34	INCL			OPP	42	
		S (150)		135	162	31	INCL			OPP	42	
		T (165)		148	148	28	INCL			OPP	42	
	6000	Forward (73)		66	150	28	INCL			BOTH	42	
		Reverse (83)		75	150	28	INCL			BOTH	42	







FOOT NOTES:

F4: Limited clearance for direct mount pumps. Â May find better clearance with "1" assembly arrangement (shaft high).

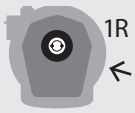
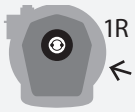
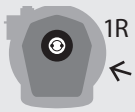
F5: ASW Transmission Code requires connection to TCM.

Left side opening not usable on ASW and ASX transmissions due to countershaft brake.

For complete part numbers, consult the PTO Series section (page 25)

Eaton Fuller

T-11605A/B **T-905A/B/H/P** **T-955AL/ALL** **FUL.25**

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1000		B (55)		60	250	47	INCL	(F6,7)		OPP	01	
		C (73)		80	250	47	INCL	(F6,7)		OPP	01	
		E (86)		95	225	43	INCL	(F6,7)		OPP	01	
		J (95)		104	225	43	INCL	(F6,7)		OPP	01	
		O (125)		136	195	37	INCL	(F6,7)		OPP	01	
		R (137)		149	180	34	INCL	(F6,7)		OPP	01	
		S (150)		164	162	31	INCL	(F6,7)		OPP	01	
		T (165)		180	148	28	INCL	(F6,7)		OPP	01	
3200		Z (40)		44	250	47	INCL	(F6,7)		OPP	01	
		A (50)		55	250	47	INCL	(F6,7)		OPP	01	
		B (55)		60	250	47	INCL	(F6,7)		OPP	01	
		C (73)		80	250	47	INCL	(F6,7)		OPP	01	
		E (86)		95	225	43	INCL	(F6,7)		OPP	01	
		J (95)		104	225	43	INCL	(F6,7)		OPP	01	
		O (125)		136	195	37	INCL	(F6,7)		OPP	01	
		R (137)		149	180	34	INCL	(F6,7)		OPP	01	
		S (150)		164	162	31	INCL	(F6,7)		OPP	01	
		T (165)		180	148	28	INCL	(F6,7)		OPP	01	
6000		Forward (73)		80	150	28	INCL	(F7)		BOTH	01	
		Reverse (83)		90	150	28	INCL	(F7)		BOTH	01	

For complete part numbers, consult the PTO Series section (page 25)

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T-11605A/B **T-905A/B/H/P** **T-955AL/ALL** **FUL.25**

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
	2000	A (50)		53	250	47	INCL			OPP	O1	 ↑ 1B
		B (55)		63	250	47	INCL			OPP	O1	
		C (73)		83	250	47	INCL			OPP	O1	
		E (86)		99	225	43	INCL			OPP	O1	
		J (95)		108	225	43	INCL			OPP	O1	
		O (125)		142	180	34	INCL			OPP	O1	
		R (137)		156	170	32	INCL			OPP	O1	
		S (150)		171	155	29	INCL			OPP	O1	
		T (165)		188	140	27	INCL			OPP	O1	
	3800	Z (40)		46	250	47	INCL	CLUTCH SHIFT		OPP	O1	 ↑ 1B
		A (50)		57	250	47	INCL	CLUTCH SHIFT		OPP	O1	
		B (55)		63	250	47	INCL	CLUTCH SHIFT		OPP	O1	
		C (73)		83	250	47	INCL	CLUTCH SHIFT		OPP	O1	
		E (86)		100	225	43	INCL	CLUTCH SHIFT		OPP	O1	
		J (95)		109	225	43	INCL	CLUTCH SHIFT		OPP	O1	
		O (125)		142	195	37	INCL	CLUTCH SHIFT		OPP	O1	
		R (137)		156	180	34	INCL	CLUTCH SHIFT		OPP	O1	
		S (150)		171	162	31	INCL	CLUTCH SHIFT		OPP	O1	
		T (165)		188	148	28	INCL	CLUTCH SHIFT		OPP	O1	
	4100	B (57)		62	420	80	INCL			OPP	O1	 ↑ 1B
		C (70)		76	350	66	INCL			OPP	O1	
		E (86)		94	285	54	INCL			OPP	O1	
		J (105)		114	235	44	INCL			OPP	O1	
	4250	Output 1 C (96)		75	355	67	INCL	(F25)		OPP	O1	 ↑ 1B
		Output 2 B (89)		70	380	72	INCL	(F25)		OPP	O1	
		Output 1 E (112)		88	300	57	INCL	(F25)		OPP	O1	
		Output 2 C (104)		81	325	62	INCL	(F25)		OPP	O1	
		Output 1 J (132)		103	260	49	INCL	(F25)		OPP	O1	
		Output 2 E (121)		95	280	53	INCL	(F25)		OPP	O1	
		Output 1 O (168)		132	200	38	INCL	(F25)		OPP	O1	
		Output 2 J (152)		119	220	42	INCL	(F25)		OPP	O1	

CONTINUES →

For complete part numbers, consult the PTO Series section (page 25)

Eaton Fuller

T-11605A/B **T-905A/B/H/P** **T-955AL/ALL** **FUL.25**

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
← CONTINUES												
	6800	Forward (55)		60	150	28	INCL			BOTH	O1	 ↑ 1B
		Reverse (52)		57	150	28	INCL			BOTH	O1	
	8000	Forward (40)		47	500	95	INCL			BOTH	O1	 ↑ 1B
		Reverse (50)		56	500	95	INCL			BOTH	O1	
	8500	B (57)		43	500	95	INCL			OPP	O1	
		C (70)		57	485	92	INCL			OPP	O1	
		E (86)		68	400	76	INCL			OPP	O1	 ↑ 1B
		J (105)		85	325	62	INCL			OPP	O1	
		O (127)		98	270	51	INCL			OPP	O1	
		R (137)		107	250	47	INCL			OPP	O1	
		S (150)		117	225	43	INCL			OPP	O1	
		T (165)		129	210	40	INCL			OPP	O1	

CAUTION:

Eaton Transmission Division has established a **Maximum Torque Limit** for the transmission PTO driver gear. For all RT/RTO/RTLO transmissions the torque limit is **350 ft-lbs (475 Nm) Maximum** unless the transmission has been upgraded to a roller type input shaft bearing.

The Eaton part number **4301417** when installed moves the torque rating for the PTO driver gear to **500 ft-lbs (678 Nm) of torque Maximum**. All torque limits listed in the BZ application book are intermediate ratings. If the transmission has not been upgraded as described above

DO NOT exceed 350 ft-lbs of torque for any application.

FOOT NOTES:

F25: Do not exceed maximum torque and power shown in Output 2 when both outputs are working simultaneously.

F6: Direct mount pumps will not clear bulge on transmission case. Must use geared adapter. Use of adapter changes PTO output rotation.

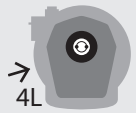
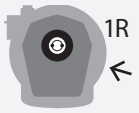
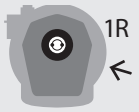
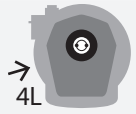
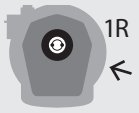
F7: For vehicles with Spring Hanger interference use adapter AD645-01. Not applicable for direct mount pumps. Use of adapter changes PTO output rotation.

For complete part numbers, consult the PTO Series section (page 25)

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FS-5005B **FS-5205B**

FUL.26

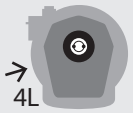
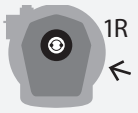
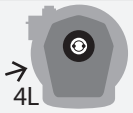
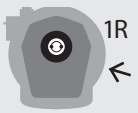
6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
	1000	B (55)		25	250	47	INCL			ENG	06	
		C (73)		33	250	47	INCL			ENG	06	
		E (86)		39	225	43	INCL			ENG	06	
		J (95)		43	225	43	INCL			ENG	06	
		O (125)		56	195	37	INCL			ENG	06	
		R (137)		62	180	34	INCL			ENG	06	
		S (150)		67	162	31	INCL			ENG	06	
		T (165)		74	148	28	INCL			ENG	06	
	1000	B (55)		45	250	47	S3		GA6093	OPP	30	
		C (73)		59	250	47	S3		GA6093	OPP	30	
		E (86)		70	225	43	S3		GA6093	OPP	30	
		J (95)		77	225	43	S3		GA6093	OPP	30	
		O (125)		101	195	37	S3		GA6093	OPP	30	
		R (137)		111	180	34	S3		GA6093	OPP	30	
		S (150)		122	162	31	S3		GA6093	OPP	30	
		T (165)		134	148	28	S3		GA6093	OPP	30	
	3200	Z (40)		19	250	47	S3		GA6093	OPP	30	
		A (50)		23	250	47	S3		GA6093	OPP	30	
		B (55)		26	250	47	S3		GA6093	OPP	30	
		C (73)		34	250	47	S3		GA6093	OPP	30	
		E (86)		41	225	43	S3		GA6093	OPP	30	
		J (95)		45	225	43	S3		GA6093	OPP	30	
		O (125)		58	195	37	S3		GA6093	OPP	30	
		R (137)		64	180	34	S3		GA6093	OPP	30	
		S (150)		70	162	31	S3		GA6093	OPP	30	
		T (165)		77	148	28	S3		GA6093	OPP	30	
	6000	Forward (73)		32	150	28	INCL			BOTH	06	
		Reverse (83)		37	150	28	INCL			BOTH	06	
	6000	Forward (73)		59	150	28	S3		GA6093	BOTH	30	
		Reverse (83)		67	150	28	S3		GA6093	BOTH	30	

For complete part numbers, consult the PTO Series section (page 25)

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FS-5005C **FS-5205C**

FUL.27

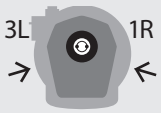
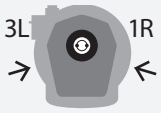
6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
		B (55)		24	250	47	INCL			ENG	06	
		C (73)		32	250	47	INCL			ENG	06	
		E (86)		39	225	43	INCL			ENG	06	
		J (95)		42	225	43	INCL			ENG	06	
	1000	O (125)		56	195	37	INCL			ENG	06	
		R (137)		61	180	34	INCL			ENG	06	
		S (150)		67	162	31	INCL			ENG	06	
		T (165)		73	148	28	INCL			ENG	06	
		B (55)		41	250	47	S3		6187S	OPP	22	
		C (73)		54	250	47	S3		6187S	OPP	22	
		E (86)		65	225	43	S3		6187S	OPP	22	
		J (95)		71	225	43	S3		6187S	OPP	22	
	1000	O (125)		93	195	37	S3		6187S	OPP	22	
		R (137)		101	180	34	S3		6187S	OPP	22	
		S (150)		111	162	31	S3		6187S	OPP	22	
		T (165)		122	148	28	S3		6187S	OPP	22	
		Z (40)		30	250	47	S3		6187S	OPP	22	
		A (50)		37	250	47	S3		6187S	OPP	22	
		B (55)		41	250	47	S3		6187S	OPP	22	
		C (73)		54	250	47	S3		6187S	OPP	22	
		E (86)		65	225	43	S3		6187S	OPP	22	
	3200	J (95)		71	225	43	S3		6187S	OPP	22	
		O (125)		93	195	37	S3		6187S	OPP	22	
		R (137)		101	180	34	S3		6187S	OPP	22	
		S (150)		111	162	31	S3		6187S	OPP	22	
		T (165)		122	148	28	S3		6187S	OPP	22	
	6000	Forward (73)		32	150	28	INCL			BOTH	06	
		Reverse (83)		37	150	28	INCL			BOTH	06	
	6000	Forward (73)		54	150	28	S3		6187S	BOTH	22	
		Reverse (83)		61	150	28	S3		6187S	BOTH	22	

For complete part numbers, consult the PTO Series section (page 25)

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FSM-5005H **FSM-5305H**

FUL.28

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1000		B (55)		45	250	47	INCL		GA6062	OPP	30	
		C (73)		59	250	47	INCL		GA6062	OPP	30	
		E (86)		71	225	43	INCL		GA6062	OPP	30	
		J (95)		77	225	43	INCL		GA6062	OPP	30	
		O (125)		102	195	37	INCL		GA6062	OPP	30	
		R (137)		112	180	34	INCL		GA6062	OPP	30	
		S (150)		122	162	31	INCL		GA6062	OPP	30	
		T (165)		134	148	28	INCL		GA6062	OPP	30	
3200		Z (40)		33	250	47	INCL		GA6062	OPP	30	
		A (50)		41	250	47	INCL		GA6062	OPP	30	
		B (55)		45	250	47	INCL		GA6062	OPP	30	
		C (73)		59	250	47	INCL		GA6062	OPP	30	
		E (86)		71	225	43	INCL		GA6062	OPP	30	
		J (95)		78	225	43	INCL		GA6062	OPP	30	
		O (125)		102	195	37	INCL		GA6062	OPP	30	
		R (137)		111	180	34	INCL		GA6062	OPP	30	
		S (150)		122	162	31	INCL		GA6062	OPP	30	
		T (165)		134	148	28	INCL		GA6062	OPP	30	
6000		Forward (73)		59	150	28	INCL		GA6062	BOTH	30	
		Reverse (83)		68	150	28	INCL		GA6062	BOTH	30	

For complete part numbers, consult the PTO Series section (page 25)

Eaton Fuller

FSM-5005J

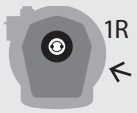
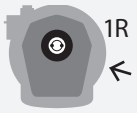
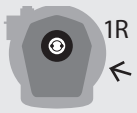
FUL.29

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1000		B (55)		43	250	47	INCL		GA6062	OPP	30	
		C (73)		58	250	47	INCL		GA6062	OPP	30	
		E (86)		69	225	43	INCL		GA6062	OPP	30	
		J (95)		75	225	43	INCL		GA6062	OPP	30	
		O (125)		99	195	37	INCL		GA6062	OPP	30	
		R (137)		108	180	34	INCL		GA6062	OPP	30	
		S (150)		118	162	31	INCL		GA6062	OPP	30	
		T (165)		130	148	28	INCL		GA6062	OPP	30	
3200		Z (40)		32	250	47	INCL		GA6062	OPP	30	
		A (50)		39	250	47	INCL		GA6062	OPP	30	
		B (55)		43	250	47	INCL		GA6062	OPP	30	
		C (73)		58	250	47	INCL		GA6062	OPP	30	
		E (86)		69	225	43	INCL		GA6062	OPP	30	
		J (95)		76	225	43	INCL		GA6062	OPP	30	
		O (125)		99	195	37	INCL		GA6062	OPP	30	
		R (137)		108	180	34	INCL		GA6062	OPP	30	
		S (150)		118	162	31	INCL		GA6062	OPP	30	
		T (165)		130	148	28	INCL		GA6062	OPP	30	
6000		Forward (73)		58	150	28	INCL		GA6062	BOTH	30	
		Reverse (83)		66	150	28	INCL		GA6062	BOTH	30	

For complete part numbers, consult the PTO Series section (page 25)

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RT-11608 **RT-14608** **RT-8606L** **RT-8608L** **RT-9508** **FUL.30**

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1000		B (55)		65	250	47	INCL	(F6,7,28)		OPP	01	 1R
		C (73)		86	250	47	INCL	(F6,7,28)		OPP	01	
		E (86)		103	225	43	INCL	(F6,7,28)		OPP	01	
		J (95)		112	225	43	INCL	(F6,7,28)		OPP	01	
		O (125)		148	195	37	INCL	(F6,7,28)		OPP	01	
		R (137)		162	180	34	INCL	(F6,7,28)		OPP	01	
		S (150)		177	162	31	INCL	(F6,7,28)		OPP	01	
		T (165)		195	148	28	INCL	(F6,7,28)		OPP	01	
3200		Z (40)		47	250	47	INCL	(F6,7,28)		OPP	01	 1R
		A (50)		59	250	47	INCL	(F6,7,28)		OPP	01	
		B (55)		65	250	47	INCL	(F6,7,28)		OPP	01	
		C (73)		86	250	47	INCL	(F6,7,28)		OPP	01	
		E (86)		103	225	43	INCL	(F6,7,28)		OPP	01	
		J (95)		113	225	43	INCL	(F6,7,28)		OPP	01	
		O (125)		148	195	37	INCL	(F6,7,28)		OPP	01	
		R (137)		162	180	34	INCL	(F6,7,28)		OPP	01	
		S (150)		177	162	31	INCL	(F6,7,28)		OPP	01	
		T (165)		195	148	28	INCL	(F6,7,28)		OPP	01	
6000		Forward (73)		86	150	28	INCL	(F28)		BOTH	01	 1R
		Reverse (83)		98	150	28	INCL	(F28)		BOTH	01	

For complete part numbers, consult the PTO Series section (page 25)

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8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
		A (50)		59	250	47	INCL	(F11)		OPP	O1	
		B (55)		68	250	47	INCL	(F11)		OPP	O1	
		C (73)		90	250	47	INCL	(F11)		OPP	O1	
		E (86)		107	225	43	INCL	(F11)		OPP	O1	
	2000	J (95)		117	225	43	INCL	(F11)		OPP	O1	
		O (125)		154	180	34	INCL	(F11)		OPP	O1	↑ 1B
		R (137)		169	170	32	INCL	(F11)		OPP	O1	
		S (150)		185	155	29	INCL	(F11)		OPP	O1	
		T (165)		204	140	27	INCL	(F11)		OPP	O1	
		Z (40)		49	250	47	INCL	(F11) CLUTCH SHIFT		OPP	O1	
		A (50)		62	250	47	INCL	(F11) CLUTCH SHIFT		OPP	O1	
		B (55)		68	250	47	INCL	(F11) CLUTCH SHIFT		OPP	O1	
		C (73)		90	250	47	INCL	(F11) CLUTCH SHIFT		OPP	O1	
	3800	E (86)		108	225	43	INCL	(F11) CLUTCH SHIFT		OPP	O1	
		J (95)		118	225	43	INCL	(F11) CLUTCH SHIFT		OPP	O1	↑ 1B
		O (125)		154	195	37	INCL	(F11) CLUTCH SHIFT		OPP	O1	
		R (137)		169	180	34	INCL	(F11) CLUTCH SHIFT		OPP	O1	
		S (150)		185	162	31	INCL	(F11) CLUTCH SHIFT		OPP	O1	
		T (165)		203	148	28	INCL	(F11) CLUTCH SHIFT		OPP	O1	
		B (57)		67	420	80	INCL	(F11)		OPP	O1	
		C (70)		83	350	66	INCL	(F11)		OPP	O1	
	4100	E (86)		102	285	54	INCL	(F11)		OPP	O1	
		J (105)		124	235	44	INCL	(F11)		OPP	O1	↑ 1B
		Output 1 C (96)		82	355	67	INCL	(F11,25)		OPP	O1	
		Output 2 B (89)		76	380	72	INCL	(F11,25)		OPP	O1	
		Output 1 E (112)		96	300	57	INCL	(F11,25)		OPP	O1	
		Output 2 C (104)		88	325	62	INCL	(F11,25)		OPP	O1	
	4250	Output 1 J (132)		112	260	49	INCL	(F11,25)		OPP	O1	
		Output 2 E (121)		103	280	53	INCL	(F11,25)		OPP	O1	↑ 1B
		Output 1 O (168)		143	200	38	INCL	(F11,25)		OPP	O1	
		Output 2 J (152)		129	220	42	INCL	(F11,25)		OPP	O1	

CONTINUES →

For complete part numbers, consult the PTO Series section (page 25)

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RT-11608 **RT-14608** **RT-8606L** **RT-8608L** **RT-9508** **FUL.30**

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
← CONTINUES												
	6800	Forward (55)	65	150	28	INCL	(F11)		BOTH	O1	 ↑ 1B
		Reverse (52)	61	150	28	INCL	(F11)		BOTH	O1	
	8000	Forward (40)	51	500	95	INCL	(F11)		BOTH	O1	 ↑ 1B
		Reverse (50)	61	500	95	INCL	(F11)		BOTH	O1	
	8500	B (57)	47	500	95	INCL	(F11)		OPP	O1	
		C (70)	62	485	92	INCL	(F11)		OPP	O1	
		E (86)	74	400	76	INCL	(F11)		OPP	O1	
		J (105)	92	325	62	INCL	(F11)		OPP	O1	 ↑ 1B
		O (127)	106	270	51	INCL	(F11)		OPP	O1	
		R (137)	116	250	47	INCL	(F11)		OPP	O1	
		S (150)	127	225	43	INCL	(F11)		OPP	O1	
		T (165)	140	210	40	INCL	(F11)		OPP	O1	

CAUTION:

Eaton Transmission Division has established a **Maximum Torque Limit** for the transmission PTO driver gear. For all RT/RTO/RTLO transmissions the torque limit is **350 ft-lbs (475 Nm) Maximum** unless the transmission has been upgraded to a roller type input shaft bearing.

The Eaton part number **4301417** when installed moves the torque rating for the PTO driver gear to **500 ft-lbs (678 Nm) of torque Maximum**. All torque limits listed in the BZ application book are intermediate ratings. If the transmission has not been upgraded as described above

DO NOT exceed 350 ft-lbs of torque for any application.

FOOT NOTES:

F11: Trucks with setback front axles and direct mount pumps will have better clearance with "3" assembly arrangement. This will also provide better clearance of air tanks on International chassis.

F25: Do not exceed maximum torque and power shown in Output 2 when both outputs are working simultaneously.

F6: Direct mount pumps will not clear bulge on transmission case. Must use geared adapter. Use of adapter changes PTO output rotation.

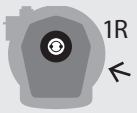
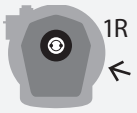
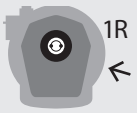
F7: For vehicles with Spring Hanger interference use adapter AD645-01. Not applicable for direct mount pumps. Use of adapter changes PTO output rotation.

For complete part numbers, consult the PTO Series section (page 25)

Eaton Fuller

TO-11605C **TO-905C**

FUL.31

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1000		B (55)		68	250	47	INCL	(F7)		OPP	01	
		C (73)		91	250	47	INCL	(F7)		OPP	01	
		E (86)		108	225	43	INCL	(F7)		OPP	01	
		J (95)		118	225	43	INCL	(F7)		OPP	01	
		O (125)		155	195	37	INCL	(F7)		OPP	01	
		R (137)		170	180	34	INCL	(F7)		OPP	01	
		S (150)		186	162	31	INCL	(F7)		OPP	01	
		T (165)		205	148	28	INCL	(F7)		OPP	01	
3200		Z (40)		50	250	47	INCL	(F7)		OPP	01	
		A (50)		62	250	47	INCL	(F7)		OPP	01	
		B (55)		68	250	47	INCL	(F7)		OPP	01	
		C (73)		91	250	47	INCL	(F7)		OPP	01	
		E (86)		109	225	43	INCL	(F7)		OPP	01	
		J (95)		119	225	43	INCL	(F7)		OPP	01	
		O (125)		155	195	37	INCL	(F7)		OPP	01	
		R (137)		170	180	34	INCL	(F7)		OPP	01	
		S (150)		186	162	31	INCL	(F7)		OPP	01	
		T (165)		204	148	28	INCL	(F7)		OPP	01	
6000		Forward (73)		91	150	28	INCL	(F7)		BOTH	01	
		Reverse (83)		103	150	28	INCL	(F7)		BOTH	01	

For complete part numbers, consult the PTO Series section (page 25)

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TO-11605C **TO-905C**

FUL.31

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
	2000	A (50)		60	250	47	INCL			OPP	O1	 ↑ 1B
		B (55)		71	250	47	INCL			OPP	O1	
		C (73)		95	250	47	INCL			OPP	O1	
		E (86)		113	225	43	INCL			OPP	O1	
		J (95)		123	225	43	INCL			OPP	O1	
		O (125)		162	180	34	INCL			OPP	O1	
		R (137)		178	170	32	INCL			OPP	O1	
		S (150)		195	155	29	INCL			OPP	O1	
		T (165)		214	140	27	INCL			OPP	O1	
	3800	Z (40)		52	250	47	INCL	CLUTCH SHIFT		OPP	O1	 ↑ 1B
		A (50)		65	250	47	INCL	CLUTCH SHIFT		OPP	O1	
		B (55)		71	250	47	INCL	CLUTCH SHIFT		OPP	O1	
		C (73)		95	250	47	INCL	CLUTCH SHIFT		OPP	O1	
		E (86)		113	225	43	INCL	CLUTCH SHIFT		OPP	O1	
		J (95)		124	225	43	INCL	CLUTCH SHIFT		OPP	O1	
		O (125)		162	195	37	INCL	CLUTCH SHIFT		OPP	O1	
		R (137)		177	180	34	INCL	CLUTCH SHIFT		OPP	O1	
		S (150)		195	162	31	INCL	CLUTCH SHIFT		OPP	O1	
		T (165)		214	148	28	INCL	CLUTCH SHIFT		OPP	O1	
	4100	B (57)		71	420	80	INCL			OPP	O1	 ↑ 1B
		C (70)		87	350	66	INCL			OPP	O1	
		E (86)		107	285	54	INCL			OPP	O1	
		J (105)		130	235	44	INCL			OPP	O1	
	4250	Output 1 C (96)		86	355	67	INCL	(F25)		OPP	O1	 ↑ 1B
		Output 2 B (89)		80	380	72	INCL	(F25)		OPP	O1	
		Output 1 E (112)		100	300	57	INCL	(F25)		OPP	O1	
		Output 2 C (104)		93	325	62	INCL	(F25)		OPP	O1	
		Output 1 J (132)		118	260	49	INCL	(F25)		OPP	O1	
		Output 2 E (121)		108	280	53	INCL	(F25)		OPP	O1	
		Output 1 O (168)		150	200	38	INCL	(F25)		OPP	O1	
		Output 2 J (152)		136	220	42	INCL	(F25)		OPP	O1	

CONTINUES →

For complete part numbers, consult the PTO Series section (page 25)

Eaton Fuller

TO-11605C **TO-905C**

FUL.31

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
← CONTINUES												
	6800	Forward (55)		68	150	28	INCL			BOTH	O1	 ↑ 1B
		Reverse (52)		65	150	28	INCL			BOTH	O1	
	8000	Forward (40)		53	500	95	INCL			BOTH	O1	 ↑ 1B
		Reverse (50)		64	500	95	INCL			BOTH	O1	
	8500	B (57)		49	500	95	INCL			OPP	O1	
		C (70)		65	485	92	INCL			OPP	O1	
		E (86)		78	400	76	INCL			OPP	O1	
		J (105)		96	325	62	INCL			OPP	O1	 ↑ 1B
		O (127)		111	270	51	INCL			OPP	O1	
		R (137)		122	250	47	INCL			OPP	O1	
		S (150)		134	225	43	INCL			OPP	O1	
		T (165)		147	210	40	INCL			OPP	O1	

CAUTION:

Eaton Transmission Division has established a **Maximum Torque Limit** for the transmission PTO driver gear. For all RT/RTO/RTLO transmissions the torque limit is **350 ft-lbs (475 Nm) Maximum** unless the transmission has been upgraded to a roller type input shaft bearing.

The Eaton part number **4301417** when installed moves the torque rating for the PTO driver gear to **500 ft-lbs (678 Nm) of torque Maximum**. All torque limits listed in the BZ application book are intermediate ratings. If the transmission has not been upgraded as described above

DO NOT exceed 350 ft-lbs of torque for any application.

FOOT NOTES:

F25: Do not exceed maximum torque and power shown in Output 2 when both outputs are working simultaneously.

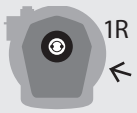
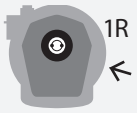
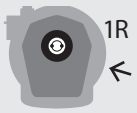
F7: For vehicles with Spring Hanger interference use adapter AD645-01. Not applicable for direct mount pumps. Use of adapter changes PTO output rotation.

For complete part numbers, consult the PTO Series section (page 25)

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T-11605D/M **T-905D/M**

FUL.32

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1000		B (55)		70	250	47	INCL	(F7)		OPP	01	
		C (73)		92	250	47	INCL	(F7)		OPP	01	
		E (86)		110	225	43	INCL	(F7)		OPP	01	
		J (95)		120	225	43	INCL	(F7)		OPP	01	
		O (125)		158	195	37	INCL	(F7)		OPP	01	
		R (137)		173	180	34	INCL	(F7)		OPP	01	
		S (150)		190	162	31	INCL	(F7)		OPP	01	
		T (165)		209	148	28	INCL	(F7)		OPP	01	
3200		Z (40)		51	250	47	INCL	(F7)		OPP	01	
		A (50)		63	250	47	INCL	(F7)		OPP	01	
		B (55)		70	250	47	INCL	(F7)		OPP	01	
		C (73)		92	250	47	INCL	(F7)		OPP	01	
		E (86)		111	225	43	INCL	(F7)		OPP	01	
		J (95)		121	225	43	INCL	(F7)		OPP	01	
		O (125)		158	195	37	INCL	(F7)		OPP	01	
		R (137)		173	180	34	INCL	(F7)		OPP	01	
		S (150)		190	162	31	INCL	(F7)		OPP	01	
		T (165)		209	148	28	INCL	(F7)		OPP	01	
6000		Forward (73)		92	150	28	INCL	(F7)		BOTH	01	
		Reverse		105	150	28	INCL	(F7)		BOTH	01	

For complete part numbers, consult the PTO Series section (page 25)

Eaton Fuller

T-11605D/M **T-905D/M**

FUL.32

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
	2000	A (50)		62	250	47	INCL			OPP	O1	 ↑ 1B
		B (55)		73	250	47	INCL			OPP	O1	
		C (73)		97	250	47	INCL			OPP	O1	
		E (86)		115	225	43	INCL			OPP	O1	
		J (95)		126	225	43	INCL			OPP	O1	
		O (125)		165	180	34	INCL			OPP	O1	
		R (137)		181	170	32	INCL			OPP	O1	
		S (150)		198	155	29	INCL			OPP	O1	
		T (165)		218	140	27	INCL			OPP	O1	
	3800	Z (40)		53	250	47	INCL	CLUTCH SHIFT		OPP	O1	 ↑ 1B
		A (50)		66	250	47	INCL	CLUTCH SHIFT		OPP	O1	
		B (55)		73	250	47	INCL	CLUTCH SHIFT		OPP	O1	
		C (73)		97	250	47	INCL	CLUTCH SHIFT		OPP	O1	
		E (86)		116	225	43	INCL	CLUTCH SHIFT		OPP	O1	
		J (95)		126	225	43	INCL	CLUTCH SHIFT		OPP	O1	
		O (125)		165	195	37	INCL	CLUTCH SHIFT		OPP	O1	
		R (137)		181	180	34	INCL	CLUTCH SHIFT		OPP	O1	
		S (150)		198	162	31	INCL	CLUTCH SHIFT		OPP	O1	
		T (165)		218	148	28	INCL	CLUTCH SHIFT		OPP	O1	
	4100	B (57)		72	420	80	INCL			OPP	O1	 ↑ 1B
		C (70)		89	350	66	INCL			OPP	O1	
		E (86)		109	285	54	INCL			OPP	O1	
		J (105)		133	235	44	INCL			OPP	O1	
	4250	Output 1 C (96)		87	355	67	INCL	(F25)		OPP	O1	 ↑ 1B
		Output 2 B (89)		81	380	72	INCL	(F25)		OPP	O1	
		Output 1 E (112)		102	300	57	INCL	(F25)		OPP	O1	
		Output 2 C (104)		94	325	62	INCL	(F25)		OPP	O1	
		Output 1 J (132)		120	260	49	INCL	(F25)		OPP	O1	
		Output 2 E (121)		110	280	53	INCL	(F25)		OPP	O1	
		Output 1 O (168)		153	200	38	INCL	(F25)		OPP	O1	
		Output 2 J (152)		139	220	42	INCL	(F25)		OPP	O1	

CONTINUES →

For complete part numbers, consult the PTO Series section (page 25)

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T-11605D/M **T-905D/M**

FUL.32

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
← CONTINUES												
	6800	Forward (55)		70	150	28	INCL			BOTH	O1	 ↑ 1B
		Reverse (52)		66	150	28	INCL			BOTH	O1	
	8000	Forward (40)		55	500	95	INCL			BOTH	O1	 ↑ 1B
		Reverse (50)		65	500	95	INCL			BOTH	O1	
	8500	B (57)		50	500	95	INCL			OPP	O1	
		C (70)		66	485	92	INCL			OPP	O1	
		E (86)		79	400	76	INCL			OPP	O1	
		J (105)		98	325	62	INCL			OPP	O1	 ↑ 1B
		O (127)		114	270	51	INCL			OPP	O1	
		R (137)		125	250	47	INCL			OPP	O1	
		S (150)		136	225	43	INCL			OPP	O1	
		T (165)		150	210	40	INCL			OPP	O1	

CAUTION:

Eaton Transmission Division has established a **Maximum Torque Limit** for the transmission PTO driver gear. For all RT/RTO/RTLO transmissions the torque limit is **350 ft-lbs (475 Nm) Maximum** unless the transmission has been upgraded to a roller type input shaft bearing.

The Eaton part number **4301417** when installed moves the torque rating for the PTO driver gear to **500 ft-lbs (678 Nm) of torque Maximum**. All torque limits listed in the BZ application book are intermediate ratings. If the transmission has not been upgraded as described above

DO NOT exceed 350 ft-lbs of torque for any application.

FOOT NOTES:

F25: Do not exceed maximum torque and power shown in Output 2 when both outputs are working simultaneously.

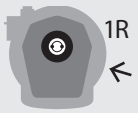
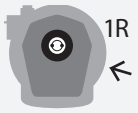
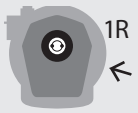
F7: For vehicles with Spring Hanger interferenceuse adapter AD645-01. Not applicable for direct mount pumps. Use of adapter changes PTO output rotation.

For complete part numbers, consult the PTO Series section (page 25)

Eaton Fuller

TO-11605B **TO-905B**

FUL.33

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1000		B (55)		70	250	47	INCL	(F6,7)		OPP	01	 1R
		C (73)		92	250	47	INCL	(F6,7)		OPP	01	
		E (86)		110	225	43	INCL	(F6,7)		OPP	01	
		J (95)		120	225	43	INCL	(F6,7)		OPP	01	
		O (125)		158	195	37	INCL	(F6,7)		OPP	01	
		R (137)		173	180	34	INCL	(F6,7)		OPP	01	
		S (150)		190	162	31	INCL	(F6,7)		OPP	01	
		T (165)		209	148	28	INCL	(F6,7)		OPP	01	
3200		Z (40)		51	250	47	INCL	(F6,7)		OPP	01	 1R
		A (50)		63	250	47	INCL	(F6,7)		OPP	01	
		B (55)		70	250	47	INCL	(F6,7)		OPP	01	
		C (73)		92	250	47	INCL	(F6,7)		OPP	01	
		E (86)		111	225	43	INCL	(F6,7)		OPP	01	
		J (95)		121	225	43	INCL	(F6,7)		OPP	01	
		O (125)		158	195	37	INCL	(F6,7)		OPP	01	
		R (137)		173	180	34	INCL	(F6,7)		OPP	01	
		S (150)		190	162	31	INCL	(F6,7)		OPP	01	
		T (165)		209	148	28	INCL	(F6,7)		OPP	01	
6000		Forward (73)		92	150	28	INCL	(F7)		BOTH	01	 1R
		Reverse (83)		105	150	28	INCL	(F7)		BOTH	01	

For complete part numbers, consult the PTO Series section (page 25)

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TO-11605B **TO-905B**

FUL.33

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
	2000	A (50)		54	250	47	INCL	(F11)		OPP	O1	 ↑ 1B
		B (55)		73	250	47	INCL	(F11)		OPP	O1	
		C (73)		97	250	47	INCL	(F11)		OPP	O1	
		E (86)		115	225	43	INCL	(F11)		OPP	O1	
		J (95)		126	225	43	INCL	(F11)		OPP	O1	
		O (125)		165	180	34	INCL	(F11)		OPP	O1	
		R (137)		181	170	32	INCL	(F11)		OPP	O1	
		S (150)		198	155	29	INCL	(F11)		OPP	O1	
		T (165)		218	140	27	INCL	(F11)		OPP	O1	
	3800	Z (40)		53	250	47	INCL	(F11) CLUTCH SHIFT		OPP	O1	 ↑ 1B
		A (50)		66	250	47	INCL	(F11) CLUTCH SHIFT		OPP	O1	
		B (55)		73	250	47	INCL	(F11) CLUTCH SHIFT		OPP	O1	
		C (73)		97	250	47	INCL	(F11) CLUTCH SHIFT		OPP	O1	
		E (86)		116	225	43	INCL	(F11) CLUTCH SHIFT		OPP	O1	
		J (95)		126	225	43	INCL	(F11) CLUTCH SHIFT		OPP	O1	
		O (125)		165	195	37	INCL	(F11) CLUTCH SHIFT		OPP	O1	
		R (137)		181	180	34	INCL	(F11) CLUTCH SHIFT		OPP	O1	
		S (150)		198	162	31	INCL	(F11) CLUTCH SHIFT		OPP	O1	
		T (165)		218	148	28	INCL	(F11) CLUTCH SHIFT		OPP	O1	
	4100	B (57)		72	420	80	INCL	(F11)		OPP	O1	 ↑ 1B
		C (70)		89	350	66	INCL	(F11)		OPP	O1	
		E (86)		109	285	54	INCL	(F11)		OPP	O1	
		J (105)		133	235	44	INCL	(F11)		OPP	O1	
	4250	Output 1 C (96)		87	355	67	INCL	(F11,25)		OPP	O1	 ↑ 1B
		Output 2 B (89)		81	380	72	INCL	(F11,25)		OPP	O1	
		Output 1 E (112)		102	300	57	INCL	(F11,25)		OPP	O1	
		Output 2 C (104)		94	325	62	INCL	(F11,25)		OPP	O1	
		Output 1 J (132)		120	260	49	INCL	(F11,25)		OPP	O1	
		Output 2 E (121)		110	280	53	INCL	(F11,25)		OPP	O1	
		Output 1 O (168)		153	200	38	INCL	(F11,25)		OPP	O1	
		Output 2 J (152)		139	220	42	INCL	(F11,25)		OPP	O1	

CONTINUES →

For complete part numbers, consult the PTO Series section (page 25)

Eaton Fuller

TO-11605B **TO-905B**

FUL.33

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
← CONTINUES												
	6800	Forward (55)		70	150	28	INCL	(F11)		BOTH	O1	 ↑ 1B
		Reverse (52)		66	150	28	INCL	(F11)		BOTH	O1	
	8000	Forward (40)		55	500	95	INCL	(F11)		BOTH	O1	 ↑ 1B
		Reverse (50)		65	500	95	INCL	(F11)		BOTH	O1	
	8500	B (57)		50	500	95	INCL	(F11)		OPP	O1	
		C (70)		66	485	92	INCL	(F11)		OPP	O1	
		E (86)		79	400	76	INCL	(F11)		OPP	O1	
		J (105)		98	325	62	INCL	(F11)		OPP	O1	 ↑ 1B
		O (127)		114	270	51	INCL	(F11)		OPP	O1	
		R (137)		125	250	47	INCL	(F11)		OPP	O1	
		S (150)		136	225	43	INCL	(F11)		OPP	O1	
		T (165)		150	210	40	INCL	(F11)		OPP	O1	

CAUTION:

Eaton Transmission Division has established a **Maximum Torque Limit** for the transmission PTO driver gear. For all RT/RTO/RTLO transmissions the torque limit is **350 ft-lbs (475 Nm) Maximum** unless the transmission has been upgraded to a roller type input shaft bearing.

The Eaton part number **4301417** when installed moves the torque rating for the PTO driver gear to **500 ft-lbs (678 Nm) of torque Maximum**. All torque limits listed in the BZ application book are intermediate ratings. If the transmission has not been upgraded as described above

DO NOT exceed 350 ft-lbs of torque for any application.

FOOT NOTES:

F11: Trucks with setback front axles and direct mount pumps will have better clearance with "3" assembly arrangement. This will also provide better clearance of air tanks on International chassis.

F25: Do not exceed maximum torque and power shown in Output 2 when both outputs are working simultaneously.

F6: Direct mount pumps will not clear bulge on transmission case. Must use geared adapter. Use of adapter changes PTO output rotation.

F7: For vehicles with Spring Hanger interference use adapter AD645-01. Not applicable for direct mount pumps. Use of adapter changes PTO output rotation.

For complete part numbers, consult the PTO Series section (page 25)

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FRLO-14410C/C-T2 **FRLO-15410C** **F-LO-15410C-T2** **FRLO-16410C/C-T2** **FRLO-18410C-T2** **FUL.34**

6 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1100		B (55)		65	250	47	M1	(F14,31)		OPP	66	
		C (73)		86	250	47	M1	(F14,31)		OPP	66	
		E (86)		102	225	43	M1	(F14,31)		OPP	66	
		J (95)		113	225	43	M1	(F14,31)		OPP	66	
		O (125)		148	195	37	M1	(F14,31)		OPP	66	
		R (137)		162	180	34	M1	(F14,31)		OPP	66	
		S (150)		178	162	31	M1	(F14,31)		OPP	66	
		T (165)		195	148	28	M1	(F14,31)		OPP	66	

CAUTION:

Eaton Transmission Division has established a **Maximum Torque Limit** for the transmission PTO driver gear. For all RT/RTO/RTLO transmissions the torque limit is **350 ft-lbs (475 Nm) Maximum** unless the transmission has been upgraded to a roller type input shaft bearing.

The Eaton part number **4301417** when installed moves the torque rating for the PTO driver gear to **500 ft-lbs (678 Nm) of torque Maximum**. All torque limits listed in the BZ application book are intermediate ratings. If the transmission has not been upgraded as described above

DO NOT exceed 350 ft-lbs of torque for any application.

FOOT NOTES:

F14: Kenworth and Mack chassis with set back front axle may encounter spring hanger interference. Use adapter AD622-66-01 and change the PTO input gear to "01"

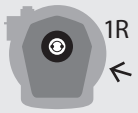
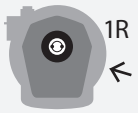
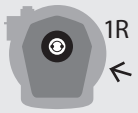
F31: For all Transmissions that are wired to J1939 protocol it is recommended to switch number PT9099999

For complete part numbers, consult the PTO Series section (page 25)

Eaton Fuller

FR-11210B
FR-12210B
FR-13210B
FR-14210B
FR-15210B
FR-9210
FR-9210B
FRW-15210B
RT-11209H
RT-11210B
RT-12209H
RT-12210B
RT-13209H
RT-13210B
RT-14209H
RT-14210B

FUL.36

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1000		B (55)		73	250	47	M1	(F6,28,30,31)		OPP	O1	
		C (73)		97	250	47	M1	(F6,28,30,31)		OPP	O1	
		E (86)		116	225	43	M1	(F6,28,30,31)		OPP	O1	
		J (95)		126	225	43	M1	(F6,28,30,31)		OPP	O1	
		O (125)		166	195	37	M1	(F6,28,30,31)		OPP	O1	
		R (137)		182	180	34	M1	(F6,28,30,31)		OPP	O1	
		S (150)		199	162	31	M1	(F6,28,30,31)		OPP	O1	
		T (165)		219	148	28	M1	(F6,28,30,31)		OPP	O1	
3200		Z (40)		53	250	47	M1	(F6,28) CLUTCH SHIFT		OPP	O1	
		A (50)		66	250	47	M1	(F6,28) CLUTCH SHIFT		OPP	O1	
		B (55)		73	250	47	M1	(F6,28) CLUTCH SHIFT		OPP	O1	
		C (73)		97	250	47	M1	(F6,28) CLUTCH SHIFT		OPP	O1	
		E (86)		116	225	43	M1	(F6,28) CLUTCH SHIFT		OPP	O1	
		J (95)		127	225	43	M1	(F6,28) CLUTCH SHIFT		OPP	O1	
		O (125)		166	195	37	M1	(F6,28) CLUTCH SHIFT		OPP	O1	
		R (137)		182	180	34	M1	(F6,28) CLUTCH SHIFT		OPP	O1	
		S (150)		199	162	31	M1	(F6,28) CLUTCH SHIFT		OPP	O1	
		T (165)		219	148	28	M1	(F6,28) CLUTCH SHIFT		OPP	O1	
6000		Forward (73)		97	150	28	M1	(F28,30,31)		BOTH	O1	
		Reverse (83)		110	150	28	M1	(F28,30,31)		BOTH	O1	

For complete part numbers, consult the PTO Series section (page 25)

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FR-11210B
FR-12210B
FR-13210B
FR-14210B
FR-15210B
FR-9210
FR-9210B
FRW-15210B
RT-11209H
RT-11210B
RT-12209H
RT-12210B
RT-13209H
RT-13210B
RT-14209H
RT-14210B

FUL.36

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
	2000	A (50)		71	250	47	M2	(F28,30,31)		OPP	O1	
		B (55)		76	250	47	M2	(F28,30,31)		OPP	O1	
		C (73)		101	250	47	M2	(F28,30,31)		OPP	O1	
		E (86)		121	225	43	M2	(F28,30,31)		OPP	O1	 ↑ 1B
		J (95)		132	225	43	M2	(F28,30,31)		OPP	O1	
		O (125)		174	180	34	M2	(F28,30,31)		OPP	O1	
		R (137)		190	170	32	M2	(F28,30,31)		OPP	O1	
		S (150)		208	155	29	M2	(F28,30,31)		OPP	O1	
		T (165)		229	140	27	M2	(F28,30,31)		OPP	O1	
	3800	Z (40)		56	250	47	M2	CLUTCH SHIFT		OPP	O1	
		A (50)		69	250	47	M2	CLUTCH SHIFT		OPP	O1	
		B (55)		76	250	47	M2	CLUTCH SHIFT		OPP	O1	
		C (73)		101	250	47	M2	CLUTCH SHIFT		OPP	O1	
		E (86)		122	225	43	M2	CLUTCH SHIFT		OPP	O1	 ↑ 1B
		J (95)		133	225	43	M2	CLUTCH SHIFT		OPP	O1	
		O (125)		174	195	37	M2	CLUTCH SHIFT		OPP	O1	
		R (137)		190	180	34	M2	CLUTCH SHIFT		OPP	O1	
		S (150)		208	162	31	M2	CLUTCH SHIFT		OPP	O1	
		T (165)		229	148	28	M2	CLUTCH SHIFT		OPP	O1	
	4100	B (57)		76	420	80	M2	(F28,30)		OPP	O1	
		C (70)		93	350	66	M2	(F28,30)		OPP	O1	
		E (86)		114	285	54	M2	(F28,30)		OPP	O1	 ↑ 1B
		J (105)		139	235	44	M2	(F28,30)		OPP	O1	
	4250	Output 1 C (96)		92	355	67	M2	(F25,28,30)		OPP	O1	
		Output 2 B (89)		85	380	72	M2	(F25,28,30)		OPP	O1	
		Output 1 E (112)		107	300	57	M2	(F25,28,30)		OPP	O1	
		Output 2 C (104)		99	325	62	M2	(F25,28,30)		OPP	O1	 ↑ 1B
		Output 1 J (132)		126	260	49	M2	(F25,28,30)		OPP	O1	
		Output 2 E (121)		115	280	53	M2	(F25,28,30)		OPP	O1	
		Output 1 O (168)		161	200	38	M2	(F25,28,30)		OPP	O1	
		Output 2 J (152)		145	220	42	M2	(F25,28,30)		OPP	O1	

CONTINUES →

For complete part numbers, consult the PTO Series section (page 25)

Eaton Fuller

FR-11210B
FR-12210B
FR-13210B
FR-14210B
FR-15210B
FR-9210
FR-9210B
FRW-15210B
RT-11209H
RT-11210B
RT-12209H
RT-12210B
RT-13209H
RT-13210B
RT-14209H
RT-14210B

FUL.36

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
← CONTINUES												
	6800	Forward (55)		73	150	28	M2	(F28,30,31)		BOTH	O1	 ↑ 1B
		Reverse (52)		69	150	28	M2	(F28,30,31)		BOTH	O1	
	8000	Forward (40)		57	500	95	M2	(F28,30,31)		BOTH	O1	 ↑ 1B
		Reverse (50)		68	500	95	M2	(F28,30,31)		BOTH	O1	
	8500	B (57)		53	500	95	M2	(F28,30)		OPP	O1	
		C (70)		70	485	92	M2	(F28,30)		OPP	O1	
		E (86)		83	400	76	M2	(F28,30)		OPP	O1	
		J (105)		103	325	62	M2	(F28,30)		OPP	O1	 ↑ 1B
		O (127)		119	270	51	M2	(F28,30)		OPP	O1	
		R (137)		131	250	47	M2	(F28,30)		OPP	O1	
		S (150)		143	225	43	M2	(F28,30)		OPP	O1	
		T (165)		158	210	40	M2	(F28,30)		OPP	O1	

CAUTION:

Eaton Transmission Division has established a **Maximum Torque Limit** for the transmission PTO driver gear. For all RT/RTO/RTLO transmissions the torque limit is **350 ft-lbs (475 Nm) Maximum** unless the transmission has been upgraded to a roller type input shaft bearing.

The Eaton part number **4301417** when installed moves the torque rating for the PTO driver gear to **500 ft-lbs (678 Nm) of torque Maximum**. All torque limits listed in the BZ application book are intermediate ratings. If the transmission has not been upgraded as described above

DO NOT exceed 350 ft-lbs of torque for any application.

FOOT NOTES:

F25: Do not exceed maximum torque and power shown in Output 2 when both outputs are working simultaneously.

F6: Direct mount pumps will not clear bulge on transmission case. Must use geared adapter. Use of adapter changes PTO output rotation.

F28: Caution: Eaton Transmission Division has established a Maximum Torque Limit for the transmission PTO driver gear. For all RT/RTO/RTLO transmissions, the torque limit is 350 ft-lbs (475 Nm) Maximum unless the transmission has been upgraded to a roller type input shaft bearing. The Eaton part number 4301417 when installed moves the torque rating for the PTO driver gear to 500 ft-lbs (678 Nm) of torque Maximum. All torque limits listed in the BZ application book are intermediate ratings. If the transmission has not been upgraded as described above DO NOT exceed 350 ft-lbs of torque for any application.

F30: Caution: Eaton Transmission Division has established a Maximum Torque Limit for the transmission PTO driver gear. For all FR, FRO, FRLO transmissions, the torque limit is 500 ft-lbs (678 Nm). All torque limits listed in the BZ application book are intermediate ratings.

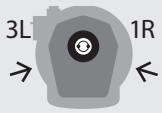
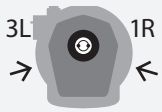
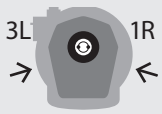
F31: For all Transmissions that are wired to J1939 protocol it is recommended to switch number PT9099999

For complete part numbers, consult the PTO Series section (page 25)

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EH-6E606A-CD
EH-8E306A-CD/T/U/UP/UPG
ESO-9306A
F-5405B-DM3
F-5505B-DM3
F-6405B-DM3
F-8405B-DM3
FO-5506B-DM3
FO-6406B-DM3
FO-6506B-DM3
FO-8406B-DM3
FSBO-6406B
FSBO-8406B
FSO-6406A
FSO-8406A

FUL.37

6 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1000		C (73)		98	250	47	S7		GA6032/6500S	OPP	28	
		E (86)		117	225	43	S7		GA6032/6500S	OPP	28	
		J (95)		127	225	43	S7		GA6032/6500S	OPP	28	
		O (125)		168	195	37	S7		GA6032/6500S	OPP	28	
		R (137)		184	180	34	S7		GA6032/6500S	OPP	28	
		S (150)		201	162	31	S7		GA6032/6500S	OPP	28	
		T (165)		221	148	28	S7		GA6032/6500S	OPP	28	
3200		Z (40)		54	250	47	S7		GA6032/6500S	OPP	28	
		A (50)		67	250	47	S7		GA6032/6500S	OPP	28	
		B (55)		74	250	47	S7		GA6032/6500S	OPP	28	
		C (73)		98	250	47	S7		GA6032/6500S	OPP	28	
		E (86)		117	225	43	S7		GA6032/6500S	OPP	28	
		J (95)		128	225	43	S7		GA6032/6500S	OPP	28	
		O (125)		168	195	37	S7		GA6032/6500S	OPP	28	
		R (137)		183	180	34	S7		GA6032/6500S	OPP	28	
		S (150)		201	162	31	S7		GA6032/6500S	OPP	28	
		T (165)		221	148	28	S7		GA6032/6500S	OPP	28	
6000		Forward (73)		98	150	28	S7		GA6032/6500S	BOTH	28	
		Reverse (83)		111	150	28	S7		GA6032/6500S	BOTH	28	

CAUTION:

Eaton Transmission Division has established a **Maximum Torque Limit** for the transmission PTO driver gear. For all RT/RTO/RTLO transmissions the torque limit is **350 ft-lbs (475 Nm) Maximum** unless the transmission has been upgraded to a roller type input shaft bearing.

The Eaton part number **4301417** when installed moves the torque rating for the PTO driver gear to **500 ft-lbs (678 Nm) of torque Maximum**. All torque limits listed in the BZ application book are intermediate ratings. If the transmission has not been upgraded as described above

DO NOT exceed 350 ft-lbs of torque for any application.

FOOT NOTES:

F2: EH8-E306A Transmissions are Hybrid and must Interface with PTO and TCM. Only one opening is usable.

F3: AW3 & DM3 Transmission Codes require PTO connection to TCM per Eaton. Engine Speeds above 1000 RPM are required for PTO operation on code DM3.

For complete part numbers, consult the PTO Series section (page 25)

Eaton Fuller

TO-11607B-ASX **TO-14607B-ASX** **TX-14607B** **TX-8607B**

FUL.38

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1000		B (55)		74	250	47	S3	(F20,24)	6187S	OPP	27	 2R
		C (73)		98	250	47	S3	(F20,24)	6187S	OPP	27	
		E (86)		116	225	43	S3	(F20,24)	6187S	OPP	27	
		J (95)		127	225	43	S3	(F20,24)	6187S	OPP	27	
		O (125)		167	195	37	S3	(F20,24)	6187S	OPP	27	
		R (137)		183	180	34	S3	(F20,24)	6187S	OPP	27	
		S (150)		201	162	31	S3	(F20,24)	6187S	OPP	27	
		T (165)		221	148	28	S3	(F20,24)	6187S	OPP	27	

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
2000		A (50)			250	47	INCL	(F24)	GA8032	OPP	27	 2B
		B (55)		74	250	47	INCL	(F24)	GA8032	OPP	27	
		C (73)		98	250	47	INCL	(F24)	GA8032	OPP	27	
		E (86)		116	225	43	INCL	(F24)	GA8032	OPP	27	
		J (95)		127	225	43	INCL	(F24)	GA8032	OPP	27	
		O (125)		167	180	34	INCL	(F24)	GA8032	OPP	27	
		R (137)		183	170	32	INCL	(F24)	GA8032	OPP	27	
		S (150)		201	155	29	INCL	(F24)	GA8032	OPP	27	
		T (165)		221	140	27	INCL	(F24)	GA8032	OPP	27	

CAUTION:

Eaton Transmission Division has established a **Maximum Torque Limit** for the transmission PTO driver gear. For all RT/RTO/RTLO transmissions the torque limit is **350 ft-lbs (475 Nm) Maximum** unless the transmission has been upgraded to a roller type input shaft bearing.

The Eaton part number **4301417** when installed moves the torque rating for the PTO driver gear to **500 ft-lbs (678 Nm) of torque Maximum**. All torque limits listed in the BZ application book are intermediate ratings. If the transmission has not been upgraded as described above

DO NOT exceed 350 ft-lbs of torque for any application.

FOOT NOTES:

F20: Direct mount pumps will not clear bulge on transmission. Use of adapter will not work.

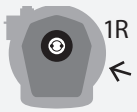
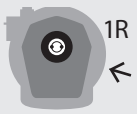
F24: Interference with outside diameter of transmissionâ™s PTO driver gear for Ratios “O” and above.

For complete part numbers, consult the PTO Series section (page 25)

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FM-14D310B-LST **FM-14E310B-LAS** **FM-15D310B-LST** **FM-15E310B-LAS**

FUL.39

6 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1000		B (55)		79	250	47	INCL	(F6,7,8,9)		OPP	01	
		C (73)		104	250	47	INCL	(F6,7,8,9)		OPP	01	
		E (86)		124	225	43	INCL	(F6,7,8,9)		OPP	01	
		J (95)		136	225	43	INCL	(F6,7,8,9)		OPP	01	
		O (125)		178	195	37	INCL	(F6,7,8,9)		OPP	01	
		R (137)		196	180	34	INCL	(F6,7,8,9)		OPP	01	
		S (150)		214	162	31	INCL	(F6,7,8,9)		OPP	01	
		T (165)		236	148	28	INCL	(F6,7,8,9)		OPP	01	
3200		Z (40)		57	250	47	INCL	(F6,7,8,9)		OPP	01	
		A (50)		71	250	47	INCL	(F6,7,8,9)		OPP	01	
		B (55)		79	250	47	INCL	(F6,7,8,9)		OPP	01	
		C (73)		104	250	47	INCL	(F6,7,8,9)		OPP	01	
		E (86)		125	225	43	INCL	(F6,7,8,9)		OPP	01	
		J (95)		137	225	43	INCL	(F6,7,8,9)		OPP	01	
		O (125)		178	195	37	INCL	(F6,7,8,9)		OPP	01	
		R (137)		195	180	34	INCL	(F6,7,8,9)		OPP	01	
		S (150)		214	162	31	INCL	(F6,7,8,9)		OPP	01	
		T (165)		235	148	28	INCL	(F6,7,8,9)		OPP	01	
6000		Forward (73)		104	150	28	INCL	(F8,9)		BOTH		
		Reverse (83)		119	150	28	INCL	(F8,9)		BOTH		

For complete part numbers, consult the PTO Series section (page 25)

Eaton Fuller

FM-14D310B-LST FM-14E310B-LAS FM-15D310B-LST, FM-15E310B-LAS

FUL.39

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
		A (50)		71	250	47	INCL	(F8,9,11)		OPP	O1	
		B (55)		82	250	47	INCL	(F8,9,11)		OPP	O1	
		C (73)		109	250	47	INCL	(F8,9,11)		OPP	O1	
		E (86)		130	225	43	INCL	(F8,9,11)		OPP	O1	
	2000	J (95)		142	225	43	INCL	(F8,9,11)		OPP	O1	
		O (125)		186	180	34	INCL	(F8,9,11)		OPP	O1	↑ 1B
		R (137)		204	170	32	INCL	(F8,9,11)		OPP	O1	
		S (150)		224	155	29	INCL	(F8,9,11)		OPP	O1	
		T (165)		246	140	27	INCL	(F8,9,11)		OPP	O1	
		Z (40)		60	250	47	INCL	(F8,9,11) CLUTCH SHIFT		OPP	O1	
		A (50)		75	250	47	INCL	(F8,9,11) CLUTCH SHIFT		OPP	O1	
		B (55)		82	250	47	INCL	(F8,9,11) CLUTCH SHIFT		OPP	O1	
		C (73)		109	250	47	INCL	(F8,9,11) CLUTCH SHIFT		OPP	O1	
	3800	E (86)		130	225	43	INCL	(F8,9,11) CLUTCH SHIFT		OPP	O1	
		J (95)		143	225	43	INCL	(F8,9,11) CLUTCH SHIFT		OPP	O1	↑ 1B
		O (125)		186	195	37	INCL	(F8,9,11) CLUTCH SHIFT		OPP	O1	
		R (137)		204	180	34	INCL	(F8,9,11) CLUTCH SHIFT		OPP	O1	
		S (150)		224	162	31	INCL	(F8,9,11) CLUTCH SHIFT		OPP	O1	
		T (165)		246	148	28	INCL	(F8,9,11) CLUTCH SHIFT		OPP	O1	
		B (57)		81	420	80	INCL	(F8,9,11)		OPP	O1	
	4100	C (70)		100	350	66	INCL	(F8,9,11)		OPP	O1	
		E (86)		123	285	54	INCL	(F8,9,11)		OPP	O1	
		J (105)		150	235	44	INCL	(F8,9,11)		OPP	O1	↑ 1B
		Output 1 C (96)		99	355	67	INCL	(F8,9,11,25)			O1	
		Output 2 B (89)		92	380	72	INCL	(F8,9,11,25)			O1	
		Output 1 E (112)		115	300	57	INCL	(F8,9,11,25)			O1	
		Output 2 C (104)		106	325	62	INCL	(F8,9,11,25)			O1	
	4250	Output 1 J (132)		135	260	49	INCL	(F8,9,11,25)			O1	
		Output 2 E (121)		124	280	53	INCL	(F8,9,11,25)			O1	↑ 1B
		Output 1 O (168)		173	200	38	INCL	(F8,9,11,25)			O1	
		Output 2 J (152)		156	220	42	INCL	(F8,9,11,25)			O1	

CONTINUES →

For complete part numbers, consult the PTO Series section (page 25)

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FM-14D310B-LST FM-14E310B-LAS FM-15D310B-LST, FM-15E310B-LAS

FUL.39

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
← CONTINUES												
	6800	Forward (55)		78	150	28	INCL	(F8,9,11)		BOTH	O1	 ↑ 1B
		Reverse (52)		74	150	28	INCL	(F8,9,11)		BOTH	O1	
	8000	Forward (40)		62	500	95	INCL	(F8,9,11)		BOTH	O1	 ↑ 1B
		Reverse (50)		73	500	95	INCL	(F8,9,11)		BOTH	O1	
	8500	B (57)		56	500	95	INCL	(F8,9,11)		OPP	O1	
		C (70)		75	485	92	INCL	(F8,9,11)		OPP	O1	
		E (86)		89	400	76	INCL	(F8,9,11)		OPP	O1	 ↑ 1B
		J (105)		111	325	62	INCL	(F8,9,11)		OPP	O1	
		O (127)		128	270	51	INCL	(F8,9,11)		OPP	O1	
		R (137)		140	250	47	INCL	(F8,9,11)		OPP	O1	
		S (150)		154	225	43	INCL	(F8,9,11)		OPP	O1	
		T (165)		169	210	40	INCL	(F8,9,11)		OPP	O1	

CAUTION:

Eaton Transmission Division has established a **Maximum Torque Limit** for the transmission PTO driver gear. For all RT/RTO/RTLO transmissions the torque limit is **350 ft-lbs (475 Nm) Maximum** unless the transmission has been upgraded to a roller type input shaft bearing.

The Eaton part number **4301417** when installed moves the torque rating for the PTO driver gear to **500 ft-lbs (678 Nm) of torque Maximum**. All torque limits listed in the BZ application book are intermediate ratings. If the transmission has not been upgraded as described above

DO NOT exceed 350 ft-lbs of torque for any application.

FOOT NOTES:

F6: Direct mount pumps will not clear bulge on transmission case. Must use geared adapter. Use of adapter changes PTO output rotation.

F7: For vehicles with Spring Hanger interference use adapter AD645-01. Not applicable for direct mount pumps. Use of adapter changes PTO output rotation.

F8: PTO must be wired through the transmission controller per Eaton instructions.

F9: Engine Speed must be advanced to 1000 RPM for PTO operation. PTO will not activate below this speed.

F11: Trucks with setback front axles and direct mount pumps will have better clearance with "3" assembly arrangement. This will also provide better clearance of air tanks on International chassis.

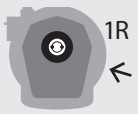
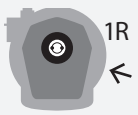
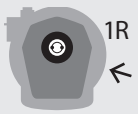
F25: Do not exceed maximum torque and power shown in Output 2 when both outputs are working simultaneously.

For complete part numbers, consult the PTO Series section (page 25)

Eaton Fuller

FUL.40

FAM-14810B
FAM-15810B
RT-1110
RT-11509
RT-11609A/H
RT-11610
RT-11613
RT-11615
RT-11709H
RT-11710B
RT-11715
RT-12509
RT-12510
RT-12513
RT-12515
RT-12609A/H
RT-12610
RT-12709A/H
RT-12710B/B-AS2
RT-13609A/H
RT-13709H
RT-13710B
RT-14609A/H
RT-14610
RT-14613
RT-14615
RT-14709A/H
RT-14710B/B-AS2
RT-14715
RT-14910B-AS2
RT-14915
RT-15613
RT-15615
RT-15715
RT-8709B
RT-8908LL
RT-906
RT-909A
RT-910
RT-915
RT-9509A/C
RT-9513
RT-9710B
RTA-14710B-AS
RTF-11609A
RTF-11613
RTF-12509
RTF-12510
RTF-12515
RTF-12609A
RTF-12709H
RTF-12710B
RTF-13609A
RTF-13709H
RTF-13710B
RTF-14609A
RTF-14613
RTF-14709H
RTF-14710B
RTF-14715
RTF-14915
RTF-15715
RTF-8908LL
RTF-906
RTF-906A
RTF-909A
RTF-910
RTF-915
RTF-9509A
RTF-9513
RTL-11710B/B-T2
RTL-12710B/B-T2
RTL-13710B
RTL-13710B-T2
RTL-14710B/B-T2
RTLO-11610B/B-T2
RTLO-12610B/B-T2
RTLO-12613B
RTLO-13610B/B-AS/B-T2
RTLO-14610A/B/B-T2
RTLO-14613A/B
RTLO-14618A
RTLO-15610B/B-T2
RTLO-16610B/B-T2
RTLO-16618A
RTLO-17610B/B-T2
RTLO-18610B/B-T2
RTLO-9118A-MT
RTO-11613
RTO-11813
RTO-1213
RTO-12513
RTO-14613
RTO-14713
RTO-14813
RTO-15613
RTO-15618
RTO-15813
RTO-913
RTO-9513
RTOF-9513
T-955GL

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1000		B (55)		79	250	47	INCL	(F6,7,28,31)		OPP	01	 1R
		C (73)		105	250	47	INCL	(F6,7,28,31)		OPP	01	
		E (86)		125	225	43	INCL	(F6,7,28,31)		OPP	01	
		J (95)		136	225	43	INCL	(F6,7,28,31)		OPP	01	
		O (125)		179	195	37	INCL	(F6,7,28,31)		OPP	01	
		R (137)		196	180	34	INCL	(F6,7,28,31)		OPP	01	
		S (150)		215	162	31	INCL	(F6,7,28,31)		OPP	01	
		T (165)		236	148	28	INCL	(F6,7,28,31)		OPP	01	
3200		Z (40)		57	250	47	INCL	(F6,7,28)		OPP	01	 1R
		A (50)		72	250	47	INCL	(F6,7,28)		OPP	01	
		B (55)		79	250	47	INCL	(F6,7,28)		OPP	01	
		C (73)		105	250	47	INCL	(F6,7,28)		OPP	01	
		E (86)		125	225	43	INCL	(F6,7,28)		OPP	01	
		J (95)		137	225	43	INCL	(F6,7,28)		OPP	01	
		O (125)		179	195	37	INCL	(F6,7,28)		OPP	01	
		R (137)		196	180	34	INCL	(F6,7,28)		OPP	01	
		S (150)		215	162	31	INCL	(F6,7,28)		OPP	01	
		T (165)		236	148	28	INCL	(F6,7,28)		OPP	01	
6000		Forward (73)		105	150	28	INCL	(F28,31)		BOTH	01	 1R
		Reverse (83)		119	150	28	INCL	(F28,31)		BOTH	01	

For complete part numbers, consult the PTO Series section (page 25)

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RTLOF-14618A **RTLOF-16618A**

FUL.40

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
	2000	A (50)		71	250	47	INCL	(F11,28,31)		OPP	O1	 ↑ 1B
		B (55)		82	250	47	INCL	(F11,28,31)		OPP	O1	
		C (73)		109	250	47	INCL	(F11,28,31)		OPP	O1	
		E (86)		130	225	43	INCL	(F11,28,31)		OPP	O1	
		J (95)		142	225	43	INCL	(F11,28,31)		OPP	O1	
		O (125)		187	180	34	INCL	(F11,28,31)		OPP	O1	
		R (137)		205	170	32	INCL	(F11,28,31)		OPP	O1	
		S (150)		224	155	29	INCL	(F11,28,31)		OPP	O1	
		T (165)		247	140	27	INCL	(F11,28,31)		OPP	O1	
	3800	Z (40)		60	250	47	INCL	(F11,28) CLUTCH SHIFT		OPP	O1	 ↑ 1B
		A (50)		75	250	47	INCL	(F11,28) CLUTCH SHIFT		OPP	O1	
		B (55)		82	250	47	INCL	(F11,28) CLUTCH SHIFT		OPP	O1	
		C (73)		109	250	47	INCL	(F11,28) CLUTCH SHIFT		OPP	O1	
		E (86)		131	225	43	INCL	(F11,28) CLUTCH SHIFT		OPP	O1	
		J (95)		143	225	43	INCL	(F11,28) CLUTCH SHIFT		OPP	O1	
		O (125)		187	195	37	INCL	(F11,28) CLUTCH SHIFT		OPP	O1	
		R (137)		205	180	34	INCL	(F11,28) CLUTCH SHIFT		OPP	O1	
		S (150)		224	162	31	INCL	(F11,28) CLUTCH SHIFT		OPP	O1	
		T (165)		246	148	28	INCL	(F11,28) CLUTCH SHIFT		OPP	O1	
	4100	B (57)		82	420	80	INCL	(F11,28)		OPP	O1	 ↑ 1B
		C (70)		100	350	66	INCL	(F11,28)		OPP	O1	
		E (86)		123	285	54	INCL	(F11,28)		OPP	O1	
		J (105)		150	235	44	INCL	(F11,28)		OPP	O1	
	4250	Output 1 C (96)		99	355	67	INCL	(F11,25,28)		OPP	O1	 ↑ 1B
		Output 2 B (89)		92	380	72	INCL	(F11,25,28)		OPP	O1	
		Output 1 E (112)		116	300	57	INCL	(F11,25,28)		OPP	O1	
		Output 2 C (104)		107	325	62	INCL	(F11,25,28)		OPP	O1	
		Output 1 J (132)		136	260	49	INCL	(F11,25,28)		OPP	O1	
		Output 2 E (121)		124	280	53	INCL	(F11,25,28)		OPP	O1	
		Output 1 O (168)		173	200	38	INCL	(F11,25,28)		OPP	O1	
		Output 2 J (152)		157	220	42	INCL	(F11,25,28)		OPP	O1	

CONTINUES →

For complete part numbers, consult the PTO Series section (page 25)

Eaton Fuller

RTLOF-14618A **RTLOF-16618A**

FUL.40

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
← CONTINUES												
	6800	Forward (55)		79	150	28	INCL	(F11,28,31)		BOTH	O1	 ↑ 1B
		Reverse (52)		74	150	28	INCL	(F11,28,31)		BOTH	O1	
	8000	Forward (40)		62	500	95	INCL	(F11,28,31)		BOTH	O1	 ↑ 1B
		Reverse (50)		73	500	95	INCL	(F11,28,31)		BOTH	O1	
	8500	B (57)		57	500	95	INCL	(F11,28)		OPP	O1	
		C (70)		75	485	92	INCL	(F11,28)		OPP	O1	
		E (86)		89	400	76	INCL	(F11,28)		OPP	O1	
		J (105)		111	325	62	INCL	(F11,28)		OPP	O1	 ↑ 1B
		O (127)		129	270	51	INCL	(F11,28)		OPP	O1	
		R (137)		141	250	47	INCL	(F11,28)		OPP	O1	
		S (150)		154	225	43	INCL	(F11,28)		OPP	O1	
		T (165)		170	210	40	INCL	(F11,28)		OPP	O1	

CAUTION:

Eaton Transmission Division has established a **Maximum Torque Limit** for the transmission PTO driver gear. For all RT/RTO/RTLO transmissions the torque limit is **350 ft-lbs (475 Nm) Maximum** unless the transmission has been upgraded to a roller type input shaft bearing.

The Eaton part number **4301417** when installed moves the torque rating for the PTO driver gear to **500 ft-lbs (678 Nm) of torque Maximum**. All torque limits listed in the BZ application book are intermediate ratings. If the transmission has not been upgraded as described above

DO NOT exceed 350 ft-lbs of torque for any application.

FOOT NOTES:

F11: Trucks with setback front axles and direct mount pumps will have better clearance with "3" assembly arrangement. This will also provide better clearance of air tanks on International chassis.

F25: Do not exceed maximum torque and power shown in Output 2 when both outputs are working simultaneously.

F6: Direct mount pumps will not clear bulge on transmission case. Must use geared adapter. Use of adapter changes PTO output rotation.

F7: For vehicles with Spring Hanger interference, use adapter AD645-01. Not applicable for direct mount pumps.Use of adapter changes PTO output rotation.

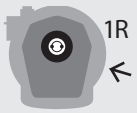
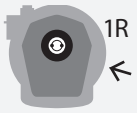
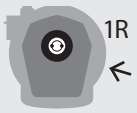
F31: For all Transmissions that are wired to J1939 protocol it is recommended to switch number PT9099999

For complete part numbers, consult the PTO Series section (page 25)

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RT-11109A-AT **RT-12109A-AT** **RT-14109A-AT** **RT-9109A-AT**

FUL.41

6 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1000		B (55)		79	250	47	INCL	(F6,17,28)		OPP	01	
		C (73)		105	250	47	INCL	(F6,17,28)		OPP	01	
		E (86)		125	225	43	INCL	(F6,17,28)		OPP	01	
		J (95)		136	225	43	INCL	(F6,17,28)		OPP	01	
		O (125)		179	195	37	INCL	(F6,17,28)		OPP	01	
		R (137)		196	180	34	INCL	(F6,17,28)		OPP	01	
		S (150)		215	162	31	INCL	(F6,17,28)		OPP	01	
		T (165)		236	148	28	INCL	(F6,17,28)		OPP	01	
3200		Z (40)		57	250	47	INCL	(F6,17,28)		OPP	01	
		A (50)		72	250	47	INCL	(F6,17,28)		OPP	01	
		B (55)		79	250	47	INCL	(F6,17,28)		OPP	01	
		C (73)		105	250	47	INCL	(F6,17,28)		OPP	01	
		E (86)		125	225	43	INCL	(F6,17,28)		OPP	01	
		J (95)		137	225	43	INCL	(F6,17,28)		OPP	01	
		O (125)		179	195	37	INCL	(F6,17,28)		OPP	01	
		R (137)		196	180	34	INCL	(F6,17,28)		OPP	01	
		S (150)		215	162	31	INCL	(F6,17,28)		OPP	01	
		T (165)		236	148	28	INCL	(F6,17,28)		OPP	01	
6000		Forward (73)		105	150	28	INCL	(F17,28)		BOTH	01	
		Reverse (83)		119	150	28	INCL	(F17,28)		BOTH	01	

For complete part numbers, consult the PTO Series section (page 25)

Eaton Fuller

RT-11109A-AT **RT-12109A-AT** **RT-14109A-AT** **RT-9109A-AT**

FUL.41

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
	2000	A (50)		71	250	47	INCL	(F17,18,28)		OPP	O1	 ↑ 1B
		B (55)		82	250	47	INCL	(F17,18,28)		OPP	O1	
		C (73)		109	250	47	INCL	(F17,18,28)		OPP	O1	
		E (86)		130	225	43	INCL	(F17,18,28)		OPP	O1	
		J (95)		142	225	43	INCL	(F17,18,28)		OPP	O1	
		O (125)		187	180	34	INCL	(F17,18,28)		OPP	O1	
		R (137)		205	170	32	INCL	(F17,18,28)		OPP	O1	
		S (150)		224	155	29	INCL	(F17,18,28)		OPP	O1	
		T (165)		247	140	27	INCL	(F17,18,28)		OPP	O1	
	3800	Z (40)		60	250	47	INCL	(F17,18,28) CLUTCH SHIFT		OPP	O1	 ↑ 1B
		A (50)		75	250	47	INCL	(F17,18,28) CLUTCH SHIFT		OPP	O1	
		B (55)		82	250	47	INCL	(F17,18,28) CLUTCH SHIFT		OPP	O1	
		C (73)		109	250	47	INCL	(F17,18,28) CLUTCH SHIFT		OPP	O1	
		E (86)		131	225	43	INCL	(F17,18,28) CLUTCH SHIFT		OPP	O1	
		J (95)		143	225	43	INCL	(F17,18,28) CLUTCH SHIFT		OPP	O1	
		O (125)		187	195	37	INCL	(F17,18,28) CLUTCH SHIFT		OPP	O1	
		R (137)		205	180	34	INCL	(F17,18,28) CLUTCH SHIFT		OPP	O1	
		S (150)		224	162	31	INCL	(F17,18,28) CLUTCH SHIFT		OPP	O1	
		T (165)		246	148	28	INCL	(F17,18,28) CLUTCH SHIFT		OPP	O1	
	4100	B (57)		82	420	80	INCL	(F17,18,28)		OPP	O1	 ↑ 1B
		C (70)		100	350	66	INCL	(F17,18,28)		OPP	O1	
		E (86)		123	285	54	INCL	(F17,18,28)		OPP	O1	
		J (105)		150	235	44	INCL	(F17,18,28)		OPP	O1	
	4250	Output 1 C (96)		99	355	67	INCL	(F17,18,25,28)		OPP	O1	 ↑ 1B
		Output 2 B (89)		92	380	72	INCL	(F17,18,25,28)		OPP	O1	
		Output 1 E (112)		116	300	57	INCL	(F17,18,25,28)		OPP	O1	
		Output 2 C (104)		107	325	62	INCL	(F17,18,25,28)		OPP	O1	
		Output 1 J (132)		136	260	49	INCL	(F17,18,25,28)		OPP	O1	
		Output 2 E (121)		124	280	53	INCL	(F17,18,25,28)		OPP	O1	
		Output 1 O (168)		173	200	38	INCL	(F17,18,25,28)		OPP	O1	
		Output 2 J (152)		157	220	42	INCL	(F17,18,25,28)		OPP	O1	

CONTINUES →

For complete part numbers, consult the PTO Series section (page 25)

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RT-11109A-AT **RT-12109A-AT** **RT-14109A-AT** **RT-9109A-AT**

FUL.41

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
← CONTINUES												
	6800	Forward (55)		79	150	28	INCL	(F17,18,28)		BOTH	O1	 ↑ 1B
		Reverse (52)		74	150	28	INCL	(F17,18,28)		BOTH	O1	
	8000	Forward (40)		62	500	95	INCL	(F17,18,28)		BOTH	O1	 ↑ 1B
		Reverse (50)		73	500	95	INCL	(F17,18,28)		BOTH	O1	
	8500	B (57)		57	500	95	INCL	(F17,18,28)		OPP	O1	
		C (70)		75	485	92	INCL	(F17,18,28)		OPP	O1	
		E (86)		89	400	76	INCL	(F17,18,28)		OPP	O1	
		J (105)		111	325	62	INCL	(F17,18,28)		OPP	O1	 ↑ 1B
		O (127)		129	270	51	INCL	(F17,18,28)		OPP	O1	
		R (137)		141	250	47	INCL	(F17,18,28)		OPP	O1	
		S (150)		154	225	43	INCL	(F17,18,28)		OPP	O1	
		T (165)		170	210	40	INCL	(F17,18,28)		OPP	O1	

CAUTION:

Eaton Transmission Division has established a **Maximum Torque Limit** for the transmission PTO driver gear. For all RT/RTO/RTLO transmissions the torque limit is **350 ft-lbs (475 Nm) Maximum** unless the transmission has been upgraded to a roller type input shaft bearing.

The Eaton part number **4301417** when installed moves the torque rating for the PTO driver gear to **500 ft-lbs (678 Nm) of torque Maximum**. All torque limits listed in the BZ application book are intermediate ratings. If the transmission has not been upgraded as described above

DO NOT exceed 350 ft-lbs of torque for any application.

FOOT NOTES:

F17: Speeds shown are with transmission torque converter in lock up condition.

F18: This opening is not usable if transmission is equipped with optional low profile oil pan.

F25: Do not exceed maximum torque and power shown in Output 2 when both outputs are working simultaneously.

F6: Direct mount pumps will not clear bulge on transmission case. Must use geared adapter. Use of adapter changes PTO output rotation.

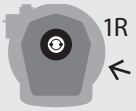
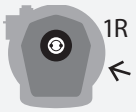
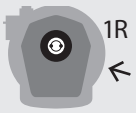
F28: Caution: Eaton Transmission Division has established a Maximum Torque Limit for the transmission PTO driver gear. For all RT/RTO/RTLO transmissions, the torque limit is 350 ft-lbs (475 Nm) Maximum unless the transmission has been upgraded to a roller type input shaft bearing. The Eaton part number 4301417 when installed moves the torque rating for the PTO driver gear to 500 ft-lbs (678 Nm) of torque Maximum. All torque limits listed in the BZ application book are intermediate ratings. If the transmission has not been upgraded as described above DO NOT exceed 350 ft-lbs of torque for any application.

For complete part numbers, consult the PTO Series section (page 25)

Eaton Fuller

RT-6609A **RT-7608LL** **RT-8609**

FUL.42

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1000		B (55)		59	250	47	INCL	(F21,28)		OPP	01	 1R
		C (73)		79	250	47	INCL	(F21,28)		OPP	01	
		E (86)		94	225	43	INCL	(F21,28)		OPP	01	
		J (95)		103	225	43	INCL	(F21,28)		OPP	01	
		O (125)		135	195	37	INCL	(F21,28)		OPP	01	
		R (137)		148	180	34	INCL	(F21,28)		OPP	01	
		S (150)		162	162	31	INCL	(F21,28)		OPP	01	
		T (165)		178	148	28	INCL	(F21,28)		OPP	01	
3200		Z (40)		43	250	47	INCL	(F21,28)		OPP	01	 1R
		A (50)		54	250	47	INCL	(F21,28)		OPP	01	
		B (55)		59	250	47	INCL	(F21,28)		OPP	01	
		C (73)		79	250	47	INCL	(F21,28)		OPP	01	
		E (86)		95	225	43	INCL	(F21,28)		OPP	01	
		J (95)		103	225	43	INCL	(F21,28)		OPP	01	
		O (125)		135	195	37	INCL	(F21,28)		OPP	01	
		R (137)		148	180	34	INCL	(F21,28)		OPP	01	
		S (150)		162	162	31	INCL	(F21,28)		OPP	01	
		T (165)		178	148	28	INCL	(F21,28)		OPP	01	
6000		Forward (73)		79	150	28	INCL	(F21,28)		BOTH	01	 1R
		Reverse (83)		90	150	28	INCL	(F21,28)		BOTH	01	

For complete part numbers, consult the PTO Series section (page 25)

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RT-6609A **RT-7608LL** **RT-8609**

FUL.42

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
	2000	A (50)		51	250	47	INCL	(F21,28)		OPP	O1	 ↑ 1B
		B (55)		59	250	47	INCL	(F21,28)		OPP	O1	
		C (73)		79	250	47	INCL	(F21,28)		OPP	O1	
		E (86)		94	225	43	INCL	(F21,28)		OPP	O1	
		J (95)		103	225	43	INCL	(F21,28)		OPP	O1	
		O (125)		135	180	34	INCL	(F21,28)		OPP	O1	
		R (137)		148	170	32	INCL	(F21,28)		OPP	O1	
		S (150)		162	155	29	INCL	(F21,28)		OPP	O1	
		T (165)		178	140	27	INCL	(F21,28)		OPP	O1	
	3800	Z (40)		43	250	47	INCL	(F21,28) CLUTCH SHIFT		OPP	O1	 ↑ 1B
		A (50)		54	250	47	INCL	(F21,28) CLUTCH SHIFT		OPP	O1	
		B (55)		59	250	47	INCL	(F21,28) CLUTCH SHIFT		OPP	O1	
		C (73)		79	250	47	INCL	(F21,28) CLUTCH SHIFT		OPP	O1	
		E (86)		95	225	43	INCL	(F21,28) CLUTCH SHIFT		OPP	O1	
		J (95)		103	225	43	INCL	(F21,28) CLUTCH SHIFT		OPP	O1	
		O (125)		135	195	37	INCL	(F21,28) CLUTCH SHIFT		OPP	O1	
		R (137)		148	180	34	INCL	(F21,28) CLUTCH SHIFT		OPP	O1	
		S (150)		162	162	31	INCL	(F21,28) CLUTCH SHIFT		OPP	O1	
		T (165)		178	148	28	INCL	(F21,28) CLUTCH SHIFT		OPP	O1	
	4100	B (57)		59	420	80	INCL	(F21,28)		OPP	O1	 ↑ 1B
		C (70)		72	350	66	INCL	(F21,28)		OPP	O1	
		E (86)		89	285	54	INCL	(F21,28)		OPP	O1	
		J (105)		108	235	44	INCL	(F21,28)		OPP	O1	
	4250	Output 1 C (96)		71	355	67	INCL	(F21,25,28)		OPP	O1	 ↑ 1B
		Output 2 B (89)		66	380	72	INCL	(F21,25,28)		OPP	O1	
		Output 1 E (112)		84	300	57	INCL	(F21,25,28)		OPP	O1	
		Output 2 C (104)		77	325	62	INCL	(F21,25,28)		OPP	O1	
		Output 1 J (132)		98	260	49	INCL	(F21,25,28)		OPP	O1	
		Output 2 E (121)		90	280	53	INCL	(F21,25,28)		OPP	O1	
		Output 1 O (168)		125	200	38	INCL	(F21,25,28)		OPP	O1	
		Output 2 J (152)		113	220	42	INCL	(F21,25,28)		OPP	O1	

CONTINUES →

For complete part numbers, consult the PTO Series section (page 25)

Eaton Fuller

RT-6609A **RT-7608LL** **RT-8609**

FUL.42

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
← CONTINUES												
	6800	Forward (55)		57	150	28	INCL	(F21,28)		BOTH	O1	 ↑ 1B
		Reverse (52)		54	150	28	INCL	(F21,28)		BOTH	O1	
	8000	Forward (40)		45	500	95	INCL	(F21,28)		BOTH	O1	 ↑ 1B
		Reverse (50)		53	500	95	INCL	(F21,28)		BOTH	O1	
	8500	B (57)		41	500	95	INCL	(F21,28)		OPP	O1	
		C (70)		54	485	92	INCL	(F21,28)		OPP	O1	
		E (86)		65	400	76	INCL	(F21,28)		OPP	O1	
		J (105)		80	325	62	INCL	(F21,28)		OPP	O1	 ↑ 1B
		O (127)		93	270	51	INCL	(F21,28)		OPP	O1	
		R (137)		102	250	47	INCL	(F21,28)		OPP	O1	
		S (150)		111	225	43	INCL	(F21,28)		OPP	O1	
		T (165)		123	210	40	INCL	(F21,28)		OPP	O1	

CAUTION:

Eaton Transmission Division has established a **Maximum Torque Limit** for the transmission PTO driver gear. For all RT/RTO/RTLO transmissions the torque limit is **350 ft-lbs (475 Nm) Maximum** unless the transmission has been upgraded to a roller type input shaft bearing.

The Eaton part number **4301417** when installed moves the torque rating for the PTO driver gear to **500 ft-lbs (678 Nm) of torque Maximum**. All torque limits listed in the BZ application book are intermediate ratings. If the transmission has not been upgraded as described above

DO NOT exceed 350 ft-lbs of torque for any application.

FOOT NOTES:

F21: The maximum allowable output torque for PTO operation on this transmission is 300 lb/ft per EATON.

F22: RT-7608LL: Adapter required for PTO clearance. Direct mount pumps interfere with transmission case.

F25: Do not exceed maximum torque and power shown in Output 2 when both outputs are working simultaneously.

F28: Caution: Eaton Transmission Division has established a Maximum Torque Limit for the transmission PTO driver gear. For all RT/RTO/RTLO transmissions, the torque limit is 350 ft-lbs (475 Nm) Maximum unless the transmission has been upgraded to a roller type input shaft bearing. The Eaton part number 4301417 when installed moves the torque rating for the PTO driver gear to 500 ft-lbs (678 Nm) of torque Maximum. All torque limits listed in the BZ application book are intermediate ratings. If the transmission has not been upgraded as described above DO NOT exceed 350 ft-lbs of torque for any application.

For complete part numbers, consult the PTO Series section (page 25)

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RT-610 RT-613 RT-6610 RT-6613 RT-7609 **FUL.43**

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1000		B (55)		59	250	47	INCL	(F19,20,21,28)		OPP	01	 4R
		C (73)		79	250	47	INCL	(F19,20,21,28)		OPP	01	
		E (86)		94	225	43	INCL	(F19,20,21,28)		OPP	01	
		J (95)		103	225	43	INCL	(F19,20,21,28)		OPP	01	
		O (125)		135	195	37	INCL	(F19,20,21,28)		OPP	01	
		R (137)		148	180	34	INCL	(F19,20,21,28)		OPP	01	
		S (150)		162	162	31	INCL	(F19,20,21,28)		OPP	01	
		T (165)		178	148	28	INCL	(F19,20,21),28		OPP	01	
3200		Z (40)		43	250	47	INCL	(F19,20,21,28) CLUTCH SHIFT		OPP	1	 4R
		A (50)		54	250	47	INCL	(F19,20,21,28) CLUTCH SHIFT		OPP	1	
		B (55)		59	250	47	INCL	(F19,20,21,28) CLUTCH SHIFT		OPP	1	
		C (73)		79	250	47	INCL	(F19,20,21,28) CLUTCH SHIFT		OPP	1	
		E (86)		95	225	43	INCL	(F19,20,21,28) CLUTCH SHIFT		OPP	1	
		J (95)		103	225	43	INCL	(F19,20,21,28) CLUTCH SHIFT		OPP	1	
		O (125)		135	195	37	INCL	(F19,20,21,28) CLUTCH SHIFT		OPP	1	
		R (137)		148	180	34	INCL	(F19,20,21,28) CLUTCH SHIFT		OPP	1	
		S (150)		162	162	31	INCL	(F19,20,21,28) CLUTCH SHIFT		OPP	1	
		T (165)		178	148	28	INCL	(F19,20,21,28) CLUTCH SHIFT		OPP	1	
6000		Forward (73)		79	150	28	INCL	(F21,28)		BOTH	01	 4R
		Reverse (83)		90	150	28	INCL	(F21,28)		BOTH	01	

FOOT NOTES:

F19: Must use "Shaft-High" assembly arrangement to clear bulge on transmission.

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
2000		A (50)		51	250	47	INCL	(F21,28)		OPP	01	 2B
		B (55)		59	250	47	INCL	(F21,28)		OPP	01	
		C (73)		79	250	47	INCL	(F21,28)		OPP	01	
		E (86)		94	225	43	INCL	(F21,28)		OPP	01	
		J (95)		103	225	43	INCL	(F21,28)		OPP	01	
		O (125)		135	180	34	INCL	(F21,28)		OPP	01	
		R (137)		148	170	32	INCL	(F21,28)		OPP	01	
		S (150)		162	155	29	INCL	(F21,28)		OPP	01	
		T (165)		178	140	27	INCL	(F21,28)		OPP	01	

CONTINUES →

For complete part numbers, consult the PTO Series section (page 25)

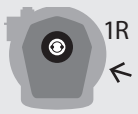
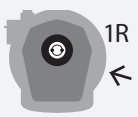
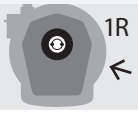
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FUL.43

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
8500		B (57)		41	500	95	INCL	(F28)		OPP	01	 ↑ 2B
		C (70)		54	485	92	INCL	(F28)		OPP	01	
		E (86)		65	400	76	INCL	(F28)		OPP	01	
		J (105)		80	325	62	INCL	(F28)		OPP	01	
		O (127)		93	270	51	INCL	(F28)		OPP	01	
		R (137)		102	250	47	INCL	(F28)		OPP	01	
		S (150)		112	225	43	INCL	(F28)		OPP	01	
		T (165)		123	210	40	INCL	(F28)		OPP	01	

FUL.44

FO-10E310C-VAS
FO-12E310C-VAS
FO-14E309ALL-VMS
FO-14E310C-LAS/VAS
FO-14E313A-MHP
FO-14E318B-MXP/VXP
FO-16E309ALL-VMS
FO-16E310C-LAS/VAS
FO-16E313A-MHP
FO-16E313B-MHP
FO-16E318B-MXP/VXP
FO-18E310C-LAS
FO-18E313A-MHP
FO-18E318B-MXP/VXP
FO-20E313A-MHP
FO-20E318B-MXP/VXP
FO-22E318B-MXP/VXP
FO-6E318B-MXP
FOM-14E310C-LAS/VAS
FOM-15E310C-LAS/VAS
FOM-16E310C-LAS/VAS
RTLO-16913L-DM3
RTLOM-16913L-DM3

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1000		B (55)		89	250	47	INCL	(F6,7,26,9,28,31)		OPP	01	 1R ←
		C (73)		118	250	47	INCL	(F6,7,26,9,28,31)		OPP	01	
		E (86)		141	225	43	INCL	(F6,7,26,9,28,31)		OPP	01	
		J (95)		154	225	43	INCL	(F6,7,26,9,28,31)		OPP	01	
		O (125)		202	195	37	INCL	(F6,7,26,9,28,31)		OPP	01	
		R (137)		221	180	34	INCL	(F6,7,26,9,28,31)		OPP	01	
		S (150)		242	162	31	INCL	(F6,7,26,9,28,31)		OPP	01	
		T (165)		267	148	28	INCL	(F6,7,26,9,28,31)		OPP	01	
3200		Z (40)		65	250	47	INCL	(F6,7,26,9,28)		OPP	01	 1R ←
		A (50)		81	250	47	INCL	(F6,7,26,9,28)		OPP	01	
		B (55)		89	250	47	INCL	(F6,7,26,9,28)		OPP	01	
		C (73)		118	250	47	INCL	(F6,7,26,9,28)		OPP	01	
		E (86)		141	225	43	INCL	(F6,7,26,9,28)		OPP	01	
		J (95)		155	225	43	INCL	(F6,7,26,9,28)		OPP	01	
		O (125)		202	195	37	INCL	(F6,7,26,9,28)		OPP	01	
		R (137)		221	180	34	INCL	(F6,7,26,9,28)		OPP	01	
		S (150)		242	162	31	INCL	(F6,7,26,9,28)		OPP	01	
		T (165)		266	148	28	INCL	(F6,7,26,9,28)		OPP	01	
6000		FWD(73)		118	150	28	INCL	(F26,9,28,31)		BOTH	01	 1R ←
		REV(83)		134	150	28	INCL	(F26,9,28,31)		BOTH	01	

For complete part numbers, consult the PTO Series section (page 25)

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FUL.44

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
	2000	A (50)		81	250	47	INCL	(F11,23,28,30,31)		OPP	O1	 ↑ 1B
		B (55)		93	250	47	INCL	(F11,23,28,30,31)		OPP	O1	
		C (73)		123	250	47	INCL	(F11,23,28,30,31)		OPP	O1	
		E (86)		147	225	43	INCL	(F11,23,28,30,31)		OPP	O1	
		J (95)		160	225	43	INCL	(F11,23,28,30,31)		OPP	O1	
		O (125)		211	180	34	INCL	(F11,23,28,30,31)		OPP	O1	
		R (137)		231	170	32	INCL	(F11,23,28,30,31)		OPP	O1	
		S (150)		253	155	29	INCL	(F11,23,28,30,31)		OPP	O1	
		T (165)		278	140	27	INCL	(F11,23,28,30,31)		OPP	O1	
	3800	Z (40)		68	250	47	INCL	(F11,23,28,30)CLUTCH SHIFT		OPP	O1	 ↑ 1B
		A (50)		84	250	47	INCL	(F11,23,28,30)CLUTCH SHIFT		OPP	O1	
		B (55)		93	250	47	INCL	(F11,23,28,30)CLUTCH SHIFT		OPP	O1	
		C (73)		123	250	47	INCL	(F11,23,28,30)CLUTCH SHIFT		OPP	O1	
		E (86)		148	225	43	INCL	(F11,23,28,30)CLUTCH SHIFT		OPP	O1	
		J (95)		161	225	43	INCL	(F11,23,28,30)CLUTCH SHIFT		OPP	O1	
		O (125)		211	195	37	INCL	(F11,23,28,30)CLUTCH SHIFT		OPP	O1	
		R (137)		231	180	34	INCL	(F11,23,28,30)CLUTCH SHIFT		OPP	O1	
		S (150)		253	162	31	INCL	(F11,23,28,30)CLUTCH SHIFT		OPP	O1	
		T (165)		278	148	28	INCL	(F11,23,28,30)CLUTCH SHIFT		OPP	O1	
	4100	B (57)		92	420	80	INCL	(F11,12,28,30)		OPP	O1	 ↑ 1B
		C (70)		113	350	66	INCL	(F11,12,28,30)		OPP	O1	
		E (86)		139	285	54	INCL	(F11,12,28,30)		OPP	O1	
		J (105)		170	235	44	INCL	(F11,12,28,30)		OPP	O1	
	4250	Output 1 C (96)		112	355	67	INCL	(F11,25,28,30)		OPP	O1	 ↑ 1B
		Output 2 B (89)		104	380	72	INCL	(F11,25,28,30)		OPP	O1	
		Output 1 E (112)		131	300	57	INCL	(F11,25,28,30)		OPP	O1	
		Output 2 C (104)		120	325	62	INCL	(F11,25,28,30)		OPP	O1	
		Output 1 J (132)		153	260	49	INCL	(F11,25,28,30)		OPP	O1	
		Output 2 E (121)		140	280	53	INCL	(F11,25,28,30)		OPP	O1	
		Output 1 O (168)		195	200	38	INCL	(F11,25,28,30)		OPP	O1	
		Output 2 J (152)		177	220	42	INCL	(F11,25,28,30)		OPP	O1	

CONTINUES →

For complete part numbers, consult the PTO Series section (page 25)

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FUL.44

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
← CONTINUES												
	6800	Forward (55)		89	150	28	INCL	(F11,28,30,31)		BOTH	O1	 ↑ 1B
		Reverse (52)		84	150	28	INCL	(F11,28,30,31)		BOTH	O1	
	8000	Forward (40)		70	500	95	INCL	(F11,28,30,31)		BOTH	O1	 ↑ 1B
		Reverse (50)		83	500	95	INCL	(F11,28,30,31)		BOTH	O1	
	8500	B (57)		64	500	95	INCL	(F11,23,28,30)		OPP	O1	
		C (70)		85	485	92	INCL	(F11,23,28,30)		OPP	O1	
		E (86)		101	400	76	INCL	(F11,23,28,30)		OPP	O1	
		J (105)		125	325	62	INCL	(F11,23,28,30)		OPP	O1	 ↑ 1B
		O (127)		145	270	51	INCL	(F11,23,28,30)		OPP	O1	
		R (137)			250	47	INCL	(F11,23,28,30)		OPP	O1	
		S (150)			225	43	INCL	(F11,23,28,30)		OPP	O1	
		T (165)			210	40	INCL	(F11,23,28,30)		OPP	O1	

CAUTION:
Eaton Transmission Division has established a **Maximum Torque Limit** for the transmission PTO driver gear. For all RT/RTO/RTLO transmissions the torque limit is **350 ft-lbs (475 Nm) Maximum** unless the transmission has been upgraded to a roller type input shaft bearing. The Eaton part number **4301417** when installed moves the torque rating for the PTO driver gear to **500 ft-lbs (678 Nm) of torque Maximum**. All torque limits listed in the BZ application book are intermediate ratings. If the transmission has not been upgraded as described above
DO NOT exceed 350 ft-lbs of torque for any application.

FOOT NOTES:

F11: Trucks with setback front axles and direct mount pumps will have better clearance with "3" assembly arrangement. This will also provide better clearance of air tanks on International chassis.

F12: Possible internal transmission gear interference with 4000 Series "J" & "O" ratios and 4250 ratio O-J. Check Before installing PTO.

F25: Do not exceed maximum torque and power shown in Output 2 when both outputs are working simultaneously.

F23: Interference with adjacent gear in transmission for Ratios "O" and above on Right Side & Ratios "R" and above on Bottom.

F26: PTO must be wired through the transmission controller per Eaton instructions. See Eaton bulletin TRIG-2600 for interface with transmission.

F9: Engine Speed must be advanced to 1000 RPM for PTO operation. PTO will not activate below this speed.

F6: Direct mount pumps will not clear bulge on transmission case. Must use geared adapter. Use of adapter changes PTO output rotation.

F7: For vehicles with Spring Hanger interference, use adapter AD645-01. Not applicable for direct mount pumps. Use of adapter changes PTO output rotation.

F28: Caution: Eaton Transmission Division has established a Maximum Torque Limit for the transmission PTO driver gear. For all RT/RTO/RTLO transmissions, the torque limit is 350 ft-lbs (475 Nm) Maximum unless the transmission has been upgraded to a roller type input shaft bearing. The Eaton part number 4301417 when installed moves the torque rating for the PTO driver gear to 500 ft-lbs (678 Nm) of torque Maximum. All torque limits listed in the BZ application book are intermediate ratings. If the transmission has not been upgraded as described above DO NOT exceed 350 ft-lbs of torque for any application.

F30: Caution: Eaton Transmission Division has established a Maximum Torque Limit for the transmission PTO driver gear. For all FR, FRO, FRLO transmissions, the torque limit is 500 ft-lbs (678 Nm). All torque limits listed in the BZ application book are intermediate ratings.

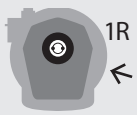
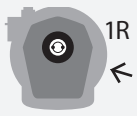
F31: For all Transmissions that are wired to J1939 protocol it is recommended to switch number PT9099999

For complete part numbers, consult the PTO Series section (page 25)

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RTAO-10710C-AC/AS
RTAO-12710C-AC/AS
RTAO-14710C-AC/AS
RTAO-16710C-AC/AS
RTLC-16609A/E
RTLC-16613A/E
RTLO-12713A
RTLO-12913A
RTLO-13118AMT
RTLO-14713A/A-T2
RTLO-14718B/B-T2
RTLO-14913A/A-T2
RTLO-14918A-AS2/S3
RTLO-14918B/B-AS/B-AS3/B-T2
RTLO-16713A/A-MT/A-T2
RTLO-16718B/B-T2
RTLO-16913-LHS-D
RTLO-16913-T2/A/A-T2/L-LHP
RTLO-16918A-AS2/-AS3
RTLO-16918B/B-AS/B-T2
RTLO-18718B/B-T2
RTLO-18913A/A-T2
RTLO-18918A-AS2/-AS3
RTLO-18918B/B-AS/B-T2
RTLO-20718B/B-T2
RTLO-20913A/A-AS2
RTLO-20918A-AS3
RTLO-20918B/B-AS/B-T2
RTLO-22918A/A-AS2/A-AS3
RTLO-22918B/B-AS
RTLOC-16909A/A-T2
RTLOC-18909A/A-T2
RTLOF-14718B
RTLOF-14918B
RTLOF-16718B
RTLOF-16918B
RTLOF-18718B,
RTLOF-18918B
RTLOF-20918B
RTLOF-22918B
RTLOFC-16909A/A-T2
RTLOM-16913L-LH
RTO-11609B/H
RTO-11709B/H/MLL
RTO-11710C
RTO-11909ALL/MLL
RTO-12609B/H
RTO-12709H
RTO-12710C
RTO-13609B/H
RTO-13709H
RTO-13710C
RTO-14609B/H
RTO-14610C
RTO-14709H/MLL
RTO-14710C/C-AS2
RTO-14909ALL/MLL
RTO-14910C/C-AS2/C-AS3
RTO-15710C
RTO-16709B/H
RTO-16710C&C-AS2
RTO-16909ALL
RTO-16910C-AS2/C-AS3
RTO-909B
RTO-9509B
RTOC-16709A
RTOC-16909A
RTOC-16913A
RTOC-18909A
RTOCM-16909A
RTOF-9509B
RTOO-11613
RTOO-14613
RTOO-9513
RTX-11609B
RTX-11709H
RTX-11710C
RTX-12609B
RTX-12709H
RTX-12710C
RTX-13609B
RTX-13709H
RTX-13710C
RTX-14609B
RTX-14709H
RTX-14710C
RTX-15710C
RTX-16709B/H
RTX-16710C

FUL.45

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
	1000	B (55)		89	250	47	INCL	(F6,7,23,28,31)		OPP	01	
		C (73)		118	250	47	INCL	(F6,7,23,28,31)		OPP	01	
		E (86)		141	225	43	INCL	(F6,7,23,28,31)		OPP	01	
		J (95)		154	225	43	INCL	(F6,7,23,28,31)		OPP	01	
		O (125)		202	195	37	INCL	(F6,7,23,28,31)		OPP	01	
		R (137)		221	180	34	INCL	(F6,7,23,28,31)		OPP	01	
		S (150)		242	162	31	INCL	(F6,7,23,28,31)		OPP	01	
		T (165)		267	148	28	INCL	(F6,7,23,28,31)		OPP	01	
	3200	Z (40)		65	250	47	INCL	(F6,7,23,28)		OPP	01	
		A (50)		81	250	47	INCL	(F6,7,23,28)		OPP	01	
		B (55)		89	250	47	INCL	(F6,7,23,28)		OPP	01	
		C (73)		118	250	47	INCL	(F6,7,23,28)		OPP	01	
		E (86)		141	225	43	INCL	(F6,7,23,28)		OPP	01	
		J (95)		155	225	43	INCL	(F6,7,23,28)		OPP	01	
		O (125)		202	195	37	INCL	(F6,7,23,28)		OPP	01	
		R (137)		221	180	34	INCL	(F6,7,23,28)		OPP	01	
		S (150)		242	162	31	INCL	(F6,7,23,28)		OPP	01	
		T (165)		266	148	28	INCL	(F6,7,23,28)		OPP	01	
	6000	Forward (73)		118	150	28	INCL	(F7,28,31)		BOTH	01	
		Reverse (83)		134	150	28	INCL	(F7,28,31)		BOTH	01	

For complete part numbers, consult the PTO Series section (page 25)

Eaton Fuller

FUL.45

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
	2000	A (50)		81	250	47	INCL	(F11,23,28,31)		OPP	O1	 ↑ 1B
		B (55)		93	250	47	INCL	(F11,23,28,31)		OPP	O1	
		C (73)		123	250	47	INCL	(F11,23,28,31)		OPP	O1	
		E (86)		147	225	43	INCL	(F11,23,28,31)		OPP	O1	
		J (95)		160	225	43	INCL	(F11,23,28,31)		OPP	O1	
		O (125)		211	180	34	INCL	(F11,23,28,31)		OPP	O1	
		R (137)		231	170	32	INCL	(F11,23,28,31)		OPP	O1	
		S (150)		253	155	29	INCL	(F11,23,28,31)		OPP	O1	
		T (165)		278	140	27	INCL	(F11,23,28,31)		OPP	O1	
	3800	Z (40)		68	250	47	INCL	(F11,23,28) CLUTCH SHIFT		OPP	O1	 ↑ 1B
		A (50)		84	250	47	INCL	(F11,23,28) CLUTCH SHIFT		OPP	O1	
		B (55)		93	250	47	INCL	(F11,23,28) CLUTCH SHIFT		OPP	O1	
		C (73)		123	250	47	INCL	(F11,23,28) CLUTCH SHIFT		OPP	O1	
		E (86)		148	225	43	INCL	(F11,23,28) CLUTCH SHIFT		OPP	O1	
		J (95)		161	225	43	INCL	(F11,23,28) CLUTCH SHIFT		OPP	O1	
		O (125)		211	195	37	INCL	(F11,23,28) CLUTCH SHIFT		OPP	O1	
		R (137)		231	180	34	INCL	(F11,23,28) CLUTCH SHIFT		OPP	O1	
		S (150)		253	162	31	INCL	(F11,23,28) CLUTCH SHIFT		OPP	O1	
		T (165)		278	148	28	INCL	(F11,23,28) CLUTCH SHIFT		OPP	O1	
	4100	B (57)		92	420	80	INCL	(F11,12,28)		OPP	O1	 ↑ 1B
		C (70)		113	350	66	INCL	(F11,12,28)		OPP	O1	
		E (86)		139	285	54	INCL	(F11,12,28)		OPP	O1	
		J (105)		170	235	44	INCL	(F11,12,28)		OPP	O1	
	4250	Output 1 C (96)		112	355	67	INCL	(F11,12,25,28)		OPP	O1	 ↑ 1B
		Output 2 B (89)		104	380	72	INCL	(F11,12,25,28)		OPP	O1	
		Output 1 E (112)		131	300	57	INCL	(F11,12,25,28)		OPP	O1	
		Output 2 C (104)		120	325	62	INCL	(F11,12,25,28)		OPP	O1	
		Output 1 J (132)		153	260	49	INCL	(F11,12,25,28)		OPP	O1	
		Output 2 E (121)		140	280	53	INCL	(F11,12,25,28)		OPP	O1	
		Output 1 O (168)		195	200	38	INCL	(F11,12,25,28)		OPP	O1	
		Output 2 J (152)		177	220	42	INCL	(F11,12,25,28)		OPP	O1	

CONTINUES →

For complete part numbers, consult the PTO Series section (page 25)

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FUL.45

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
← CONTINUES												
	6800	Forward (55)		89	150	28	INCL	(F11,28,31)		BOTH	O1	 ↑ 1B
		Reverse (52)		84	150	28	INCL	(F11,28,31)		BOTH	O1	
	8000	Forward (40)		70	500	95	INCL	(F11,28,31)		BOTH	O1	 ↑ 1B
		Reverse (50)		83	500	95	INCL	(F11,28,31)		BOTH	O1	
	8500	B (57)		64	500	95	INCL	(F11,23,28)		OPP	O1	
		C (70)		85	485	92	INCL	(F11,23,28)		OPP	O1	
		E (86)		101	400	76	INCL	(F11,23,28)		OPP	O1	
		J (105)		125	325	62	INCL	(F11,23,28)		OPP	O1	 ↑ 1B
		O (127)		145	270	51	INCL	(F11,23,28)		OPP	O1	
		R (137)			250	47	INCL	(F11,23,28)		OPP	O1	
		S (150)			225	43	INCL	(F11,23,28)		OPP	O1	
		T (165)			210	40	INCL	(F11,23,28)		OPP	O1	

CAUTION:
Eaton Transmission Division has established a **Maximum Torque Limit** for the transmission PTO driver gear. For all RT/RTO/RTLO transmissions the torque limit is **350 ft-lbs (475 Nm) Maximum** unless the transmission has been upgraded to a roller type input shaft bearing. The Eaton part number **4301417** when installed moves the torque rating for the PTO driver gear to **500 ft-lbs (678 Nm) of torque Maximum**. All torque limits listed in the BZ application book are intermediate ratings. If the transmission has not been upgraded as described above
DO NOT exceed 350 ft-lbs of torque for any application.

FOOT NOTES:

F11: Trucks with setback front axles and direct mount pumps will have better clearance with "3" assembly arrangement. This will also provide better clearance of air tanks on International chassis.

F12: Possible internal transmission gear interference with 4000 Series "J" & "O" ratios and 4250 ratio O-J. Check Before installing PTO.

F17: Speeds shown are with transmission torque converter in lock up condition.

F18: This opening is not usable if transmission is equipped with optional low profile oil pan.

F25: Do not exceed maximum torque and power shown in Output 2 when both outputs are working simultaneously.

F23: Interference with adjacent gear in transmission for Ratios "O" and above on Right Side & Ratios "R" and above on Bottom.

F6: Direct mount pumps will not clear bulge on transmission case. Must use geared adapter. Use of adapter changes PTO output rotation.

F7: For vehicles with Spring Hanger interference, use adapter AD645-01. Not applicable for direct mount pumps. Use of adapter changes PTO output rotation.

F28: Caution: Eaton Transmission Division has established a Maximum Torque Limit for the transmission PTO driver gear. For all RT/RTO/RTLO transmissions, the torque limit is 350 ft-lbs (475 Nm) Maximum unless the transmission has been upgraded to a roller type input shaft bearing. The Eaton part number 4301417 when installed moves the torque rating for the PTO driver gear to 500 ft-lbs (678 Nm) of torque Maximum. All torque limits listed in the BZ application book are intermediate ratings. If the transmission has not been upgraded as described above DO NOT exceed 350 ft-lbs of torque for any application.

F31: For all Transmissions that are wired to J1939 protocol it is recommended to switch number PT9099999

For complete part numbers, consult the PTO Series section (page 25)

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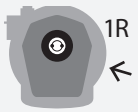
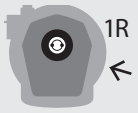
FAO-11810C
FAO-12810C

FAO-13810C
FAO-14810C

FAO-15810C
FAO-16810C

FAOM-14810C
FAOM-15810C

FUL.46

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1000		B (55)		89	250	47	INCL	(F6,7,23)		OPP	01	
		C (73)		118	250	47	INCL	(F6,7,23)		OPP	01	
		E (86)		141	225	43	INCL	(F6,7,23)		OPP	01	
		J (95)		154	225	43	INCL	(F6,7,23)		OPP	01	
		O (125)		202	195	37	INCL	(F6,7,23)		OPP	01	
		R (137)		221	180	34	INCL	(F6,7,23)		OPP	01	
		S (150)		242	162	31	INCL	(F6,7,23)		OPP	01	
		T (165)		267	148	28	INCL	(F6,7,23)		OPP	01	
3200		Z (40)		65	250	47	INCL	(F6,7,23)		OPP	01	
		A (50)		81	250	47	INCL	(F6,7,23)		OPP	01	
		B (55)		89	250	47	INCL	(F6,7,23)		OPP	01	
		C (73)		118	250	47	INCL	(F6,7,23)		OPP	01	
		E (86)		141	225	43	INCL	(F6,7,23)		OPP	01	
		J (95)		155	225	43	INCL	(F6,7,23)		OPP	01	
		O (125)		202	195	37	INCL	(F6,7,23)		OPP	01	
		R (137)		221	180	34	INCL	(F6,7,23)		OPP	01	
		S (150)		242	162	31	INCL	(F6,7,23)		OPP	01	
		T (165)		266	148	28	INCL	(F6,7,23)		OPP	01	
6000		Forward (73)		118	150	28	INCL	(F7)		BOTH	01	
		Reverse (83)		134	150	28	INCL	(F7)		BOTH	01	

For complete part numbers, consult the PTO Series section (page 25)

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FAO-11810C
FAO-12810C
FAO-13810C
FAO-14810C
FAO-15810C
FAO-16810C
FAOM-14810C
FAOM-15810C

FUL.46

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
	2000	A (50)		81	250	47	INCL	(F11,23)		OPP	O1	 ↑ 1B
		B (55)		93	250	47	INCL	(F11,23)		OPP	O1	
		C (73)		123	250	47	INCL	(F11,23)		OPP	O1	
		E (86)		147	225	43	INCL	(F11,23)		OPP	O1	
		J (95)		160	225	43	INCL	(F11,23)		OPP	O1	
		O (125)		211	180	34	INCL	(F11,23)		OPP	O1	
		R (137)		231	170	32	INCL	(F11,23)		OPP	O1	
		S (150)		253	155	29	INCL	(F11,23)		OPP	O1	
		T (165)		278	140	27	INCL	(F11,23)		OPP	O1	
	3800	Z (40)		68	250	47	INCL	(F11,23) CLUTCH SHIFT		OPP	O1	 ↑ 1B
		A (50)		84	250	47	INCL	(F11,23) CLUTCH SHIFT		OPP	O1	
		B (55)		93	250	47	INCL	(F11,23) CLUTCH SHIFT		OPP	O1	
		C (73)		123	250	47	INCL	(F11,23) CLUTCH SHIFT		OPP	O1	
		E (86)		148	225	43	INCL	(F11,23) CLUTCH SHIFT		OPP	O1	
		J (95)		161	225	43	INCL	(F11,23) CLUTCH SHIFT		OPP	O1	
		O (125)		211	195	37	INCL	(F11,23) CLUTCH SHIFT		OPP	O1	
		R (137)		231	180	34	INCL	(F11,23) CLUTCH SHIFT		OPP	O1	
		S (150)		253	162	31	INCL	(F11,23) CLUTCH SHIFT		OPP	O1	
		T (165)		278	148	28	INCL	(F11,23) CLUTCH SHIFT		OPP	O1	
	4100	B (57)		92	420	80	INCL	(F11,12)		OPP	O1	 ↑ 1B
		C (70)		113	350	66	INCL	(F11,12)		OPP	O1	
		E (86)		139	285	54	INCL	(F11,12)		OPP	O1	
		J (105)		170	235	44	INCL	(F11,12)		OPP	O1	
	4250	Output 1 C (96)		112	355	67	INCL	(F11,12,25)		OPP	O1	 ↑ 1B
		Output 2 B (89)		104	380	72	INCL	(F11,12,25)		OPP	O1	
		Output 1 E (112)		131	300	57	INCL	(F11,12,25)		OPP	O1	
		Output 2 C (104)		120	325	62	INCL	(F11,12,25)		OPP	O1	
		Output 1 J (132)		153	260	49	INCL	(F11,12,25)		OPP	O1	
		Output 2 E (121)		140	280	53	INCL	(F11,12,25)		OPP	O1	
		Output 1 O (168)		195	200	38	INCL	(F11,12,25)		OPP	O1	
		Output 2 J (152)		177	220	42	INCL	(F11,12,25)		OPP	O1	

CONTINUES →

For complete part numbers, consult the PTO Series section (page 25)

Eaton Fuller

FAO-11810C
FAO-12810C
FAO-13810C
FAO-14810C
FAO-15810C
FAO-16810C
FAOM-14810C
FAOM-15810C

FUL.46

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
← CONTINUES												
	6800	Forward (55)		89	150	28	INCL	(F11)		BOTH	O1	 ↑ 1B
		Reverse (52)		84	150	28	INCL	(F11)		BOTH	O1	
	8000	Forward (40)		70	500	95	INCL	(F11)		BOTH	O1	 ↑ 1B
		Reverse (50)		83	500	95	INCL	(F11)		BOTH	O1	
	8500	B (57)		64	500	95	INCL	(F11,23)		OPP	O1	
		C (70)		85	485	92	INCL	(F11,23)		OPP	O1	
		E (86)		101	400	76	INCL	(F11,23)		OPP	O1	
		J (105)		125	325	62	INCL	(F11,23)		OPP	O1	 ↑ 1B
		O (127)		145	270	51	INCL	(F11,23)		OPP	O1	
		R (137)			250	47	INCL	(F11,23)		OPP	O1	
		S (150)			225	43	INCL	(F11,23)		OPP	O1	
		T (165)			210	40	INCL	(F11,23)		OPP	O1	

FOOT NOTES:

F11: Trucks with setback front axles and direct mount pumps will have better clearance with "3" assembly arrangement. This will also provide better clearance of air tanks on International chassis.

F12: Possible internal transmission gear interference with 4000 Series "J" & "O" ratios and 4250 ratio O-J. Check Before installing PTO.

F25: Do not exceed maximum torque and power shown in Output 2 when both outputs are working simultaneously.

F23: Interference with adjacent gear in transmission for Ratios "O" and above on Right Side & Ratios "R" and above on Bottom.

F6: Direct mount pumps will not clear bulge on transmission case. Must use geared adapter. Use of adapter changes PTO output rotation.

F7: For vehicles with Spring Hanger interference, use adapter AD645-01.

Not applicable for direct mount pumps. Use of adapter changes PTO output rotation.

For complete part numbers, consult the PTO Series section (page 25)

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RTO-11109B-AT
RTO-12109B-AT

RTO-13109B-AT
RTO-14109B-AT

RTO-16109B-AT
RTO-9109B-AT

FUL.47

6 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1000		B (55)		89	250	47	INCL	(F6,17,28,31)		OPP	01	
		C (73)		118	250	47	INCL	(F6,17,28,31)		OPP	01	
		E (86)		141	225	43	INCL	(F6,17,28,31)		OPP	01	
		J (95)		154	225	43	INCL	(F6,17,28,31)		OPP	01	
		O (125)		202	195	37	INCL	(F6,17,28,31)		OPP	01	
		R (137)		221	180	34	INCL	(F6,17,28,31)		OPP	01	
		S (150)		242	162	31	INCL	(F6,17,28,31)		OPP	01	
		T (165)		267	148	28	INCL	(F6,17,28,31)		OPP	01	
3200		Z (40)		65	250	47	INCL	(F6,17,28)		OPP	01	
		A (50)		81	250	47	INCL	(F6,17,28)		OPP	01	
		B (55)		89	250	47	INCL	(F6,17,28)		OPP	01	
		C (73)		118	250	47	INCL	(F6,17,28)		OPP	01	
		E (86)		141	225	43	INCL	(F6,17,28)		OPP	01	
		J (95)		155	225	43	INCL	(F6,17,28)		OPP	01	
		O (125)		202	195	37	INCL	(F6,17,28)		OPP	01	
		R (137)		221	180	34	INCL	(F6,17,28)		OPP	01	
		S (150)		242	162	31	INCL	(F6,17,28)		OPP	01	
		T (165)		266	148	28	INCL	(F6,17,28)		OPP	01	
6000		Forward (73)		118	150	28	INCL	(F17,28,31)		BOTH	01	
		Reverse (83)		134	150	28	INCL	(F17,28,31)		BOTH	01	

For complete part numbers, consult the PTO Series section (page 25)

Eaton Fuller

RTO-11109B-AT
RTO-12109B-AT

RTO-13109B-AT
RTO-14109B-AT

RTO-16109B-AT
RTO-9109B-AT

FUL.47

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
	2000	A (50)		79	250	47	INCL	(F17,18,28,31)		OPP	O1	
		B (55)		93	250	47	INCL	(F17,18,28,31)		OPP	O1	
		C (73)		123	250	47	INCL	(F17,18,28,31)		OPP	O1	
		E (86)		147	225	43	INCL	(F17,18,28,31)		OPP	O1	
		J (95)		160	225	43	INCL	(F17,18,28,31)		OPP	O1	
		O (125)		211	180	34	INCL	(F17,18,28,31)		OPP	O1	
		R (137)		231	170	32	INCL	(F17,18,28,31)		OPP	O1	
		S (150)		253	155	29	INCL	(F17,18,28,31)		OPP	O1	
		T (165)		278	140	27	INCL	(F17,18,28,31)		OPP	O1	
	3800	Z (40)		68	250	47	INCL	(F17,18,28) CLUTCH SHIFT		OPP	O1	
		A (50)		84	250	47	INCL	(F17,18,28) CLUTCH SHIFT		OPP	O1	
		B (55)		93	250	47	INCL	(F17,18,28) CLUTCH SHIFT		OPP	O1	
		C (73)		123	250	47	INCL	(F17,18,28) CLUTCH SHIFT		OPP	O1	
		E (86)		148	225	43	INCL	(F17,18,28) CLUTCH SHIFT		OPP	O1	
		J (95)		161	225	43	INCL	(F17,18,28) CLUTCH SHIFT		OPP	O1	
		O (125)		211	195	37	INCL	(F17,18,28) CLUTCH SHIFT		OPP	O1	
		R (137)		231	180	34	INCL	(F17,18,28) CLUTCH SHIFT		OPP	O1	
		S (150)		253	162	31	INCL	(F17,18,28) CLUTCH SHIFT		OPP	O1	
		T (165)		278	148	28	INCL	(F17,18,28) CLUTCH SHIFT		OPP	O1	
	4100	B (57)		92	420	80	INCL	(F17,18,28)		OPP	O1	
		C (70)		113	350	66	INCL	(F17,18,28)		OPP	O1	
		E (86)		139	285	54	INCL	(F17,18,28)		OPP	O1	
		J (105)		170	235	44	INCL	(F17,18,28)		OPP	O1	
	4250	Output 1 C (96)		112	355	67	INCL	(F17,18,25,28)		OPP	O1	
		Output 2 B (89)		104	380	72	INCL	(F17,18,25,28)		OPP	O1	
		Output 1 E (112)		131	300	57	INCL	(F17,18,25,28)		OPP	O1	
		Output 2 C (104)		120	325	62	INCL	(F17,18,25,28)		OPP	O1	
		Output 1 J (132)		153	260	49	INCL	(F17,18,25,28)		OPP	O1	
		Output 2 E (121)		140	280	53	INCL	(F17,18,25,28)		OPP	O1	
		Output 1 O (168)		195	200	38	INCL	(F17,18,25,28)		OPP	O1	
		Output 2 J (152)		177	220	42	INCL	(F17,18,25,28)		OPP	O1	


↑ 1B


↑ 1B


↑ 1B


↑ 1B

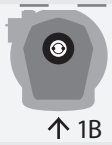
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For complete part numbers, consult the PTO Series section (page 25)

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RTO-11109B-AT
RTO-12109B-AT
RTO-13109B-AT
RTO-14109B-AT
RTO-16109B-AT
RTO-9109B-AT

FUL.47

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
← CONTINUES												
	6800	Forward (55)		89	150	28	INCL	(F17,18,28,31)		BOTH	O1	 ↑ 1B
		Reverse (52)		84	150	28	INCL	(F17,18,28,31)		BOTH	O1	
	8000	Forward (40)		70	500	95	INCL	(F17,18,28,31)		BOTH	O1	 ↑ 1B
		Reverse (50)		83	500	95	INCL	(F17,18,28,31)		BOTH	O1	
	8500	B (57)		64	500	95	INCL	(F17,18,28)		OPP	O1	
		C (70)		85	485	92	INCL	(F17,18,28)		OPP	O1	
		E (86)		101	400	76	INCL	(F17,18,28)		OPP	O1	
		J (105)		125	325	62	INCL	(F17,18,28)		OPP	O1	 ↑ 1B
		O (127)		145	270	51	INCL	(F17,18,28)		OPP	O1	
		R (137)		159	250	47	INCL	(F17,18,28)		OPP	O1	
		S (150)		174	225	43	INCL	(F17,18,28)		OPP	O1	
		T (165)		191	210	40	INCL	(F17,18,28)		OPP	O1	

CAUTION:

Eaton Transmission Division has established a **Maximum Torque Limit** for the transmission PTO driver gear. For all RT/RTO/RTLO transmissions the torque limit is **350 ft-lbs (475 Nm) Maximum** unless the transmission has been upgraded to a roller type input shaft bearing. The Eaton part number **4301417** when installed moves the torque rating for the PTO driver gear to **500 ft-lbs (678 Nm) of torque Maximum**. All torque limits listed in the BZ application book are intermediate ratings. If the transmission has not been upgraded as described above

DO NOT exceed 350 ft-lbs of torque for any application.

FOOT NOTES:

F17: Speeds shown are with transmission torque converter in lock up condition.

F18: This opening is not usable if transmission is equipped with optional low profile oil pan.

F25: Do not exceed maximum torque and power shown in Output 2 when both outputs are working simultaneously.

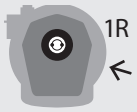
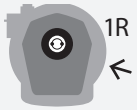
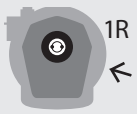
F6: Direct mount pumps will not clear bulge on transmission case. Must use geared adapter. Use of adapter changes PTO output rotation.

F31: For all Transmissions that are wired to J1939 protocol it is recommended to switch number PT9099999

F28: Caution: Eaton Transmission Division has established a Maximum Torque Limit for the transmission PTO driver gear. For all RT/RTO/RTLO transmissions, the torque limit is 350 ft-lbs (475 Nm) Maximum unless the transmission has been upgraded to a roller type input shaft bearing. The Eaton part number 4301417 when installed moves the torque rating for the PTO driver gear to 500 ft-lbs (678 Nm) of torque Maximum. All torque limits listed in the BZ application book are intermediate ratings. If the transmission has not been upgraded as described above DO NOT exceed 350 ft-lbs of torque for any application.

For complete part numbers, consult the PTO Series section (page 25)

Eaton Fuller

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1000		B (55)		92	250	47	INCL	(F6,7,28,31)		OPP	01	
		C (73)		122	250	47	INCL	(F6,7,28,31)		OPP	01	
		E (86)		146	225	43	INCL	(F6,7,28,31)		OPP	01	
		J (95)		159	225	43	INCL	(F6,7,28,31)		OPP	01	
		O (125)		210	195	37	INCL	(F6,7,28,31)		OPP	01	
		R (137)		230	180	34	INCL	(F6,7,28,31)		OPP	01	
		S (150)		252	162	31	INCL	(F6,7,28,31)		OPP	01	
		T (165)		277	148	28	INCL	(F6,7,28,31)		OPP	01	
3200		Z (40)		67	250	47	INCL	(F6,7,28)		OPP	01	
		A (50)		84	250	47	INCL	(F6,7,28)		OPP	01	
		B (55)		92	250	47	INCL	(F6,7,28)		OPP	01	
		C (73)		122	250	47	INCL	(F6,7,28)		OPP	01	
		E (86)		147	225	43	INCL	(F6,7,28)		OPP	01	
		J (95)		160	225	43	INCL	(F6,7,28)		OPP	01	
		O (125)		210	195	37	INCL	(F6,7,28)		OPP	01	
		R (137)		230	180	34	INCL	(F6,7,28)		OPP	01	
		S (150)		252	162	31	INCL	(F6,7,28)		OPP	01	
		T (165)		276	148	28	INCL	(F6,7,28)		OPP	01	
6000		Forward (73)		122	150	28	INCL	(F7,28,31)		BOTH	01	
		Reverse (83)		139	150	28	INCL	(F7,28,31)		BOTH	01	

For complete part numbers, consult the PTO Series section (page 25)

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RTO-1157DL/DLL TO-11605D TO-905A/D TO-955AL/ALL/DLL **FUL.48**

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
		A (50)		84	250	47	INCL	(F28,31)		OPP	O1	
		B (55)		96	250	47	INCL	(F28,31)		OPP	O1	
		C (73)		128	250	47	INCL	(F28,31)		OPP	O1	
		E (86)		152	225	43	INCL	(F28,31)		OPP	O1	
	2000	J (95)		166	225	43	INCL	(F28,31)		OPP	O1	
		O (125)		219	180	34	INCL	(F28,31)		OPP	O1	↑ 1B
		R (137)		240	170	32	INCL	(F28,31)		OPP	O1	
		S (150)		263	155	29	INCL	(F28,31)		OPP	O1	
		T (165)		289	140	27	INCL	(F28,31)		OPP	O1	
		Z (40)		70	250	47	INCL	(F28) CLUTCH SHIFT		OPP	O1	
		A (50)		88	250	47	INCL	(F28) CLUTCH SHIFT		OPP	O1	
		B (55)		96	250	47	INCL	(F28) CLUTCH SHIFT		OPP	O1	
		C (73)		128	250	47	INCL	(F28) CLUTCH SHIFT		OPP	O1	
		E (86)		153	225	43	INCL	(F28) CLUTCH SHIFT		OPP	O1	
	3800	J (95)		168	225	43	INCL	(F28) CLUTCH SHIFT		OPP	O1	
		O (125)		219	195	37	INCL	(F28) CLUTCH SHIFT		OPP	O1	↑ 1B
		R (137)		240	180	34	INCL	(F28) CLUTCH SHIFT		OPP	O1	
		S (150)		263	162	31	INCL	(F28) CLUTCH SHIFT		OPP	O1	
		T (165)		289	148	28	INCL	(F28) CLUTCH SHIFT		OPP	O1	
		B (57)		96	420	80	INCL	(F28)		OPP	O1	
		C (70)		117	350	66	INCL	(F28)		OPP	O1	
	4100	E (86)		144	285	54	INCL	(F28)		OPP	O1	
		J (105)		176	235	44	INCL	(F28)		OPP	O1	↑ 1B
		Output 1 C (96)		116	355	67	INCL	(F25)		OPP	O1	
		Output 2 B (89)		108	380	72	INCL	(F25,28)		OPP	O1	
		Output 1 E (112)		135	300	57	INCL	(F25,28)		OPP	O1	
		Output 2 C (104)		125	325	62	INCL	(F25,28)		OPP	O1	
	4250	Output 1 J (132)		159	260	49	INCL	(F25,28)		OPP	O1	
		Output 2 E (121)		146	280	53	INCL	(F25,28)		OPP	O1	↑ 1B
		Output 1 O (168)		203	200	38	INCL	(F25,28)		OPP	O1	
		Output 2 J (152)		184	220	42	INCL	(F25,28)		OPP	O1	

CONTINUES →

For complete part numbers, consult the PTO Series section (page 25)

Eaton Fuller

RTO-1157DL/DLL **TO-11605D** **TO-905A/D** **TO-955AL/ALL/DLL** **FUL.48**

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
← CONTINUES												
	6800	Forward (55)		92	150	28	INCL	(F28,31)		BOTH	O1	 ↑ 1B
		Reverse (52)		87	150	28	INCL	(F28,31)		BOTH	O1	
	8000	Forward (40)		72	500	95	INCL	(F28,31)		BOTH	O1	 ↑ 1B
		Reverse (50)		86	500	95	INCL	(F28,31)		BOTH	O1	
	8500	B (57)		66	500	95	INCL	(F28)		OPP	O1	
		C (70)		88	485	92	INCL	(F28)		OPP	O1	
		E (86)		105	400	76	INCL	(F28)		OPP	O1	
		J (105)		130	325	62	INCL	(F28)		OPP	O1	 ↑ 1B
		O (127)		151	270	51	INCL	(F28)		OPP	O1	
		R (137)		165	250	47	INCL	(F28)		OPP	O1	
		S (150)		181	225	43	INCL	(F28)		OPP	O1	
		T (165)		199	210	40	INCL	(F28)		OPP	O1	

CAUTION:

Eaton Transmission Division has established a **Maximum Torque Limit** for the transmission PTO driver gear. For all RT/RTO/RTLO transmissions the torque limit is **350 ft-lbs (475 Nm) Maximum** unless the transmission has been upgraded to a roller type input shaft bearing.

The Eaton part number **4301417** when installed moves the torque rating for the PTO driver gear to **500 ft-lbs (678 Nm) of torque Maximum**. All torque limits listed in the BZ application book are intermediate ratings. If the transmission has not been upgraded as described above

DO NOT exceed 350 ft-lbs of torque for any application.

FOOT NOTES:

F25: Do not exceed maximum torque and power shown in Output 2 when both outputs are working simultaneously.

F6: Direct mount pumps will not clear bulge on transmission case. Must use geared adapter. Use of adapter changes PTO output rotation.

F7: For vehicles with Spring Hanger interference, use adapter AD645-01. Not applicable for direct mount pumps. Use of adapter changes PTO output rotation.

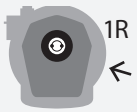
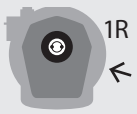
F31: For all Transmissions that are wired to J1939 protocol it is recommended to switch number PT9099999

F28: Caution: Eaton Transmission Division has established a Maximum Torque Limit for the transmission PTO driver gear. For all RT/RTO/RTLO transmissions, the torque limit is 350 ft-lbs (475 Nm) Maximum unless the transmission has been upgraded to a roller type input shaft bearing. The Eaton part number 4301417 when installed moves the torque rating for the PTO driver gear to 500 ft-lbs (678 Nm) of torque Maximum. All torque limits listed in the BZ application book are intermediate ratings. If the transmission has not been upgraded as described above DO NOT exceed 350 ft-lbs of torque for any application.

For complete part numbers, consult the PTO Series section (page 25)

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RTO-11607L/LL RTO-11707DLL RTO-11707LL RTO-13707DLL/MLL TO-11605A **FUL.49**

6 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1000		B (55)		93	250	47	INCL	(F6,7,28,31)		OPP	01	
		C (73)		124	250	47	INCL	(F6,7,28,31)		OPP	01	
		E (86)		147	225	43	INCL	(F6,7,28,31)		OPP	01	
		J (95)		161	225	43	INCL	(F6,7,28,31)		OPP	01	
		O (125)		212	195	37	INCL	(F6,7,28,31)		OPP	01	
		R (137)		232	180	34	INCL	(F6,7,28,31)		OPP	01	
		S (150)		254	162	31	INCL	(F6,7,28,31)		OPP	01	
		T (165)		279	148	28	INCL	(F6,7,28,31)		OPP	01	
3200		Z (40)		68	250	47	INCL	(F6,7,28)		OPP	01	
		A (50)		85	250	47	INCL	(F6,7,28)		OPP	01	
		B (55)		93	250	47	INCL	(F6,7,28)		OPP	01	
		C (73)		124	250	47	INCL	(F6,7,28)		OPP	01	
		E (86)		148	225	43	INCL	(F6,7,28)		OPP	01	
		J (95)		162	225	43	INCL	(F6,7,28)		OPP	01	
		O (125)		212	195	37	INCL	(F6,7,28)		OPP	01	
		R (137)		232	180	34	INCL	(F6,7,28)		OPP	01	
		S (150)		254	162	31	INCL	(F6,7,28)		OPP	01	
		T (165)		279	148	28	INCL	(F6,7,28)		OPP	01	
6000		Forward (73)		124	150	28	INCL	(F7,28,31)		BOTH	01	
		Reverse (83)		141	150	28	INCL	(F7,28,31)		BOTH	01	

For complete part numbers, consult the PTO Series section (page 25)

Eaton Fuller

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
	2000	A (50)		84	250	47	INCL	(F28,31)		OPP	O1	 ↑ 1B
		B (55)		97	250	47	INCL	(F28,31)		OPP	O1	
		C (73)		129	250	47	INCL	(F28,31)		OPP	O1	
		E (86)		154	225	43	INCL	(F28,31)		OPP	O1	
		J (95)		168	225	43	INCL	(F28,31)		OPP	O1	
		O (125)		221	180	34	INCL	(F28,31)		OPP	O1	
		R (137)		242	170	32	INCL	(F28,31)		OPP	O1	
		S (150)		265	155	29	INCL	(F28,31)		OPP	O1	
		T (165)		292	140	27	INCL	(F28,31)		OPP	O1	
	3800	Z (40)		71	250	47	INCL	(F28) CLUTCH SHIFT		OPP	O1	 ↑ 1B
		A (50)		88	250	47	INCL	(F28) CLUTCH SHIFT		OPP	O1	
		B (55)		97	250	47	INCL	(F28) CLUTCH SHIFT		OPP	O1	
		C (73)		129	250	47	INCL	(F28) CLUTCH SHIFT		OPP	O1	
		E (86)		155	225	43	INCL	(F28) CLUTCH SHIFT		OPP	O1	
		J (95)		169	225	43	INCL	(F28) CLUTCH SHIFT		OPP	O1	
		O (125)		221	195	37	INCL	(F28) CLUTCH SHIFT		OPP	O1	
		R (137)		242	180	34	INCL	(F28) CLUTCH SHIFT		OPP	O1	
		S (150)		265	162	31	INCL	(F28) CLUTCH SHIFT		OPP	O1	
		T (165)		291	148	28	INCL	(F28) CLUTCH SHIFT		OPP	O1	
	4100	B (57)		96	420	80	INCL	(F28)		OPP	O1	 ↑ 1B
		C (70)		118	350	66	INCL	(F28)		OPP	O1	
		E (86)		146	285	54	INCL	(F28)		OPP	O1	
		J (105)		178	235	44	INCL	(F28)		OPP	O1	
	4250	Output 1 C (96)		117	355	67	INCL	(F25,28)		OPP	O1	 ↑ 1B
		Output 2 B (89)		109	380	72	INCL	(F25,28)		OPP	O1	
		Output 1 E (112)		137	300	57	INCL	(F25,28)		OPP	O1	
		Output 2 C (104)		126	325	62	INCL	(F25,28)		OPP	O1	
		Output 1 J (132)		160	260	49	INCL	(F25,28)		OPP	O1	
		Output 2 E (121)		147	280	53	INCL	(F25,28)		OPP	O1	
		Output 1 O (168)		205	200	38	INCL	(F25,28)		OPP	O1	
		Output 2 J (152)		185	220	42	INCL	(F25,28)		OPP	O1	

CONTINUES →

For complete part numbers, consult the PTO Series section (page 25)

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RTO-11607L/LL **RTO-11707DLL** **RTO-11707LL** **RTO-13707DLL/MLL** **TO-11605A** **FUL.49**

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
← CONTINUES												
	6800	Forward (55)	93	150	28	INCL	(F28,31)		BOTH	O1	 ↑ 1B
		Reverse (52)	88	150	28	INCL	(F28,31)		BOTH	O1	
	8000	Forward (40)	73	500	95	INCL	(F28,31)		BOTH	O1	 ↑ 1B
		Reverse (50)	87	500	95	INCL	(F28,31)		BOTH	O1	
	8500	B (57)	67	500	95	INCL	(F28)		OPP	O1	
		C (70)	89	485	92	INCL	(F28)		OPP	O1	
		E (86)	106	400	76	INCL	(F28)		OPP	O1	
		J (105)	131	325	62	INCL	(F28)		OPP	O1	 ↑ 1B
		O (127)	152	270	51	INCL	(F28)		OPP	O1	
		R (137)	167	250	47	INCL	(F28)		OPP	O1	
		S (150)	182	225	43	INCL	(F28)		OPP	O1	
		T (165)	201	210	40	INCL	(F28)		OPP	O1	

CAUTION:

Eaton Transmission Division has established a **Maximum Torque Limit** for the transmission PTO driver gear. For all RT/RTO/RTLO transmissions the torque limit is **350 ft-lbs (475 Nm) Maximum** unless the transmission has been upgraded to a roller type input shaft bearing.

The Eaton part number **4301417** when installed moves the torque rating for the PTO driver gear to **500 ft-lbs (678 Nm) of torque Maximum**. All torque limits listed in the BZ application book are intermediate ratings. If the transmission has not been upgraded as described above

DO NOT exceed 350 ft-lbs of torque for any application.

FOOT NOTES:

F25: Do not exceed maximum torque and power shown in Output 2 when both outputs are working simultaneously.

F6: Direct mount pumps will not clear bulge on transmission case. Must use geared adapter. Use of adapter changes PTO output rotation.

F7: For vehicles with Spring Hanger interference, use adapter AD645-01. Not applicable for direct mount pumps. Use of adapter changes PTO output rotation.

F31: For all Transmissions that are wired to J1939 protocol it is recommended to switch number PT9099999

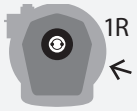
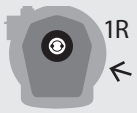
F28: Caution: Eaton Transmission Division has established a Maximum Torque Limit for the transmission PTO driver gear. For all RT/RTO/RTLO transmissions, the torque limit is 350 ft-lbs (475 Nm) Maximum unless the transmission has been upgraded to a roller type input shaft bearing. The Eaton part number 4301417 when installed moves the torque rating for the PTO driver gear to 500 ft-lbs (678 Nm) of torque Maximum. All torque limits listed in the BZ application book are intermediate ratings. If the transmission has not been upgraded as described above DO NOT exceed 350 ft-lbs of torque for any application.

For complete part numbers, consult the PTO Series section (page 25)

Eaton Fuller

FRO-11210C
FRO-12210C
FRO-13210C
FRO-14210C
FRO-15210C
FRO-16210C
FRO-17210C
FRO-18210C
RTO-11210C
RTO-11210R
RTO-12210C
RTO-12210R
RTO-13210C
RTO-13210R
RTO-14210C
RTO-14210R
RTO-15210C
RTO-16210C

FUL.50

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
	1000	B (55)		94	250	47	M1	(F6,28,31)		OPP	01	
		C (73)		125	250	47	M1	(F6,28,31)		OPP	01	
		E (86)		149	225	43	M1	(F6,28,31)		OPP	01	
		J (95)		163	225	43	M1	(F6,28,31)		OPP	01	
		O (125)		215	195	37	M1	(F6,28,31)		OPP	01	
		R (137)		235	180	34	M1	(F6,28,31)		OPP	01	
		S (150)		258	162	31	M1	(F6,28,31)		OPP	01	
		T (165)		284	148	28	M1	(F6,28,31)		OPP	01	
	3200	Z (40)		69	250	47	M1	(F6,28)		OPP	01	
		A (50)		86	250	47	M1	(F6,28)		OPP	01	
		B (55)		94	250	47	M1	(F6,28)		OPP	01	
		C (73)		125	250	47	M1	(F6,28)		OPP	01	
		E (86)		150	225	43	M1	(F6,28)		OPP	01	
		J (95)		164	225	43	M1	(F6,28)		OPP	01	
		O (125)		215	195	37	M1	(F6,28)		OPP	01	
		R (137)		235	180	34	M1	(F6,28)		OPP	01	
		S (150)		258	162	31	M1	(F6,28)		OPP	01	
		T (165)		283	148	28	M1	(F6,28)		OPP	01	
	6000	Forward (73)		125	150	28	M1	(F28,31)		BOTH	01	
		Reverse (83)		143	150	28	M1	(F28,31)		BOTH	01	

For complete part numbers, consult the PTO Series section (page 25)

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FUL.50

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
	2000	A (50)		93	250	47	M2	(F28,30,31)		OPP	O1	 ↑ 1B
		B (55)		99	250	47	M2	(F28,30,31)		OPP	O1	
		C (73)		131	250	47	M2	(F28,30,31)		OPP	O1	
		E (86)		156	225	43	M2	(F28,30,31)		OPP	O1	
		J (95)		170	225	43	M2	(F28,30,31)		OPP	O1	
		O (125)		224	180	34	M2	(F28,30,31)		OPP	O1	
		R (137)		246	170	32	M2	(F28,30,31)		OPP	O1	
		S (150)		269	155	29	M2	(F28,30,31)		OPP	O1	
		T (165)		296	140	27	M2	(F28,30,31)		OPP	O1	
	3800	Z (40)		72	250	47	M2	(F28,30) CLUTCH SHIFT		OPP	O1	 ↑ 1B
		A (50)		90	250	47	M2	(F28,30) CLUTCH SHIFT		OPP	O1	
		B (55)		99	250	47	M2	(F28,30) CLUTCH SHIFT		OPP	O1	
		C (73)		131	250	47	M2	(F28,30) CLUTCH SHIFT		OPP	O1	
		E (86)		157	225	43	M2	(F28,30) CLUTCH SHIFT		OPP	O1	
		J (95)		172	225	43	M2	(F28,30) CLUTCH SHIFT		OPP	O1	
		O (125)		224	195	37	M2	(F28,30) CLUTCH SHIFT		OPP	O1	
		R (137)		246	180	34	M2	(F28,30) CLUTCH SHIFT		OPP	O1	
		S (150)		269	162	31	M2	(F28,30) CLUTCH SHIFT		OPP	O1	
		T (165)		296	148	28	M2	(F28,30) CLUTCH SHIFT		OPP	O1	
	4100	B (57)		98	420	80	M2	(F28,30)		OPP	O1	 ↑ 1B
		C (70)		120	350	66	M2	(F28,30)		OPP	O1	
		E (86)		148	285	54	M2	(F28,30)		OPP	O1	
		J (105)		180	235	44	M2	(F28,30)		OPP	O1	
	4250	Output 1 C (96)		119	355	67	M2	(F25,28,30)		OPP	O1	 ↑ 1B
		Output 2 B (89)		110	380	72	M2	(F25,28,30)		OPP	O1	
		Output 1 E (112)		139	300	57	M2	(F25,28,30)		OPP	O1	
		Output 2 C (104)		128	325	62	M2	(F25,28,30)		OPP	O1	
		Output 1 J (132)		163	260	49	M2	(F25,28,30)		OPP	O1	
		Output 2 E (121)		149	280	53	M2	(F25,28,30)		OPP	O1	
		Output 1 O (168)		208	200	38	M2	(F25,28,30)		OPP	O1	
		Output 2 J (152)		188	220	42	M2	(F25,28,30)		OPP	O1	

CONTINUES →

For complete part numbers, consult the PTO Series section (page 25)

Eaton Fuller

FUL.50

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
← CONTINUES												
	6800	Forward (55)		94	150	28	M2	(F28,30,31)		BOTH	O1	 ↑ 1B
		Reverse (52)		89	150	28	M2	(F28,30,31)		BOTH	O1	
	8000	Forward (40)		74	500	95	M2	(F28,30,31)		BOTH	O1	 ↑ 1B
		Reverse (50)		88	500	95	M2	(F28,30,31)		BOTH	O1	
	8500	B (57)		68	500	95	M2	(F28,30)		OPP	O1	
		C (70)		90	485	92	M2	(F28,30)		OPP	O1	
		E (86)		107	400	76	M2	(F28,30)		OPP	O1	
		J (105)		133	325	62	M2	(F28,30)		OPP	O1	 ↑ 1B
		O (127)		154	270	51	M2	(F28,30)		OPP	O1	
		R (137)		169	250	47	M2	(F28,30)		OPP	O1	
		S (150)		185	225	43	M2	(F28,30)		OPP	O1	
		T (165)		204	210	40	M2	(F28,30)		OPP	O1	

CAUTION:

Eaton Transmission Division has established a **Maximum Torque Limit** for the transmission PTO driver gear. For all RT/RTO/RTLO transmissions the torque limit is **350 ft-lbs (475 Nm) Maximum** unless the transmission has been upgraded to a roller type input shaft bearing.

The Eaton part number **4301417** when installed moves the torque rating for the PTO driver gear to **500 ft-lbs (678 Nm) of torque Maximum**. All torque limits listed in the BZ application book are intermediate ratings. If the transmission has not been upgraded as described above

DO NOT exceed 350 ft-lbs of torque for any application.

FOOT NOTES:

F25: Do not exceed maximum torque and power shown in Output 2 when both outputs are working simultaneously.

F6: Direct mount pumps will not clear bulge on transmission case. Must use geared adapter. Use of adapter changes PTO output rotation.

F28: Caution: Eaton Transmission Division has established a Maximum Torque Limit for the transmission PTO driver gear. For all RT/RTO/RTLO transmissions, the torque limit is 350 ft-lbs (475 Nm) Maximum unless the transmission has been upgraded to a roller type input shaft bearing. The Eaton part number 4301417 when installed moves the torque rating for the PTO driver gear to 500 ft-lbs (678 Nm) of torque Maximum. All torque limits listed in the BZ application book are intermediate ratings. If the transmission has not been upgraded as described above DO NOT exceed 350 ft-lbs of torque for any application.

F30: Caution: Eaton Transmission Division has established a Maximum Torque Limit for the transmission PTO driver gear. For all FR, FRO, FRLO transmissions, the torque limit is 500 ft-lbs (678 Nm). All torque limits listed in the BZ application book are intermediate ratings.

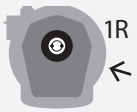
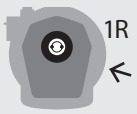
F31: For all Transmissions that are wired to J1939 protocol it is recommended to switch number PT9099999

For complete part numbers, consult the PTO Series section (page 25)

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RTO-910 **RTO-915** **RTOF-910** **RTOF-915**

FUL.51

6 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1000		B (55)		97	250	47	INCL	(F6,7,28,31)		OPP	01	 1R
		C (73)		129	250	47	INCL	(F6,7,28,31)		OPP	01	
		E (86)		154	225	43	INCL	(F6,7,28,31)		OPP	01	
		J (95)		168	225	43	INCL	(F6,7,28,31)		OPP	01	
		O (125)		221	195	37	INCL	(F6,7,28,31)		OPP	01	
		R (137)		242	180	34	INCL	(F6,7,28,31)		OPP	01	
		S (150)		265	162	31	INCL	(F6,7,28,31)		OPP	01	
		T (165)		292	148	28	INCL	(F6,7,28)		OPP	01	
3200		Z (40)		71	250	47	INCL	(F6,7,28)		OPP	01	 1R
		A (50)		88	250	47	INCL	(F6,7,28)		OPP	01	
		B (55)		97	250	47	INCL	(F6,7,28)		OPP	01	
		C (73)		129	250	47	INCL	(F6,7,28)		OPP	01	
		E (86)		155	225	43	INCL	(F6,7,28)		OPP	01	
		J (95)		169	225	43	INCL	(F6,7,28)		OPP	01	
		O (125)		221	195	37	INCL	(F6,7,28)		OPP	01	
		R (137)		242	180	34	INCL	(F6,7,28)		OPP	01	
		S (150)		265	162	31	INCL	(F6,7,28)		OPP	01	
		T (165)		291	148	28	INCL	(F6,7,28)		OPP	01	
6000		Forward (73)		129	150	28	INCL	(F7,28,31)		BOTH	01	 1R
		Reverse (83)		147	150	28	INCL	(F7,28,31)		BOTH	01	

For complete part numbers, consult the PTO Series section (page 25)

Eaton Fuller

RTO-910 **RTO-915** **RTOF-910** **RTOF-915**

FUL.51

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
	2000	A (50)		88	250	47	INCL	(F11,28,31)		OPP	O1	 ↑ 1B
		B (55)		102	250	47	INCL	(F11,28,31)		OPP	O1	
		C (73)		135	250	47	INCL	(F11,28,31)		OPP	O1	
		E (86)		161	225	43	INCL	(F11,28,31)		OPP	O1	
		J (95)		176	225	43	INCL	(F11,28,31)		OPP	O1	
		O (125)		231	180	34	INCL	(F11,28,31)		OPP	O1	
		R (137)		253	170	32	INCL	(F11,28,31)		OPP	O1	
		S (150)		277	155	29	INCL	(F11,28,31)		OPP	O1	
		T (165)		305	140	27	INCL	(F11,28,31)		OPP	O1	
	3800	Z (40)		74	250	47	INCL	(F11,28) CLUTCH SHIFT		OPP	O1	 ↑ 1B
		A (50)		92	250	47	INCL	(F11,28) CLUTCH SHIFT		OPP	O1	
		B (55)		102	250	47	INCL	(F11,28) CLUTCH SHIFT		OPP	O1	
		C (73)		135	250	47	INCL	(F11,28) CLUTCH SHIFT		OPP	O1	
		E (86)		162	225	43	INCL	(F11,28) CLUTCH SHIFT		OPP	O1	
		J (95)		177	225	43	INCL	(F11,28) CLUTCH SHIFT		OPP	O1	
		O (125)		231	195	37	INCL	(F11,28) CLUTCH SHIFT		OPP	O1	
		R (137)		253	180	34	INCL	(F11,28) CLUTCH SHIFT		OPP	O1	
		S (150)		277	162	31	INCL	(F11,28) CLUTCH SHIFT		OPP	O1	
		T (165)		304	148	28	INCL	(F11,28) CLUTCH SHIFT		OPP	O1	
	4100	B (57)		101	420	80	INCL	(F11,28)		OPP	O1	 ↑ 1B
		C (70)		124	350	66	INCL	(F11,28)		OPP	O1	
		E (86)		152	285	54	INCL	(F11,28)		OPP	O1	
		J (105)		186	235	44	INCL	(F11,28)		OPP	O1	
	4250	Output 1 C (96)		122	355	67	INCL	(F11,25,28)		OPP	O1	 ↑ 1B
		Output 2 B (89)		113	380	72	INCL	(F11,25,28)		OPP	O1	
		Output 1 E (112)		143	300	57	INCL	(F11,25,28)		OPP	O1	
		Output 2 C (104)		132	325	62	INCL	(F11,25,28)		OPP	O1	
		Output 1 J (132)		167	260	49	INCL	(F11,25,28)		OPP	O1	
		Output 2 E (121)		154	280	53	INCL	(F11,25,28)		OPP	O1	
		Output 1 O (168)		214	200	38	INCL	(F11,25,28)		OPP	O1	
		Output 2 J (152)		194	220	42	INCL	(F11,25,28)		OPP	O1	

CONTINUES →

For complete part numbers, consult the PTO Series section (page 25)

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RTO-910 **RTO-915** **RTOF-910** **RTOF-915**

FUL.51

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
← CONTINUES												
	6800	Forward (55)	97	150	28	INCL	(F11,28,31)		BOTH	O1	 ↑ 1B
		Reverse (52)	92	150	28	INCL	(F11,28,31)		BOTH	O1	
	8000	Forward (40)	76	500	95	INCL	(F11,28,31)		BOTH	O1	 ↑ 1B
		Reverse (50)	91	500	95	INCL	(F11,28,31)		BOTH	O1	
	8500	B (57)	70	500	95	INCL	(F11,28)		OPP	O1	
		C (70)	93	485	92	INCL	(F11,28)		OPP	O1	
		E (86)	111	400	76	INCL	(F11,28)		OPP	O1	 ↑ 1B
		J (105)	137	325	62	INCL	(F11,28)		OPP	O1	
		O (127)	159	270	51	INCL	(F11,28)		OPP	O1	
		R (137)	174	250	47	INCL	(F11,28)		OPP	O1	
		S (150)	191	225	43	INCL	(F11,28)		OPP	O1	
		T (165)	210	210	40	INCL	(F11,28)		OPP	O1	

CAUTION:

Eaton Transmission Division has established a **Maximum Torque Limit** for the transmission PTO driver gear. For all RT/RTO/RTLO transmissions the torque limit is **350 ft-lbs (475 Nm) Maximum** unless the transmission has been upgraded to a roller type input shaft bearing.

The Eaton part number **4301417** when installed moves the torque rating for the PTO driver gear to **500 ft-lbs (678 Nm) of torque Maximum**. All torque limits listed in the BZ application book are intermediate ratings. If the transmission has not been upgraded as described above

DO NOT exceed 350 ft-lbs of torque for any application.

FOOT NOTES:

F11: Trucks with setback front axles and direct mount pumps will have better clearance with "3" assembly arrangement. This will also provide better clearance of air tanks on International chassis.

F25: Do not exceed maximum torque and power shown in Output 2 when both outputs are working simultaneously.

F6: Direct mount pumps will not clear bulge on transmission case. Must use geared adapter. Use of adapter changes PTO output rotation.

F7: For vehicles with Spring Hanger interference, use adapter AD645-01. Not applicable for direct mount pumps. Use of adapter changes PTO output rotation.

F28: Caution: Eaton Transmission Division has established a Maximum Torque Limit for the transmission PTO driver gear. For all RT/RTO/RTLO transmissions, the torque limit is 350 ft-lbs (475 Nm) Maximum unless the transmission has been upgraded to a roller type input shaft bearing. The Eaton part number 4301417 when installed moves the torque rating for the PTO driver gear to 500 ft-lbs (678 Nm) of torque Maximum. All torque limits listed in the BZ application book are intermediate ratings. If the transmission has not been upgraded as described above DO NOT exceed 350 ft-lbs of torque for any application.

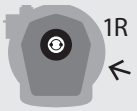
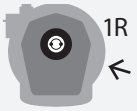
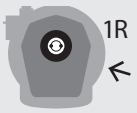
F31: For all Transmissions that are wired to J1939 protocol it is recommended to switch number PT9099999

For complete part numbers, consult the PTO Series section (page 25)

Eaton Fuller

FRO-11210B
FRO-12210B
FRO-13210B
FRO-14210B
FRO-15210B
FRO-16210B
FRO-9210B
RTO-11209B/H
RTO-11210B
RTO-12209B/H
RTO-12210B
RTO-13209B/H
RTO-13210B
RTO-14209B/H
RTO-14210B
RTO-15210B
RTO-16210B

FUL.52

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
	1000	B (55)		98	250	47	M1	(F6,28,31)		OPP	01	
		C (73)		130	250	47	M1	(F6,28,31)		OPP	01	
		E (86)		155	225	43	M1	(F6,28,31)		OPP	01	
		J (95)		169	225	43	M1	(F6,28,31)		OPP	01	
		O (125)		222	195	37	M1	(F6,28,31)		OPP	01	
		R (137)		244	180	34	M1	(F6,28,31)		OPP	01	
		S (150)		267	162	31	M1	(F6,28,31)		OPP	01	
		T (165)		294	148	28	M1	(F6,28,31)		OPP	01	
	3200	Z (40)		71	250	47	M1	(F6,28)		OPP	01	
		A (50)		89	250	47	M1	(F6,28)		OPP	01	
		B (55)		98	250	47	M1	(F6,28)		OPP	01	
		C (73)		130	250	47	M1	(F6,28)		OPP	01	
		E (86)		156	225	43	M1	(F6,28)		OPP	01	
		J (95)		170	225	43	M1	(F6,28)		OPP	01	
		O (125)		222	195	37	M1	(F6,28)		OPP	01	
		R (137)		244	180	34	M1	(F6,28)		OPP	01	
		S (150)		267	162	31	M1	(F6,28)		OPP	01	
		T (165)		293	148	28	M1	(F6,28)		OPP	01	
	6000	Forward (73)		130	150	28	M1	(F28,31)		BOTH	01	
		Reverse (83)		148	150	28	M1	(F28,31)		BOTH	01	

For complete part numbers, consult the PTO Series section (page 25)

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FUL.52

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
	2000	A (50)		88	250	47	M2	(F28,30,31)		OPP	O1	 ↑ 1B
		B (55)		102	250	47	M2	(F28,30,31)		OPP	O1	
		C (73)		136	250	47	M2	(F28,30,31)		OPP	O1	
		E (86)		162	225	43	M2	(F28,30,31)		OPP	O1	
		J (95)		177	225	43	M2	(F28,30,31)		OPP	O1	
		O (125)		232	180	34	M2	(F28,30,31)		OPP	O1	
		R (137)		255	170	32	M2	(F28,30,31)		OPP	O1	
		S (150)		279	155	29	M2	(F28,30,31)		OPP	O1	
		T (165)		307	140	27	M2	(F28,30,31)		OPP	O1	
	3800	Z (40)		74	250	47	M2	(F28,30) CLUTCH SHIFT		OPP	O1	 ↑ 1B
		A (50)		93	250	47	M2	(F28,30) CLUTCH SHIFT		OPP	O1	
		B (55)		102	250	47	M2	(F28,30) CLUTCH SHIFT		OPP	O1	
		C (73)		136	250	47	M2	(F28,30) CLUTCH SHIFT		OPP	O1	
		E (86)		163	225	43	M2	(F28,30) CLUTCH SHIFT		OPP	O1	
		J (95)		178	225	43	M2	(F28,30) CLUTCH SHIFT		OPP	O1	
		O (125)		232	195	37	M2	(F28,30) CLUTCH SHIFT		OPP	O1	
		R (137)		254	180	34	M2	(F28,30) CLUTCH SHIFT		OPP	O1	
		S (150)		279	162	31	M2	(F28,30) CLUTCH SHIFT		OPP	O1	
		T (165)		306	148	28	M2	(F28,30) CLUTCH SHIFT		OPP	O1	
	4100	B (57)		101	420	80	M2	(F28,30)		OPP	O1	 ↑ 1B
		C (70)		124	350	66	M2	(F28,30)		OPP	O1	
		E (86)		153	285	54	M2	(F28,30)		OPP	O1	
		J (105)		187	235	44	M2	(F28,30)		OPP	O1	
	4250	Output 1 C (96)		123	355	67	M2	(F25,28,30)		OPP	O1	 ↑ 1B
		Output 2 B (89)		114	380	72	M2	(F25,28,30)		OPP	O1	
		Output 1 E (112)		144	300	57	M2	(F25,28,30)		OPP	O1	
		Output 2 C (104)		133	325	62	M2	(F25,28,30)		OPP	O1	
		Output 1 J (132)		168	260	49	M2	(F25,28,30)		OPP	O1	
		Output 2 E (121)		154	280	53	M2	(F25,28,30)		OPP	O1	
		Output 1 O (168)		215	200	38	M2	(F25,28,30)		OPP	O1	
		Output 2 J (152)		195	220	42	M2	(F25,28,30)		OPP	O1	

CONTINUES →

For complete part numbers, consult the PTO Series section (page 25)

Eaton Fuller

FUL.52

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
← CONTINUES												
	6800	Forward (55)		98	150	28	M2	(F28,30,31)		BOTH	O1	 ↑ 1B
		Reverse (52)		92	150	28	M2	(F28,30,31)		BOTH	O1	
	8000	Forward (40)		77	500	95	M2	(F28,30,31)		BOTH	O1	 ↑ 1B
		Reverse (50)		91	500	95	M2	(F28,30,31)		BOTH	O1	
	8500	B (57)		70	500	95	M2	(F28,30)		OPP	O1	
		C (70)		93	485	92	M2	(F28,30)		OPP	O1	
		E (86)		111	400	76	M2	(F28,30)		OPP	O1	
		J (105)		138	325	62	M2	(F28,30)		OPP	O1	 ↑ 1B
		O (127)		160	270	51	M2	(F28,30)		OPP	O1	
		R (137)		175	250	47	M2	(F28,30)		OPP	O1	
		S (150)		192	225	43	M2	(F28,30)		OPP	O1	
		T (165)		211	210	40	M2	(F28,30)		OPP	O1	

CAUTION:

Eaton Transmission Division has established a **Maximum Torque Limit** for the transmission PTO driver gear. For all RT/RTO/RTLO transmissions the torque limit is **350 ft-lbs (475 Nm) Maximum** unless the transmission has been upgraded to a roller type input shaft bearing.

The Eaton part number **4301417** when installed moves the torque rating for the PTO driver gear to **500 ft-lbs (678 Nm) of torque Maximum**. All torque limits listed in the BZ application book are intermediate ratings. If the transmission has not been upgraded as described above

DO NOT exceed 350 ft-lbs of torque for any application.

FOOT NOTES:

F25: Do not exceed maximum torque and power shown in Output 2 when both outputs are working simultaneously.

F6: Direct mount pumps will not clear bulge on transmission case. Must use geared adapter. Use of adapter changes PTO output rotation.

F28: Caution: Eaton Transmission Division has established a Maximum Torque Limit for the transmission PTO driver gear. For all RT/RTO/RTLO transmissions, the torque limit is 350 ft-lbs (475 Nm) Maximum unless the transmission has been upgraded to a roller type input shaft bearing. The Eaton part number 4301417 when installed moves the torque rating for the PTO driver gear to 500 ft-lbs (678 Nm) of torque Maximum. All torque limits listed in the BZ application book are intermediate ratings. If the transmission has not been upgraded as described above DO NOT exceed 350 ft-lbs of torque for any application.

F30: Caution: Eaton Transmission Division has established a Maximum Torque Limit for the transmission PTO driver gear. For all FR, FRO, FRLO transmissions, the torque limit is 500 ft-lbs (678 Nm). All torque limits listed in the BZ application book are intermediate ratings.

F31: For all Transmissions that are wired to J1939 protocol it is recommended to switch number PT9099999

For complete part numbers, consult the PTO Series section (page 25)

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RTO-1110
RTO-11610
RTO-11615
RTO-11715

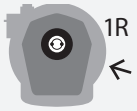
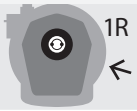
RTO-12510
RTO-12515
RTO-12610
RTO-14610

RTO-14615
RTO-14715
RTO-14915
RTO-15615

RTO-15715
RTO-16715
RTO-16915
RTX-14715

RTX-15715

FUL.53

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1000		B (55)		100	250	47	INCL	(F6,7,28,31)		OPP	01	
		C (73)		133	250	47	INCL	(F6,7,28,31)		OPP	01	
		E (86)		158	225	43	INCL	(F6,7,28,31)		OPP	01	
		J (95)		173	225	43	INCL	(F6,7,28,31)		OPP	01	
		O (125)		227	195	37	INCL	(F6,7,28,31)		OPP	01	
		R (137)		249	180	34	INCL	(F6,7,28,31)		OPP	01	
		S (150)		272	162	31	INCL	(F6,7,28,31)		OPP	01	
		T (165)		300	148	28	INCL	(F6,7,28,31)		OPP	01	
3200		Z (40)		73	250	47	INCL	(F6,7,28)		OPP	01	
		A (50)		91	250	47	INCL	(F6,7,28)		OPP	01	
		B (55)		100	250	47	INCL	(F6,7,28)		OPP	01	
		C (73)		133	250	47	INCL	(F6,7,28)		OPP	01	
		E (86)		159	225	43	INCL	(F6,7,28)		OPP	01	
		J (95)		174	225	43	INCL	(F6,7,28)		OPP	01	
		O (125)		227	195	37	INCL	(F6,7,28)		OPP	01	
		R (137)		249	180	34	INCL	(F6,7,28)		OPP	01	
		S (150)		272	162	31	INCL	(F6,7,28)		OPP	01	
		T (165)		299	148	28	INCL	(F6,7,28)		OPP	01	
6000		Forward (73)		133	150	28	INCL	(F7,28,31)		BOTH	01	
		Reverse (83)		151	150	28	INCL	(F7,28,31)		BOTH	01	

For complete part numbers, consult the PTO Series section (page 25)

Eaton Fuller

FUL.53

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
	2000	A (50)		91	250	47	INCL	(F11,28,31)		OPP	O1	
		B (55)		104	250	47	INCL	(F11,28,31)		OPP	O1	
		C (73)		138	250	47	INCL	(F11,28,31)		OPP	O1	
		E (86)		165	225	43	INCL	(F11,28,31)		OPP	O1	 ↑ 1B
		J (95)		180	225	43	INCL	(F11,28,31)		OPP	O1	
		O (125)		237	180	34	INCL	(F11,28,31)		OPP	O1	
		R (137)		260	170	32	INCL	(F11,28,31)		OPP	O1	
		S (150)		285	155	29	INCL	(F11,28,31)		OPP	O1	
		T (165)		313	140	27	INCL	(F11,28,31)		OPP	O1	
	3800	Z (40)		76	250	47	INCL	(F11,28) CLUTCH SHIFT		OPP	O1	
		A (50)		95	250	47	INCL	(F11,28) CLUTCH SHIFT		OPP	O1	
		B (55)		104	250	47	INCL	(F11,28) CLUTCH SHIFT		OPP	O1	
		C (73)		138	250	47	INCL	(F11,28) CLUTCH SHIFT		OPP	O1	
		E (86)		166	225	43	INCL	(F11,28) CLUTCH SHIFT		OPP	O1	 ↑ 1B
		J (95)		181	225	43	INCL	(F11,28) CLUTCH SHIFT		OPP	O1	
		O (125)		237	195	37	INCL	(F11,28) CLUTCH SHIFT		OPP	O1	
		R (137)		260	180	34	INCL	(F11,28) CLUTCH SHIFT		OPP	O1	
		S (150)		285	162	31	INCL	(F11,28) CLUTCH SHIFT		OPP	O1	
		T (165)		312	148	28	INCL	(F11,28) CLUTCH SHIFT		OPP	O1	
	4100	B (57)		103	420	80	INCL	(F11,28)		OPP	O1	
		C (70)		127	350	66	INCL	(F11,28)		OPP	O1	
		E (86)		156	285	54	INCL	(F11,28)		OPP	O1	 ↑ 1B
		J (105)		191	235	44	INCL	(F11,28)		OPP	O1	
	4250	Output 1 C (96)		125	355	67	INCL	(F11,25,28)		OPP	O1	
		Output 2 B (89)		116	380	72	INCL	(F11,25,28)		OPP	O1	
		Output 1 E (112)		147	300	57	INCL	(F11,25,28)		OPP	O1	
		Output 2 C (104)		135	325	62	INCL	(F11,25,28)		OPP	O1	 ↑ 1B
		Output 1 J (132)		172	260	49	INCL	(F11,25,28)		OPP	O1	
		Output 2 E (121)		158	280	53	INCL	(F11,25,28)		OPP	O1	
		Output 1 O (168)		220	200	38	INCL	(F11,25,28)		OPP	O1	
		Output 2 J (152)		199	220	42	INCL	(F11,25,28)		OPP	O1	

CONTINUES →

For complete part numbers, consult the PTO Series section (page 25)

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FUL.53

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
← CONTINUES												
	6800	Forward (55)	100	150	28	INCL		(F11,28,31)		BOTH	O1	 ↑ 1B
		Reverse (52)	94	150	28	INCL		(F11,28,31)		BOTH	O1	
	8000	Forward (40)	78	500	95	INCL		(F11,28,31)		BOTH	O1	 ↑ 1B
		Reverse (50)	93	500	95	INCL		(F11,28,31)		BOTH	O1	
	8500	B (57)	72	500	95	INCL		(F11,28)		OPP	O1	 ↑ 1B
		C (70)	95	485	92	INCL		(F11,28)		OPP	O1	
		E (86)	113	400	76	INCL		(F11,28)		OPP	O1	
		J (105)	141	325	62	INCL		(F11,28)		OPP	O1	
		O (127)	163	270	51	INCL		(F11,28)		OPP	O1	
		R (137)	179	250	47	INCL		(F11,28)		OPP	O1	
		S (150)	196	225	43	INCL		(F11,28)		OPP	O1	
		T (165)	215	210	40	INCL		(F11,28)		OPP	O1	

CAUTION:

Eaton Transmission Division has established a **Maximum Torque Limit** for the transmission PTO driver gear. For all RT/RTO/RTLO transmissions the torque limit is **350 ft-lbs (475 Nm) Maximum** unless the transmission has been upgraded to a roller type input shaft bearing.

The Eaton part number **4301417** when installed moves the torque rating for the PTO driver gear to **500 ft-lbs (678 Nm) of torque Maximum**. All torque limits listed in the BZ application book are intermediate ratings. If the transmission has not been upgraded as described above

DO NOT exceed 350 ft-lbs of torque for any application.

FOOT NOTES:

F11: Trucks with setback front axles and direct mount pumps will have better clearance with "3" assembly arrangement. This will also provide better clearance of air tanks on International chassis.

F25: Do not exceed maximum torque and power shown in Output 2 when both outputs are working simultaneously.

F6: Direct mount pumps will not clear bulge on transmission case. Must use geared adapter. Use of adapter changes PTO output rotation.

F7: For vehicles with Spring Hanger interference, use adapter AD645-01. Not applicable for direct mount pumps. Use of adapter changes PTO output rotation.

F28: Caution: Eaton Transmission Division has established a Maximum Torque Limit for the transmission PTO driver gear. For all RT/RTO/RTLO transmissions, the torque limit is 350 ft-lbs (475 Nm) Maximum unless the transmission has been upgraded to a roller type input shaft bearing. The Eaton part number 4301417 when installed moves the torque rating for the PTO driver gear to 500 ft-lbs (678 Nm) of torque Maximum. All torque limits listed in the BZ application book are intermediate ratings. If the transmission has not been upgraded as described above DO NOT exceed 350 ft-lbs of torque for any application.

F31: For all Transmissions that are wired to J1939 protocol it is recommended to switch number PT9099999

For complete part numbers, consult the PTO Series section (page 25)

Eaton Fuller

RTO-610 **RTO-613** **RTO-6610** **RTO-6613** **RTO-7613** **FUL.54**

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1000		B (55)		74	250	47	INCL	(F19,20,21,28,31)		OPP	01	 4R
		C (73)		98	250	47	INCL	(F19,20,21,28,31)		OPP	01	
		E (86)		117	225	43	INCL	(F19,20,21,28,31)		OPP	01	
		J (95)		128	225	43	INCL	(F19,20,21,28,31)		OPP	01	
		O (125)		168	195	37	INCL	(F19,20,21,28,31)		OPP	01	
		R (137)		185	180	34	INCL	(F19,20,21,28,31)		OPP	01	
		S (150)		202	162	31	INCL	(F19,20,21,28,31)		OPP	01	
		T (165)		222	148	28	INCL	(F19,20,21,28,31)		OPP	01	
6000		Forward (73)		98	150	28	INCL	(F19,21,28)		BOTH	01	 4R
		Reverse (83)		112	150	28	INCL	(F19,21,28)		BOTH	01	

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
2000		A (50)		51	250	47	INCL	(F21,28,31)		OPP	01	 2B
		B (55)		74	250	47	INCL	(F21,28,31)		OPP	01	
		C (73)		98	250	47	INCL	(F21,28,31)		OPP	01	
		E (86)		117	225	43	INCL	(F21,28,31)		OPP	01	
		J (95)		128	225	43	INCL	(F21,28,31)		OPP	01	
		O (125)		168	180	34	INCL	(F21,28,31)		OPP	01	
		R (137)		185	170	32	INCL	(F21,28,31)		OPP	01	
		S (150)		202	155	29	INCL	(F21,28,31)		OPP	01	
		T (165)		222	140	27	INCL	(F21,28,31)		OPP	01	
8500		B (57)		51	500	95	INCL	(F21,28)		OPP	01	 2B
		C (70)		68	485	92	INCL	(F21,28)		OPP	01	
		E (86)		81	400	76	INCL	(F21,28)		OPP	01	
		J (105)		100	325	62	INCL	(F21,28)		OPP	01	
		O (127)		116	270	51	INCL	(F21,28)		OPP	01	
		R (137)		127	250	47	INCL	(F21,28)		OPP	01	
		S (150)		139	225	43	INCL	(F21,28)		OPP	01	
		T (165)		153	210	40	INCL	(F21,28)		OPP	01	

CAUTION:

Eaton Transmission Division has established a **Maximum Torque Limit** for the transmission PTO driver gear. For all RT/RTO/RTLO transmissions the torque limit is **350 ft-lbs (475 Nm) Maximum** unless the transmission has been upgraded to a roller type input shaft bearing. The Eaton part number **4301417** when installed moves the torque rating for the PTO driver gear to **500 ft-lbs (678 Nm) of torque Maximum**. All torque limits listed in the BZ application book are intermediate ratings. If the transmission has not been upgraded as described above

DO NOT exceed 350 ft-lbs of torque for any application.

FOOT NOTES:

F19: Must use "Shaft-High" assembly arrangement to clear bulge on transmission.

F20: Direct mount pumps will not clear bulge on transmission. Use of adapter will not work.

F21: The maximum allowable output torque for PTO operation on this transmission is 300 lb/ft per EATON.

F31: For all Transmissions that are wired to J1939 protocol it is recommended to switch number PT9099999

For complete part numbers, consult the PTO Series section (page 25)

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AT-1202

FUL.55

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1000		B (55)		70	250	47	INCL		GA6032	OPP	02	 ↑ 1B
		C (73)		93	250	47	INCL		GA6032	OPP	02	
		E (86)		111	225	43	INCL		GA6032	OPP	02	
		J (95)		121	225	43	INCL		GA6032	OPP	02	
		O (125)		159	195	37	INCL		GA6032	OPP	02	
		R (137)		174	180	34	INCL		GA6032	OPP	02	
		S (150)		191	162	31	INCL		GA6032	OPP	02	
		T (165)		210	148	28	INCL		GA6032	OPP	02	
3200		Z (40)		51	250	47	INCL		GA6032	OPP	02	 ↑ 1B
		A (50)		64	250	47	INCL		GA6032	OPP	02	
		B (55)		70	250	47	INCL		GA6032	OPP	02	
		C (73)		93	250	47	INCL		GA6032	OPP	02	
		E (86)		111	225	43	INCL		GA6032	OPP	02	
		J (95)		122	225	43	INCL		GA6032	OPP	02	
		O (125)		159	195	37	INCL		GA6032	OPP	02	
		R (137)		174	180	34	INCL		GA6032	OPP	02	
		S (150)		191	162	31	INCL		GA6032	OPP	02	
		T (165)		210	148	28	INCL		GA6032	OPP	02	

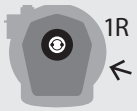
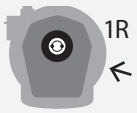
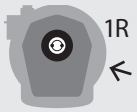
8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
2000		A (50)			250	47	INCL			OPP	02	
		B (55)		70	250	47	INCL			OPP	02	
		C (73)		93	250	47	INCL			OPP	02	
		E (86)		111	225	43	INCL			OPP	02	3T ↓ 
		J (95)		121	225	43	INCL			OPP	02	
		O (125)		159	180	34	INCL			OPP	02	
		R (137)		174	170	32	INCL			OPP	02	
		S (150)		191	155	29	INCL			OPP	02	
		T (165)		210	140	27	INCL			OPP	02	

For complete part numbers, consult the PTO Series section (page 25)

Eaton Fuller

RTO-11609P/R
RTO-12609P/R
RTO-13609P/R
RTO-14609P/R
RTX-11609P/R
RTX-12609P/R
RTX-13609P/R
RTX-14609P/R

FUL.56

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1000		B (55)		105	250	47	INCL	(F6,7,28,31)		OPP	01	
		C (73)		140	250	47	INCL	(F6,7,28,31)		OPP	01	
		E (86)		166	225	43	INCL	(F6,7,28,31)		OPP	01	
		J (95)		182	225	43	INCL	(F6,7,28,31)		OPP	01	
		O (125)		239	195	37	INCL	(F6,7,28,31)		OPP	01	
		R (137)		262	180	34	INCL	(F6,7,28,31)		OPP	01	
		S (150)		287	162	31	INCL	(F6,7,28,31)		OPP	01	
		T (165)		316	148	28	INCL	(F6,7,28,31)		OPP	01	
3200		Z (40)		77	250	47	INCL	(F6,7,28)		OPP	01	
		A (50)		96	250	47	INCL	(F6,7,28)		OPP	01	
		B (55)		105	250	47	INCL	(F6,7,28)		OPP	01	
		C (73)		140	250	47	INCL	(F6,7,28)		OPP	01	
		E (86)		167	225	43	INCL	(F6,7,28)		OPP	01	
		J (95)		183	225	43	INCL	(F6,7,28)		OPP	01	
		O (125)		239	195	37	INCL	(F6,7,28)		OPP	01	
		R (137)		262	180	34	INCL	(F6,7,28)		OPP	01	
		S (150)		287	162	31	INCL	(F6,7,28)		OPP	01	
		T (165)		315	148	28	INCL	(F6,7,28)		OPP	01	
6000		Forward (73)		140	150	28	INCL	(F7,28,31)		BOTH	01	
		Reverse (83)		159	150	28	INCL	(F7,28,31)		BOTH	01	

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
2000		A (50)		96	250	47	INCL	(F11,28,31)		OPP	01	
		B (55)		110	250	47	INCL	(F11,28,31)		OPP	01	
		C (73)		146	250	47	INCL	(F11,28,31)		OPP	01	
		E (86)		174	225	43	INCL	(F11,28,31)		OPP	01	
		J (95)		190	225	43	INCL	(F11,28,31)		OPP	01	
		O (125)		250	180	34	INCL	(F11,28,31)		OPP	01	
		R (137)		274	170	32	INCL	(F11,28,31)		OPP	01	
		S (150)		300	155	29	INCL	(F11,28,31)		OPP	01	
		T (165)		330	140	27	INCL	(F11,28,31)		OPP	01	

CONTINUES →

For complete part numbers, consult the PTO Series section (page 25)

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RTO-11609P/R **RTO-13609P/R** **RTX-11609P/R** **RTX-13609P/R**
RTO-12609P/R **RTO-14609P/R** **RTX-12609P/R** **RTX-14609P/R**

FUL.56

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
← CONTINUES												
	4100	B (57)	109	420	80	INCL	(F11,28)		OPP	01		
		C (70)	134	350	66	INCL	(F11,28)		OPP	01		
		E (86)	164	285	54	INCL	(F11,28)		OPP	01		
		J (105)	201	235	44	INCL	(F11,28)		OPP	01		↑ 1B
	4250	Output 1 C (96)	132	355	67	INCL	(F11,25,28)		OPP	01		
		Output 2 B (89)	123	380	72	INCL	(F11,25,28)		OPP	01		
		Output 1 E (112)	154	300	57	INCL	(F11,25,28)		OPP	01		
		Output 2 C (104)	143	325	62	INCL	(F11,25,28)		OPP	01		
		Output 1 J (132)	181	260	49	INCL	(F11,25,28)		OPP	01		
		Output 2 E (121)	166	280	53	INCL	(F11,25,28)		OPP	01		↑ 1B
		Output 1 O (168)	231	200	38	INCL	(F11,25,28)		OPP	01		
		Output 2 J (152)	209	220	42	INCL	(F11,25,28)		OPP	01		
	6800	Forward (55)	105	150	28	INCL	(F11,28,31)		BOTH	01		
		Reverse (52)	99	150	28	INCL	(F11,28,31)		BOTH	01		↑ 1B
	8000	Forward (40)	82	500	95	INCL	(F11,28,31)		BOTH	01		
		Reverse (50)	98	500	95	INCL	(F11,28,31)		BOTH	01		↑ 1B
	8500	B (57)	76	500	95	INCL	(F11,28)		OPP	01		
		C (70)	100	485	92	INCL	(F11,28)		OPP	01		
		E (86)	119	400	76	INCL	(F11,28)		OPP	01		
		J (105)	148	325	62	INCL	(F11,28)		OPP	01		
		O (127)	172	270	51	INCL	(F11,28)		OPP	01		
		R (137)	188	250	47	INCL	(F11,28)		OPP	01		↑ 1B
		S (150)	206	225	43	INCL	(F11,28)		OPP	01		
		T (165)	227	210	40	INCL	(F11,28)		OPP	01		

CAUTION:

Eaton Transmission Division has established a **Maximum Torque Limit** for the transmission PTO driver gear. For all RT/RTO/RTLO transmissions the torque limit is **350 ft-lbs (475 Nm) Maximum** unless the transmission has been upgraded to a roller type input shaft bearing.

The Eaton part number **4301417** when installed moves the torque rating for the PTO driver gear to **500 ft-lbs (678 Nm) of torque Maximum**. All torque limits listed in the BZ application book are intermediate ratings. If the transmission has not been upgraded as described above

DO NOT exceed 350 ft-lbs of torque for any application.

FOOT NOTES:

F11: Trucks with setback front axles and direct mount pumps will have better clearance with "3" assembly arrangement. This will also provide better clearance of air tanks on International chassis.

F25: Do not exceed maximum torque and power shown in Output 2 when both outputs are working simultaneously.

F6: Direct mount pumps will not clear bulge on transmission case. Must use geared adapter. Use of adapter changes PTO output rotation.

F7: For vehicles with Spring Hanger interference, use adapter AD645-01. Not applicable for direct mount pumps. Use of adapter changes PTO output rotation.

F28: Caution: Eaton Transmission Division has established a Maximum Torque Limit for the transmission PTO driver gear. For all RT/RTO/RTLO transmissions, the torque limit is 350 ft-lbs (475 Nm) Maximum unless the transmission has been upgraded to a roller type input shaft bearing. The Eaton part number 4301417 when installed moves the torque rating for the PTO driver gear to 500 ft-lbs (678 Nm) of torque Maximum. All torque limits listed in the BZ application book are intermediate ratings. If the transmission has not been upgraded as described above DO NOT exceed 350 ft-lbs of torque for any application.

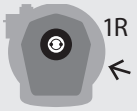
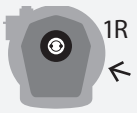
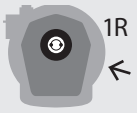
F31: For all Transmissions that are wired to J1939 protocol it is recommended to switch number PT9099999

For complete part numbers, consult the PTO Series section (page 25)

Eaton Fuller

FO-14E308LL-VCS **RTO-10910B-DM2/DM3** **RTO-14910B-DM2/DM3** **RTOM-16910B-DM3**
FO-16E308LL-VCS **RTO-12910B-DM2/DM3** **RTO-16910B-DM2/DM3**

FUL.57

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
	1000	B (55)		106	250	47	INCL	(F6,7,8,9,28,31)		OPP	01	
		C (73)		141	250	47	INCL	(F6,7,8,9,28,31)		OPP	01	
		E (86)		168	225	43	INCL	(F6,7,8,9,28,31)		OPP	01	
		J (95)		183	225	43	INCL	(F6,7,8,9,28,31)		OPP	01	
		O (125)		241	195	37	INCL	(F6,7,8,9,28,31)		OPP	01	
		R (137)		265	180	34	INCL	(F6,7,8,9,28,31)		OPP	01	
		S (150)		290	162	31	INCL	(F6,7,8,9,28,31)		OPP	01	
		T (165)		319	148	28	INCL	(F6,7,8,9,28,31)		OPP	01	
	3200	Z (40)		77	250	47	INCL	(F6,7,8,9,28)		OPP	01	
		A (50)		97	250	47	INCL	(F6,7,8,9,28)		OPP	01	
		B (55)		106	250	47	INCL	(F6,7,8,9,28)		OPP	01	
		C (73)		141	250	47	INCL	(F6,7,8,9,28)		OPP	01	
		E (86)		169	225	43	INCL	(F6,7,8,9,28)		OPP	01	
		J (95)		185	225	43	INCL	(F6,7,8,9,28)		OPP	01	
		O (125)		241	195	37	INCL	(F6,7,8,9,28)		OPP	01	
		R (137)		264	180	34	INCL	(F6,7,8,9,28)		OPP	01	
		S (150)		290	162	31	INCL	(F6,7,8,9,28)		OPP	01	
		T (165)		318	148	28	INCL	(F6,7,8,9,28)		OPP	01	
	6000	Forward (73)		141	150	28	INCL	(F6,7,8,9,28,31)		BOTH	01	
		Reverse (83)		160	150	28	INCL	(F6,7,8,9,28,31)		BOTH	01	

CONTINUES →

For complete part numbers, consult the PTO Series section (page 25)

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FO-14E308LL-VCS
FO-16E308LL-VCS
RTO-10910B-DM2/DM3
RTO-12910B-DM2/DM3
RTO-14910B-DM2/DM3
RTO-16910B-DM2/DM3
RTOM-16910B-DM3

FUL.57

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
	2000	A (50)			250	47	INCL	(F8,9,11,28,31)		OPP	01	
		B (55)		111	250	47	INCL	(F8,9,11,28,31)		OPP	01	
		C (73)		147	250	47	INCL	(F8,9,11,28,31)		OPP	01	
		E (86)		175	225	43	INCL	(F8,9,11,28,31)		OPP	01	
		J (95)		192	225	43	INCL	(F8,9,11,28,31)		OPP	01	
		O (125)		252	180	34	INCL	(F8,9,11,28,31)		OPP	01	↑ 1B
		R (137)		276	170	32	INCL	(F8,9,11,28,31)		OPP	01	
		S (150)		303	155	29	INCL	(F8,9,11,28,31)		OPP	01	
		T (165)		333	140	27	INCL	(F8,9,11,28,31)		OPP	01	
	4100	B (57)		110	420	80	INCL	(F8,9,11,28)		OPP	01	
		C (70)		135	350	66	INCL	(F8,9,11,28)		OPP	01	
		E (86)		166	285	54	INCL	(F8,9,11,28)		OPP	01	↑ 1B
		J (105)		203	235	44	INCL	(F8,9,11,28)		OPP	01	
	4250	Output 1 C (96)		133	355	67	INCL	(F8,9,11,25,28)		OPP	01	
		Output 2 B (89)		124	380	72	INCL	(F8,9,11,25,28)		OPP	01	
		Output 1 E (112)		156	300	57	INCL	(F8,9,11,25,28)		OPP	01	
		Output 2 C (104)		144	325	62	INCL	(F8,9,11,25,28)		OPP	01	
		Output 1 J (132)		183	260	49	INCL	(F8,9,11,25,28)		OPP	01	↑ 1B
		Output 2 E (121)		168	280	53	INCL	(F8,9,11,25,28)		OPP	01	
		Output 1 O (168)		234	200	38	INCL	(F8,9,11,25,28)		OPP	01	
		Output 2 J (152)		211	220	42	INCL	(F8,9,11,25,28)		OPP	01	
	6800	Forward (55)		106	150	28	INCL	(F8,9,11,28,31)		BOTH	01	
		Reverse (52)		100	150	28	INCL	(F8,9,11,28,31)		BOTH	01	↑ 1B
	8000	Forward (40)		83	500	95	INCL	(F8,9,11,28,31)		BOTH	01	
		Reverse (50)		99	500	95	INCL	(F8,9,11,28,31)		BOTH	01	↑ 1B

CONTINUES →

For complete part numbers, consult the PTO Series section (page 25)

Eaton Fuller

FO-14E308LL-VCS **RTO-10910B-DM2/DM3** **RTO-14910B-DM2/DM3** **RTOM-16910B-DM3**
FO-16E308LL-VCS **RTO-12910B-DM2/DM3** **RTO-16910B-DM2/DM3**

FUL.57

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
← CONTINUES												
		B (57)		76	500	95	INCL	(F8,9,11,28)		OPP	01	
		C (70)		101	485	92	INCL	(F8,9,11,28)		OPP	01	
		E (86)		121	400	76	INCL	(F8,9,11,28)		OPP	01	
		J (105)		150	325	62	INCL	(F8,9,11,28)		OPP	01	
	8500	O (127)		173	270	51	INCL	(F8,9,11,28)		OPP	01	 ↑ 1B
		R (137)		190	250	47	INCL	(F8,9,11,28)		OPP	01	
		S (150)		208	225	43	INCL	(F8,9,11,28)		OPP	01	
		T (165)		229	210	40	INCL	(F8,9,11,28)		OPP	01	
		T (165)		333	140	27	INCL	(F8,9,11,28)		OPP	01	

CAUTION:

Eaton Transmission Division has established a **Maximum Torque Limit** for the transmission PTO driver gear. For all RT/RTO/RTLO transmissions the torque limit is **350 ft-lbs (475 Nm) Maximum** unless the transmission has been upgraded to a roller type input shaft bearing.

The Eaton part number **4301417** when installed moves the torque rating for the PTO driver gear to **500 ft-lbs (678 Nm) of torque Maximum**. All torque limits listed in the BZ application book are intermediate ratings. If the transmission has not been upgraded as described above

DO NOT exceed 350 ft-lbs of torque for any application.

FOOT NOTES:

F6: Direct mount pumps will not clear bulge on transmission case. Must use geared adapter. Use of adapter changes PTO output rotation.

F7: For vehicles with Spring Hanger interference, use adapter AD645-01. Not applicable for direct mount pumps. Use of adapter changes PTO output rotation.

F8: PTO must be wired through the transmission controller per Eaton instructions.

F9: Engine Speed must be advanced to 1000 RPM for PTO operation. PTO will not activate below this speed.

F11: Trucks with setback front axles and direct mount pumps will have better clearance with "3" assembly arrangement. This will also provide better clearance of air tanks on International chassis.

F25: Do not exceed maximum torque and power shown in Output 2 when both outputs are working simultaneously.

F28: Caution: Eaton Transmission Division has established a Maximum Torque Limit for the transmission PTO driver gear. For all RT/RTO/RTLO transmissions, the torque limit is 350 ft-lbs (475 Nm) Maximum unless the transmission has been upgraded to a roller type input shaft bearing. The Eaton part number 4301417 when installed moves the torque rating for the PTO driver gear to 500 ft-lbs (678 Nm) of torque Maximum. All torque limits listed in the BZ application book are intermediate ratings. If the transmission has not been upgraded as described above DO NOT exceed 350 ft-lbs of torque for any application.

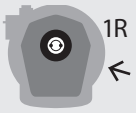
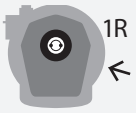
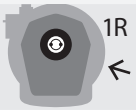
F31: For all Transmissions that are wired to J1939 protocol it is recommended to switch number PT9099999

For complete part numbers, consult the PTO Series section (page 25)

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RTAO-10710B-AC/AS
RTAO-12710B-AC/AS
RTAO-14710B-AC/AS
RTAO-16710B-AC/AS
RTO-10710B-AS/AS2
RTO-10910B-AS2/AS3
RTO-11509
RTO-11608LL
RTO-11609A
RTO-11708LL
RTO-11710B
RTO-11908LL
RTO-12509
RTO-1258LL
RTO-12609A
RTO-12710B/B-AS2
RTO-12910B-AS2/AS3
RTO-13609A
RTO-13710B
RTO-14608LL
RTO-14609A
RTO-14708LL
RTO-14709A
RTO-14710B/B-AS2
RTO-14908LL
RTO-14910B/B-AS2/
B-AS3
RTO-15708LL
RTO-15710B
RTO-16710B/B-AS2
RTO-16908LL
RTO-16910B/B-AS/B-AS2/B-AS3
RTO-18910B-AS2/AS3
RTO-909A
RTO-9509A
RTO-958LL
RTOF-909A
RTOF-9509A
RTOX-11609A
RTX-11609A
RTX-11708LL
RTX-11710B
RTX-12710B
RTX-13710B
RTX-14609A
RTX-14708LL
RTX-14710B
RTX-15710B
RTX-16710B
TO-955LL

FUL.58

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
		B (55)		106	250	47	INCL	(F6,7,28,31)		OPP	01	
		C (73)		141	250	47	INCL	(F6,7,28,31)		OPP	01	
		E (86)		168	225	43	INCL	(F6,7,28,31)		OPP	01	
	1000	J (95)		183	225	43	INCL	(F6,7,28,31)		OPP	01	
		O (125)		241	195	37	INCL	(F6,7,28,31)		OPP	01	
		R (137)		265	180	34	INCL	(F6,7,28,31)		OPP	01	
		S (150)		290	162	31	INCL	(F6,7,28,31)		OPP	01	
		T (165)		319	148	28	INCL	(F6,7,28,31)		OPP	01	
		Z (40)		77	250	47	INCL	(F6,7,28)		OPP	01	
		A (50)		97	250	47	INCL	(F6,7,28)		OPP	01	
		B (55)		106	250	47	INCL	(F6,7,28)		OPP	01	
		C (73)		141	250	47	INCL	(F6,7,28)		OPP	01	
	3200	E (86)		169	225	43	INCL	(F6,7,28)		OPP	01	
		J (95)		185	225	43	INCL	(F6,7,28)		OPP	01	
		O (125)		241	195	37	INCL	(F6,7,28)		OPP	01	
		R (137)		264	180	34	INCL	(F6,7,28)		OPP	01	
		S (150)		290	162	31	INCL	(F6,7,28)		OPP	01	
		T (165)		318	148	28	INCL	(F6,7,28)		OPP	01	
	6000	Forward (73)		141	150	28	INCL	(F7,28,31)		BOTH	01	
		Reverse (83)		160	150	28	INCL	(F7,28,31)		BOTH	01	

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
		A (50)		96	250	47	INCL	(F11,28,31)		OPP	01	
		B (55)		111	250	47	INCL	(F11,28,31)		OPP	01	
		C (73)		147	250	47	INCL	(F11,28,31)		OPP	01	
		E (86)		175	225	43	INCL	(F11,28,31)		OPP	01	
	2000	J (95)		192	225	43	INCL	(F11,28,31)		OPP	01	
		O (125)		252	180	34	INCL	(F11,28,31)		OPP	01	
		R (137)		276	170	32	INCL	(F11,28,31)		OPP	01	
		S (150)		303	155	29	INCL	(F11,28,31)		OPP	01	
		T (165)		333	140	27	INCL	(F11,28,31)		OPP	01	

CONTINUES →

For complete part numbers, consult the PTO Series section (page 25)

Eaton Fuller

FUL.58

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
← CONTINUES												
	4100	B (57)		110	420	80	INCL	(F11,28)		OPP	01	 ↑ 1B
		C (70)		135	350	66	INCL	(F11,28)		OPP	01	
		E (86)		166	285	54	INCL	(F11,28)		OPP	01	
		J (105)		203	235	44	INCL	(F11,28)		OPP	01	
	4250	Output 1 C (96)		133	355	67	INCL	(F11,25,28)		OPP	01	 ↑ 1B
		Output 2 B (89)		124	380	72	INCL	(F11,25,28)		OPP	01	
		Output 1 E (112)		156	300	57	INCL	(F11,25,28)		OPP	01	
		Output 2 C (104)		144	325	62	INCL	(F11,25,28)		OPP	01	
		Output 1 J (132)		183	260	49	INCL	(F11,25,28)		OPP	01	
		Output 2 E (121)		168	280	53	INCL	(F11,25,28)		OPP	01	
		Output 1 O (168)		234	200	38	INCL	(F11,25,28)		OPP	01	
		Output 2 J (152)		211	220	42	INCL	(F11,25,28)		OPP	01	
	6800	Forward (55)		106	150	28	INCL	(F11,28,31)		BOTH	01	 ↑ 1B
		Reverse (52)		100	150	28	INCL	(F11,28,31)		BOTH	01	
	8000	Forward (40)		83	500	95	INCL	(F11,28,31)		BOTH	01	 ↑ 1B
		Reverse (50)		99	500	95	INCL	(F11,28,31)		BOTH	01	
	8500	B (57)		76	500	95	INCL	(F11,28)		OPP	01	 ↑ 1B
		C (70)		101	485	92	INCL	(F11,28)		OPP	01	
		E (86)		121	400	76	INCL	(F11,28)		OPP	01	
		J (105)		150	325	62	INCL	(F11,28)		OPP	01	
		O (127)		173	270	51	INCL	(F11,28)		OPP	01	
		R (137)		190	250	47	INCL	(F11,28)		OPP	01	
		S (150)		208	225	43	INCL	(F11,28)		OPP	01	
		T (165)		229	210	40	INCL	(F11,28)		OPP	01	

CAUTION:

Eaton Transmission Division has established a **Maximum Torque Limit** for the transmission PTO driver gear. For all RT/RTO/RTLO transmissions the torque limit is **350 ft-lbs (475 Nm) Maximum** unless the transmission has been upgraded to a roller type input shaft bearing. The Eaton part number **4301417** when installed moves the torque rating for the PTO driver gear to **500 ft-lbs (678 Nm) of torque Maximum**. All torque limits listed in the BZ application book are intermediate ratings. If the transmission has not been upgraded as described above

DO NOT exceed 350 ft-lbs of torque for any application.

FOOT NOTES:

F11: Trucks with setback front axles and direct mount pumps will have better clearance with "3" assembly arrangement. This will also provide better clearance of air tanks on International chassis.

F25: Do not exceed maximum torque and power shown in Output 2 when both outputs are working simultaneously.

F6: Direct mount pumps will not clear bulge on transmission case. Must use geared adapter. Use of adapter changes PTO output rotation.

F7: For vehicles with Spring Hanger interference, use adapter AD645-01. Not applicable for direct mount pumps. Use of adapter changes PTO output rotation.

F28: Caution: Eaton Transmission Division has established a Maximum Torque Limit for the transmission PTO driver gear. For all RT/RTO/RTLO transmissions, the torque limit is 350 ft-lbs (475 Nm) Maximum unless the transmission has been upgraded to a roller type input shaft bearing. The Eaton part number 4301417 when installed moves the torque rating for the PTO driver gear to 500 ft-lbs (678 Nm) of torque Maximum. All torque limits listed in the BZ application book are intermediate ratings. If the transmission has not been upgraded as described above DO NOT exceed 350 ft-lbs of torque for any application.

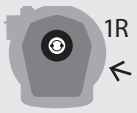
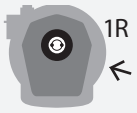
F31: For all Transmissions that are wired to J1939 protocol it is recommended to switch number PT9099999

For complete part numbers, consult the PTO Series section (page 25)

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RTO-11109A-AT
RTO-12109A-AT
RTO-13109A-AT
RTO-14109A-AT
RTO-16109A-AT
RTO-9109A-AT

FUL.59

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1000		B (55)		106	250	47	INCL	(F6,17,28,31)		OPP	01	
		C (73)		141	250	47	INCL	(F6,17,28,31)		OPP	01	
		E (86)		168	225	43	INCL	(F6,17,28,31)		OPP	01	
		J (95)		183	225	43	INCL	(F6,17,28,31)		OPP	01	
		O (125)		241	195	37	INCL	(F6,17,28,31)		OPP	01	
		R (137)		265	180	34	INCL	(F6,17,28,31)		OPP	01	
		S (150)		290	162	31	INCL	(F6,17,28,31)		OPP	01	
		T (165)		319	148	28	INCL	(F6,17,28,31)		OPP	01	
3200		Z (40)		77	250	47	INCL	(F6,17,28)		OPP	01	
		A (50)		97	250	47	INCL	(F6,17,28)		OPP	01	
		B (55)		106	250	47	INCL	(F6,17,28)		OPP	01	
		C (73)		141	250	47	INCL	(F6,17,28)		OPP	01	
		E (86)		169	225	43	INCL	(F6,17,28)		OPP	01	
		J (95)		185	225	43	INCL	(F6,17,28)		OPP	01	
		O (125)		241	195	37	INCL	(F6,17,28)		OPP	01	
		R (137)		264	180	34	INCL	(F6,17,28)		OPP	01	
		S (150)		290	162	31	INCL	(F6,17,28)		OPP	01	
		T (165)		318	148	28	INCL	(F6,17),28		OPP	01	
6000		Forward (73)		141	150	28	INCL	(F17,28,31)		BOTH	01	
		Reverse (83)		160	150	28	INCL	(F17,28,31)		BOTH	01	

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
2000		A (50)		95	250	47	INCL	(F17,18,28,31)		OPP	01	
		B (55)		111	250	47	INCL	(F17,18,28,31)		OPP	01	
		C (73)		147	250	47	INCL	(F17,18,28,31)		OPP	01	
		E (86)		175	225	43	INCL	(F17,18,28,31)		OPP	01	
		J (95)		192	225	43	INCL	(F17,18,28,31)		OPP	01	
		O (125)		252	180	34	INCL	(F17,18,28,31)		OPP	01	
		R (137)		276	170	32	INCL	(F17,18,28,31)		OPP	01	
		S (150)		303	155	29	INCL	(F17,18,28,31)		OPP	01	
		T (165)		333	140	27	INCL	(F17,18,28,31)		OPP	01	

CONTINUES →

For complete part numbers, consult the PTO Series section (page 25)

Eaton Fuller

RTO-11109A-AT
RTO-12109A-AT
RTO-13109A-AT
RTO-14109A-AT
RTO-16109A-AT
RTO-9109A-AT

FUL.59

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
← CONTINUES												
	4100	B (57)	110	420	80	INCL		(F17,18,28)		OPP	01	 ↑ 1B
		C (70)	135	350	66	INCL		(F17,18,28)		OPP	01	
		E (86)	166	285	54	INCL		(F17,18,28)		OPP	01	
		J (105)	203	235	44	INCL		(F17,18,28)		OPP	01	
	4250	Output 1 C (96)	133	355	67	INCL		(F17,18,25,28)		OPP	01	 ↑ 1B
		Output 2 B (89)	124	380	72	INCL		(F17,18,25,28)		OPP	01	
		Output 1 E (112)	156	300	57	INCL		(F17,18,25,28)		OPP	01	
		Output 2 C (104)	144	325	62	INCL		(F17,18,25,28)		OPP	01	
		Output 1 J (132)	183	260	49	INCL		(F17,18,25,28)		OPP	01	
		Output 2 E (121)	168	280	53	INCL		(F17,18,25,28)		OPP	01	
		Output 1 O (168)	234	200	38	INCL		(F17,18,25,28)		OPP	01	
		Output 2 J (152)	211	220	42	INCL		(F17,18,25,28)		OPP	01	
	6800	Forward (55)	106	150	28	INCL		(F17,18,28,31)		BOTH	01	 ↑ 1B
		Reverse (52)	100	150	28	INCL		(F17,18,28,31)		BOTH	01	
	8000	Forward (40)	83	500	95	INCL		(F17,18,28,31)		BOTH	01	 ↑ 1B
		Reverse (50)	99	500	95	INCL		(F17,18,28,31)		BOTH	01	
	8500	B (57)	76	500	95	INCL		(F17,18,28)		OPP	01	 ↑ 1B
		C (70)	101	485	92	INCL		(F17,18,28)		OPP	01	
		E (86)	121	400	76	INCL		(F17,18,28)		OPP	01	
		J (105)	150	325	62	INCL		(F17,18,28)		OPP	01	
		O (127)	173	270	51	INCL		(F17,18,28)		OPP	01	
		R (137)	190	250	47	INCL		(F17,18,28)		OPP	01	
		S (150)	208	225	43	INCL		(F17,18,28)		OPP	01	
		T (165)	229	210	40	INCL		(F17,18,28)		OPP	01	

CAUTION:

Eaton Transmission Division has established a **Maximum Torque Limit** for the transmission PTO driver gear. For all RT/RTO/RTLO transmissions the torque limit is **350 ft-lbs (475 Nm) Maximum** unless the transmission has been upgraded to a roller type input shaft bearing.

The Eaton part number **4301417** when installed moves the torque rating for the PTO driver gear to **500 ft-lbs (678 Nm) of torque Maximum**. All torque limits listed in the BZ application book are intermediate ratings. If the transmission has not been upgraded as described above

DO NOT exceed 350 ft-lbs of torque for any application.

FOOT NOTES:

F17: Speeds shown are with transmission torque converter in lock up condition.

F18: This opening is not usable if transmission is equipped with optional low profile oil pan.

F25: Do not exceed maximum torque and power shown in Output 2 when both outputs are working simultaneously.

F6: Direct mount pumps will not clear bulge on transmission case. Must use geared adapter. Use of adapter changes PTO output rotation.

F28: Caution: Eaton Transmission Division has established a Maximum Torque Limit for the transmission PTO driver gear. For all RT/RTO/RTLO transmissions, the torque limit is 350 ft-lbs (475 Nm) Maximum unless the transmission has been upgraded to a roller type input shaft bearing. The Eaton part number 4301417 when installed moves the torque rating for the PTO driver gear to 500 ft-lbs (678 Nm) of torque Maximum. All torque limits listed in the BZ application book are intermediate ratings. If the transmission has not been upgraded as described above DO NOT exceed 350 ft-lbs of torque for any application.

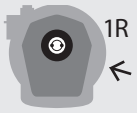
F31: For all Transmissions that are wired to J1939 protocol it is recommended to switch number PT9099999

For complete part numbers, consult the PTO Series section (page 25)

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FO-6406A-ASX/AW3 **FO-8406A-ASX/AW3**

FUL.61

6 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1000		B (55)		74	250	47	S7	(F3)	GA6032/6500S	OPP	28	
		C (73)		98	250	47	S7	(F3)	GA6032/6500S	OPP	28	
		E (86)		117	225	43	S7	(F3)	GA6032/6500S	OPP	28	
		J (95)		127	225	43	S7	(F3)	GA6032/6500S	OPP	28	
		O (125)		168	195	37	S7	(F3)	GA6032/6500S	OPP	28	
		R (137)		184	180	34	S7	(F3)	GA6032/6500S	OPP	28	
		S (150)		201	162	31	S7	(F3)	GA6032/6500S	OPP	28	
		T (165)		221	148	28	S7	(F3)	GA6032/6500S	OPP	28	
3200		Z (40)		54	250	47	S7	(F3)	GA6032/6500S	OPP	28	
		A (50)		67	250	47	S7	(F3)	GA6032/6500S	OPP	28	
		B (55)		74	250	47	S7	(F3)	GA6032/6500S	OPP	28	
		C (73)		98	250	47	S7	(F3)	GA6032/6500S	OPP	28	
		E (86)		117	225	43	S7	(F3)	GA6032/6500S	OPP	28	
		J (95)		128	225	43	S7	(F3)	GA6032/6500S	OPP	28	
		O (125)		168	195	37	S7	(F3)	GA6032/6500S	OPP	28	
		R (137)		183	180	34	S7	(F3)	GA6032/6500S	OPP	28	
		S (150)		201	162	31	S7	(F3)	GA6032/6500S	OPP	28	
		T (165)		221	148	28	S7	(F3)	GA6032/6500S	OPP	28	
6000		Forward (73)		98	150	28	INCL	(F3)	GA6032/6500S	BOTH	28	
		Reverse (83)		111	150	28	INCL	(F3)	GA6032/6500S	BOTH	28	

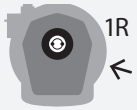
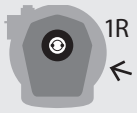
FOOT NOTES:

F3: AW3 & DM3 Transmission Codes require PTO connection to TCM per Eaton. Engine Speeds above 1000 RPM are required for PTO operation on code DM3.

For complete part numbers, consult the PTO Series section (page 25)

Eaton Fuller

FO-16D313E-LEP **FOM-16D313E-LEP** **FUL.62**

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
	1000	B (55)		89	250	47	INCL	(F6,7,8,9)		OPP	01	
		C (73)		118	250	47	INCL	(F6,7,8,9)		OPP	01	
		E (86)		141	225	43	INCL	(F6,7,8,9)		OPP	01	
		J (95)		154	225	43	INCL	(F6,7,8,9)		OPP	01	
		O (125)		202	195	37	INCL	(F6,7,8,9)		OPP	01	
		R (137)		221	180	34	INCL	(F6,7,8,9)		OPP	01	
		S (150)		242	162	31	INCL	(F6,7,8,9)		OPP	01	
		T (165)		267	148	28	INCL	(F6,7,8,9)		OPP	01	
	3200	Z (40)		65	250	47	INCL	(F6,7,8,9)		OPP	01	
		A (50)		81	250	47	INCL	(F6,7,8,9)		OPP	01	
		B (55)		89	250	47	INCL	(F6,7,8,9)		OPP	01	
		C (73)		118	250	47	INCL	(F6,7,8,9)		OPP	01	
		E (86)		141	225	43	INCL	(F6,7,8,9)		OPP	01	
		J (95)		155	225	43	INCL	(F6,7,8,9)		OPP	01	
		O (125)		202	195	37	INCL	(F6,7,8,9)		OPP	01	
		R (137)		221	180	34	INCL	(F6,7,8,9)		OPP	01	
		S (150)		242	162	31	INCL	(F6,7,8,9)		OPP	01	
		T (165)		266	148	28	INCL	(F6,7,8,9)		OPP	01	
	6000	Forward (73)		118	150	28	INCL	(F8,9)		BOTH	01	
		Reverse (83)		134	150	28	INCL	(F8,9)		BOTH	01	

FOOT NOTES:

F13: Eaton Ultra Shift has an inertia brake attached to the bottom of this transmission. Using a 6 bolt adapter it can be moved to the right side opening of the transmission. Eaton Ultra Shift Plus has an inertia brake which allows the use of both bottom and right side PTO apertures.

F6: Direct mount pumps will not clear bulge on transmission case. Must use geared adapter. Use of adapter changes PTO output rotation.

F7: For vehicles with Spring Hanger interference, use adapter AD645-01. Not applicable for direct mount pumps. Use of adapter changes PTO output rotation.

F8: PTO must be wired through the transmission controller per Eaton instructions.

F9: Engine Speed must be advanced to 1000 RPM for PTO operation. PTO will not activate below this speed.

For complete part numbers, consult the PTO Series section (page 25)

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ET-16109
ET-16110
ET-18109
ET-18110
ET-20109
ET-20110
ETS-16409
ETS-16410
ETS-18409
ETS-18410
ETS-20409
ETS-20410
FTS-16108LL
FTS-16109A
FTS-18108LL
FTS-18109A
FTS-20108LL
FTS-20109A
RTS-11909A

FUL.63

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1000		B (55)		59	250	47	INCL	METRIC STUD KIT		OPP	72	
		C (73)		78	250	47	INCL	METRIC STUD KIT		OPP	72	
		E (86)		93	225	43	INCL	METRIC STUD KIT		OPP	72	
		J (95)		102	225	43	INCL	METRIC STUD KIT		OPP	72	
		O (125)		134	195	37	INCL	METRIC STUD KIT		OPP	72	
		R (137)			180	34	INCL	METRIC STUD KIT		OPP	72	
		S (150)			162	31	INCL	METRIC STUD KIT		OPP	72	
		T (165)			148	28	INCL	METRIC STUD KIT		OPP	72	
3200		Z (40)		43	250	47	INCL	METRIC STUD KIT CLUTCH SHIFT		OPP	72	
		A (50)		53	250	47	INCL	METRIC STUD KIT CLUTCH SHIFT		OPP	72	
		B (55)		59	250	47	INCL	METRIC STUD KIT CLUTCH SHIFT		OPP	72	
		C (73)		78	250	47	INCL	METRIC STUD KIT CLUTCH SHIFT		OPP	72	
		E (86)		93	225	43	INCL	METRIC STUD KIT CLUTCH SHIFT		OPP	72	
		J (95)		102	225	43	INCL	METRIC STUD KIT CLUTCH SHIFT		OPP	72	
		O (125)		134	195	37	INCL	METRIC STUD KIT CLUTCH SHIFT		OPP	72	
		R (137)			180	34	INCL	METRIC STUD KIT CLUTCH SHIFT		OPP	72	
		S (150)			162	31	INCL	METRIC STUD KIT CLUTCH SHIFT		OPP	72	
		T (165)			148	28	INCL	METRIC STUD KIT CLUTCH SHIFT		OPP	72	
6000		Forward (73)		78	150	28	INCL	METRIC STUD KIT		BOTH	72	
		Reverse (83)		89	150	28	INCL	METRIC STUD KIT		BOTH	72	

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1217203		E (86)		90	468	89	INCL	METRIC STUD KIT		OPP	72	

For complete part numbers, consult the PTO Series section (page 25)

Eaton Fuller

ET-16113
ET-18113

ET-20113
ETS-16413

ETS-18413
ETS-20413

FTS-16112L
FTS-18112L

FTS-20112L
RTS-11912L

FUL.64

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1000		B (55)		70	250	47	INCL	METRIC STUD KIT		OPP	72	 2R
		C (73)		93	250	47	INCL	METRIC STUD KIT		OPP	72	
		E (86)		110	225	43	INCL	METRIC STUD KIT		OPP	72	
		J (95)		120	225	43	INCL	METRIC STUD KIT		OPP	72	
		O (125)		158	195	37	INCL	METRIC STUD KIT		OPP	72	
		R (137)			180	34	INCL	METRIC STUD KIT		OPP	72	
		S (150)			162	31	INCL	METRIC STUD KIT		OPP	72	
		T (165)			148	28	INCL	METRIC STUD KIT		OPP	72	
3200		Z (40)		51	250	47	INCL	METRIC STUD KIT CLUTCH SHIFT		OPP	72	 2R
		A (50)		63	250	47	INCL	METRIC STUD KIT CLUTCH SHIFT		OPP	72	
		B (55)		70	250	47	INCL	METRIC STUD KIT CLUTCH SHIFT		OPP	72	
		C (73)		93	250	47	INCL	METRIC STUD KIT CLUTCH SHIFT		OPP	72	
		E (86)		110	225	43	INCL	METRIC STUD KIT CLUTCH SHIFT		OPP	72	
		J (95)		120	225	43	INCL	METRIC STUD KIT CLUTCH SHIFT		OPP	72	
		O (125)		158	195	37	INCL	METRIC STUD KIT CLUTCH SHIFT		OPP	72	
		R (137)			180	34	INCL	METRIC STUD KIT CLUTCH SHIFT		OPP	72	
		S (150)			162	31	INCL	METRIC STUD KIT CLUTCH SHIFT		OPP	72	
		T (165)			148	28	INCL	METRIC STUD KIT CLUTCH SHIFT		OPP	72	
6000		Forward -73		93	150	28	INCL	METRIC STUD KIT		BOTH	72	 2R
		Reverse -83		105	150	28	INCL	METRIC STUD KIT		BOTH	72	

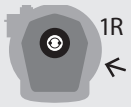
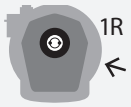
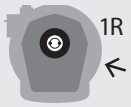
8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1217303		E (86)		100	468	89	INCL	METRIC STUD KIT		OPP	72	 2B

For complete part numbers, consult the PTO Series section (page 25)

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F-5406B-DM3 **FO-5406B-DM3** **FO-6406A-ASW** **FO-8406A-ASW**

FUL.65

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1000		B (55)		74	250	47	S7	(F3)	GA6032/6500S	OPP	28	
		C (73)		98	250	47	S7	(F3)	GA6032/6500S	OPP	28	
		E (86)		117	225	43	S7	(F3)	GA6032/6500S	OPP	28	
		J (95)		127	225	43	S7	(F3)	GA6032/6500S	OPP	28	
		O (125)		168	195	37	S7	(F3)	GA6032/6500S	OPP	28	
		R (137)		184	180	34	S7	(F3)	GA6032/6500S	OPP	28	
		S (150)		201	162	31	S7	(F3)	GA6032/6500S	OPP	28	
		T (165)		221	148	28	S7	(F3)	GA6032/6500S	OPP	28	
3200		Z (40)		54	250	47	S7	(F3) CLUTCH SHIFT	GA6032/6500S	OPP	28	
		A (50)		67	250	47	S7	(F3) CLUTCH SHIFT	GA6032/6500S	OPP	28	
		B (55)		74	250	47	S7	(F3) CLUTCH SHIFT	GA6032/6500S	OPP	28	
		C (73)		98	250	47	S7	(F3) CLUTCH SHIFT	GA6032/6500S	OPP	28	
		E (86)		117	225	43	S7	(F3) CLUTCH SHIFT	GA6032/6500S	OPP	28	
		J (95)		128	225	43	S7	(F3) CLUTCH SHIFT	GA6032/6500S	OPP	28	
		O (125)		168	195	37	S7	(F3) CLUTCH SHIFT	GA6032/6500S	OPP	28	
		R (137)		183	180	34	S7	(F3) CLUTCH SHIFT	GA6032/6500S	OPP	28	
		S (150)		201	162	31	S7	(F3) CLUTCH SHIFT	GA6032/6500S	OPP	28	
		T (165)		221	148	28	S7	(F3) CLUTCH SHIFT	GA6032/6500S	OPP	28	
6000		Forward (73)		98	150	28	INCL	(F3)	GA6032/6500S	BOTH	28	
		Reverse (83)		111	150	28	INCL	(F3)	GA6032/6500S	BOTH	28	

FOOT NOTES:

F3 - AW3 & DM3 Transmission Codes require PTO connection to TCM per Eaton. Engine Speeds above 1000 RPM are required for PTO operation on code DM3.

For complete part numbers, consult the PTO Series section (page 25)

Ford

6R140 Torqshift 4x2 OR 4x4 (2011 & Later)

FRD.02

6 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
3920		E (83)		125	200	23	INCL	(FD1,2)		OPP	71	

10R140 Torqshift 10 Speed (2020 & Later)

FRD.03

10 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
3940		O (115)		130	230	44	INCL	(FD3,4)		OPP	78	

FD1: Minimum Engine Speed for PTO Operation is 1200 RPM.

FD2: Direct Mount Pump Input is limited to SAE A flange.

FD3: Direct Mount Pump ISO-DIN as Standard. On 4x4 chassis only 8.4 GPM, and smaller DIN FR series bent axis piston pumps will fit. On all 4x4 applications with direct mount pumps, please verify clearances to the forward driveshaft, and or any other moving components taking into consideration movement once truck is in service. On 4x2 chassis only 15.8 GPM, and smaller DIN FR series bent axis piston pumps will fit.

FD4: Data shown for stationary mode.

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Ford

Torqshift 10R140 HD 8 Bolt (2023 & Later)

FRD.04

8 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
3960		O (122)		130	260	50	INCL	(FD4)		OPP	78	3L 

FD4: Data shown for stationary mode.

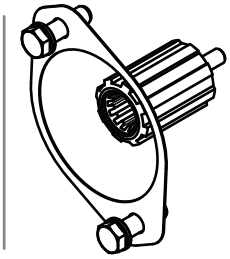
For complete part numbers, consult the PTO Series section (page 25)

Conversion Kits

Pto Series — Internal Ratio — Input Gear — Output Type

3940 P O E 78 3 DA

Lube — Shifting — Assy



Conversion kits
P/N 806635 - SAE A 3/4" 11T
P/N 806735 - SAE A 5/8" 9T
P/N 806835 - SAE A 7/8" 13T

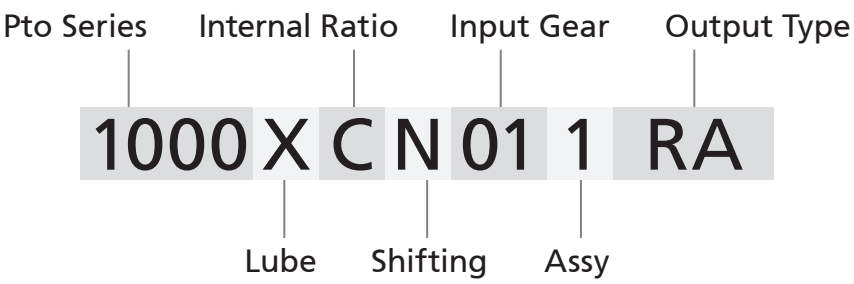
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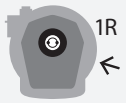
EXAMPLE:



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107 TRL-107

MCK.01

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1000		B (55)		43	250	49	INCL	(MK4)	AD530-1X	ENG	O1	
		C (73)		58	250	49	INCL	(MK4)	AD530-1X	ENG	O1	
		E (86)		69	225	44	INCL	(MK4)	AD530-1X	ENG	O1	
		J (95)		75	225	44	INCL	(MK4)	AD530-1X	ENG	O1	
		O (125)		99	200	39	INCL	(MK4)	AD530-1X	ENG	O1	
		R (137)		108	200	39	INCL	(MK4)	AD530-1X	ENG	O1	
		S (150)		118	190	37	INCL	(MK4)	AD530-1X	ENG	O1	
		T (165)		130	175	34	INCL	(MK4)	AD530-1X	ENG	O1	
3200		Z (40)		32	250	49	INCL	(MK4) CLUTCH SHIFT	AD530-1X	ENG	O1	
		A (50)		39	250	49	INCL	(MK4) CLUTCH SHIFT	AD530-1X	ENG	O1	
		B (55)		43	250	49	INCL	(MK4) CLUTCH SHIFT	AD530-1X	ENG	O1	
		C (73)		58	250	49	INCL	(MK4) CLUTCH SHIFT	AD530-1X	ENG	O1	
		E (86)		69	225	44	INCL	(MK4) CLUTCH SHIFT	AD530-1X	ENG	O1	
		J (95)		75	225	44	INCL	(MK4) CLUTCH SHIFT	AD530-1X	ENG	O1	
		O (125)		99	200	39	INCL	(MK4) CLUTCH SHIFT	AD530-1X	ENG	O1	
		R (137)		108	200	39	INCL	(MK4) CLUTCH SHIFT	AD530-1X	ENG	O1	
		S (150)		118	190	37	INCL	(MK4) CLUTCH SHIFT	AD530-1X	ENG	O1	
		T (165)		130	175	34	INCL	(MK4) CLUTCH SHIFT	AD530-1X	ENG	O1	
6000		Forward (73)		58	150	30	INCL	(MK4)	AD530-1X	BOTH	O1	
		Reverse (-83)		65	150	30	INCL	(MK4)	AD530-1X	BOTH	O1	

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
2000		A (50)		39	250	49	INCL			OPP	O1	
		B (55)		43	250	49	INCL			OPP	O1	
		C (73)		58	250	49	INCL			OPP	O1	
		E (86)		69	225	44	INCL			OPP	O1	
		J (95)		75	225	44	INCL			OPP	O1	
		O (125)		99	200	39	INCL			OPP	O1	
		R (137)		108	200	39	INCL			OPP	O1	
		S (150)		118	190	37	INCL			OPP	O1	
		T (165)		130	175	34	INCL			OPP	O1	

CONTINUES →

For complete part numbers, consult the PTO Series section (page 25)

Mack

107 **TRL-107** **MCK.01**

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
← CONTINUES												
	3800	Z (40)	32		250	49	INCL	(MK) CLUTCH SHIFT		OPP	O1	
		A (50)	39		250	49	INCL	(MK) CLUTCH SHIFT		OPP	O1	
		B (55)	43		250	49	INCL	(MK) CLUTCH SHIFT		OPP	O1	
		C (73)	58		250	49	INCL	(MK) CLUTCH SHIFT		OPP	O1	
		E (86)	69		225	44	INCL	(MK) CLUTCH SHIFT		OPP	O1	3L
		J (95)	75		225	44	INCL	(MK) CLUTCH SHIFT		OPP	O1	
		O (125)	99		200	39	INCL	(MK) CLUTCH SHIFT		OPP	O1	
		R (137)	108		200	39	INCL	(MK) CLUTCH SHIFT		OPP	O1	
		S (150)	118		190	37	INCL	(MK) CLUTCH SHIFT		OPP	O1	
		T (165)	130		175	34	INCL	(MK) CLUTCH SHIFT		OPP	O1	
	4100	B (57)	43		450	87	INCL	(MK2)		OPP	O1	
		C (70)	53		470	90	INCL	(MK2)		OPP	O1	3L
		E (86)	65		470	90	INCL	(MK2)		OPP	O1	
		J (105)	79		400	77	INCL	(MK2)		OPP	O1	
	6800	Forward (55)	58		150	30	INCL			BOTH	O1	3L
		Reverse (-52)	65		150	30	INCL			BOTH	O1	
	8000	Forward (40)	33		500	95	INCL			BOTH	O1	3L
		Reverse (50)	39		500	95	INCL			BOTH	O1	
	8500	B (57)	30		500	95	INCL			OPP	O1	
		C (70)	40		500	95	INCL			OPP	O1	
		E (86)	47		480	90	INCL			OPP	O1	
		J (105)	59		450	86	INCL			OPP	O1	3L
		O (127)	68		400	76	INCL			OPP	O1	
		R (137)	74		360	68	INCL			OPP	O1	
		S (150)	81		320	62	INCL			OPP	O1	
		T (165)	89		280	54	INCL			OPP	O1	

FOOT NOTES:

MK2: Possible internal transmission interference with 4000/4100 Series "J" & "O" ratios. Check before installing PTO.

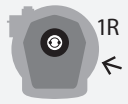
MK4: PTO should be filled with oil before start-up due to location of PTO opening. Check transmission oil level after initial start-up run.

For complete part numbers, consult the PTO Series section (page 25)

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1070
1071
1076
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TRDXL-107
TRDXL-1070
TRDXL-1071
TRDXL-1078
TRDXL-10780
TRDXL-10781
TRL-1076
TRL-10760
TRL-1078
TRL-10780
TRXL-1076

MCK.02

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assembly (Rear View)
1000		B (55)		43	250	49	INCL	(MK4 ,5 ,6 ,7)	AD530-1X	ENG	O1	
		C (73)		58	250	49	INCL	(MK4 ,5 ,6 ,7)	AD530-1X	ENG	O1	
		E (86)		69	225	44	INCL	(MK4 ,5 ,6 ,7)	AD530-1X	ENG	O1	
		J (95)		75	225	44	INCL	(MK4 ,5 ,6 ,7)	AD530-1X	ENG	O1	
		O (125)		99	200	39	INCL	(MK4 ,5 ,6 ,7)	AD530-1X	ENG	O1	
		R (137)		108	200	39	INCL	(MK4 ,5 ,6 ,7)	AD530-1X	ENG	O1	
		S (150)		118	190	37	INCL	(MK4 ,5 ,6 ,7)	AD530-1X	ENG	O1	
		T (165)		130	175	34	INCL	(MK4 ,5 ,6 ,7)	AD530-1X	ENG	O1	
3200		Z (40)		32	250	49	INCL	(MK4 ,5 ,6 ,7) CLUTCH SHIFT	AD530-1X	ENG	O1	
		A (50)		39	250	49	INCL	(MK4 ,5 ,6 ,7) CLUTCH SHIFT	AD530-1X	ENG	O1	
		B (55)		43	250	49	INCL	(MK4 ,5 ,6 ,7) CLUTCH SHIFT	AD530-1X	ENG	O1	
		C (73)		58	250	49	INCL	(MK4 ,5 ,6 ,7) CLUTCH SHIFT	AD530-1X	ENG	O1	
		E (86)		69	225	44	INCL	(MK4 ,5 ,6 ,7) CLUTCH SHIFT	AD530-1X	ENG	O1	
		J (95)		75	225	44	INCL	(MK4 ,5 ,6 ,7) CLUTCH SHIFT	AD530-1X	ENG	O1	
		O (125)		99	200	39	INCL	(MK4 ,5 ,6 ,7) CLUTCH SHIFT	AD530-1X	ENG	O1	
		R (137)		108	200	39	INCL	(MK4 ,5 ,6 ,7) CLUTCH SHIFT	AD530-1X	ENG	O1	
		S (150)		118	190	37	INCL	(MK4 ,5 ,6 ,7) CLUTCH SHIFT	AD530-1X	ENG	O1	
		T (165)		130	175	34	INCL	(MK4 ,5 ,6 ,7) CLUTCH SHIFT	AD530-1X	ENG	O1	
6000		Forward (73)		58	150	30	INCL	(MK4 ,5 ,6 ,7)	AD530-1X	BOTH	O1	
		Reverse (-83)		65	150	30	INCL	(MK4 ,5 ,6 ,7)	AD530-1X	BOTH	O1	

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
2000		A (50)		39	250	49	INCL	(MK5 ,6 ,7)		OPP	O1	
		B (55)		43	250	49	INCL	(MK5 ,6 ,7)		OPP	O1	
		C (73)		58	250	49	INCL	(MK5 ,6 ,7)		OPP	O1	
		E (86)		69	225	44	INCL	(MK5 ,6 ,7)		OPP	O1	
		J (95)		75	225	44	INCL	(MK5 ,6 ,7)		OPP	O1	
		O (125)		99	200	39	INCL	(MK5 ,6 ,7)		OPP	O1	
		R (137)		108	200	39	INCL	(MK5 ,6 ,7)		OPP	O1	
		S (150)		118	190	37	INCL	(MK5 ,6 ,7)		OPP	O1	
		T (165)		130	175	34	INCL	(MK5 ,6 ,7)		OPP	O1	

CONTINUES →

For complete part numbers, consult the PTO Series section (page 25)

Mack

1070 **1071** **1076** **10760** **1078** **10780** **TRDXL-107** **TRDXL-1070** **TRDXL-1071** **TRDXL-1078** **TRDXL-10780** **TRDXL-10781** **TRL-1076** **TRL-10760** **TRL-1078** **TRL-10780** **TRXL-1076**

MCK.02

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
← CONTINUES												
	3800	Z (40)		32	250	49	INCL	(MK5 ,6 ,7) CLUTCH SHIFT		OPP	O1	
		A (50)		39	250	49	INCL	(MK5 ,6 ,7) CLUTCH SHIFT		OPP	O1	
		B (55)		43	250	49	INCL	(MK5 ,6 ,7) CLUTCH SHIFT		OPP	O1	
		C (73)		58	250	49	INCL	(MK5 ,6 ,7) CLUTCH SHIFT		OPP	O1	
		E (86)		69	225	44	INCL	(MK5 ,6 ,7) CLUTCH SHIFT		OPP	O1	3L
		J (95)		75	225	44	INCL	(MK5 ,6 ,7) CLUTCH SHIFT		OPP	O1	
		O (125)		99	200	39	INCL	(MK5 ,6 ,7) CLUTCH SHIFT		OPP	O1	
		R (137)		108	200	39	INCL	(MK5 ,6 ,7) CLUTCH SHIFT		OPP	O1	
		S (150)		118	190	37	INCL	(MK5 ,6 ,7) CLUTCH SHIFT		OPP	O1	
		T (165)		130	175	34	INCL	(MK5 ,6 ,7) CLUTCH SHIFT		OPP	O1	
	4100	B (57)		43	450	87	INCL	(MK2 ,5 ,6 ,7)		OPP	O1	
		C (70)		53	470	90	INCL	(MK2 ,5 ,6 ,7)		OPP	O1	3L
		E (86)		65	470	90	INCL	(MK2 ,5 ,6 ,7)		OPP	O1	
		J (105)		79	400	77	INCL	(MK2 ,5 ,6 ,7)		OPP	O1	
	6800	Forward (55)		58	150	30	INCL	(MK5 ,6 ,7)		BOTH	O1	3L
		Reverse (-52)		65	150	30	INCL	(MK5 ,6 ,7)		BOTH	O1	
	8000	Forward (40)		33	500	95	INCL	(MK5 ,6 ,7)		BOTH	O1	3L
		Reverse (50)		39	500	95	INCL	(MK5 ,6 ,7)		BOTH	O1	
	8500	B (57)		30	500	95	INCL	(MK5 ,6 ,7)		OPP	O1	
		C (70)		40	500	95	INCL	(MK5 ,6 ,7)		OPP	O1	
		E (86)		47	480	90	INCL	(MK5 ,6 ,7)		OPP	O1	
		J (105)		59	450	86	INCL	(MK5 ,6 ,7)		OPP	O1	3L
		O (127)		68	400	76	INCL	(MK5 ,6 ,7)		OPP	O1	
		R (137)		74	360	68	INCL	(MK5 ,6 ,7)		OPP	O1	
		S (150)		81	320	62	INCL	(MK5 ,6 ,7)		OPP	O1	
		T (165)		89	280	54	INCL	(MK5 ,6 ,7)		OPP	O1	

FOOT NOTES:

MK2: Possible internal transmission interference with 4000/4100 Series "J" & "O" ratios. Check before installing PTO.

MK4: PTO should be filled with oil before start-up due to location of PTO opening. Check transmission oil level after initial start-up run.

MK5: In low splitter range, multiply PTO output speeds by .569.

MK6: With splitter in overdrive range, multiply PTO output speeds by 1.62.

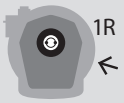
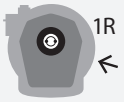
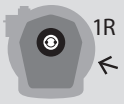
MK7: In low-low splitter range, multiply PTO output speeds by .35. In overdrive range, multiply by 1.62.

For complete part numbers, consult the PTO Series section (page 25)

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T-105A **T-1060A**

MCK.04

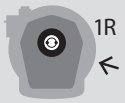
6 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1000		B (55)		48	250	49	M1			OPP	55	
		C (73)		64	250	49	M1			OPP	55	
		E (86)		77	225	44	M1			OPP	55	
		J (95)		84	225	44	M1			OPP	55	
		O (125)		110	200	39	M1			OPP	55	
		R (137)		121	200	39	M1			OPP	55	
		S (150)		132	190	37	M1			OPP	55	
		T (165)		145	175	34	M1			OPP	55	
3200		Z (40)		35	250	49	M1	(MK) CLUTCH SHIFT		OPP	55	
		A (50)		44	250	49	M1	(MK) CLUTCH SHIFT		OPP	55	
		B (55)		48	250	49	M1	(MK) CLUTCH SHIFT		OPP	55	
		C (73)		64	250	49	M1	(MK) CLUTCH SHIFT		OPP	55	
		E (86)		77	225	44	M1	(MK) CLUTCH SHIFT		OPP	55	
		J (95)		84	225	44	M1	(MK) CLUTCH SHIFT		OPP	55	
		O (125)		110	200	39	M1	(MK) CLUTCH SHIFT		OPP	55	
		R (137)		121	200	39	M1	(MK) CLUTCH SHIFT		OPP	55	
		S (150)		132	190	37	M1	(MK) CLUTCH SHIFT		OPP	55	
		T (165)		145	175	34	M1	(MK) CLUTCH SHIFT		OPP	55	
6000		Forward (73)		64	150	30	M1			BOTH	55	
		Reverse (-83)		73	150	30	M1			BOTH	55	

For complete part numbers, consult the PTO Series section (page 25)

Mack

T-2110B Rear

MCK.06

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1010		B (55)		72	250	49	INCL	(MK14 ,17)	6140S	OPP	24	
		C (73)		95	250	49	INCL	(MK14 ,17)	6140S	OPP	24	
		E (86)		113	225	44	INCL	(MK14 ,17)	6140S	OPP	24	
		J (95)		124	225	44	INCL	(MK14 ,17)	6140S	OPP	24	
		O (125)		163	200	39	INCL	(MK14 ,17)	6140S	OPP	24	
		R (137)		179	200	39	INCL	(MK14 ,17)	6140S	OPP	24	
		S (150)		196	190	37	INCL	(MK14 ,17)	6140S	OPP	24	
		T (165)		215	175	34	INCL	(MK14 ,17)	6140S	OPP	24	

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
2010		A (50)		65	250	49	INCL	(MK14 ,17)	GA8062	OPP	24	
		B (55)		72	250	49	INCL	(MK14 ,17)	GA8062	OPP	24	
		C (73)		95	250	49	INCL	(MK14 ,17)	GA8062	OPP	24	
		E (86)		113	225	44	INCL	(MK14 ,17)	GA8062	OPP	24	
		J (95)		124	225	44	INCL	(MK14 ,17)	GA8062	OPP	24	
		O (125)		163	200	39	INCL	(MK14 ,17)	GA8062	OPP	24	
		R (137)		179	200	39	INCL	(MK14 ,17)	GA8062	OPP	24	
		S (150)		196	190	37	INCL	(MK14 ,17)	GA8062	OPP	24	
		T (165)		215	175	34	INCL	(MK14 ,17)	GA8062	OPP	24	
3810		Z (40)		55	250	49	INCL	(MK14 ,17)	GA8062	OPP	24	
		A (50)		68	250	49	INCL	(MK14 ,17)	GA8062	OPP	24	
		B (55)		75	250	49	INCL	(MK14 ,17)	GA8062	OPP	24	
		C (73)		100	250	49	INCL	(MK14 ,17)	GA8062	OPP	24	
		E (86)		119	225	44	INCL	(MK14 ,17)	GA8062	OPP	24	
		J (95)		130	225	44	INCL	(MK14 ,17)	GA8062	OPP	24	
		O (125)		170	200	39	INCL	(MK14 ,17)	GA8062	OPP	24	
		R (137)		187	200	39	INCL	(MK14 ,17)	GA8062	OPP	24	
		S (150)		204	190	37	INCL	(MK14 ,17)	GA8062	OPP	24	
		T (165)		225	175	34	INCL	(MK14 ,17)	GA8062	OPP	24	

CONTINUES →

For complete part numbers, consult the PTO Series section (page 25)

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8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
← CONTINUES												
4110		B (57)		68	450	87	INCL	(MK2 ,14 ,17)	GA8062	OPP	24	
		C (70)		84	470	90	INCL	(MK2 ,14 ,17)	GA8062	OPP	24	
		E (86)		103	470	90	INCL	(MK2 ,14 ,17)	GA8062	OPP	24	
		J (105)		126	400	77	INCL	(MK2 ,14 ,17)	GA8062	OPP	24	

FOOT NOTES:

MK2: Possible internal transmission interference with 4000 / 4100 Series "J" & "O" ratios. Check before installing PTO.

MK14: Speeds shown with transmission in 4TH gear. For PTO output speeds with transmission in any other gear, use the following multipliers:

Lo Gear	1st	2nd	3rd	4th	5th
0.26	0.45	0.59	0.77	1.00	1.30

MK17: Neutral select is a covered switch on the dash and is necessary for stationary operation.

T-3 10M Rear T-3 10ME Rear T-3 10MLR Rear

MCK.07

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1010		B (55)		72	250	49	INCL	(MK9 ,17 ,18 ,19 ,20)	6140S	OPP	24	
		C (73)		95	250	49	INCL	(MK9 ,17 ,18 ,19 ,20)	6140S	OPP	24	
		E (86)		113	225	44	INCL	(MK9 ,17 ,18 ,19 ,20)	6140S	OPP	24	
		J (95)		124	225	44	INCL	(MK9 ,17 ,18 ,19 ,20)	6140S	OPP	24	
		O (125)		163	200	39	INCL	(MK9 ,17 ,18 ,19 ,20)	6140S	OPP	24	
		R (137)		179	200	39	INCL	(MK9 ,17 ,18 ,19 ,20)	6140S	OPP	24	
		S (150)		196	190	37	INCL	(MK9 ,17 ,18 ,19 ,20)	6140S	OPP	24	
		T (165)		215	175	34	INCL	(MK9 ,17 ,18 ,19 ,20)	6140S	OPP	24	

For complete part numbers, consult the PTO Series section (page 25)

Mack

T-3 10M Rear **T-3 10ME Rear** **T-3 10MLR Rear**

MCK.07

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
	2010	A (50)		65	250	49	INCL	(MK9 ,17 ,18 ,19 ,20)	GA8062	OPP	24	
		B (55)		72	250	49	INCL	(MK9 ,17 ,18 ,19 ,20)	GA8062	OPP	24	
		C (73)		95	250	49	INCL	(MK9 ,17 ,18 ,19 ,20)	GA8062	OPP	24	
		E (86)		113	225	44	INCL	(MK9 ,17 ,18 ,19 ,20)	GA8062	OPP	24	
		J (95)		124	225	44	INCL	(MK9 ,17 ,18 ,19 ,20)	GA8062	OPP	24	
		O (125)		163	200	39	INCL	(MK9 ,17 ,18 ,19 ,20)	GA8062	OPP	24	
		R (137)		179	200	39	INCL	(MK9 ,17 ,18 ,19 ,20)	GA8062	OPP	24	
		S (150)		196	190	37	INCL	(MK9 ,17 ,18 ,19 ,20)	GA8062	OPP	24	
		T (165)		215	175	34	INCL	(MK9 ,17 ,18 ,19 ,20)	GA8062	OPP	24	
	3810	Z (40)		55	250	49	INCL	(MK9 ,17 ,18 ,19 ,20)	GA8062	OPP	24	
		A (50)		68	250	49	INCL	(MK9 ,17 ,18 ,19 ,20)	GA8062	OPP	24	
		B (55)		75	250	49	INCL	(MK9 ,17 ,18 ,19 ,20)	GA8062	OPP	24	
		C (73)		100	250	49	INCL	(MK9 ,17 ,18 ,19 ,20)	GA8062	OPP	24	
		E (86)		119	225	44	INCL	(MK9 ,17 ,18 ,19 ,20)	GA8062	OPP	24	
		J (95)		130	225	44	INCL	(MK9 ,17 ,18 ,19 ,20)	GA8062	OPP	24	
		O (125)		170	200	39	INCL	(MK9 ,17 ,18 ,19 ,20)	GA8062	OPP	24	
		R (137)		187	200	39	INCL	(MK9 ,17 ,18 ,19 ,20)	GA8062	OPP	24	
		S (150)		204	190	37	INCL	(MK9 ,17 ,18 ,19 ,20)	GA8062	OPP	24	
		T (165)		225	175	34	INCL	(MK9 ,17 ,18 ,19 ,20)	GA8062	OPP	24	
	4110	B (57)		68	450	87	INCL	(MK2 ,9 ,17 ,18 ,19 ,20)	GA8062	OPP	24	
		C (70)		84	470	90	INCL	(MK2 ,9 ,17 ,18 ,19 ,20)	GA8062	OPP	24	
		E (86)		103	470	90	INCL	(MK2 ,9 ,17 ,18 ,19 ,20)	GA8062	OPP	24	
		J (105)		126	400	77	INCL	(MK2 ,9 ,17 ,18 ,19 ,20)	GA8062	OPP	24	

FOOT NOTES:

MK2: Possible internal transmission interference with 4000/4100 Series "J" & "O" ratios. Check before installing PTO.

MK9: All applications shown are for Rear Box only.

MK17: Neutral select is a covered switch on the dash and is necessary for stationary operation.

MK18: Speeds shown with transmission in 4TH gear. For PTO output speeds with transmission in any other gear, use the following multipliers:

T-310M	Lo Gear	1st	2nd	3rd	4th	5th	Reverse*
	0.22	0.34	0.52	0.72	1.00	1.38	0.88

MK19: Speeds shown with transmission in 4TH gear. For PTO output speeds with transmission in any other gear, use the following multipliers:

T-310MLR	Lo Gear	1st	2nd	3rd	4th	5th	Reverse*
	0.14	0.28	0.52	0.72	1.00	1.40	0.88

MK20: PTO output rotation is reversed when transmission is placed in Reverse.

*Rotation of output shaft is reversed when the main transmission is placed in Reverse.

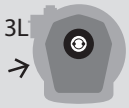
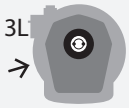
For complete part numbers, consult the PTO Series section (page 25)

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TM-308M Rear **TM-309M Rear**

MCK.08

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1010		B (55)		72	250	49	INCL	(MK9 ,17 ,25)	6140S	OPP	24	
		C (73)		95	250	49	INCL	(MK9 ,17 ,25)	6140S	OPP	24	
		E (86)		113	225	44	INCL	(MK9 ,17 ,25)	6140S	OPP	24	
		J (95)		124	225	44	INCL	(MK9 ,17 ,25)	6140S	OPP	24	
		O (125)		163	200	39	INCL	(MK9 ,17 ,25)	6140S	OPP	24	
		R (137)		179	200	39	INCL	(MK9 ,17 ,25)	6140S	OPP	24	
		S (150)		196	190	37	INCL	(MK9 ,17 ,25)	6140S	OPP	24	
		T (165)		215	175	34	INCL	(MK9 ,17 ,25)	6140S	OPP	24	

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
2010		A (50)		65	250	49	INCL	(MK9 ,17 ,25)	GA8062	OPP	24	
		B (55)		72	250	49	INCL	(MK9 ,17 ,25)	GA8062	OPP	24	
		C (73)		95	250	49	INCL	(MK9 ,17 ,25)	GA8062	OPP	24	
		E (86)		113	225	44	INCL	(MK9 ,17 ,25)	GA8062	OPP	24	
		J (95)		124	225	44	INCL	(MK9 ,17 ,25)	GA8062	OPP	24	
		O (125)		163	200	39	INCL	(MK9 ,17 ,25)	GA8062	OPP	24	
		R (137)		179	200	39	INCL	(MK9 ,17 ,25)	GA8062	OPP	24	
		S (150)		196	190	37	INCL	(MK9 ,17 ,25)	GA8062	OPP	24	
		T (165)		215	175	34	INCL	(MK9 ,17 ,25)	GA8062	OPP	24	
3810		Z (40)		55	250	49	INCL	(MK9 ,17 ,25)	GA8062	OPP	24	
		A (50)		68	250	49	INCL	(MK9 ,17 ,25)	GA8062	OPP	24	
		B (55)		75	250	49	INCL	(MK9 ,17 ,25)	GA8062	OPP	24	
		C (73)		100	250	49	INCL	(MK9 ,17 ,25)	GA8062	OPP	24	
		E (86)		119	225	44	INCL	(MK9 ,17 ,25)	GA8062	OPP	24	
		J (95)		130	225	44	INCL	(MK9 ,17 ,25)	GA8062	OPP	24	
		O (125)		170	200	39	INCL	(MK9 ,17 ,25)	GA8062	OPP	24	
		R (137)		187	200	39	INCL	(MK9 ,17 ,25)	GA8062	OPP	24	
		S (150)		204	190	37	INCL	(MK9 ,17 ,25)	GA8062	OPP	24	
		T (165)		225	175	34	INCL	(MK9 ,17 ,25)	GA8062	OPP	24	
4110		B (57)		68	450	87	INCL	(MK2 ,9 ,17 ,25)	GA8062	OPP	24	
		C (70)		84	470	90	INCL	(MK2 ,9 ,17 ,25)	GA8062	OPP	24	
		E (86)		103	470	90	INCL	(MK2 ,9 ,17 ,25)	GA8062	OPP	24	
		J (105)		126	400	77	INCL	(MK2 ,9 ,17 ,25)	GA8062	OPP	24	

FOOT NOTES:

MK2: Possible internal transmission interference with 4000/4100 Series "J" & "O" ratios. Check before installing PTO.

MK9: All applications shown are for Rear Box only.

MK17: Neutral select is a covered switch on the dash and is necessary for stationary operation.

MK25: Speeds shown with transmission in 5TH Gear. For PTO output speeds with transmission in any other gear use the following multipliers:

1st	2nd	3rd	4th	5th	6th	Reverse *
0.15	0.25	0.39	0.63	1.00	1.40	1.14

*Rotation of output shaft is reversed when the main transmission is placed in Reverse.

For complete part numbers, consult the PTO Series section (page 25)

Mack

T-2100 **T-2110B Front** **MCK.10**

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1010		B (55)		84	250	49	INCL		GA6062	OPP	24	
		C (73)		112	250	49	INCL		GA6062	OPP	24	
		E (86)		133	225	44	INCL		GA6062	OPP	24	
		J (95)		145	225	44	INCL		GA6062	OPP	24	
		O (125)		191	200	39	INCL		GA6062	OPP	24	
		R (137)		210	200	39	INCL		GA6062	OPP	24	
		S (150)		230	190	37	INCL		GA6062	OPP	24	
		T (165)		253	175	34	INCL		GA6062	OPP	24	

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
2010		A (50)		77	250	49	INCL			OPP	24	
		B (55)		84	250	49	INCL			OPP	24	
		C (73)		112	250	49	INCL			OPP	24	
		E (86)		133	225	44	INCL			OPP	24	
		J (95)		145	225	44	INCL			OPP	24	
		O (125)		191	200	39	INCL			OPP	24	
		R (137)		210	200	39	INCL			OPP	24	
		S (150)		230	190	37	INCL			OPP	24	
		T (165)		253	175	34	INCL			OPP	24	
3810		Z (40)		64	250	49	INCL			OPP	24	
		A (50)		80	250	49	INCL			OPP	24	
		B (55)		88	250	49	INCL			OPP	24	
		C (73)		117	250	49	INCL			OPP	24	
		E (86)		140	225	44	INCL			OPP	24	
		J (95)		153	225	44	INCL			OPP	24	
		O (125)		200	200	39	INCL			OPP	24	
		R (137)		219	200	39	INCL			OPP	24	
		S (150)		240	190	37	INCL			OPP	24	
		T (165)		264	175	34	INCL			OPP	24	
4110		B (57)		80	450	87	INCL	(MK2)		OPP	24	
		C (70)		99	470	90	INCL	(MK2)		OPP	24	
		E (86)		121	470	90	INCL	(MK2)		OPP	24	
		J (105)		148	400	77	INCL	(MK2)		OPP	24	

FOOT NOTES:

MK2: Possible internal transmission interference with 4000/4100 Series "I" & "0" ratios. Check before installing PTO.

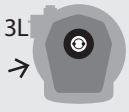
For complete part numbers, consult the PTO Series section (page 25)

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2090
T-2090
T-2090L
T-2130 Front
T-2130B Front
T-2180 Front
T-2180B Front
T-309
T-309L
T-309LR
T-310MLR Front
T-313 Front
T-31321 Front
T-313L Front
T-313L21 Front
T-313LR Front
T-313LR21 Front
T-318 Front
T-31821 Front
T-318L Front
T-318L21 Front
T-318LR Front
T-318LR21 Front
TM-308M Front
TM-309M Front

MCK.13

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1010		B (55)		91	250	49	INCL	(MK8 ,13)	GA6062	OPP	24	
		C (73)		120	250	49	INCL	(MK8 ,13)	GA6062	OPP	24	
		E (86)		143	225	44	INCL	(MK8 ,13)	GA6062	OPP	24	
		J (95)		157	225	44	INCL	(MK8 ,13)	GA6062	OPP	24	
		O (125)		206	200	39	INCL	(MK8 ,13)	GA6062	OPP	24	
		R (137)		226	200	39	INCL	(MK8 ,13)	GA6062	OPP	24	
		S (150)		247	190	37	INCL	(MK8 ,13)	GA6062	OPP	24	
		T (165)		272	175	34	INCL	(MK8 ,13)	GA6062	OPP	24	

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
2010		A (50)		82	250	49	INCL	(MK8)		OPP	24	
		B (55)		91	250	49	INCL	(MK8)		OPP	24	
		C (73)		120	250	49	INCL	(MK8)		OPP	24	
		E (86)		143	225	44	INCL	(MK8)		OPP	24	
		J (95)		157	225	44	INCL	(MK8)		OPP	24	
		O (125)		206	200	39	INCL	(MK8)		OPP	24	
		R (137)		226	200	39	INCL	(MK8)		OPP	24	
		S (150)		247	190	37	INCL	(MK8)		OPP	24	
		T (165)		272	175	34	INCL	(MK8)		OPP	24	
3810		Z (40)		69	250	49	INCL	(MK8)		OPP	24	
		A (50)		86	250	49	INCL	(MK8)		OPP	24	
		B (55)		95	250	49	INCL	(MK8)		OPP	24	
		C (73)		126	250	49	INCL	(MK8)		OPP	24	
		E (86)		151	225	44	INCL	(MK8)		OPP	24	
		J (95)		165	225	44	INCL	(MK8)		OPP	24	
		O (125)		215	200	39	INCL	(MK8)		OPP	24	
		R (137)		236	200	39	INCL	(MK8)		OPP	24	
		S (150)		258	190	37	INCL	(MK8)		OPP	24	
		T (165)		284	175	34	INCL	(MK8)		OPP	24	
4110		B (57)		86	450	87	INCL	(MK2 ,8)		OPP	24	
		C (70)		106	470	90	INCL	(MK2 ,8)		OPP	24	
		E (86)		130	470	90	INCL	(MK2 ,8)		OPP	24	
		J (105)		159	400	77	INCL	(MK2 ,8)		OPP	24	

FOOT NOTES:

MK2: Possible internal transmission interference with 4000/4100 Series "I" & "0" ratios. Check before installing m0.

MK8: All applications shown are for Front BOX only.

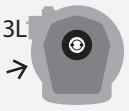
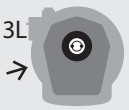
MK13: Possible spring hanger interference on trucks with set back Front axles.

For complete part numbers, consult the PTO Series section (page 25)

Mack

T-310 **T-310M Front** **T-310ME Front** **MCK.14**

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1010		B (55)		89	250	49	INCL	(MK8)	GA6093	OPP	24	
		C (73)		118	250	49	INCL	(MK8)	GA6093	OPP	24	
		E (86)		141	225	44	INCL	(MK8)	GA6093	OPP	24	
		J (95)		154	225	44	INCL	(MK8)	GA6093	OPP	24	
		O (125)		202	200	39	INCL	(MK8)	GA6093	OPP	24	
		R (137)		222	200	39	INCL	(MK8)	GA6093	OPP	24	
		S (150)		243	190	37	INCL	(MK8)	GA6093	OPP	24	
		T (165)		267	175	34	INCL	(MK8)	GA6093	OPP	24	

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
2010		A (50)		81	250	49	INCL	(MK8)		OPP	24	
		B (55)		89	250	49	INCL	(MK8)		OPP	24	
		C (73)		118	250	49	INCL	(MK8)		OPP	24	
		E (86)		141	225	44	INCL	(MK8)		OPP	24	
		J (95)		154	225	44	INCL	(MK8)		OPP	24	
		O (125)		202	200	39	INCL	(MK8)		OPP	24	
		R (137)		222	200	39	INCL	(MK8)		OPP	24	
		S (150)		243	190	37	INCL	(MK8)		OPP	24	
		T (165)		267	175	34	INCL	(MK8)		OPP	24	
3810		Z (40)		68	250	49	INCL	(MK8)		OPP	24	
		A (50)		85	250	49	INCL	(MK8)		OPP	24	
		B (55)		93	250	49	INCL	(MK8)		OPP	24	
		C (73)		123	250	49	INCL	(MK8)		OPP	24	
		E (86)		148	225	44	INCL	(MK8)		OPP	24	
		J (95)		162	225	44	INCL	(MK8)		OPP	24	
		O (125)		211	200	39	INCL	(MK8)		OPP	24	
		R (137)		231	200	39	INCL	(MK8)		OPP	24	
		S (150)		254	190	37	INCL	(MK8)		OPP	24	
		T (165)		279	175	34	INCL	(MK8)		OPP	24	
4110		B (57)		85	450	87	INCL	(MK2 ,8)		OPP	24	
		C (70)		104	470	90	INCL	(MK2 ,8)		OPP	24	
		E (86)		128	470	90	INCL	(MK2 ,8)		OPP	24	
		J (105)		156	400	77	INCL	(MK2 ,8)		OPP	24	

FOOT NOTES:

MK2: Possible internal transmission interference with 4000/4100 Series "J" & "O" ratios. Check before installing PTO.

MK8: All applications shown are for Front Box only.

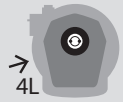
For complete part numbers, consult the PTO Series section (page 25)

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TM-308 **TM-309**

MCK.15

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1010		B (55)		91	250	49	INCL	(MK22 ,23 ,24)	GA6062	OPP	24	
		C (73)		120	250	49	INCL	(MK22 ,23 ,24)	GA6062	OPP	24	
		E (86)		143	225	44	INCL	(MK22 ,23 ,24)	GA6062	OPP	24	
		J (95)		157	225	44	INCL	(MK22 ,23 ,24)	GA6062	OPP	24	
		O (125)		206	200	39	INCL	(MK22 ,23 ,24)	GA6062	OPP	24	
		R (137)		226	200	39	INCL	(MK22 ,23 ,24)	GA6062	OPP	24	
		S (150)		247	190	37	INCL	(MK22 ,23 ,24)	GA6062	OPP	24	
		T (165)		272	175	34	INCL	(MK22 ,23 ,24)	GA6062	OPP	24	

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
2010		A (50)		82	250	49	INCL	(MK22 ,23)		OPP	24	
		B (55)		91	250	49	INCL	(MK22 ,23)		OPP	24	
		C (73)		120	250	49	INCL	(MK22 ,23)		OPP	24	
		E (86)		143	225	44	INCL	(MK22 ,23)		OPP	24	
		J (95)		157	225	44	INCL	(MK22 ,23)		OPP	24	
		O (125)		206	200	39	INCL	(MK22 ,23)		OPP	24	
		R (137)		226	200	39	INCL	(MK22 ,23)		OPP	24	
		S (150)		247	190	37	INCL	(MK22 ,23)		OPP	24	
		T (165)		272	175	34	INCL	(MK22 ,23)		OPP	24	

FOOT NOTES:

MK22: Interference with outside diameter of transmission PTO driver gear for Ratios "O" and higher (1000 & 2000 Series PTOs).

MK23: Transmission PTO driver gear (54 Tooth) has non-standard location of .320" Rearward of aperture centerline.

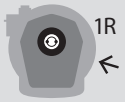
MK24: Possible spring hanger interference.

For complete part numbers, consult the PTO Series section (page 25)

Mack

T-2130 Rear **T-2130B Rear** **T-2180 Rear** **T-2180B Rear**

MCK.16

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
		B (55)		86	250	49	INCL	(MK15 ,16)	6140S	OPP	24	
		C (73)		114	250	49	INCL	(MK15 ,16)	6140S	OPP	24	
		E (86)		135	225	44	INCL	(MK15 ,16)	6140S	OPP	24	
		J (95)		148	225	44	INCL	(MK15 ,16)	6140S	OPP	24	
	1010	O (125)		194	200	39	INCL	(MK15 ,16)	6140S	OPP	24	
		R (137)		213	200	39	INCL	(MK15 ,16)	6140S	OPP	24	
		S (150)		233	190	37	INCL	(MK15 ,16)	6140S	OPP	24	
		T (165)		257	175	34	INCL	(MK15 ,16)	6140S	OPP	24	

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
		A (50)		78	250	49	INCL	(MK15 ,16)	GA8062	OPP	24	
		B (55)		86	250	49	INCL	(MK15 ,16)	GA8062	OPP	24	
		C (73)		114	250	49	INCL	(MK15 ,16)	GA8062	OPP	24	
		E (86)		135	225	44	INCL	(MK15 ,16)	GA8062	OPP	24	
	2010	J (95)		148	225	44	INCL	(MK15 ,16)	GA8062	OPP	24	
		O (125)		194	200	39	INCL	(MK15 ,16)	GA8062	OPP	24	
		R (137)		213	200	39	INCL	(MK15 ,16)	GA8062	OPP	24	
		S (150)		233	190	37	INCL	(MK15 ,16)	GA8062	OPP	24	
		T (165)		257	175	34	INCL	(MK15 ,16)	GA8062	OPP	24	
		Z (40)		65	250	49	INCL	(MK15 ,16)	GA8062	OPP	24	
		A (50)		81	250	49	INCL	(MK15 ,16)	GA8062	OPP	24	
		B (55)		89	250	49	INCL	(MK15 ,16)	GA8062	OPP	24	
		C (73)		119	250	49	INCL	(MK15 ,16)	GA8062	OPP	24	
		E (86)		142	225	44	INCL	(MK15 ,16)	GA8062	OPP	24	
	3810	J (95)		156	225	44	INCL	(MK15 ,16)	GA8062	OPP	24	
		O (125)		203	200	39	INCL	(MK15 ,16)	GA8062	OPP	24	
		R (137)		222	200	39	INCL	(MK15 ,16)	GA8062	OPP	24	
		S (150)		244	190	37	INCL	(MK15 ,16)	GA8062	OPP	24	
		T (165)		268	175	34	INCL	(MK15 ,16)	GA8062	OPP	24	

CONTINUES →

For complete part numbers, consult the PTO Series section (page 25)

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8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
← CONTINUES												
4110		B (57)		82	450	87	INCL	(MK2 ,15 ,16)	GA8062	OPP	24	3L → 
		C (70)		100	470	90	INCL	(MK2 ,15 ,16)	GA8062	OPP	24	
		E (86)		123	470	90	INCL	(MK2 ,15 ,16)	GA8062	OPP	24	
		J (105)		150	400	77	INCL	(MK2 ,15 ,16)	GA8062	OPP	24	

FOOT NOTES:

MK2: Possible internal transmission interference with 4000/4100 Series "J" & "O" ratios. Check before installing PTO.

MK15: Speeds shown with transmission in 4TH gear. For PTO output speeds with transmission in any other gear, use the following multipliers:

				Low	Reverse*	
1st	2nd	3rd	4th	Gear	T-31_L	T-31_LR
0.37	0.51	0.71	1.0	0.20	0.20	0.11

*Rotation of output shaft is reversed when the main transmission is placed in Reverse.

MK16: Speeds shown with splitter in Low Range. Multiply final ratio by 1.18 for High Range.

Mack

For complete part numbers, consult the PTO Series section (page 25)

Mack

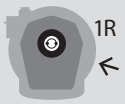
T-313L Rear
T-313L21 Rear

T-313LR Rear
T-313LR21 Rear

T-318L Rear
T-318L21 Rear

T-318LR Rear
T-318LR21 Rear

MCK.17

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1010		B (55)		86	250	49	INCL	(MK9 ,16 ,17 ,21)	6140S	OPP	24	
		C (73)		114	250	49	INCL	(MK9 ,16 ,17 ,21)	6140S	OPP	24	
		E (86)		135	225	44	INCL	(MK9 ,16 ,17 ,21)	6140S	OPP	24	
		J (95)		148	225	44	INCL	(MK9 ,16 ,17 ,21)	6140S	OPP	24	
		O (125)		194	200	39	INCL	(MK9 ,16 ,17 ,21)	6140S	OPP	24	
		R (137)		213	200	39	INCL	(MK9 ,16 ,17 ,21)	6140S	OPP	24	
		S (150)		233	190	37	INCL	(MK9 ,16 ,17 ,21)	6140S	OPP	24	
		T (165)		257	175	34	INCL	(MK9 ,16 ,17 ,21)	6140S	OPP	24	

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
2010		A (50)		78	250	49	INCL	(MK9 ,16 ,17 ,21)	GA8062	OPP	24	
		B (55)		86	250	49	INCL	(MK9 ,16 ,17 ,21)	GA8062	OPP	24	
		C (73)		114	250	49	INCL	(MK9 ,16 ,17 ,21)	GA8062	OPP	24	
		E (86)		135	225	44	INCL	(MK9 ,16 ,17 ,21)	GA8062	OPP	24	
		J (95)		148	225	44	INCL	(MK9 ,16 ,17 ,21)	GA8062	OPP	24	
		O (125)		194	200	39	INCL	(MK9 ,16 ,17 ,21)	GA8062	OPP	24	
		R (137)		213	200	39	INCL	(MK9 ,16 ,17 ,21)	GA8062	OPP	24	
		S (150)		233	190	37	INCL	(MK9 ,16 ,17 ,21)	GA8062	OPP	24	
		T (165)		257	175	34	INCL	(MK9 ,16 ,17 ,21)	GA8062	OPP	24	
3810		Z (40)		65	250	49	INCL	(MK9 ,16 ,17 ,21)	GA8062	OPP	24	
		A (50)		81	250	49	INCL	(MK9 ,16 ,17 ,21)	GA8062	OPP	24	
		B (55)		89	250	49	INCL	(MK9 ,16 ,17 ,21)	GA8062	OPP	24	
		C (73)		119	250	49	INCL	(MK9 ,16 ,17 ,21)	GA8062	OPP	24	
		E (86)		142	225	44	INCL	(MK9 ,16 ,17 ,21)	GA8062	OPP	24	
		J (95)		156	225	44	INCL	(MK9 ,16 ,17 ,21)	GA8062	OPP	24	
		O (125)		203	200	39	INCL	(MK9 ,16 ,17 ,21)	GA8062	OPP	24	
		R (137)		222	200	39	INCL	(MK9 ,16 ,17 ,21)	GA8062	OPP	24	
		S (150)		244	190	37	INCL	(MK9 ,16 ,17 ,21)	GA8062	OPP	24	
		T (165)		268	175	34	INCL	(MK9 ,16 ,17 ,21)	GA8062	OPP	24	
4110		B (57)		82	450	87	INCL	(MK2 ,9 ,16 ,17 ,21)	GA8062	OPP	24	
		C (70)		100	470	90	INCL	(MK2 ,9 ,16 ,17 ,21)	GA8062	OPP	24	
		E (86)		123	470	90	INCL	(MK2 ,9 ,16 ,17 ,21)	GA8062	OPP	24	
		J (105)		150	400	77	INCL	(MK2 ,9 ,16 ,17 ,21)	GA8062	OPP	24	

FOOT NOTES:

MK2: Possible internal transmission interference with 4000/4100 Series "J" & "O" ratios. Check before installing PTO.

MK9: All applications shown are for Rear Box only.

MK16: Speeds shown with splitter in Low Range. Multiply final ratio by 1.18 for High Range.

MK17: Neutral select is a covered switch on the dash and is necessary for stationary operation.

MK21: Speeds shown with transmission in 4TH gear. For PTO output speeds with transmission in any other gear, use the following multipliers:

				Low	Reverse*	
1st	2nd	3rd	4th	Gear	T-21_0	T-21_0B
0.370	0.507	0.712	1.0	0.233	0.109	0.245

*Rotation of output shaft is reversed when the main transmission is placed in Reverse.

For complete part numbers, consult the PTO Series section (page 25)

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T-2050
T-2060
T-2070 Front
T-2070A Front
T-2070B Front
T-2070F
T-2080
T-2080B Front
T-305
T-306
T-307 Front
T-307M Front
T-308
T-308M Front

MCK.18

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1010		B (55)		108	250	49	INCL	(MK8)	GA6062	OPP	24	
		C (73)		143	250	49	INCL	(MK8)	GA6062	OPP	24	
		E (86)		171	225	44	INCL	(MK8)	GA6062	OPP	24	
		J (95)		187	225	44	INCL	(MK8)	GA6062	OPP	24	
		O (125)		246	200	39	INCL	(MK8)	GA6062	OPP	24	
		R (137)		269	200	39	INCL	(MK8)	GA6062	OPP	24	
		S (150)		295	190	37	INCL	(MK8)	GA6062	OPP	24	
		T (165)		324	175	34	INCL	(MK8)	GA6062	OPP	24	

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
2010		A (50)		98	250	49	INCL	(MK8)		OPP	24	
		B (55)		108	250	49	INCL	(MK8)		OPP	24	
		C (73)		143	250	49	INCL	(MK8)		OPP	24	
		E (86)		171	225	44	INCL	(MK8)		OPP	24	
		J (95)		187	225	44	INCL	(MK8)		OPP	24	
		O (125)		246	200	39	INCL	(MK8)		OPP	24	
		R (137)		269	200	39	INCL	(MK8)		OPP	24	
		S (150)		295	190	37	INCL	(MK8)		OPP	24	
		T (165)		324	175	34	INCL	(MK8)		OPP	24	
3810		Z (40)		82	250	49	INCL	(MK8)		OPP	24	
		A (50)		103	250	49	INCL	(MK8)		OPP	24	
		B (55)		113	250	49	INCL	(MK8)		OPP	24	
		C (73)		150	250	49	INCL	(MK8)		OPP	24	
		E (86)		180	225	44	INCL	(MK8)		OPP	24	
		J (95)		197	225	44	INCL	(MK8)		OPP	24	
		O (125)		257	200	39	INCL	(MK8)		OPP	24	
		R (137)		281	200	39	INCL	(MK8)		OPP	24	
		S (150)		308	190	37	INCL	(MK8)		OPP	24	
		T (165)		338	175	34	INCL	(MK8)		OPP	24	
4110		B (57)		103	450	87	INCL	(MK2 ,8)		OPP	24	
		C (70)		127	470	90	INCL	(MK2 ,8)		OPP	24	
		E (86)		155	470	90	INCL	(MK2 ,8)		OPP	24	
		J (105)		190	400	77	INCL	(MK2 ,8)		OPP	24	

FOOT NOTES:

MK2: Possible internal transmission interference with 4000/4100 Series "J" & "O" ratios. Check before installing PTO.

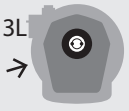
MK8: All applications shown are for Front Box only.

For complete part numbers, consult the PTO Series section (page 25)

Mack

T-2050C **T-2060C** **T-2070C Front** **T-2070D Front** **T-2080C** **T-2080D Front** **MCK.19**

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1010		B (55)		100	250	49	INCL		GA6032	OPP	O1	
		C (73)		133	250	49	INCL		GA6032	OPP	O1	
		E (86)		159	225	44	INCL		GA6032	OPP	O1	
		J (95)		173	225	44	INCL		GA6032	OPP	O1	
		O (125)		228	200	39	INCL		GA6032	OPP	O1	
		R (137)		250	200	39	INCL		GA6032	OPP	O1	
		S (150)		274	190	37	INCL		GA6032	OPP	O1	
		T (165)		301	175	34	INCL		GA6032	OPP	O1	

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
2010		A (50)		91	250	49	INCL		GA8093	OPP	O1	
		B (55)		100	250	49	INCL		GA8093	OPP	O1	
		C (73)		133	250	49	INCL		GA8093	OPP	O1	
		E (86)		159	225	44	INCL		GA8093	OPP	O1	
		J (95)		173	225	44	INCL		GA8093	OPP	O1	
		O (125)		228	200	39	INCL		GA8093	OPP	O1	
		R (137)		250	200	39	INCL		GA8093	OPP	O1	
		S (150)		274	190	37	INCL		GA8093	OPP	O1	
		T (165)		301	175	34	INCL		GA8093	OPP	O1	
3810		Z (40)		73	250	49	INCL		GA8093	OPP	O1	
		A (50)		91	250	49	INCL		GA8093	OPP	O1	
		B (55)		100	250	49	INCL		GA8093	OPP	O1	
		C (73)		133	250	49	INCL		GA8093	OPP	O1	
		E (86)		160	225	44	INCL		GA8093	OPP	O1	
		J (95)		175	225	44	INCL		GA8093	OPP	O1	
		O (125)		228	200	39	INCL		GA8093	OPP	O1	
		R (137)		250	200	39	INCL		GA8093	OPP	O1	
		S (150)		274	190	37	INCL		GA8093	OPP	O1	
		T (165)		301	175	34	INCL		GA8093	OPP	O1	
4110		B (57)		100	450	87	INCL	(MK2)	GA8093	OPP	O1	
		C (70)		122	470	90	INCL	(MK2)	GA8093	OPP	O1	
		E (86)		150	470	90	INCL	(MK2)	GA8093	OPP	O1	
		J (105)		183	400	77	INCL	(MK2)	GA8093	OPP	O1	

FOOT NOTES:

MK2: Possible internal transmission interference with 4000/4100 Series "J" & "O" ratios. Check before installing PTO.

For complete part numbers, consult the PTO Series section (page 25)

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T-2070 Rear
T-2070A Rear

T-2070B Rear
T-2070C Rear

T-2070D Rear
T-2080B Rear

T-2080D Rear
T-307 Rear

T-307M Rear
T-308M Rear

MCK.20

6 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
	1010	B (55)		120	250	49	INCL	(MK10 ,11 ,12)	6140S	OPP	24	
		C (73)		159	250	49	INCL	(MK10 ,11 ,12)	6140S	OPP	24	
		E (86)		190	225	44	INCL	(MK10 ,11 ,12)	6140S	OPP	24	
		J (95)		207	225	44	INCL	(MK10 ,11 ,12)	6140S	OPP	24	
		O (125)		273	200	39	INCL	(MK10 ,11 ,12)	6140S	OPP	24	
		R (137)		299	200	39	INCL	(MK10 ,11 ,12)	6140S	OPP	24	
		S (150)		328	190	37	INCL	(MK10 ,11 ,12)	6140S	OPP	24	
		T (165)		360	175	34	INCL	(MK10 ,11 ,12)	6140S	OPP	24	

8 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
	2010	A (50)		109	250	49	INCL	(MK10 ,11 ,12)	GA8062	OPP	24	
		B (55)		120	250	49	INCL	(MK10 ,11 ,12)	GA8062	OPP	24	
		C (73)		159	250	49	INCL	(MK10 ,11 ,12)	GA8062	OPP	24	
		E (86)		190	225	44	INCL	(MK10 ,11 ,12)	GA8062	OPP	24	
		J (95)		207	225	44	INCL	(MK10 ,11 ,12)	GA8062	OPP	24	
		O (125)		273	200	39	INCL	(MK10 ,11 ,12)	GA8062	OPP	24	
		R (137)		299	200	39	INCL	(MK10 ,11 ,12)	GA8062	OPP	24	
		S (150)		328	190	37	INCL	(MK10 ,11 ,12)	GA8062	OPP	24	
		T (165)		360	175	34	INCL	(MK10 ,11 ,12)	GA8062	OPP	24	
	3810	Z (40)		91	250	49	INCL	(MK10 ,11 ,12)	GA8062	OPP	24	
		A (50)		114	250	49	INCL	(MK10 ,11 ,12)	GA8062	OPP	24	
		B (55)		126	250	49	INCL	(MK10 ,11 ,12)	GA8062	OPP	24	
		C (73)		167	250	49	INCL	(MK10 ,11 ,12)	GA8062	OPP	24	
		E (86)		200	225	44	INCL	(MK10 ,11 ,12)	GA8062	OPP	24	
		J (95)		218	225	44	INCL	(MK10 ,11 ,12)	GA8062	OPP	24	
		O (125)		285	200	39	INCL	(MK10 ,11 ,12)	GA8062	OPP	24	
		R (137)		312	200	39	INCL	(MK10 ,11 ,12)	GA8062	OPP	24	
		S (150)		342	190	37	INCL	(MK10 ,11 ,12)	GA8062	OPP	24	
		T (165)		376	175	34	INCL	(MK10 ,11 ,12)	GA8062	OPP	24	

CONTINUES →

For complete part numbers, consult the PTO Series section (page 25)

Mack

T-2070 Rear
T-2070A Rear
T-2070B Rear
T-2070C Rear
T-2070D Rear
T-2080B Rear
T-2080D Rear
T-307 Rear
T-307M Rear
T-308M Rear

MCK.20

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
← CONTINUES												
	4110	B (57)		115	450	87	INCL	(MK2 ,10 ,11 ,12)	GA8062	OPP	24	
		C (70)		141	470	90	INCL	(MK2 ,10 ,11 ,12)	GA8062	OPP	24	
		E (86)		173	470	90	INCL	(MK2 ,10 ,11 ,12)	GA8062	OPP	24	
		J (105)		211	400	77	INCL	(MK2 ,10 ,11 ,12)	GA8062	OPP	24	

FOOT NOTES:

MK2: Possible internal transmission interference with 4000/4100 Series "J" & "O" ratios. Check before installing PTO.

MK10: Speeds shown with transmission in 5TH Gear. For PTO output speeds with transmission in any other gear use the following multipliers:

1st	2nd	3rd	4th
0.114	0.196	0.343	0.597

MK11: Rotation of output shaft is reversed when the main transmission is in Reverse. Multiply output speed by .113.

MK12: With this transmission in 5TH gear, multiply PTO output speed by .890.

For complete part numbers, consult the PTO Series section (page 25)

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D-107
T-107
TRDL-107

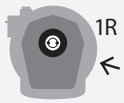
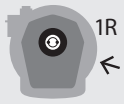
TRTXL-107
TRX-107
TRXL-107

TRXL-1071
TRXL-1071A
TRXL-1078

TRXL-107A
X-107
X-1071

X-1071A
X-107A

MCK.21

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1000		B (55)		97	250	49	S3	(MK1)	AD530-1X 6240S	ENG	O1	
		C (73)		129	250	49	S3	(MK1)	AD530-1X 6240S	ENG	O1	
		E (86)		154	225	44	S3	(MK1)	AD530-1X 6240S	ENG	O1	
		J (95)		168	225	44	S3	(MK1)	AD530-1X 6240S	ENG	O1	
		O (125)		222	200	39	S3	(MK1)	AD530-1X 6240S	ENG	O1	
		R (137)		243	200	39	S3	(MK1)	AD530-1X 6240S	ENG	O1	
		S (150)		266	190	37	S3	(MK1)	AD530-1X 6240S	ENG	O1	
		T (165)		292	175	34	S3	(MK1)	AD530-1X 6240S	ENG	O1	
3200		Z (40)		71	250	49	INCL	(MK1 ,4) CLUTCH SHIFT	AD530-1X 6240S	ENG	O1	
		A (50)		89	250	49	INCL	(MK1 ,4) CLUTCH SHIFT	AD530-1X 6240S	ENG	O1	
		B (55)		97	250	49	INCL	(MK1 ,4) CLUTCH SHIFT	AD530-1X 6240S	ENG	O1	
		C (73)		129	250	49	INCL	(MK1 ,4) CLUTCH SHIFT	AD530-1X 6240S	ENG	O1	
		E (86)		155	225	44	INCL	(MK1 ,4) CLUTCH SHIFT	AD530-1X 6240S	ENG	O1	
		J (95)		170	225	44	INCL	(MK1 ,4) CLUTCH SHIFT	AD530-1X 6240S	ENG	O1	
		O (125)		222	200	39	INCL	(MK1 ,4) CLUTCH SHIFT	AD530-1X 6240S	ENG	O1	
		R (137)		243	200	39	INCL	(MK1 ,4) CLUTCH SHIFT	AD530-1X 6240S	ENG	O1	
		S (150)		266	190	37	INCL	(MK1 ,4) CLUTCH SHIFT	AD530-1X 6240S	ENG	O1	
		T (165)		292	175	34	INCL	(MK1 ,4) CLUTCH SHIFT	AD530-1X 6240S	ENG	O1	
6000		Forward (73)		129	150	30	S3	(MK1 ,4)	AD530-1X 6240S	BOTH	O1	
		Reverse (83)		147	150	30	S3	(MK1 ,4)	AD530-1X 6240S	BOTH	O1	

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
2000		A (50)		89	250	49	INCL	(MK1)	8190S	OPP	O1	
		B (55)		97	250	49	INCL	(MK1)	8190S	OPP	O1	
		C (73)		129	250	49	INCL	(MK1)	8190S	OPP	O1	
		E (86)		154	225	44	INCL	(MK1)	8190S	OPP	O1	
		J (95)		168	225	44	INCL	(MK1)	8190S	OPP	O1	
		O (125)		222	200	39	INCL	(MK1)	8190S	OPP	O1	
		R (137)		243	200	39	INCL	(MK1)	8190S	OPP	O1	
		S (150)		266	190	37	INCL	(MK1)	8190S	OPP	O1	
		T (165)		292	175	34	INCL	(MK1)	8190S	OPP	O1	

CONTINUES →

For complete part numbers, consult the PTO Series section (page 25)

Mack

D-107
T-107
TRDL-107

TRTXL-107
TRX-107
TRXL-107

TRXL-1071
TRXL-1071A
TRXL-1078

TRXL-107A
X-107
X-1071

X-1071A
X-107A

MCK.21

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
← CONTINUES												
	3800	Z (40)		71	250	49	INCL	(MK1) CLUTCH SHIFT	8190S	OPP	O1	
		A (50)		89	250	49	INCL	(MK1) CLUTCH SHIFT	8190S	OPP	O1	
		B (55)		97	250	49	INCL	(MK1) CLUTCH SHIFT	8190S	OPP	O1	
		C (73)		129	250	49	INCL	(MK1) CLUTCH SHIFT	8190S	OPP	O1	
		E (86)		155	225	44	INCL	(MK1) CLUTCH SHIFT	8190S	OPP	O1	3L
		J (95)		170	225	44	INCL	(MK1) CLUTCH SHIFT	8190S	OPP	O1	
		O (125)		222	200	39	INCL	(MK1) CLUTCH SHIFT	8190S	OPP	O1	
		R (137)		243	200	39	INCL	(MK1) CLUTCH SHIFT	8190S	OPP	O1	
		S (150)		266	190	37	INCL	(MK1) CLUTCH SHIFT	8190S	OPP	O1	
		T (165)		292	175	34	INCL	(MK1) CLUTCH SHIFT	8190S	OPP	O1	
	4100	B (57)		97	450	87	INCL	(MK1 ,2)	8190S	OPP	O1	
		C (70)		119	470	90	INCL	(MK1 ,2)	8190S	OPP	O1	3L
		E (86)		146	470	90	INCL	(MK1 ,2)	8190S	OPP	O1	
		J (105)		178	400	77	INCL	(MK1 ,2)	8190S	OPP	O1	
	6800	Forward (55)		129	150	30	INCL	(MK1)	8190S	BOTH	O1	3L
		Reverse (-52)		147	150	30	INCL	(MK1)	8190S	BOTH	O1	
	8000	Forward (40)		73	500	95	INCL	(MK1)	8190S	BOTH	O1	3L
		Reverse (50)		87	500	95	INCL	(MK1)	8190S	BOTH	O1	
	8500	B (57)		67	500	95	INCL	(MK1)	8190S	OPP	O1	
		C (70)		89	500	95	INCL	(MK1)	8190S	OPP	O1	
		E (86)		106	480	90	INCL	(MK1)	8190S	OPP	O1	
		J (105)		132	450	86	INCL	(MK1)	8190S	OPP	O1	3L
		O (127)		152	400	76	INCL	(MK1)	8190S	OPP	O1	
		R (137)		167	360	68	INCL	(MK1)	8190S	OPP	O1	
		S (150)		183	320	62	INCL	(MK1)	8190S	OPP	O1	
		T (165)		201	280	54	INCL	(MK1)	8190S	OPP	O1	

FOOT NOTES:

MK1: Speeds shown with transmission in 5TH Gear. For PTO output speeds with transmission in any other gear use the following multipliers:

1st	2nd	3rd	4th
0.116	0.200	0.353	0.603

MK2: Possible internal transmission interference with 4000/4100 Series "J" & "O" ratios. Check before installing PTO.

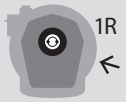
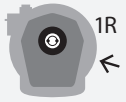
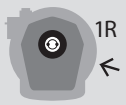
MK4: PTO should be filled with oil before start-up due to location of PTO opening. Check transmission oil level after initial start-up run.

For complete part numbers, consult the PTO Series section (page 25)

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TRXL-1070 **TRXL-10710** **X-1070A** **X-10710A**
TRXL-1070A **X-1070** **X-10710**

MCK.22

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1000		B (55)		97	250	49	S3	(MK4 ,26)	AD530-1X 6240S	ENG	O1	
		C (73)		129	250	49	S3	(MK4 ,26)	AD530-1X 6240S	ENG	O1	
		E (86)		154	225	44	S3	(MK4 ,26)	AD530-1X 6240S	ENG	O1	
		J (95)		168	225	44	S3	(MK4 ,26)	AD530-1X 6240S	ENG	O1	
		O (125)		222	200	39	S3	(MK4 ,26)	AD530-1X 6240S	ENG	O1	
		R (137)		243	200	39	S3	(MK4 ,26)	AD530-1X 6240S	ENG	O1	
		S (150)		266	190	37	S3	(MK4 ,26)	AD530-1X 6240S	ENG	O1	
		T (165)		292	175	34	S3	(MK4 ,26)	AD530-1X 6240S	ENG	O1	
3200		Z (40)		71	250	49	S3	(MK4 ,26) CLUTCH SHIFT	AD530-1X 6240S	ENG	O1	
		A (50)		89	250	49	S3	(MK4 ,26) CLUTCH SHIFT	AD530-1X 6240S	ENG	O1	
		B (55)		97	250	49	S3	(MK4 ,26) CLUTCH SHIFT	AD530-1X 6240S	ENG	O1	
		C (73)		129	250	49	S3	(MK4 ,26) CLUTCH SHIFT	AD530-1X 6240S	ENG	O1	
		E (86)		155	225	44	S3	(MK4 ,26) CLUTCH SHIFT	AD530-1X 6240S	ENG	O1	
		J (95)		170	225	44	S3	(MK4 ,26) CLUTCH SHIFT	AD530-1X 6240S	ENG	O1	
		O (125)		222	200	39	S3	(MK4 ,26) CLUTCH SHIFT	AD530-1X 6240S	ENG	O1	
		R (137)		243	200	39	S3	(MK4 ,26) CLUTCH SHIFT	AD530-1X 6240S	ENG	O1	
		S (150)		266	190	37	S3	(MK4 ,26) CLUTCH SHIFT	AD530-1X 6240S	ENG	O1	
		T (165)		292	175	34	S3	(MK4 ,26) CLUTCH SHIFT	AD530-1X 6240S	ENG	O1	
6000		Forward (73)		129	150	30	S3	(MK4 ,26)	AD530-1X 6240S	BOTH	O1	
		Reverse (-83)		147	150	30	S3	(MK4 ,26)	AD530-1X 6240S	BOTH	O1	

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
2000		A (50)		89	250	49	INCL	(MK26)	8190S	OPP	O1	
		B (55)		97	250	49	INCL	(MK26)	8190S	OPP	O1	
		C (73)		129	250	49	INCL	(MK26)	8190S	OPP	O1	
		E (86)		154	225	44	INCL	(MK26)	8190S	OPP	O1	
		J (95)		168	225	44	INCL	(MK26)	8190S	OPP	O1	
		O (125)		222	200	39	INCL	(MK26)	8190S	OPP	O1	
		R (137)		243	200	39	INCL	(MK26)	8190S	OPP	O1	
		S (150)		266	190	37	INCL	(MK26)	8190S	OPP	O1	
		T (165)		292	175	34	INCL	(MK26)	8190S	OPP	O1	

CONTINUES →

For complete part numbers, consult the PTO Series section (page 25)

Mack

TRXL-1070 **TRXL-10710** **X-1070A** **X-10710A**
TRXL-1070A **X-1070** **X-10710**

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
		← CONTINUES										
	3800	Z (40)		71	250	49	INCL	(MK26) CLUTCH SHIFT	8190S	OPP	O1	
		A (50)		89	250	49	INCL	(MK26) CLUTCH SHIFT	8190S	OPP	O1	
		B (55)		97	250	49	INCL	(MK26) CLUTCH SHIFT	8190S	OPP	O1	
		C (73)		129	250	49	INCL	(MK26) CLUTCH SHIFT	8190S	OPP	O1	
		E (86)		155	225	44	INCL	(MK26) CLUTCH SHIFT	8190S	OPP	O1	3L
		J (95)		170	225	44	INCL	(MK26) CLUTCH SHIFT	8190S	OPP	O1	
		O (125)		222	200	39	INCL	(MK26) CLUTCH SHIFT	8190S	OPP	O1	
		R (137)		243	200	39	INCL	(MK26) CLUTCH SHIFT	8190S	OPP	O1	
		S (150)		266	190	37	INCL	(MK26) CLUTCH SHIFT	8190S	OPP	O1	
		T (165)		292	175	34	INCL	(MK26) CLUTCH SHIFT	8190S	OPP	O1	
	4100	B (57)		97	450	87	INCL	(MK2 ,26)	8190S	OPP	O1	
		C (70)		119	470	90	INCL	(MK2 ,26)	8190S	OPP	O1	3L
		E (86)		146	470	90	INCL	(MK2 ,26)	8190S	OPP	O1	
		J (105)		178	400	77	INCL	(MK2 ,26)	8190S	OPP	O1	
	6800	Forward (55)		129	150	30	INCL	(MK26)	8190S	BOTH	O1	3L
		Reverse (-52)		147	150	30	INCL	(MK26)	8190S	BOTH	O1	
	8000	Forward (40)		73	500	95	INCL	(MK26)	8190S	BOTH	O1	3L
		Reverse (50)		87	500	95	INCL	(MK26)	8190S	BOTH	O1	
	8500	B (57)		67	500	95	INCL	(MK26)	8190S	OPP	O1	
		C (70)		89	500	95	INCL	(MK26)	8190S	OPP	O1	
		E (86)		106	480	90	INCL	(MK26)	8190S	OPP	O1	
		J (105)		132	450	86	INCL	(MK26)	8190S	OPP	O1	3L
		O (127)		152	400	76	INCL	(MK26)	8190S	OPP	O1	
		R (137)		167	360	68	INCL	(MK26)	8190S	OPP	O1	
		S (150)		183	320	62	INCL	(MK26)	8190S	OPP	O1	
		T (165)		201	280	54	INCL	(MK26)	8190S	OPP	O1	

FOOT NOTES:

MK2: Possible internal transmission interference with 4000/4100 Series "J" & "O" ratios. Check before installing PTO.

MK4: PTO should be filled with oil before start-up due to location of PTO opening. Check transmission oil level after initial start-up run.

MK26: Speeds shown with transmission in 4TH gear. For PTO output speeds with transmission in any other gear, use the following multipliers:

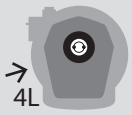
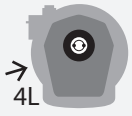
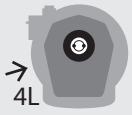
1st	2nd	3rd	4th	5th
0.191	0.328	0.578	1.000	1.670

For complete part numbers, consult the PTO Series section (page 25)

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T-1070 T-1070B TRDL-1070 TRDLG-1070 TRTXL-1070 TRTXL-1070B **MCK.23**

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1000		B (55)		125	250	49	S3	(MK1 ,3 ,4)	AD530-1X 6240S	ENG	O1	
		C (73)		166	250	49	S3	(MK1 ,3 ,4)	AD530-1X 6240S	ENG	O1	
		E (86)		198	225	44	S3	(MK1 ,3 ,4)	AD530-1X 6240S	ENG	O1	
		J (95)		216	225	44	S3	(MK1 ,3 ,4)	AD530-1X 6240S	ENG	O1	
		O (125)		285	200	39	S3	(MK1 ,3 ,4)	AD530-1X 6240S	ENG	O1	
		R (137)		312	200	39	S3	(MK1 ,3 ,4)	AD530-1X 6240S	ENG	O1	
		S (150)		342	190	37	S3	(MK1 ,3 ,4)	AD530-1X 6240S	ENG	O1	
		T (165)		376	175	34	S3	(MK1 ,3 ,4)	AD530-1X 6240S	ENG	O1	
6000		Forward (73)		166	150	30	S3	(MK1 ,3 ,4)	AD530-1X 6240S	BOTH	O1	
		Reverse (-83)		189	150	30	S3	(MK1 ,3 ,4)	AD530-1X 6240S	BOTH	O1	

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
2000		A (50)		114	250	49	INCL	(MK1 ,3)	8190S	OPP	O1	
		B (55)		125	250	49	INCL	(MK1 ,3)	8190S	OPP	O1	
		C (73)		166	250	49	INCL	(MK1 ,3)	8190S	OPP	O1	
		E (86)		198	225	44	INCL	(MK1 ,3)	8190S	OPP	O1	
		J (95)		216	225	44	INCL	(MK1 ,3)	8190S	OPP	O1	
		O (125)		285	200	39	INCL	(MK1 ,3)	8190S	OPP	O1	
		R (137)		312	200	39	INCL	(MK1 ,3)	8190S	OPP	O1	
		S (150)		342	190	37	INCL	(MK1 ,3)	8190S	OPP	O1	
		T (165)		376	175	34	INCL	(MK1 ,3)	8190S	OPP	O1	
6800		Forward (55)		166	150	30	INCL	(MK1 ,3)	8190S	BOTH	O1	
		Reverse (-52)		189	150	30	INCL	(MK1 ,3)	8190S	BOTH	O1	
8000		Forward (40)		94	500	95	INCL	(MK1 ,3)	8190S	BOTH	O1	
		Reverse (50)		112	500	95	INCL	(MK1 ,3)	8190S	BOTH	O1	

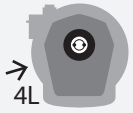
CONTINUES →

For complete part numbers, consult the PTO Series section (page 25)

Mack

T-1070 **T-1070B** **TRDL-1070** **TRDLG-1070** **TRTXL-1070** **TRTXL-1070B**

MCK.23

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
← CONTINUES												
	8500	B (57)		86	500	95	INCL	(MK1 ,3)	8190S	OPP	O1	
		C (70)		114	500	95	INCL	(MK1 ,3)	8190S	OPP	O1	
		E (86)		136	480	90	INCL	(MK1 ,3)	8190S	OPP	O1	
		J (105)		169	450	86	INCL	(MK1 ,3)	8190S	OPP	O1	
		O (127)		196	400	76	INCL	(MK1 ,3)	8190S	OPP	O1	
		R (137)		215	360	68	INCL	(MK1 ,3)	8190S	OPP	O1	
		S (150)		235	320	62	INCL	(MK1 ,3)	8190S	OPP	O1	
		T (165)		259	280	54	INCL	(MK1 ,3)	8190S	OPP	O1	

FOOT NOTES:

MK1: Speeds shown with transmission in 5TH Gear. For PTO output speeds with transmission in any other gear use the following multipliers:

1st	2nd	3rd	4th
0.116	0.200	0.353	0.603

MK2: Possible internal transmission interference with 4000/4100 Series "J" & "O" ratios. Check before installing PTO.

MK3: CAUTION: Transmission has a low range compound section. If transmission is operated in this low range, then multiply PTO output speed by .594. This is in addition to any speed reduction in the lower gears.

MK4: PTO should be filled with oil before start-up due to location of PTO opening. Check transmission oil level after initial start-up run.

TMD-12AD **TMD-13AD** **TMD-13AFD-HD**

MCK.25

4 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assembly
1196K03		100%	70	88	609	84	INCL	(MK27 ,28)	116504	OPP		
11113k03		130%	91	117	465	97	INCL	(MK27 ,28)	116504	ENG		
1198K03		132%	92	119	310	42	INCL	(MK27 ,28)	116504	ENG		
11123K03		162%	113	146	413	57	INCL	(MK27 ,28)	116704	ENG		
11111K03		180%	126	158	361	76	INCL	(MK27 ,28)	116504	ENG		
11104K03		185%	130	163	413	57	INCL	(MK27 ,28 ,CLUTCH SHIFT)	116504	ENG		
11107KXXX			[1]: 59	[1]: 76	332	64	INCL	(MK [1]=SHAFT 1 [2]=SHAFT 2,27,28)	116704	(1)ENG (2)OPP		
			[2]: 129	[2]: 166	369	71						

FOOT NOTES:

MK27: If Hi/Low speed option is required chassis needs to be ordered with PTO prep package and premium shifter.

MK28: Dealer must flash TCM (Transmission Control Module) for PTO recognition when using factory installed Prep package.

For complete part numbers, consult the PTO Series section (page 25)

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TMD-12AFO
TMD-12AFO-HD
TMD-12AO
TMD-12AO-HD
TMD-12AO-HDX
TMD-13AFO-HD
TMD-13AO
TMD-14AFO-HD
TMD-14AFO-HDX
TMD-14AO
TMD-3112

MCK.26

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assembly
			Low	High								
1196K03		100%	90	115	609	84	INCL	(MK27 ,28)	116504	OPP		
11113k03		130%	117	150	465	97	INCL	(MK27 ,28)	116504	ENG		
1198K03		132%	119	152	310	42	INCL	(MK27 ,28)	116504	ENG		
11123K03		162%	146	187	413	57	INCL	(MK27 ,28)	116704	ENG		
11111K03		180%	162	207	361	76	INCL	(MK27 ,28)	116504	ENG		
11104K03		185%	167	213	413	57	INCL	(MK27 ,28 ,CLUTCH SHIFT)	116504	ENG		
11107KXXX			[1]: 76	[1]: 97	332	64	INCL	(MK [1]=SHAFT 1 [2]=SHAFT 2,27,28)	116704	(1)ENG (2)OPP		
			[2]: 166	[2]: 212	369	71						

FOOT NOTES:

MK27: If Hi/Low speed option is required chassis needs to be ordered with PTO prep package and premium shifter.

MK28: Dealer must flash TCM (Transmission Control Module) for PTO recognition when using factory installed Prep package.

For complete part numbers, consult the PTO Series section (page 25)

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MB-1 (ORIGINAL)

MER.01

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
0718203		100%	0	0	435	84	INCL			ENG		
0714503		132%	0	0	310	60	INCL			OPP		

G20

MER.02

6 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
0715703		133%	0		310	60	INCL			OPP		

G3 36-5/8.98

MER.03

5 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
0714003		130%	51	0	361	70	INCL			OPP		
073503		132%	52	0	310	60	INCL			OPP		
0724703		180%	71	0	361	70	INCL	H.DUTY, ROTATED OUTPUT		OPP		

For complete part numbers, consult the PTO Series section (page 25)

Mercedes

G4 65-7/11 G4 95-7/11

MER.04

7 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
0718403		100%	41	0	516	100	INCL			ENG		
0710703		130%	53	0	361	70	INCL			OPP		
074103		132%	54	0	310	60	INCL			OPP		
079203		165%	67	0	310	60	INCL			ENG		
0725003		180%	73	0	361	70	INCL	H.DUTY, ROTATED OUTPUT		OPP		
077503		200%	82	0	310	60	INCL			ENG		

G3 50-5/8.5

MER.05

5 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
0714003		130%	55	0	361	70	INCL			OPP		
073503		132%	55	0	310	60	INCL			OPP		
0724703		180%	75	0	361	70	INCL	H.DUTY, ROTATED OUTPUT		OPP		

G100

MER.06

7 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
0718103		100%	42	50	516	100	INCL			ENG		
0710403		130%	55	65	420	81	INCL			OPP		
078203		132%	55	66	310	60	INCL			OPP		
078503		140%	59	70	310	60	INCL			ENG		
078403		165%	69	82	310	60	INCL			ENG		
0725903		180%	75	90	361	64	INCL	H.DUTY, ROTATED OUTPUT		OPP		
078603		200%	84	100	310	60	INCL			ENG		

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G60-6/9.2 **G71-6/9.20-1.0** **MBT-520-6DA** **MBT-520S-6D**

MER.07

6 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1010		C (73)	53		250	47	M1			OPP	70	
		E (86)	63		225	43	M1			OPP	70	
		J (95)	69		225	43	M1			OPP	70	
		O (125)	90		195	37	M1			OPP	70	
		R (137)	99		180	34	M1			OPP	70	
		S (150)	108		162	31	M1			OPP	70	
		T (165)	119		148	28	M1			OPP	70	

8 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
0712103		130%	58	0	361	70	INCL			OPP		
076003		132%	59	0	310	60	INCL			OPP		
0717803		140%	63	0	310	60	INCL			ENG		
0725303		180%	81	0	361	70	INCL	H.DUTY, ROTATED OUTPUT		OPP		
077403		200%	90	0	310	60	INCL			ENG		

G3 45-6/8.5 **G3 55-6/8.5**

MER.08

5 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
0714003		130%	60	0	361	70	INCL			OPP		
073503		132%	61	0	310	60	INCL			OPP		
0724703		180%	83	0	361	70	INCL	H.DUTY, ROTATED OUTPUT		OPP		

For complete part numbers, consult the PTO Series section (page 25)

Mercedes

G4 110-6/9 **G4 65-6/9** **G4 95-6/9**

MER.09

7 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
0718403		100%	47	0	516	100	INCL			ENG		
0710703		130%	61	0	361	70	INCL			OPP		
074103		132%	62	0	310	60	INCL			OPP		
079203		165%	77	0	310	60	INCL			ENG		
0725003		180%	85	0	361	70	INCL	H.DUTY, ROTATED OUTPUT		OPP		
077503		200%	94	0	310	60	INCL			ENG		

GV4 110-6/9 **GV4 65-6/9** **GV4 95-6/9**

MER.10

7 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
0718403		100%	47	56	516	100	INCL			ENG		
0710703		130%	61	73	361	70	INCL			OPP		
074103		132%	62	74	310	60	INCL			OPP		
079203		165%	77	93	310	60	INCL			ENG		
0725003		180%	85	102	361	70	INCL	H.DUTY, ROTATED OUTPUT		OPP		
077503		200%	94	112	310	60	INCL			ENG		

G3 40-5/7.508 **G3 60-5/7.5**

MER.11

5 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
0714003		130%	61	0	361	70	INCL			OPP		
073503		132%	62	0	310	60	INCL			OPP		
0724703		180%	85	0	361	70	INCL	H.DUTY, ROTATED OUTPUT		OPP		

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G140-8

MER.12

7 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
0718103		100%	48	76	516	100	INCL			ENG		
0710403		130%	62	99	420	81	INCL			OPP		
078203		132%	63	100	310	60	INCL			OPP		
078503		140%	67	106	310	60	INCL			ENG		
078403		165%	79	125	310	60	INCL			ENG		
0725903		180%	87	137	361	70	INCL	H.DUTY, ROTATED OUTPUT		OPP		
078603		200%	96	152	310	60	INCL			ENG		

G56-6/6.29-078.

MER.13

6 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1200		C (73)	60		250	47	INCL	(MB3) DODGE		OPP	69	
		E (86)	70		225	43	INCL	(MB3) DODGE		OPP	69	
		J (95)	77		225	43	INCL	(MB3) DODGE		OPP	69	
		O (125)	101		200	38	INCL	(MB3) DODGE		OPP	69	
		R (137)	111		200	38	INCL	(MB3) DODGE		OPP	69	
		S (150)	121		190	36	INCL	(MB3) DODGE		OPP	69	
		T (165)	134		175	33	INCL	(MB3) DODGE		OPP	69	

6 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
0716303		132%	74	0	258	50	INCL			OPP		
0725603		180%	100	0	361	70	INCL	H.DUTY, ROTATED OUTPUT		OPP		

For complete part numbers, consult the PTO Series section (page 25)

Mercedes

G3 61-5/6.1

MER.14

5 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
0714003		130%	75	0	361	70	INCL			OPP		
073503		132%	76	0	310	60	INCL			OPP		
0724703		180%	104	0	361	70	INCL	H.DUTY, ROTATED OUTPUT		OPP		

G3 60-5/6.106

MER.15

5 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
0714003		130%	75	0	361	70	INCL			OPP		
073503		132%	77	0	310	60	INCL			OPP		
0724703		180%	105	0	361	70	INCL	H.DUTY, ROTATED OUTPUT		OPP		

G85-6/6.7 G90-6/6.70-0.73 MBT-660-6OA MBT-660S-6O

MER.16

8 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
0712103		130%	81	0	361	70	INCL			OPP		
076003		132%	82	0	310	60	INCL			OPP		
0717803		140%	87	0	310	60	INCL			ENG		
0725303		180%	112	0	361	70	INCL	H.DUTY, ROTATED OUTPUT		OPP		
077403		200%	125	0	310	60	INCL			ENG		

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G3 60-5/5.4

MER.17

5 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
0714003		130%	84	0	361	70	INCL			OPP		
073503		132%	86	0	310	60	INCL			OPP		
0724703		180%	117	0	361	70	INCL	H.DUTY, ROTATED OUTPUT		OPP		

G3 65-8/9.29 G3 65-9/13.36 G3 90-8/9.29 G3 90-9/13.36

MER.18

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
070803		132%	70	0	310	60	INCL			OPP		

G141-9/14.57-1.0 G231-16/17.0 G241-16K/17.0-1.0

MER.19

8 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
07217K03		100%	71	85	516	100	INCL		L=252 700904 L=277 703704	ENG		
07233K03		104%	74	88	590	114	INCL		L=252 700904 L=277 703704	OPP		
07221K03		110%	68	82	369	71	INCL		L=252 700904 L=277 703704	OPP		
07225K03		126%	89	107	516	100	INCL		L=252 700904 L=277 703704	OPP		
07218K03		130%	92	110	420	81	INCL		L=252 700904 L=277 703704	OPP		
07219K03		132%	94	112	310	60	INCL		L=252 700904 L=277 703704	OPP		
07220K03		153%	109	130	310	60	INCL		L=252 700904 L=277 703704	OPP		
07240K03		180%	128	153	361	70	INCL	H.DUTY, ROTATED OUTPUT	L=252 700904 L=277 703704	OPP		
07232K03		185%	131	157	369	71	INCL	BUILT-IN CLUTCH	L=252 700904 L=277 703704	OPP		
07223K03		200%	142	170	310	60	INCL		L=252 700904 L=277 703704	ENG		

Important Note: All shown references are Base PTO Kits. For a full PTO is also required an adapter shaft kit. (See adapters).

For complete part numbers, consult the PTO Series section (page 25)

Mercedes

G131-9/14.57-1.0

MER.20

8 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
07217K03		100%	74	0	516	100	INCL		L=252 700904 L=277 703704	ENG		
07221K03		110%	71	0	369	71	INCL		L=252 700904 L=277 703704	OPP		
07225K03		126%	93	0	516	100	INCL		L=252 700904 L=277 703704	OPP		
07218K03		130%	96	0	420	81	INCL		L=252 700904 L=277 703704	OPP		
07219K03		132%	98	0	310	60	INCL		L=252 700904 L=277 703704	OPP		
07220K03		153%	113	0	310	60	INCL		L=252 700904 L=277 703704	OPP		
07240K03		180%	133	0	361	70	INCL	H.DUTY, ROTA-TED OUTPUT	L=252 700904 L=277 703704	OPP		

Important Note: All shown references are Base PTO Kits. For a full PTO is also required an adapter shaft kit. (See adapters).

G221-9/16.15-1.0

MER.21

8 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
07217K03		100%	74	0	516	100	INCL		L=252 700904 L=277 703704	ENG		
07233K03		104%	77	0	590	114	INCL		L=252 700904 L=277 703704	OPP		
07221K03		110%	71	0	369	71	INCL		L=252 700904 L=277 703704	OPP		
07225K03		126%	93	0	516	100	INCL		L=252 700904 L=277 703704	OPP		
07218K03		130%	96	0	420	81	INCL		L=252 700904 L=277 703704	OPP		
07219K03		132%	98	0	310	60	INCL		L=252 700904 L=277 703704	OPP		
07220K03		153%	113	0	310	60	INCL		L=252 700904 L=277 703704	OPP		
07240K03		180%	133	0	361	70	INCL	H.DUTY, ROTA-TED OUTPUT	L=252 700904 L=277 703704	OPP		
07232K03		185%	137	0	369	71	INCL	BUILT-IN CLUTCH	L=252 700904 L=277 703704	OPP		
07223K03		200%	148	0	310	60	INCL		L=252 700904 L=277 703704	ENG		

Important Note: All shown references are Base PTO Kits. For a full PTO is also required an adapter shaft kit. (See adapters).

For complete part numbers, consult the PTO Series section (page 25)

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G125-16/14 G155-16/14 G180-16/14

MER.22

7 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
075703		132%	107	126	310	60	INCL			OPP		
077603		165%	133	158	310	60	INCL			ENG		
075403		200%	161	192	310	60	INCL			ENG		

G281-12/14.93-1.0 NewAMT G281-12K/14.93-1.0

MER.23

8 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
07217K03		100%	81	103	516	100	INCL		L=293 7018104 L=268 7018304	ENG		
07233K03		104%	84	107	590	114	INCL		L=293 7018104 L=268 7018304	OPP		
07221K03		110%	89	113	369	71	INCL		L=293 7018104 L=268 7018304	OPP		
07225K03		126%	102	130	516	100	INCL		L=293 7018104 L=268 7018304	OPP		
07218K03		130%	105	134	420	81	INCL		L=293 7018104 L=268 7018304	OPP		
07219K03		132%	107	136	310	60	INCL		L=293 7018104 L=268 7018304	OPP		
07220K03		153%	124	158	310	60	INCL		L=293 7018104 L=268 7018304	OPP		
027240K03		180%	146	185	361	70	INCL	H.DUTY, ROTATED OUTPUT	L=293 7018104 L=268 7018304	OPP		
07232K03		185%	150	191	369	71	INCL	BUILT-IN CLUTCH	L=293 7018104 L=268 7018304	OPP		
07223K03		200%	162	206	310	60	INCL		L=293 7018104 L=268 7018304	ENG		

Important Note: All shown references are Base PTO Kits. For a full PTO is also required an adapter shaft kit. (See adapters).

For complete part numbers, consult the PTO Series section (page 25)

Mercedes

G210-16/14.2-0.83

MER.24

8 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
07217K03		100%	85	103	516	100	INCL		L=252 700904 L=277 703704	ENG		
07233K03		104%	88	107	590	114	INCL		L=252 700904 L=277 703704	OPP		
07221K03		110%	82	99	369	71	INCL		L=252 700904 L=277 703704	OPP		
07225K03		126%	107	130	516	100	INCL		L=252 700904 L=277 703704	OPP		
07218K03		130%	110	134	420	81	INCL		L=252 700904 L=277 703704	OPP		
07219K03		132%	112	136	310	60	INCL		L=252 700904 L=277 703704	OPP		
07220K03		153%	130	158	310	60	INCL		L=252 700904 L=277 703704	OPP		
027240K03		180%	153	185	361	70	INCL	H.DUTY, ROTA-TED OUTPUT	L=252 700904 L=277 703704	OPP		
07232K03		185%	157	191	369	71	INCL	BUILT-IN CLUTCH	L=252 700904 L=277 703704	OPP		
07223K03		200%	170	206	310	60	INCL		L=252 700904 L=277 703704	ENG		

G125-9/15.9 G155-9/15.9

MER.25

7 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
075703		132%	114	0	310	60	INCL			OPP		
077603		165%	142	0	310	60	INCL			ENG		
075403		200%	172	0	310	60	INCL			ENG		

G2/24-5/7.31

MER.26

6 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
079103		133%	117	0	206	40	INCL			OPP		

For complete part numbers, consult the PTO Series section (page 25)

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G28 G32 G33

MER.27

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
075203		100%	90	0	140	27	INCL	SUPPORTED BY BALL BEARING		ENG		
075303		100%	90	0	140	27	INCL	SUPPORTED BY TAPER ROLLER BEARING		ENG		

NSG 370-6 NSG 400-6 TSG 360 TSG 480

MER.28

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
0717403		100%	90	0	140	27	INCL	SUPPORTED BY TAPER ROLLER BEARING		ENG		
0717503		100%	90	0	140	27	INCL	SUPPORTED BY BALL BEARING		ENG		

G200-16/11.9

MER.29

7 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
075703		132%	125	149	310	60	INCL			OPP		
077603		165%	157	186	310	60	INCL			ENG		
075403		200%	190	225	310	60	INCL			ENG		

G2/24-5/6.71

MER.30

6 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
079103		133%	127	0	206	40	INCL			OPP		

For complete part numbers, consult the PTO Series section (page 25)

Mercedes

G125-16/11.9 **G135-16/11.9** **G155-16/11.9** **G180-16/11.9**

MER.31

7 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
075703		132%	126	149	310	60	INCL			OPP		
077603		165%	158	186	310	60	INCL			ENG		
075403		200%	192	226	310	60	INCL			ENG		

G240-16/11.7 **G280-16/11.72-0.69 NewAMT** **G280-16K/11.72-0.69**

MER.32

8 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
07217K03		100%	103	124	516	100	INCL		L=252 700904 L=277 703704	ENG		
07233K03		104%	107	129	590	114	INCL		L=252 700904 L=277 703704	OPP		
07221K03		110%	113	136	369	71	INCL		L=252 700904 L=277 703704	OPP		
07225K03		126%	130	156	516	100	INCL		L=252 700904 L=277 703704	OPP		
07218K03		130%	134	161	420	81	INCL		L=252 700904 L=277 703704	OPP		
07219K03		132%	136	164	310	60	INCL		L=252 700904 L=277 703704	OPP		
07220K03		153%	158	190	310	60	INCL		L=252 700904 L=277 703704	OPP		
027240K03		180%	185	223	361	70	INCL	H.DUTY, ROTA-TED OUTPUT	L=252 700904 L=277 703704	OPP		
07232K03		185%	191	229	369	71	INCL	BUILT-IN CLUTCH	L=252 700904 L=277 703704	OPP		
07223K03		200%	206	248	310	60	INCL		L=252 700904 L=277 703704	ENG		

Important Note: All shown references are Base PTO Kits. For a full PTO is also required an adapter shaft kit. (See adapters).

For complete part numbers, consult the PTO Series section (page 25)

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G230-12/11.67-0.78 NewAMT **G230-16S/14.2-0.83** **G330-12K/11.64-0.78**
G230-12K/11.67-0.78 **G330-12/11.64-0.78 NewAMT**

MER.33

8 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
07217K03		100%	103	132	516	100	INCL		L=252 700904 L=277 703704	ENG		
07233K03		104%	107	137	590	114	INCL		L=252 700904 L=277 703704	OPP		
07221K03		110%	113	145	369	71	INCL		L=252 700904 L=277 703704	OPP		
07225K03		126%	130	166	516	100	INCL		L=252 700904 L=277 703704	OPP		
07218K03		130%	134	172	420	81	INCL		L=252 700904 L=277 703704	OPP		
07219K03		132%	136	174	310	60	INCL		L=252 700904 L=277 703704	OPP		
07220K03		153%	158	202	310	60	INCL		L=252 700904 L=277 703704	OPP		
027240K03		180%	185	238	361	70	INCL	H.DUTY, ROTA-TED OUTPUT	L=252 700904 L=277 703704	OPP		
07232K03		185%	191	244	369	71	INCL	BUILT-IN CLUTCH	L=252 700904 L=277 703704	OPP		
07223K03		200%	206	264	310	60	INCL		L=252 700904 L=277 703704	ENG		

Important Note: All shown references are Base PTO Kits. For a full PTO is also required an adapter shaft kit. (See adapters).

G260-16/9.75-0.57

MER.34

8 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
07217K03		100%	124	150	516	100	INCL		L=252 700904 L=277 703704	ENG		
07233K03		104%	129	156	590	114	INCL		L=252 700904 L=277 703704	OPP		
07221K03		110%	119	144	369	71	INCL		L=252 700904 L=277 703704	OPP		
07225K03		126%	156	189	516	100	INCL		L=252 700904 L=277 703704	OPP		
07218K03		130%	161	195	420	81	INCL		L=252 700904 L=277 703704	OPP		
07219K03		132%	164	198	310	60	INCL		L=252 700904 L=277 703704	OPP		
07220K03		153%	190	230	310	60	INCL		L=252 700904 L=277 703704	OPP		
027240K03		180%	223	270	361	70	INCL	H.DUTY, ROTA-TED OUTPUT	L=252 700904 L=277 703704	OPP		
07232K03		185%	229	278	369	71	INCL	BUILT-IN CLUTCH	L=252 700904 L=277 703704	OPP		
07223K03		200%	248	300	310	60	INCL		L=252 700904 L=277 703704	ENG		

Important Note: All shown references are Base PTO Kits. For a full PTO is also required an adapter shaft kit. (See adapters).

For complete part numbers, consult the PTO Series section (page 25)

Mercedes

G211-12/14.93-1.0 NewAMT G211-12K/14.93-1.0

MER.35

8 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
07217K03		100%	81	103	516	100	INCL		L=252 700904 L=277 703704	ENG		
07233K03		104%	84	107	590	114	INCL		L=252 700904 L=277 703704	OPP		
07221K03		110%	89	113	369	71	INCL		L=252 700904 L=277 703704	OPP		
07225K03		126%	102	130	516	100	INCL		L=252 700904 L=277 703704	OPP		
07218K03		130%	105	134	420	81	INCL		L=252 700904 L=277 703704	OPP		
07219K03		132%	107	136	310	60	INCL		L=252 700904 L=277 703704	OPP		
07220K03		153%	124	158	310	60	INCL		L=252 700904 L=277 703704	OPP		
027240K03		180%	146	185	361	70	INCL	H.DUTY, ROTA-TED OUTPUT	L=252 700904 L=277 703704	OPP		

Important Note: All shown references are Base PTO Kits. For a full PTO is also required an adapter shaft kit. (See adapters).

G211-16/17.0

MER.36

8 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
07217K03		100%	71	85	516	100	INCL		L=252 700904 L=277 703704	ENG		
07233K03		104%	74	88	590	114	INCL		L=252 700904 L=277 703704	OPP		
07221K03		110%	78	93	369	71	INCL		L=252 700904 L=277 703704	OPP		
07225K03		126%	89	107	516	100	INCL		L=252 700904 L=277 703704	OPP		
07218K03		130%	92	110	420	81	INCL		L=252 700904 L=277 703704	OPP		
07219K03		132%	94	112	310	60	INCL		L=252 700904 L=277 703704	OPP		
07220K03		153%	109	130	310	60	INCL		L=252 700904 L=277 703704	OPP		
027240K03		180%	128	153	361	70	INCL	H.DUTY, ROTA-TED OUTPUT	L=252 700904 L=277 703704	OPP		

Important Note: All shown references are Base PTO Kits. For a full PTO is also required an adapter shaft kit. (See adapters).

For complete part numbers, consult the PTO Series section (page 25)

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Navistar International

T14 W/O Retarder

INT.01

13 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	76	97	609	118	INCL		096104	OPP		
102K203-1		130%	99	126	465	90	INCL		096104	ENG		
1010K03-1		132%	100	128	310	60	INCL		096104	ENG		
102K103-1		150%	114	146	413	80	INCL		096104	ENG		
102K003-1		180%	137	175	361	70	INCL		096104	ENG		

T14 W/Retarder

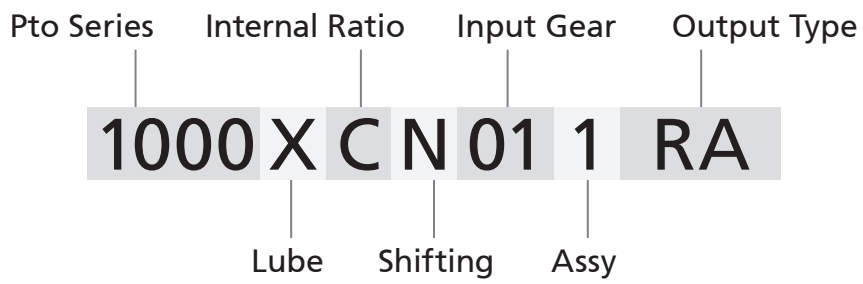
INT.02

13 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	76	97	609	118	INCL		096004	OPP		
102K203-1		130%	99	126	465	90	INCL		096004	ENG		
1010K03-1		132%	100	128	310	60	INCL		096004	ENG		
102K103-1		150%	114	146	413	80	INCL		096004	ENG		
102K003-1		180%	137	175	361	70	INCL		096004	ENG		

New Process Index

Transmission Model	Pag.
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542-CL	**317**
542-DD	**319**
542-DL	**318**
542-FD	**319**
542-FL	**318**
542-GD	**319**
542-GL	**317**

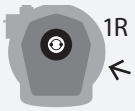
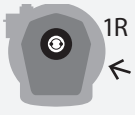
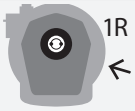
EXAMPLE:



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542-CL **542-GL**

NPR.04

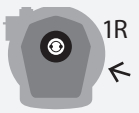
6 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1000		B (55)		21	250	47	INCL			ENG	01	
		C (73)		28	250	47	INCL			ENG	01	
		E (86)		34	225	43	INCL			ENG	01	
		J (95)		37	225	43	INCL			ENG	01	
		O (125)		48	195	37	INCL			ENG	01	
		R (137)		53	180	34	INCL			ENG	01	
		S (150)		58	162	31	INCL			ENG	01	
		T (165)		64	148	28	INCL			ENG	01	
1000		B (55)		21	250	47	S3		6187S	OPP	36	
		C (73)		28	250	47	S3		6187S	OPP	36	
		E (86)		34	225	43	S3		6187S	OPP	36	
		J (95)		37	225	43	S3		6187S	OPP	36	
		O (125)		48	195	37	S3		6187S	OPP	36	
		R (137)		53	180	34	S3		6187S	OPP	36	
		S (150)		58	162	31	S3		6187S	OPP	36	
		T (165)		64	148	28	S3		6187S	OPP	36	
3200		Z (40)		18	250	47	INCL			ENG	01	
		A (50)		22	250	47	INCL			ENG	01	
		B (55)		24	250	47	INCL			ENG	01	
		C (73)		32	250	47	INCL			ENG	01	
		E (86)		39	225	43	INCL			ENG	01	
		J (95)		42	225	43	INCL			ENG	01	
		O (125)		56	195	37	INCL			ENG	01	
		R (137)		61	180	34	INCL			ENG	01	
		S (150)		67	162	31	INCL			ENG	01	
		T (165)		73	148	28	INCL			ENG	01	
3200		Z (40)		18	250	47	S3		6187S	OPP	36	
		A (50)		22	250	47	S3		6187S	OPP	36	
		B (55)		24	250	47	S3		6187S	OPP	36	
		C (73)		32	250	47	S3		6187S	OPP	36	
		E (86)		39	225	43	S3		6187S	OPP	36	
		J (95)		42	225	43	S3		6187S	OPP	36	
		O (125)		56	195	37	S3		6187S	OPP	36	
		R (137)		61	180	34	S3		6187S	OPP	36	
		S (150)		67	162	31	S3		6187S	OPP	36	
		T (165)		73	148	28	S3		6187S	OPP	36	
6000		Forward (73)		32	150	28	INCL			BOTH	01	
		Reverse (83)		37	150	28	INCL			BOTH	01	
6000		Forward (73)		32	150	28	S3		6187S	BOTH	36	
		Reverse (83)		37	150	28	S3		6187S	BOTH	36	

For complete part numbers, consult the PTO Series section (page 25)

New Process

542-DL **542-FL**

NPR.05

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
	1000	B (55)		21	250	47	INCL			ENG	01	
		C (73)		28	250	47	INCL			ENG	01	
		E (86)		34	225	43	INCL			ENG	01	
		J (95)		37	225	43	INCL			ENG	01	
		O (125)		48	195	37	INCL			ENG	01	
		R (137)		53	180	34	INCL			ENG	01	
		S (150)		58	162	31	INCL			ENG	01	
		T (165)		64	148	28	INCL			ENG	01	
	1000	B (55)		20	250	47	INCL		GA6062	OPP	36	
		C (73)		27	250	47	INCL		GA6062	OPP	36	
		E (86)		32	225	43	INCL		GA6062	OPP	36	
		J (95)		35	225	43	INCL		GA6062	OPP	36	
		O (125)		46	195	37	INCL		GA6062	OPP	36	
		R (137)		50	180	34	INCL		GA6062	OPP	36	
		S (150)		55	162	31	INCL		GA6062	OPP	36	
		T (165)		61	148	28	INCL		GA6062	OPP	36	
	3200	Z (40)		18	250	47	INCL			ENG	01	
		A (50)		22	250	47	INCL			ENG	01	
		B (55)		24	250	47	INCL			ENG	01	
		C (73)		32	250	47	INCL			ENG	01	
		E (86)		39	225	43	INCL			ENG	01	
		J (95)		42	225	43	INCL			ENG	01	
		O (125)		56	195	37	INCL			ENG	01	
		R (137)		61	180	34	INCL			ENG	01	
		S (150)		67	162	31	INCL			ENG	01	
		T (165)		73	148	28	INCL			ENG	01	
	3200	Z (40)		18	250	47	INCL		GA6062	OPP	36	
		A (50)		22	250	47	INCL		GA6062	OPP	36	
		B (55)		24	250	47	INCL		GA6062	OPP	36	
		C (73)		32	250	47	INCL		GA6062	OPP	36	
		E (86)		39	225	43	INCL		GA6062	OPP	36	
		J (95)		42	225	43	INCL		GA6062	OPP	36	
		O (125)		56	195	37	INCL		GA6062	OPP	36	
		R (137)		61	180	34	INCL		GA6062	OPP	36	
		S (150)		67	162	31	INCL		GA6062	OPP	36	
		T (165)		73	148	28	INCL		GA6062	OPP	36	
	6000	Forward (73)		32	150	28	INCL			BOTH	01	
		Reverse (83)		37	150	28	INCL			BOTH	01	
	6000	Forward (73)		32	150	28	INCL		GA6062	BOTH	36	
		Reverse (83)		37	150	28	INCL		GA6062	BOTH	36	

For complete part numbers, consult the PTO Series section (page 25)

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542-CD **542-DD** **542-FD** **542-GD** **NPR.07**

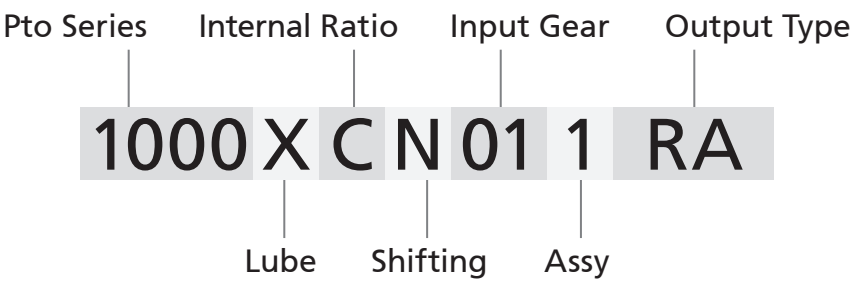
6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
		B (55)		25	250	47	INCL			ENG	01	
		C (73)		33	250	47	INCL			ENG	01	
		E (86)		40	225	43	INCL			ENG	01	
	1000	J (95)		43	225	43	INCL			ENG	01	3L
		O (125)		57	195	37	INCL			ENG	01	
		R (137)		62	180	34	INCL			ENG	01	
		S (150)		68	162	31	INCL			ENG	01	
		T (165)		75	148	28	INCL			ENG	01	
		B (55)		25	250	47	S3		6187S	OPP	36	
		C (73)		33	250	47	S3		6187S	OPP	36	
		E (86)		40	225	43	S3		6187S	OPP	36	
	1000	J (95)		43	225	43	S3		6187S	OPP	36	1R
		O (125)		57	195	37	S3		6187S	OPP	36	
		R (137)		62	180	34	S3		6187S	OPP	36	
		S (150)		68	162	31	S3		6187S	OPP	36	
		T (165)		75	148	28	S3		6187S	OPP	36	
		Z (40)		21	250	47	INCL			ENG	01	
		A (50)		26	250	47	INCL			ENG	01	
		B (55)		29	250	47	INCL			ENG	01	
		C (73)		38	250	47	INCL			ENG	01	
	3200	E (86)		46	225	43	INCL			ENG	01	3L
		J (95)		50	225	43	INCL			ENG	01	
		O (125)		65	195	37	INCL			ENG	01	
		R (137)		72	180	34	INCL			ENG	01	
		S (150)		78	162	31	INCL			ENG	01	
		T (165)		86	148	28	INCL			ENG	01	
		Z (40)		21	250	47	S3		6187S	OPP	36	
		A (50)		26	250	47	S3		6187S	OPP	36	
		B (55)		29	250	47	S3		6187S	OPP	36	
		C (73)		38	250	47	S3		6187S	OPP	36	
	3200	E (86)		46	225	43	S3		6187S	OPP	36	1R
		J (95)		50	225	43	S3		6187S	OPP	36	
		O (125)		65	195	37	S3		6187S	OPP	36	
		R (137)		72	180	34	S3		6187S	OPP	36	
		S (150)		78	162	31	S3		6187S	OPP	36	
		T (165)		86	148	28	S3		6187S	OPP	36	
	6000	Forward (73)		38	150	28	INCL			BOTH	01	3L
		Reverse (83)		43	150	28	INCL			BOTH	01	
	6000	Forward (73)		38	150	28	S3		6187S	BOTH	36	1R
		Reverse (83)		43	150	28	S3		6187S	BOTH	36	

For complete part numbers, consult the PTO Series section (page 25)

New Venture Index

Transmission Model	Pag.
241 HD Trans case	**321**
4500 HD (DODGE)	**323**
NV-021	**324**
NV-4500 (CHEVY - After FEB/94)	**323**
NV-4500 (CHEVY - BEFORE FEB/94)	**322**
NV-4500 (DODGE - After FEB/94)	**323**
NVG-4500 (CHEVY - After FEB/94)	**323**

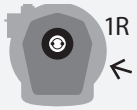
EXAMPLE:



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241 HD Trans case

NVR.01

6 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1000		B (55)		35	250	49	INCL	(NV1)	GA6032	ENG	01	
		C (73)		46	250	49	INCL	(NV1)	GA6032	ENG	01	
		E (86)		55	225	44	INCL	(NV1)	GA6032	ENG	01	
		J (95)		60	225	44	INCL	(NV1)	GA6032	ENG	01	
		O (125)		79	200	39	INCL	(NV1)	GA6032	ENG	01	
		R (137)		87	200	39	INCL	(NV1)	GA6032	ENG	01	
		S (150)		95	190	37	INCL	(NV1)	GA6032	ENG	01	
		T (165)		105	175	34	INCL	(NV1)	GA6032	ENG	01	
3200		Z (40)		25	250	49	INCL	(NV1)	GA6032	ENG	01	
		A (50)		32	250	49	INCL	(NV1)	GA6032	ENG	01	
		B (55)		35	250	49	INCL	(NV1)	GA6032	ENG	01	
		C (73)		46	250	49	INCL	(NV1)	GA6032	ENG	01	
		E (86)		55	225	44	INCL	(NV1)	GA6032	ENG	01	
		J (95)		60	225	44	INCL	(NV1)	GA6032	ENG	01	
		O (125)		79	200	39	INCL	(NV1)	GA6032	ENG	01	
		R (137)		87	200	39	INCL	(NV1)	GA6032	ENG	01	
		S (150)		95	190	37	INCL	(NV1)	GA6032	ENG	01	
		T (165)		105	175	34	INCL	(NV1)	GA6032	ENG	01	
6000		Forward (73)		46	150	30	INCL	(NV1)	GA6032	BOTH	01	
		Reverse (83)		53	150	30	INCL	(NV1)	GA6032	BOTH	01	

FOOT NOTES:

NV1: Speeds shown with main transmission in direct drive. By the shifting of the main transmission, Reverse and all ratios of the transmission are available through the PTO.

For complete part numbers, consult the PTO Series section (page 25)

New Venture

NV-4500 (CHEVY - BEFORE FEB/94)

NVR.02

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1000		B (55)		41	250	49	INCL	(NV3,4,5)		OPP	20	
		C (73)		54	250	49	INCL	(NV3,4,5)		OPP	20	
		E (86)		65	225	44	INCL	(NV3,4,5)		OPP	20	
		J (95)		71	225	44	INCL	(NV3,4,5)		OPP	20	
		O (125)		93	200	39	INCL	(NV3,4,5)		OPP	20	
		R (137)		102	200	39	INCL	(NV3,4,5)		OPP	20	
		S (150)		112	190	37	INCL	(NV3,4,5)		OPP	20	
		T (165)		123	175	34	INCL	(NV3,4,5)		OPP	20	
3200		Z (40)		30	250	49	INCL	(NV3,4,5)		OPP	20	
		A (50)		37	250	49	INCL	(NV3,4,5)		OPP	20	
		B (55)		41	250	49	INCL	(NV3,4,5)		OPP	20	
		C (73)		54	250	49	INCL	(NV3,4,5)		OPP	20	
		E (86)		65	225	44	INCL	(NV3,4,5)		OPP	20	
		J (95)		71	225	44	INCL	(NV3,4,5)		OPP	20	
		O (125)		93	200	39	INCL	(NV3,4,5)		OPP	20	
		R (137)		102	200	39	INCL	(NV3,4,5)		OPP	20	
		S (150)		112	190	37	INCL	(NV3,4,5)		OPP	20	
		T (165)		123	175	34	INCL	(NV3,4,5)		OPP	20	
6000		Forward (73)		54	150	30	INCL	(NV3,4,5)		BOTH	20	
		Reverse (83)		62	150	30	INCL	(NV3,4,5)		BOTH	20	

FOOT NOTES:

NV3: Right side exhaust interference with GM Vortec gas engines.

NV4: Driveshaft interference on 4 X 4 vehicles on left side.

NV5: If magnet is found on inside of the aperture cover removed for PTO installation, then move that cover to other side.

For complete part numbers, consult the PTO Series section (page 25)

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4500 HD (DODGE)
NV-4500 (CHEVY - After FEB/94)

NV-4500 (DODGE - After FEB/94)
NVG-4500 (CHEVY - After FEB/94)

NVR.03

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
	1000	B (55)		43	250	49	INCL	(NV2,3,5)		OPP	20	
		C (73)		58	250	49	INCL	(NV2,3,5)		OPP	20	
		E (86)		69	225	44	INCL	(NV2,3,5)		OPP	20	
		J (95)		75	225	44	INCL	(NV2,3,5)		OPP	20	3L 1R
		O (125)		99	200	39	INCL	(NV2,3,5)		OPP	20	
		R (137)		108	200	39	INCL	(NV2,3,5)		OPP	20	
		S (150)		118	190	37	INCL	(NV2,3,5)		OPP	20	
		T (165)		130	175	34	INCL	(NV2,3,5)		OPP	20	
	3200	Z (40)		32	250	49	INCL	(NV2,3,5)		OPP	20	
		A (50)		39	250	49	INCL	(NV2,3,5)		OPP	20	
		B (55)		43	250	49	INCL	(NV2,3,5)		OPP	20	
		C (73)		58	250	49	INCL	(NV2,3,5)		OPP	20	
		E (86)		69	225	44	INCL	(NV2,3,5)		OPP	20	3L 1R
		J (95)		75	225	44	INCL	(NV2,3,5)		OPP	20	
		O (125)		99	200	39	INCL	(NV2,3,5)		OPP	20	
		R (137)		108	200	39	INCL	(NV2,3,5)		OPP	20	
		S (150)		118	190	37	INCL	(NV2,3,5)		OPP	20	
		T (165)		130	175	34	INCL	(NV2,3,5)		OPP	20	
	6000	Forward (73)		58	150	30	INCL	(NV2,4,5)		BOTH	20	3L 1R
		Reverse (83)		65	150	30	INCL	(NV2,4,5)		BOTH	20	

FOOT NOTES:

NV2: Chevy/GMC build date of 2/17/94 and later.

NV3: Right side exhaust interference with GM Vortec gas engines.

NV4: Driveshaft interference on 4 X 4 vehicles on left side.

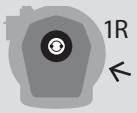
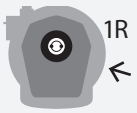
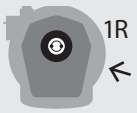
NV5: If magnet is found on inside of the aperture cover removed for PTO installation, then move that cover to other side.

For complete part numbers, consult the PTO Series section (page 25)

New Venture

NV-021

NVR.05

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1000		B (55)		95	250	49	INCL	(NV1)	GA6032	ENG	01	
		C (73)		126	250	49	INCL	(NV1)	GA6032	ENG	01	
		E (86)		150	225	44	INCL	(NV1)	GA6032	ENG	01	
		J (95)		164	225	44	INCL	(NV1)	GA6032	ENG	01	
		O (125)		216	200	39	INCL	(NV1)	GA6032	ENG	01	
		R (137)		237	200	39	INCL	(NV1)	GA6032	ENG	01	
		S (150)		259	190	37	INCL	(NV1)	GA6032	ENG	01	
		T (165)		285	175	34	INCL	(NV1)	GA6032	ENG	01	
3200		Z (40)		69	250	49	INCL	(NV1)	GA6032	ENG	01	
		A (50)		86	250	49	INCL	(NV1)	GA6032	ENG	01	
		B (55)		95	250	49	INCL	(NV1)	GA6032	ENG	01	
		C (73)		126	250	49	INCL	(NV1)	GA6032	ENG	01	
		E (86)		150	225	44	INCL	(NV1)	GA6032	ENG	01	
		J (95)		164	225	44	INCL	(NV1)	GA6032	ENG	01	
		O (125)		216	200	39	INCL	(NV1)	GA6032	ENG	01	
		R (137)		237	200	39	INCL	(NV1)	GA6032	ENG	01	
		S (150)		259	190	37	INCL	(NV1)	GA6032	ENG	01	
		T (165)		285	175	34	INCL	(NV1)	GA6032	ENG	01	
6000		Forward (73)		126	150	30	INCL	(NV1)	GA6032	BOTH	01	
		Reverse (83)		143	150	30	INCL	(NV1)	GA6032	BOTH	01	

FOOT NOTES:

NV1: Speeds shown with main transmission in direct drive. By the shifting of the main transmission, Reverse and all ratios of the transmission are available through the PTO.

For complete part numbers, consult the PTO Series section (page 25)

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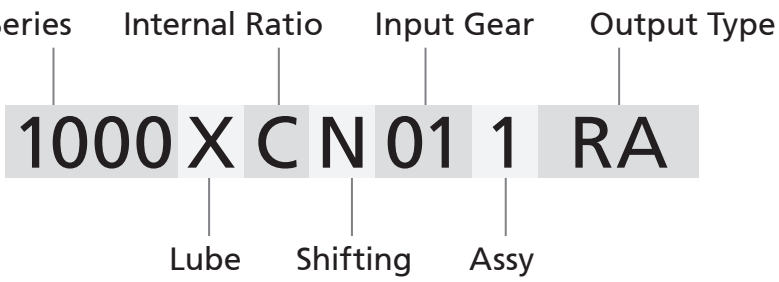
Rockwell-ZF-Meritor Index

Transmission Model	Pag.
M-11F9A-E11	328
M-11F9A-S11	328
M-11F10A-E11	328
M-11F10A-S11	328
M-11G9A-D11	328
M-11G9A-E11	328
M-11G9A-M11	328
M-11G9A-S11	328
M-11G10A-D11	328
M-11G10A-E11	328
M-11G10A-M11	328
M-11G10A-S11	328
M-12F9A-E12	328
M-12F9A-S12	328
M-12F10A-E12	328
M-12F10A-S12	328
M-12G9A-D12	328
M-12G9A-E12	328
M-12G9A-M12	328
M-12G9A-S12	328
M-12G10A-D12	328
M-12G10A-E12	328
M-12G10A-M12	328
M-12G10A-S12	328
M-13F9A-E13	328
M-13F9A-S13	328
M-13F10A-E13	328
M-13F10A-S13	328
M-13G9A-D13	328
M-13G9A-E13	328
M-13G9A-M13	328
M-13G9A-S13	328
M-13G10A-D13	328
M-13G10A-E13	328
M-13G10A-M13	328
M-13G10A-S13	328
M-13Z12A-A13	340
M-14F9A-E14	328
M-14F9A-S14	328
M-14F10A-E14	328
M-14F10A-M16	328
M-14F10A-S14	328
M-14F10A-S15	328

Transmission Model	Pag.
M-14G9A-D14	328
M-14G9A-E14	328
M-14G9A-M14	328
M-14G9A-S14	328
M-14G10A-D14	328
M-14G10A-D16	328
M-14G10A-E14	328
M-14G10A-E16	328
M-14G10A-M14	328
M-14G10A-M16	328
M-14G10A-S14	328
M-14G10A-S16	328
M-14Z12A-A14	340
M-15F10A-E15	328
M-15F10A-S15	328
M-15G9A-D15	328
M-15G9A-E15	328
M-15G9A-M15	328
M-15G9A-S15	328
M-15G10A-D15	328
M-15G10A-E15	328
M-15G10A-M15	328
M-15G10A-S15	328
MO-11F9B-E11	331
MO-11F9B-S11	331
MO-11F10A-S11	337
MO-11F10C-E11	334
MO-11F10C-S11	334
MO-11G9B-D11	331
MO-11G9B-E11	331
MO-11G9B-M11	331
MO-11G9B-S11	331
MO-11G9R-M11	337
MO-11G10A-D11	337
MO-11G10A-E11	337
MO-11G10A-M11	337
MO-11G10A-S11	337
MO-11G10C-D11	334
MO-11G10C-E11	334
MO-11G10C-M11	334
MO-11G10C-S11	334
MO-12F9A-E12	337
MO-12F9A-S12	337

Transmission Model	Pag.
MO-12F9B-E12	331
MO-12F9B-S12	331
MO-12F10A-E12	337
MO-12F10A-S12	337
MO-12F10C-E12	334
MO-12F10C-S12	334
MO-12G9A-D12	337
MO-12G9A-E12	337
MO-12G9A-M12	337
MO-12G9A-S12	337
MO-12G9B-D12	331
MO-12G9B-E12	331
MO-12G9B-M12	331
MO-12G9B-S12	331
MO-12G9R-M12	337
MO-12G10A-D12	337
MO-12G10A-E12	337
MO-12G10A-M12	337
MO-12G10A-S12	337
MO-12G10C-D12	334
MO-12G10C-E12	334
MO-12G10C-M12	334
MO-12G10C-S12	334
MO-13F9A-E13	337
MO-13F9A-S13	337
MO-13F9B-E13	331
MO-13F9B-S13	331
MO-13F10A-E13	337
MO-13F10A-S13	337
MO-13F10C-E13	334
MO-13F10C-S13	334
MO-13G9A-D13	337
MO-13G9A-E13	337
MO-13G9A-M13	337
MO-13G9A-S13	337
MO-13G9B-D13	331
MO-13G9B-E13	331
MO-13G9B-M13	331
MO-13G9B-S13	331
MO-13G9R-M13	337
MO-13G10A-D13	337
MO-13G10A-E13	337
MO-13G10A-M13	337

EXAMPLE:



Rockwell-ZF-Meritor Index

Transmission Model	Pag.
MO-13G10A-S13	337
MO-13G10C-D13	334
MO-13G10C-E13	334
MO-13G10C-M13	334
MO-13G10C-S13	334
MO-13Z12A-A13	340
MO-13Z16A-A13	340
MO-14F9A-E14	337
MO-14F9A-S14	337
MO-14F9B-E14	331
MO-14F9B-S14	331
MO-14F10A-E14	337
MO-14F10A-M16	337
MO-14F10A-S14	337
MO-14F10C-E14	334
MO-14F10C-M16	334
MO-14F10C-S14	334
MO-14G9A-D14	337
MO-14G9A-E14	337
MO-14G9A-M14	337
MO-14G9A-S14	337
MO-14G9B-D14	331
MO-14G9B-E14	331
MO-14G9B-M14	331
MO-14G9B-S14	331
MO-14G9R-M14	337
MO-14G10A-D14	337
MO-14G10A-D16	337
MO-14G10A-E14	337
MO-14G10A-E16	337
MO-14G10A-M14	337
MO-14G10A-M16	337
MO-14G10A-S14	337
MO-14G10A-S16	337
MO-14G10C-D14	334
MO-14G10C-D16	334
MO-14G10C-E14	334
MO-14G10C-E16	334
MO-14G10C-M14	334
MO-14G10C-M16	334
MO-14G10C-S14	334
MO-14G10C-S16	334
MO-14Z12A-A14	340
MO-14Z16A-A14	340
MO-15F9B-E15	331
MO-15F9B-S15	331
MO-15F10A-E15	337
MO-15F10A-S15	337
MO-15F10C-E15	334
MO-15F10C-S15	334
MO-15G9B-D15	331
MO-15G9B-E15	331
MO-15G9B-M15	331
MO-15G9B-S15	331
MO-15G10A-D15	337
MO-15G10A-E15	337
MO-15G10A-M15	337
MO-15G10A-S15	337
MO-15G10C-D15	334
MO-15G10C-E15	334
MO-15G10C-M15	334
MO-15G10C-S15	334
MO-15Z12A-A15	340
MO-15Z16A-A15	340
MO-16F10A-E16	337
MO-16F10A-S16	337
MO-16F10C-D18	334

Transmission Model	Pag.
MO-16F10C-E18	334
MO-16F10C-M18	334
MO-16F10C-S18	334
MO-16G10A-D16	337
MO-16G10A-E16	337
MO-16G10A-M16	337
MO-16G10A-S16	337
MO-16G10C-D16	334
MO-16G10C-D18	334
MO-16G10C-E16	334
MO-16G10C-E18	334
MO-16G10C-M16	334
MO-16G10C-M18	334
MO-16G10C-S16	334
MO-16G10C-S18	334
MO-16Z12A-A16	340
MO-16Z16A-A16	340
MO-17G10C-D17	334
MO-17G10C-D19	334
MO-17G10C-E17	334
MO-17G10C-E19	334
MO-17G10C-M17	334
MO-17G10C-M19	334
MO-17G10C-S17	334
MO-17G10C-S19	334
MO-18G10C-D18	334
MO-18G10C-D20	334
MO-18G10C-E18	334
MO-18G10C-E20	334
MO-18G10C-M18	334
MO-18G10C-M20	334
MO-18G10C-S18	334
MO-18G10C-S20	334
RD10-145A	328
RE9-115A	328
RE9-125A	328
RE9-135A	328
RE9-145A	328
RE9-155A	328
RE10-115A	328
RE10-125A	328
RE10-135A	328
RE10-145A	328
RE10-155A	328
REO9-115B	331
REO9-125A	337
REO9-125B	331
REO9-135A	337
REO9-135B	331
REO9-145A	337
REO9-145B	331
REO9-155B	331
REX9-115B	331
REX9-115R	331
REX9-125A	337
REX9-125B	331
REX9-125R	331
REX9-135A	337
REX9-135B	331
REX9-135R	331
REX9-145A	337
REX9-145B	331
REX9-145R	331
REX9-155B	331
REX10-115A	337
REX10-115C	334
REX10-125A	337

Transmission Model	Pag.
REX10-125C	334
REX10-135A	337
REX10-135C	334
REX10-145A	337
REX10-145C	334
REX10-155A	337
REX10-155C	334
REX10-165A	337
REX10-165C	334
RM9-115A	328
RM9-125A	328
RM9-135A	328
RM9-145A	328
RM9-155A	328
RM10-115A	328
RM10-125A	328
RM10-135A	328
RM10-145A	328
RM10-145AT	328
RM10-155A	328
RMO9-115A	337
RMO9-115B	331
RMO9-115R	337
RMO9-125A	337
RMO9-125B	331
RMO9-125R	337
RMO9-135A	337
RMO9-135B	331
RMO9-135R	337
RMO9-145A	337
RMO9-145B	331
RMO9-145R	337
RMO9-155B	331
RMO10-115A	337
RMO10-125A	337
RMO10-135A	337
RMO10-145A	337
RMO10-145AT	337
RMO10-155A	337
RMO13-145A	328
RMX9-115B	331
RMX9-115R	337
RMX9-125A	337
RMX9-125B	331
RMX9-125R	337
RMX9-135A	337
RMX9-135B	331
RMX9-135R	337
RMX9-145A	337
RMX9-145B	331
RMX9-145R	337
RMX9-155B	331
RMX10-115A	337
RMX10-115C	334
RMX10-125A	337
RMX10-125C	334
RMX10-135A	337
RMX10-135C	334
RMX10-145A	337
RMX10-145C	334
RMX10-145CT	334
RMX10-155A	337
RMX10-155C	334
RMX10-165A	337
RMX10-165C	334
RMX10-165CT	334
RMX13-145A	328

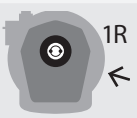
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Transmission Model	Pag.
RS9-115A	**328**
RS9-125A	**328**
RS9-135A	**328**
RS9-145A	**328**
RS9-155A	**328**
RS10-115A	**328**
RS10-125A	**328**
RS10-135A	**328**
RS10-145A	**328**
RS10-155A	**328**
RSO9-115B	**331**
RSO9-125B	**331**
RSO9-135B	**331**
RSO9-145B	**331**
RSO9-155B	**331**
RSX9-115B	**331**
RSX9-115C	**331**
RSX9-115R	**331**
RSX9-125A	**337**
RSX9-125B	**331**
RSX9-125C	**331**
RSX9-125R	**337**
RSX9-135A	**337**
RSX9-135B	**331**
RSX9-135C	**331**
RSX9-135R	**337**
RSX9-145A	**337**
RSX9-145B	**331**
RSX9-145C	**331**
RSX9-145R	**337**
RSX9-155B	**331**
RSX9-155C	**331**
RSX9-165C	**331**
RSX10-115A	**337**
RSX10-115C	**334**
RSX10-125A	**337**
RSX10-125C	**334**
RSX10-135A	**337**
RSX10-135C	**334**
RSX10-145A	**337**
RSX10-145C	**334**
RSX10-155A	**337**
RSX10-155C	**334**
RSX10-165A	**337**
RSX10-165C	**334**

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RZM.01

M-11F10A-E11
M-11F10A-S11
M-11F9A-E11
M-11F9A-S11
M-11G10A-D11
M-11G10A-E11
M-11G10A-M11
M-11G10A-S11
M-11G9A-D11
M-11G9A-E11
M-11G9A-M11
M-11G9A-S11
M-12F10A-E12
M-12F10A-S12
M-12F9A-E12
M-12F9A-S12
M-12G10A-D12
M-12G10A-E12
M-12G10A-M12
M-12G10A-S12
M-12G9A-D12
M-12G9A-E12
M-12G9A-M12
M-12G9A-S12
M-13F10A-E13
M-13F10A-S13
M-13F9A-E13
M-13F9A-S13
M-13G10A-D13
M-13G10A-E13
M-13G10A-M13
M-13G10A-S13
M-13G9A-D13
M-13G9A-E13
M-13G9A-M13
M-13G9A-S13
M-14F10A-E14
M-14F10A-M16
M-14F10A-S14
M-14F10A-S15
M-14F9A-E14
M-14F9A-S14
M-14G10A-D14
M-14G10A-D16
M-14G10A-E14
M-14G10A-E16
M-14G10A-M14
M-14G10A-M16
M-14G10A-S14
M-14G10A-S16
M-14G9A-D14
M-14G9A-E14
M-14G9A-M14
M-14G9A-S14
M-15F10A-E15
M-15F10A-S15
M-15G10A-D15
M-15G10A-E15
M-15G10A-M15
M-15G10A-S15
M-15G9A-D15
M-15G9A-E15
M-15G9A-M15
M-15G9A-S15
RD10-145A
RE10-115A
RE10-125A
RE10-135A
RE10-145A
RE10-155A
RE9-115A
RE9-125A
RE9-135A
RE9-145A
RE9-155A
RM10-115A
RM10-125A
RM10-135A
RM10-145A
RM10-145AT
RM10-155A
RM9-115A
RM9-125A
RM9-135A
RM9-145A
RM9-155A
RMO13-145A
RMX13-145A
RS10-115A
RS10-125A
RS10-135A
RS10-145A
RS10-155A
RS9-115A
RS9-125A
RS9-135A
RS9-145A
RS9-155A

6 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1000		B (55)		85	250	49	INCL	(RK1,2)		OPP	01	
		C (73)		113	250	49	INCL	(RK1,2)		OPP	01	
		E (86)		135	225	44	INCL	(RK1,2)		OPP	01	
		J (95)		147	225	44	INCL	(RK1,2)		OPP	01	
		O (125)		194	200	39	INCL	(RK1,2)		OPP	01	
		R (137)		212	200	39	INCL	(RK1,2)		OPP	01	
		S (150)		233	190	37	INCL	(RK1,2)		OPP	01	
		T (165)		256	175	34	INCL	(RK1,2)		OPP	01	
3200		Z (40)		59	250	49	INCL	(RK1,2,CLUTCH SHIFT)		OPP	01	
		A (50)		74	250	49	INCL	(RK1,2,CLUTCH SHIFT)		OPP	01	
		B (55)		85	250	49	INCL	(RK1,2,CLUTCH SHIFT)		OPP	01	
		C (73)		113	250	49	INCL	(RK1,2,CLUTCH SHIFT)		OPP	01	
		E (86)		135	225	44	INCL	(RK1,2,CLUTCH SHIFT)		OPP	01	
		J (95)		147	225	44	INCL	(RK1,2,CLUTCH SHIFT)		OPP	01	
		O (125)		194	200	39	INCL	(RK1,2,CLUTCH SHIFT)		OPP	01	
		R (137)		212	200	39	INCL	(RK1,2,CLUTCH SHIFT)		OPP	01	
		S (150)		233	190	37	INCL	(RK1,2,CLUTCH SHIFT)		OPP	01	
		T (165)		256	175	34	INCL	(RK1,2,CLUTCH SHIFT)		OPP	01	
6000		Forward (73)		113	150	30	INCL	(RK2)		BOTH	01	
		Reverse (83)		129	150	30	INCL	(RK2)		BOTH	01	

For complete part numbers, consult the PTO Series section (page 25)

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Rockwell-ZF-Meritor

RZM.01

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
	2000	A (50)		74	250	49	INCL			OPP	O1	 ↑ 1B
		B (55)		85	250	49	INCL			OPP	O1	
		C (73)		113	250	49	INCL			OPP	O1	
		E (86)		135	225	44	INCL			OPP	O1	
		J (95)		147	225	44	INCL			OPP	O1	
		O (125)		194	200	39	INCL			OPP	O1	
		R (137)		212	200	39	INCL			OPP	O1	
		S (150)		233	190	37	INCL			OPP	O1	
		T (165)		256	175	34	INCL			OPP	O1	
	3800	A (50)		74	250	49	INCL	(CLUTCH SHIFT)		OPP	O1	 ↑ 1B
		B (55)		85	250	49	INCL	(CLUTCH SHIFT)		OPP	O1	
		C (73)		113	250	49	INCL	(CLUTCH SHIFT)		OPP	O1	
		E (86)		135	225	44	INCL	(CLUTCH SHIFT)		OPP	O1	
		J (95)		147	225	44	INCL	(CLUTCH SHIFT)		OPP	O1	
		O (125)		194	200	39	INCL	(CLUTCH SHIFT)		OPP	O1	
		R (137)		212	200	39	INCL	(CLUTCH SHIFT)		OPP	O1	
		S (150)		233	190	37	INCL	(CLUTCH SHIFT)		OPP	O1	
		T (165)		256	175	34	INCL	(CLUTCH SHIFT)		OPP	O1	
	4100	B (57)		85	450	87	INCL	(RK3)		OPP	O1	 ↑ 1B
		C (70)		104	470	90	INCL	(RK3)		OPP	O1	
		E (86)		128	470	90	INCL	(RK3)		OPP	O1	
		J (105)		156	400	77	INCL	(RK3)		OPP	O1	
	4250	Output 1 C (96)		102	420	80	INCL			OPP	O1	 ↑ 1B
		Output 2 B (89)		95	420	80	INCL			OPP	O1	
		Output 1 E (112)		120	400	76.5	INCL			OPP	O1	
		Output 2 C (104)		111	420	80	INCL			OPP	O1	
		Output 1 J (132)		141	380	73	INCL			OPP	O1	
		Output 2 E (121)		129	400	76.5	INCL			OPP	O1	
		Output 1 O (168)			350	67	INCL			OPP	O1	
		Output 2 J (152)			380	73	INCL			OPP	O1	

CONTINUES →

For complete part numbers, consult the PTO Series section (page 25)

Rockwell-ZF-Meritor

RZM.01

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
← CONTINUES												
	6800	Forward (55)		113	150	30	INCL			BOTH	O1	 ↑ 1B
		Reverse (52)		129	150	30	INCL			BOTH	O1	
	8000	Forward (40)		64	500	95	INCL			BOTH	O1	 ↑ 1B
		Reverse (50)		76	500	95	INCL			BOTH	O1	
	8500	B (57)		59	500	95	INCL				O1	
		C (70)		78	500	95	INCL				O1	
		E (86)		93	480	90	INCL				O1	
		J (105)		115	450	86	INCL				O1	 ↑ 1B
		O (127)		133	400	76	INCL				O1	
		R (137)		146	360	68	INCL				O1	
		S (150)		160	320	62	INCL				O1	
		T (165)		176	280	54	INCL				O1	

FOOT NOTES:

RK1: Direct mount pumps will not clear bulge on transmission case. Must use geared adapter. Use of adapter changes PTO output rotation.

RK2: For vehicles with Spring Hanger interference, use adapter AD645-01. Not applicable for direct mount pumps. Use of adapter reverses PTO output rotation.

RK3: Possible internal transmission gear interference with 4100 Series "J" & "O" ratios. Check before installing PTO.

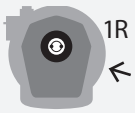
For complete part numbers, consult the PTO Series section (page 25)

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Rockwell-ZF-Meritor

RZM.02

MO-11F9B-E11
MO-11F9B-S11
MO-11G9B-D11
MO-11G9B-E11
MO-11G9B-M11
MO-11G9B-S11
MO-12F9B-E12
MO-12F9B-S12
MO-12G9B-D12
MO-12G9B-E12
MO-12G9B-M12
MO-12G9B-S12
MO-13F9B-E13
MO-13F9B-S13
MO-13G9B-D13
MO-13G9B-E13
MO-13G9B-M13
MO-13G9B-S13
MO-14F9B-E14
MO-14F9B-S14
MO-14G9B-D14
MO-14G9B-E14
MO-14G9B-M14
MO-14G9B-S14
MO-15F9B-E15
MO-15F9B-S15
MO-15G9B-D15
MO-15G9B-E15
MO-15G9B-M15
MO-15G9B-S15
REO9-115B
REO9-125B
REO9-135B
REO9-145B
REO9-155B
REX9-115B
REX9-115R
REX9-125B
REX9-125R
REX9-135B
REX9-135R
REX9-145B
REX9-145R
REX9-155B
RMO9-115B
RMO9-125B
RMO9-135B
RMO9-145B
RMO9-155B
RMX9-115B
RMX9-125B
RMX9-135B
RMX9-145B
RMX9-155B
RSO9-115B
RSO9-125B
RSO9-135B
RSO9-145B
RSO9-155B
RSX9-115B
RSX9-115C
RSX9-115R
RSX9-125B
RSX9-125C
RSX9-135B
RSX9-135C
RSX9-145B
RSX9-145C
RSX9-155B
RSX9-155C
RSX9-165C

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
	1000	B (55)		98	250	49	INCL	(RK1,2)		OPP	01	
		C (73)		130	250	49	INCL	(RK1,2)		OPP	01	
		E (86)		155	225	44	INCL	(RK1,2)		OPP	01	
		J (95)		169	225	44	INCL	(RK1,2)		OPP	01	
		O (125)		223	200	39	INCL	(RK1,2)		OPP	01	
		R (137)		244	200	39	INCL	(RK1,2)		OPP	01	
		S (150)		267	190	37	INCL	(RK1,2)		OPP	01	
		T (165)		294	175	34	INCL	(RK1,2)		OPP	01	
	3200	Z (40)		77	250	49	INCL	(RK1,2,CLUTCH SHIFT)		OPP	01	
		A (50)		96	250	49	INCL	(RK1,2,CLUTCH SHIFT)		OPP	01	
		B (55)		98	250	49	INCL	(RK1,2,CLUTCH SHIFT)		OPP	01	
		C (73)		130	250	49	INCL	(RK1,2,CLUTCH SHIFT)		OPP	01	
		E (86)		155	225	44	INCL	(RK1,2,CLUTCH SHIFT)		OPP	01	
		J (95)		169	225	44	INCL	(RK1,2,CLUTCH SHIFT)		OPP	01	
		O (125)		223	200	39	INCL	(RK1,2,CLUTCH SHIFT)		OPP	01	
		R (137)		244	200	39	INCL	(RK1,2,CLUTCH SHIFT)		OPP	01	
		S (150)		267	190	37	INCL	(RK1,2,CLUTCH SHIFT)		OPP	01	
		T (165)		294	175	34	INCL	(RK1,2,CLUTCH SHIFT)		OPP	01	
	6000	Forward (73)		130	150	30	INCL	(RK2)		BOTH	01	
		Reverse (83)		148	150	30	INCL	(RK2)		BOTH	01	

For complete part numbers, consult the PTO Series section (page 25)

Rockwell-ZF-Meritor

RZM.02

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
	2000	A (50)		96	250	49	INCL			OPP	O1	 ↑ 1B
		B (55)		98	250	49	INCL			OPP	O1	
		C (73)		130	250	49	INCL			OPP	O1	
		E (86)		155	225	44	INCL			OPP	O1	
		J (95)		169	225	44	INCL			OPP	O1	
		O (125)		223	200	39	INCL			OPP	O1	
		R (137)		244	200	39	INCL			OPP	O1	
		S (150)		267	190	37	INCL			OPP	O1	
		T (165)		294	175	34	INCL			OPP	O1	
	3800	A (50)		96	250	49	INCL	(CLUTCH SHIFT)		OPP	O1	 ↑ 1B
		B (55)		98	250	49	INCL	(CLUTCH SHIFT)		OPP	O1	
		C (73)		130	250	49	INCL	(CLUTCH SHIFT)		OPP	O1	
		E (86)		155	225	44	INCL	(CLUTCH SHIFT)		OPP	O1	
		J (95)		169	225	44	INCL	(CLUTCH SHIFT)		OPP	O1	
		O (125)		223	200	39	INCL	(CLUTCH SHIFT)		OPP	O1	
		R (137)		244	200	39	INCL	(CLUTCH SHIFT)		OPP	O1	
		S (150)		267	190	37	INCL	(CLUTCH SHIFT)		OPP	O1	
		T (165)		294	175	34	INCL	(CLUTCH SHIFT)		OPP	O1	
	4100	B (57)		97	450	87	INCL	(RK3)		OPP	O1	 ↑ 1B
		C (70)		119	470	90	INCL	(RK3)		OPP	O1	
		E (86)		147	470	90	INCL	(RK3)		OPP	O1	
		J (105)		179	400	77	INCL	(RK3)		OPP	O1	
	4250	Output 1 C (96)		118	420	80	INCL			OPP	O1	 ↑ 1B
		Output 2 B (89)		109	420	80	INCL			OPP	O1	
		Output 1 E (112)		138	400	76.5	INCL			OPP	O1	
		Output 2 C (104)		127	420	80	INCL			OPP	O1	
		Output 1 J (132)		161	380	73	INCL			OPP	O1	
		Output 2 E (121)		148	400	76.5	INCL			OPP	O1	
		Output 1 O (168)			350	67	INCL			OPP	O1	
		Output 2 J (152)			380	73	INCL			OPP	O1	

CONTINUES →

For complete part numbers, consult the PTO Series section (page 25)

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RZM.02

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
← CONTINUES												
	6800	Forward (55)	130	150	30	INCL				BOTH	O1	 ↑ 1B
		Reverse (52)	148	150	30	INCL				BOTH	O1	
	8000	Forward (40)	73	500	95	INCL				BOTH	O1	 ↑ 1B
		Reverse (50)	87	500	95	INCL				BOTH	O1	
	8500	B (57)	67	500	95	INCL					O1	
		C (70)	89	500	95	INCL					O1	
		E (86)	107	480	90	INCL					O1	
		J (105)	132	450	86	INCL					O1	 ↑ 1B
		O (127)	153	400	76	INCL					O1	
		R (137)	168	360	68	INCL					O1	
		S (150)	184	320	62	INCL					O1	
		T (165)	202	280	54	INCL					O1	

FOOT NOTES:

RK1: Direct mount pumps will not clear bulge on transmission case. Must use geared adapter. Use of adapter changes PTO output rotation.

RK2: For vehicles with Spring Hanger interference, use adapter AD645-01. Not applicable for direct mount pumps. Use of adapter reverses PTO output rotation.

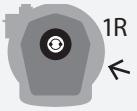
RK3: Possible internal transmission gear interference with 4100 Series "J" & "O" ratios. Check before installing PTO.

For complete part numbers, consult the PTO Series section (page 25)

Rockwell-ZF-Meritor

RZM.03

MO-11F10C-E11
MO-11F10C-S11
MO-11G10C-D11
MO-11G10C-E11
MO-11G10C-M11
MO-11G10C-S11
MO-12F10C-E12
MO-12F10C-S12
MO-12G10C-D12
MO-12G10C-E12
MO-12G10C-M12
MO-12G10C-S12
MO-13F10C-E13
MO-13F10C-S13
MO-13G10C-D13
MO-13G10C-E13
MO-13G10C-M13
MO-13G10C-S13
MO-14F10C-E14
MO-14F10C-M16
MO-14F10C-S14
MO-14G10C-D14
MO-14G10C-D16
MO-14G10C-E14
MO-14G10C-E16
MO-14G10C-M14
MO-14G10C-M16
MO-14G10C-S14
MO-14G10C-S16
MO-15F10C-E15
MO-15F10C-S15
MO-15G10C-D15
MO-15G10C-E15
MO-15G10C-M15
MO-15G10C-S15
MO-16F10C-D18
MO-16F10C-E18
MO-16F10C-M18
MO-16F10C-S18
MO-16G10C-D16
MO-16G10C-D18
MO-16G10C-E16
MO-16G10C-E18
MO-16G10C-M16
MO-16G10C-M18
MO-16G10C-S16
MO-16G10C-S18
MO-17G10C-D17
MO-17G10C-D19
MO-17G10C-E17
MO-17G10C-E19
MO-17G10C-M17
MO-17G10C-M19
MO-17G10C-S17
MO-17G10C-S19
MO-18G10C-D18
MO-18G10C-D20
MO-18G10C-E18
MO-18G10C-E20
MO-18G10C-M18
MO-18G10C-M20
MO-18G10C-S18
MO-18G10C-S20
REX10-115C
REX10-125C
REX10-135C
REX10-145C
REX10-155C
REX10-165C
RMX10-115C
RMX10-125C
RMX10-135C
RMX10-145C
RMX10-145CT
RMX10-155C
RMX10-165C
RMX10-165CT
RSX10-115C
RSX10-125C
RSX10-135C
RSX10-145C
RSX10-155C
RSX10-165C

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1000		B (55)		110	250	49	INCL	(RK1,2)		OPP	01	
		C (73)		147	250	49	INCL	(RK1,2)		OPP	01	
		E (86)		175	225	44	INCL	(RK1,2)		OPP	01	
		J (95)		191	225	44	INCL	(RK1,2)		OPP	01	
		O (125)		251	200	39	INCL	(RK1,2)		OPP	01	
		R (137)		275	200	39	INCL	(RK1,2)		OPP	01	
		S (150)		301	190	37	INCL	(RK1,2)		OPP	01	
		T (165)		331	175	34	INCL	(RK1,2)		OPP	01	
3200		Z (40)		77	250	49	INCL	(RK1,2,CLUTCH SHIFT)		OPP	01	
		A (50)		96	250	49	INCL	(RK1,2,CLUTCH SHIFT)		OPP	01	
		B (55)		110	250	49	INCL	(RK1,2,CLUTCH SHIFT)		OPP	01	
		C (73)		147	250	49	INCL	(RK1,2,CLUTCH SHIFT)		OPP	01	
		E (86)		175	225	44	INCL	(RK1,2,CLUTCH SHIFT)		OPP	01	
		J (95)		191	225	44	INCL	(RK1,2,CLUTCH SHIFT)		OPP	01	
		O (125)		251	200	39	INCL	(RK1,2,CLUTCH SHIFT)		OPP	01	
		R (137)		275	200	39	INCL	(RK1,2,CLUTCH SHIFT)		OPP	01	
		S (150)		301	190	37	INCL	(RK1,2,CLUTCH SHIFT)		OPP	01	
		T (165)		331	175	34	INCL	(RK1,2,CLUTCH SHIFT)		OPP	01	
6000		Forward (73)		147	150	30	INCL	(RK2)		BOTH	01	
		Reverse (83)		167	150	30	INCL	(RK2)		BOTH	01	

For complete part numbers, consult the PTO Series section (page 25)

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Rockwell-ZF-Meritor

RZM.03

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
	2000	A (50)		96	250	49	INCL			OPP	O1	 ↑ 1B
		B (55)		110	250	49	INCL			OPP	O1	
		C (73)		147	250	49	INCL			OPP	O1	
		E (86)		175	225	44	INCL			OPP	O1	
		J (95)		191	225	44	INCL			OPP	O1	
		O (125)		251	200	39	INCL			OPP	O1	
		R (137)		275	200	39	INCL			OPP	O1	
		S (150)		301	190	37	INCL			OPP	O1	
		T (165)		331	175	34	INCL			OPP	O1	
	3800	A (50)		96	250	49	INCL	(CLUTCH SHIFT)		OPP	O1	 ↑ 1B
		B (55)		110	250	49	INCL	(CLUTCH SHIFT)		OPP	O1	
		C (73)		147	250	49	INCL	(CLUTCH SHIFT)		OPP	O1	
		E (86)		175	225	44	INCL	(CLUTCH SHIFT)		OPP	O1	
		J (95)		191	225	44	INCL	(CLUTCH SHIFT)		OPP	O1	
		O (125)		251	200	39	INCL	(CLUTCH SHIFT)		OPP	O1	
		R (137)		275	200	39	INCL	(CLUTCH SHIFT)		OPP	O1	
		S (150)		301	190	37	INCL	(CLUTCH SHIFT)		OPP	O1	
		T (165)		331	175	34	INCL	(CLUTCH SHIFT)		OPP	O1	
	4100	B (57)		110	450	87	INCL	(RK3)		OPP	O1	 ↑ 1B
		C (70)		134	470	90	INCL	(RK3)		OPP	O1	
		E (86)		165	470	90	INCL	(RK3)		OPP	O1	
		J (105)		202	400	77	INCL	(RK3)		OPP	O1	
	4250	Output 1 C (96)		133	420	80	INCL			OPP	O1	 ↑ 1B
		Output 2 B (89)		123	420	80	INCL			OPP	O1	
		Output 1 E (112)		155	400	76.5	INCL			OPP	O1	
		Output 2 C (104)		143	420	80	INCL			OPP	O1	
		Output 1 J (132)		182	380	73	INCL			OPP	O1	
		Output 2 E (121)		167	400	76.5	INCL			OPP	O1	
		Output 1 O (168)			350	67	INCL			OPP	O1	
		Output 2 J (152)			380	73	INCL			OPP	O1	

CONTINUES →

For complete part numbers, consult the PTO Series section (page 25)

Rockwell-ZF-Meritor

RZM.03

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
← CONTINUES												
	6800	Forward (55)		147	150	30	INCL			BOTH	O1	 ↑ 1B
		Reverse (52)		167	150	30	INCL			BOTH	O1	
	8000	Forward (40)		83	500	95	INCL			BOTH	O1	 ↑ 1B
		Reverse (50)		99	500	95	INCL			BOTH	O1	
	8500	B (57)		76	500	95	INCL				O1	
		C (70)		101	500	95	INCL				O1	
		E (86)		120	480	90	INCL				O1	 ↑ 1B
		J (105)		149	450	86	INCL				O1	
		O (127)		173	400	76	INCL				O1	
		R (137)		189	360	68	INCL				O1	
		S (150)		207	320	62	INCL				O1	
		T (165)		228	280	54	INCL				O1	

FOOT NOTES:

RK1: Direct mount pumps will not clear bulge on transmission case. Must use geared adapter. Use of adapter changes PTO output rotation.

RK2: For vehicles with Spring Hanger interference, use adapter AD645-01. Not applicable for direct mount pumps. Use of adapter reverses PTO output rotation.

RK3: Possible internal transmission gear interference with 4100 Series "J" & "O" ratios. Check before installing PTO.

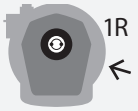
For complete part numbers, consult the PTO Series section (page 25)

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Rockwell-ZF-Meritor

RZM.04

MO-11F10A-S11
MO-11G10A-D11
MO-11G10A-E11
MO-11G10A-M11
MO-11G10A-S11
MO-11G9R-M11
MO-12F10A-E12
MO-12F10A-S12
MO-12F9A-E12
MO-12F9A-S12
MO-12G10A-D12
MO-12G10A-E12
MO-12G10A-M12
MO-12G10A-S12
MO-12G9A-D12
MO-12G9A-E12
MO-12G9A-M12
MO-12G9A-S12
MO-12G9R-M12
MO-13F10A-E13
MO-13F10A-S13
MO-13F9A-E13
MO-13F9A-S13
MO-13G10A-D13
MO-13G10A-E13
MO-13G10A-M13
MO-13G10A-S13
MO-13G9A-D13
MO-13G9A-E13
MO-13G9A-M13
MO-13G9A-S13
MO-13G9R-M13
MO-14F10A-E14
MO-14F10A-M16
MO-14F10A-S14
MO-14F9A-E14
MO-14F9A-S14
MO-14G10A-D14
MO-14G10A-D16
MO-14G10A-E14
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MO-14G10A-S14
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MO-14G9A-M14
MO-14G9A-S14
MO-14G9R-M14
MO-15F10A-E15
MO-15F10A-S15
MO-15G10A-D15
MO-15G10A-E15
MO-15G10A-M15
MO-15G10A-S15
MO-16F10A-E16
MO-16F10A-S16
MO-16G10A-D16
MO-16G10A-E16
MO-16G10A-M16
MO-16G10A-S16
REO9-125A
REO9-135A
REO9-145A
REX10-115A
REX10-125A
REX10-135A
REX10-145A
REX10-155A
REX10-165A
REX9-125A
REX9-135A
REX9-145A
RMO10-115A
RMO10-125A
RMO10-135A
RMO10-145A
RMO10-145AT
RMO10-155A
RMO9-115A
RMO9-115R
RMO9-125A
RMO9-125R
RMO9-135A
RMO9-135R
RMO9-145A
RMO9-145R
RMX10-115A
RMX10-125A
RMX10-135A
RMX10-145A
RMX10-155A
RMX10-165A
RMX9-115R
RMX9-125A
RMX9-125R
RMX9-135A
RMX9-135R
RMX9-145A
RMX9-145R
RSX10-115A
RSX10-125A
RSX10-135A
RSX10-145A
RSX10-155A
RSX10-165A
RSX9-125A
RSX9-125R
RSX9-135A
RSX9-135R
RSX9-145A
RSX9-145R

6 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1000		B (55)		114	250	49	INCL	(RK1,2)		OPP	01	 1R
		C (73)		152	250	49	INCL	(RK1,2)		OPP	01	
		E (86)		181	225	44	INCL	(RK1,2)		OPP	01	
		J (95)		198	225	44	INCL	(RK1,2)		OPP	01	
		O (125)		260	200	39	INCL	(RK1,2)		OPP	01	
		R (137)		285	200	39	INCL	(RK1,2)		OPP	01	
		S (150)		312	190	37	INCL	(RK1,2)		OPP	01	
		T (165)		343	175	34	INCL	(RK1,2)		OPP	01	
3200		Z (40)		80	250	49	INCL	(RK1,2,CLUTCH SHIFT)		OPP	01	 1R
		A (50)		100	250	49	INCL	(RK1,2,CLUTCH SHIFT)		OPP	01	
		B (55)		114	250	49	INCL	(RK1,2,CLUTCH SHIFT)		OPP	01	
		C (73)		152	250	49	INCL	(RK1,2,CLUTCH SHIFT)		OPP	01	
		E (86)		181	225	44	INCL	(RK1,2,CLUTCH SHIFT)		OPP	01	
		J (95)		198	225	44	INCL	(RK1,2,CLUTCH SHIFT)		OPP	01	
		O (125)		260	200	39	INCL	(RK1,2,CLUTCH SHIFT)		OPP	01	
		R (137)		285	200	39	INCL	(RK1,2,CLUTCH SHIFT)		OPP	01	
		S (150)		312	190	37	INCL	(RK1,2,CLUTCH SHIFT)		OPP	01	
		T (165)		343	175	34	INCL	(RK1,2,CLUTCH SHIFT)		OPP	01	
6000		Forward (73)		152	150	30	INCL	(RK2)		BOTH	01	 1R
		Reverse (83)		173	150	30	INCL	(RK2)		BOTH	01	

For complete part numbers, consult the PTO Series section (page 25)

Rockwell-ZF-Meritor

RZM.04

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
	2000	A (50)		100	250	49	INCL			OPP	O1	 ↑ 1B
		B (55)		114	250	49	INCL			OPP	O1	
		C (73)		152	250	49	INCL			OPP	O1	
		E (86)		181	225	44	INCL			OPP	O1	
		J (95)		198	225	44	INCL			OPP	O1	
		O (125)		260	200	39	INCL			OPP	O1	
		R (137)		285	200	39	INCL			OPP	O1	
		S (150)		312	190	37	INCL			OPP	O1	
		T (165)		343	175	34	INCL			OPP	O1	
	3800	A (50)		100	250	49	INCL	(CLUTCH SHIFT)		OPP	O1	 ↑ 1B
		B (55)		114	250	49	INCL	(CLUTCH SHIFT)		OPP	O1	
		C (73)		152	250	49	INCL	(CLUTCH SHIFT)		OPP	O1	
		E (86)		181	225	44	INCL	(CLUTCH SHIFT)		OPP	O1	
		J (95)		198	225	44	INCL	(CLUTCH SHIFT)		OPP	O1	
		O (125)		260	200	39	INCL	(CLUTCH SHIFT)		OPP	O1	
		R (137)		285	200	39	INCL	(CLUTCH SHIFT)		OPP	O1	
		S (150)		312	190	37	INCL	(CLUTCH SHIFT)		OPP	O1	
		T (165)		343	175	34	INCL	(CLUTCH SHIFT)		OPP	O1	
	4100	B (57)		113	450	87	INCL	(RK3)		OPP	O1	 ↑ 1B
		C (70)		139	470	90	INCL	(RK3)		OPP	O1	
		E (86)		171	470	90	INCL	(RK3)		OPP	O1	
		J (105)		209	400	77	INCL	(RK3)		OPP	O1	
	4250	Output 1 C (96)		138	420	80	INCL			OPP	O1	 ↑ 1B
		Output 2 B (89)		128	420	80	INCL			OPP	O1	
		Output 1 E (112)		161	400	76.5	INCL			OPP	O1	
		Output 2 C (104)		149	420	80	INCL			OPP	O1	
		Output 1 J (132)		189	380	73	INCL			OPP	O1	
		Output 2 E (121)		173	400	76.5	INCL			OPP	O1	
		Output 1 O (168)			350	67	INCL			OPP	O1	
		Output 2 J (152)			380	73	INCL			OPP	O1	

CONTINUES →

For complete part numbers, consult the PTO Series section (page 25)

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RZM.04

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
← CONTINUES												
	6800	Forward (55)		152	150	30	INCL			OPP	O1	 ↑ 1B
		Reverse (52)		173	150	30	INCL			OPP	O1	
	8000	Forward (40)		86	500	95	INCL			OPP	O1	 ↑ 1B
		Reverse (50)		102	500	95	INCL			OPP	O1	
	8500	B (57)		79	500	95	INCL			OPP	O1	
		C (70)		104	500	95	INCL			OPP	O1	
		E (86)		124	480	90	INCL			OPP	O1	 ↑ 1B
		J (105)		154	450	86	INCL			OPP	O1	
		O (127)		179	400	76	INCL			OPP	O1	
		R (137)		196	360	68	INCL			OPP	O1	
		S (150)		215	320	62	INCL			OPP	O1	
		T (165)		236	280	54	INCL			OPP	O1	

FOOT NOTES:

RK1: Direct mount pumps will not clear bulge on transmission case. Must use geared adapter. Use of adapter changes PTO output rotation.

RK2: For vehicles with Spring Hanger interference, use adapter AD645-01. Not applicable for direct mount pumps. Use of adapter reverses PTO output rotation.

RK3: Possible internal transmission gear interference with 4100 Series "J" & "O" ratios. Check before installing PTO.

For complete part numbers, consult the PTO Series section (page 25)

Rockwell-ZF-Meritor

MO-13Z16A-A13 MO-14Z16A-A14 MO-15Z16A-A15 MO-16Z16A-A16

RZM.05

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015703		100%		111	609	118	8028933		1018104	OPP		
1021903		126%		139	516	100	8039033		1018104	ENG		
1010003		132%		146	310	60	8011933		1018104	ENG		
1017803		172%		190	332	64	8012733		1018104	ENG		
1026003		153%		169	310	60	8038933		1018104	ENG		

GENERAL NOTES:

If the truck has a Meritor yoke model #SPL250/RPL250 or SPL170 front driveshaft, these PTO's won't fit. Yoke model #RPL200 is compatible. The transmission must be programmed for PTO activation. Consult your dealer for further information.

M-13Z12A-A13 M-14Z12A-A14 MO-13Z12A-A13 MO-14Z12A-A14 MO-15Z12A-A15 MO-16Z12A-A16

RZM.06

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015703		100%		135	609	118	8028933		1018104	OPP		
1021903		126%		170	516	100	8039033		1018104	ENG		
1010003		132%		178	310	60	8011933		1018104	ENG		
1017803		172%		232	332	64	8012733		1018104	ENG		
1026003		153%		207	310	60	8038933		1018104	ENG		

GENERAL NOTES:

If the truck has a Meritor yoke model #SPL250/RPL250 or SPL170 front driveshaft, these PTO's won't fit. Yoke model #RPL200 is compatible. The transmission must be programmed for PTO activation. Consult your dealer for further information.

For complete part numbers, consult the PTO Series section (page 25)

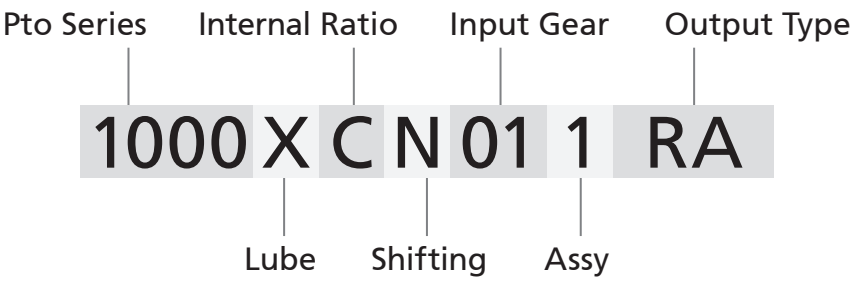
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1010-3B(301115)	430
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1010-5A(301114)	411
1020-2A(301123)	408
1020-3A(301125)	430
1020-4A(301124)	408
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EXAMPLE:



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LLPS145-10D(301703)	414
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LLPSO125-10S	433
LLPSO140-10S(301705)	433

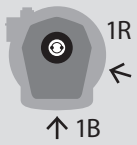
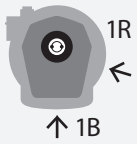
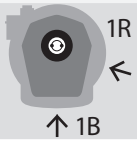
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LPS135-10D(301610)	414
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PSO10-VPD	433
PSO85-10LL	411
PSO85-14-4L	411
PSO100-10S(301505)(301560)	433
PSO115-10V(301588)	433
PSO120-8LL(301644)	396
PSO125-9A(301499)(301556)	431
PSO125-10D	436
PSO125-10S(301504)(301561)	433
PSO125-10V(301589)	433
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PSO140-6C(301486)	402
PSO140-9A(301432)(301557)	431
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TSPO155-16B	374
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Spicer

1372B(301325)(301405) **PS110-7B(301518)** **PS125-7B(301445)** **SPIC.01**

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
	1000	B (55)		49	250	49	S3		6300S	OPP	01	
		C (73)		65	250	49	S3		6300S	OPP	01	
		E (86)		77	225	44	S3		6300S	OPP	01	
		J (95)		84	225	44	S3		6300S	OPP	01	
		O (125)		111	200	39	S3		6300S	OPP	01	
		R (137)		121	200	39	S3		6300S	OPP	01	
		S (150)		133	190	37	S3		6300S	OPP	01	
		T (165)		146	175	34	S3		6300S	OPP	01	
	3200	Z (40)		35	250	49	S3		6300S	OPP	01	
		A (50)		44	250	49	S3		6300S	OPP	01	
		B (55)		49	250	49	S3		6300S	OPP	01	
		C (73)		65	250	49	S3		6300S	OPP	01	
		E (86)		78	225	44	S3		6300S	OPP	01	
		J (95)		85	225	44	S3		6300S	OPP	01	
		O (125)		111	200	39	S3		6300S	OPP	01	
		R (137)		121	200	39	S3		6300S	OPP	01	
		S (150)		133	190	37	S3		6300S	OPP	01	
		T (165)		146	175	34	S3		6300S	OPP	01	
	6000	Forward (73)		65	150	30	S3		6300S	BOTH	01	
		Reverse (83)		74	150	30	S3		6300S	BOTH	01	

For complete part numbers, consult the PTO Series section (page 25)

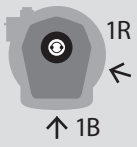
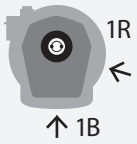
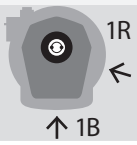
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1107-2A(301201)
1372A(301271)(301398)

1374A(301272)
PS110-7A(301519)

PS140-7A(301444)
PS145-7A(301520)

SPIC.02

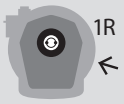
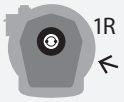
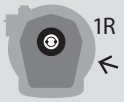
6 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1000		B (55)		52	250	49	INCL			OPP	02	
		C (73)		69	250	49	INCL			OPP	02	
		E (86)		83	225	44	INCL			OPP	02	
		J (95)		90	225	44	INCL			OPP	02	
		O (125)		119	200	39	INCL			OPP	02	
		R (137)		130	200	39	INCL			OPP	02	
		S (150)		143	190	37	INCL			OPP	02	
		T (165)		157	175	34	INCL			OPP	02	
3200		Z (40)		38	250	49	INCL			OPP	02	
		A (50)		48	250	49	INCL			OPP	02	
		B (55)		52	250	49	INCL			OPP	02	
		C (73)		69	250	49	INCL			OPP	02	
		E (86)		83	225	44	INCL			OPP	02	
		J (95)		91	225	44	INCL			OPP	02	
		O (125)		119	200	39	INCL			OPP	02	
		R (137)		130	200	39	INCL			OPP	02	
		S (150)		143	190	37	INCL			OPP	02	
		T (165)		157	175	34	INCL			OPP	02	
6000		Forward (73)		69	150	30	INCL			BOTH	02	
		Reverse (83)		79	150	30	INCL			BOTH	02	

Spicer TTC

For complete part numbers, consult the PTO Series section (page 25)

Spicer

9072A(301321) **PS97-7A(301446)** **SPIC.03**

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1000		B (55)		53	250	49	INCL		6140S	OPP	01	
		C (73)		70	250	49	INCL		6140S	OPP	01	
		E (86)		84	225	44	INCL		6140S	OPP	01	
		J (95)		92	225	44	INCL		6140S	OPP	01	
		O (125)		120	200	39	INCL		6140S	OPP	01	
		R (137)		132	200	39	INCL		6140S	OPP	01	
		S (150)		145	190	37	INCL		6140S	OPP	01	
		T (165)		159	175	34	INCL		6140S	OPP	01	
3200		Z (40)		39	250	49	INCL		6140S	OPP	01	
		A (50)		48	250	49	INCL		6140S	OPP	01	
		B (55)		53	250	49	INCL		6140S	OPP	01	
		C (73)		70	250	49	INCL		6140S	OPP	01	
		E (86)		84	225	44	INCL		6140S	OPP	01	
		J (95)		92	225	44	INCL		6140S	OPP	01	
		O (125)		120	200	39	INCL		6140S	OPP	01	
		R (137)		132	200	39	INCL		6140S	OPP	01	
		S (150)		145	190	37	INCL		6140S	OPP	01	
		T (165)		159	175	34	INCL		6140S	OPP	01	
6000		Forward (73)		70	150	30	INCL		6140S	BOTH	01	
		Reverse (83)		80	150	30	INCL		6140S	BOTH	01	

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
2000		A (50)		48	250		INCL			OPP	01	
		B (55)		53	250	49	INCL			OPP	01	
		C (73)		70	250	49	INCL			OPP	01	
		E (86)		84	225	44	INCL			OPP	01	
		J (95)		92	225	44	INCL			OPP	01	
		O (125)		120	200	39	INCL			OPP	01	
		R (137)		132	200	39	INCL			OPP	01	
		S (150)		145	190	37	INCL			OPP	01	
		T (165)		159	175	34	INCL			OPP	01	

CONTINUES →

For complete part numbers, consult the PTO Series section (page 25)

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9072A(301321) **PS97-7A(301446)** **SPIC.03**

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
						← CONTINUES						
	3800	Z (40)	39	250	49	INCL	CLU			OPP	01	
		A (50)	48	250	49	INCL	CLUTCH SHIFT			OPP	01	
		B (55)	53	250	49	INCL	CLUTCH SHIFT			OPP	01	
		C (73)	70	250	49	INCL	CLUTCH SHIFT			OPP	01	
		E (86)	84	225	44	INCL	CLUTCH SHIFT			OPP	01	
		J (95)	92	225	44	INCL	CLUTCH SHIFT			OPP	01	
		O (125)	120	200	39	INCL	CLUTCH SHIFT			OPP	01	
		R (137)	132	200	39	INCL	CLUTCH SHIFT			OPP	01	
		S (150)	145	190	37	INCL	CLUTCH SHIFT			OPP	01	
		T (165)	159	175	34	INCL	CLUTCH SHIFT			OPP	01	
	4100	B (57)	55	450	87	INCL	(SP2)			OPP	01	
		C (70)	67	470	90	INCL	(SP2)			OPP	01	
		E (86)	83	470	90	INCL	(SP2)			OPP	01	
		J (105)	101	400	77	INCL	(SP2)			OPP	01	
	4250	Output 1 C (96)	93	420	80	INCL	(SP2)			OPP	01	
		Output 2 B (89)	86	420	80	INCL	(SP2)			OPP	01	
		Output 1 E (112)	108	400	76.5	INCL	(SP2)			OPP	01	
		Output 2 C (104)	100	420	80	INCL	(SP2)			OPP	01	
		Output 1 J (132)	127	380	73	INCL	(SP2)			OPP	01	
		Output 2 E (121)	116	400	76.5	INCL	(SP2)			OPP	01	
		Output 1 O (168)	162	350	67	INCL	(SP2)			OPP	01	
		Output 2 J (152)	147	380	73	INCL	(SP2)			OPP	01	
	6800	Forward (55)	70	150	30	INCL				BOTH	01	
		Reverse (52)	80	150	30	INCL				BOTH	01	
	8000	Forward (40)	40	500	95	INCL				BOTH	01	
		Reverse (50)	47	500	95	INCL				BOTH	01	
	8500	B (57)	36	500	95	INCL				OPP	01	
		C (70)	48	500	95	INCL				OPP	01	
		E (86)	58	480	90	INCL				OPP	01	
		J (105)	72	450	86	INCL				OPP	01	
		O (127)	83	400	76	INCL				OPP	01	
		R (137)	91	360	68	INCL				OPP	01	
		S (150)	99	320	62	INCL				OPP	01	
		T (165)	109	280	54	INCL				OPP	01	


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FOOT NOTES:

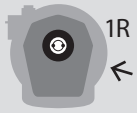
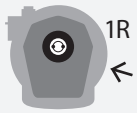
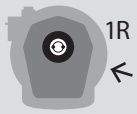
SP2: Possible internal transmission gear interference with 4100 series "J" & "O" ratios. Check before installing PTO.

For complete part numbers, consult the PTO Series section (page 25)

Spicer

1310-2A(301292) **PS130-10A(301485)** **PS85-10LL**
1310-4A(301317) **PS130-12A(301484)** **PS85-14-4L(301525)**

SPIC.04

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
		B (55)		54	250	49	S3		6187S	OPP	01	
		C (73)		72	250	49	S3		6187S	OPP	01	
		E (86)		86	225	44	S3		6187S	OPP	01	
		J (95)		94	225	44	S3		6187S	OPP	01	
	1000	O (125)		123	200	39	S3		6187S	OPP	01	
		R (137)		135	200	39	S3		6187S	OPP	01	
		S (150)		148	190	37	S3		6187S	OPP	01	
		T (165)		163	175	34	S3		6187S	OPP	01	
		Z (40)		39	250	49	S3		6187S	OPP	01	
		A (50)		49	250	49	S3		6187S	OPP	01	
		B (55)		54	250	49	S3		6187S	OPP	01	
		C (73)		72	250	49	S3		6187S	OPP	01	
		E (86)		86	225	44	S3		6187S	OPP	01	
	3200	J (95)		94	225	44	S3		6187S	OPP	01	
		O (125)		123	200	39	S3		6187S	OPP	01	
		R (137)		135	200	39	S3		6187S	OPP	01	
		S (150)		148	190	37	S3		6187S	OPP	01	
		T (165)		162	175	34	S3		6187S	OPP	01	
	6000	Forward (73)		72	150	30	S3		6187S	BOTH	01	
		Reverse (83)		82	150	30	S3		6187S	BOTH	01	

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
		A (50)		49	250		INCL		GA8062	OPP	01	
		B (55)		54	250	49	INCL		GA8062	OPP	01	
		C (73)		72	250	49	INCL		GA8062	OPP	01	
		E (86)		86	225	44	INCL		GA8062	OPP	01	
	2000	J (95)		94	225	44	INCL		GA8062	OPP	01	
		O (125)		123	200	39	INCL		GA8062	OPP	01	
		R (137)		135	200	39	INCL		GA8062	OPP	01	
		S (150)		148	190	37	INCL		GA8062	OPP	01	
		T (165)		163	175	34	INCL		GA8062	OPP	01	

CONTINUES →

For complete part numbers, consult the PTO Series section (page 25)

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1310-2A(301292) **PS130-10A(301485)** **PS85-10LL**
1310-4A(301317) **PS130-12A(301484)** **PS85-14-4L(301525)**

SPIC.04

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
← CONTINUES												
	3800	Z (40)		39	250	49	INCL	CLUTCH SHIFT	GA8062	OPP	01	
		A (50)		49	250	49	INCL	CLUTCH SHIFT	GA8062	OPP	01	
		B (55)		54	250	49	INCL	CLUTCH SHIFT	GA8062	OPP	01	
		C (73)		72	250	49	INCL	CLUTCH SHIFT	GA8062	OPP	01	
		E (86)		86	225	44	INCL	CLUTCH SHIFT	GA8062	OPP	01	
		J (95)		94	225	44	INCL	CLUTCH SHIFT	GA8062	OPP	01	
		O (125)		123	200	39	INCL	CLUTCH SHIFT	GA8062	OPP	01	
		R (137)		135	200	39	INCL	CLUTCH SHIFT	GA8062	OPP	01	
		S (150)		148	190	37	INCL	CLUTCH SHIFT	GA8062	OPP	01	
		T (165)		162	175	34	INCL	CLUTCH SHIFT	GA8062	OPP	01	
	4100	B (57)		56	450	87	INCL	(SP2)	GA8062	OPP	01	
		C (70)		69	470	90	INCL	(SP2)	GA8062	OPP	01	
		E (86)		85	470	90	INCL	(SP2)	GA8062	OPP	01	
		J (105)		103	400	77	INCL	(SP2)	GA8062	OPP	01	
	4250	Output 1 C (96)		95	420	80	INCL	(SP2)		OPP	01	
		Output 2 B (89)		88	420	80	INCL	(SP2)		OPP	01	
		Output 1 E (112)		111	400	76.5	INCL	(SP2)		OPP	01	
		Output 2 C (104)		102	420	80	INCL	(SP2)		OPP	01	
		Output 1 J (132)		130	380	73	INCL	(SP2)		OPP	01	
		Output 2 E (121)		119	400	76.5	INCL	(SP2)		OPP	01	
		Output 1 O (168)		166	350	67	INCL	(SP2)		OPP	01	
		Output 2 J (152)		150	380	73	INCL	(SP2)		OPP	01	
	6800	Forward (55)		72	150	30	INCL		GA8062	BOTH	01	
		Reverse (52)		82	150	30	INCL		GA8062	BOTH	01	
	8000	Forward (40)		41	500	95	INCL		GA8062	BOTH	01	
		Reverse (50)		48	500	95	INCL		GA8062	BOTH	01	
	8500	B (57)		37	500	95	INCL		GA8062	OPP	01	
		C (70)		49	500	95	INCL		GA8062	OPP	01	
		E (86)		59	480	90	INCL		GA8062	OPP	01	
		J (105)		73	450	86	INCL		GA8062	OPP	01	
		O (127)		85	400	76	INCL		GA8062	OPP	01	
		R (137)		93	360	68	INCL		GA8062	OPP	01	
		S (150)		102	320	62	INCL		GA8062	OPP	01	
		T (165)		112	280	54	INCL		GA8062	OPP	01	


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FOOT NOTES:

SP2: Possible internal transmission gear interference with 4100 series "J" & "O" ratios. Check before installing PTO.

For complete part numbers, consult the PTO Series section (page 25)

Spicer

ES54-5A

SPIC.05

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1000		B (55)		38	250	49	S3		GA6093	OPP	30	
		C (73)		50	250	49	S3		GA6093	OPP	30	
		E (86)		60	225	44	S3		GA6093	OPP	30	
		J (95)		66	225	44	S3		GA6093	OPP	30	
		O (125)		86	200	39	S3		GA6093	OPP	30	
		R (137)		95	200	39	S3		GA6093	OPP	30	
		S (150)		104	190	37	S3		GA6093	OPP	30	
		T (165)		114	175	34	S3		GA6093	OPP	30	
3200		Z (40)		28	250	49	S3		GA6093	OPP	30	
		A (50)		35	250	49	S3		GA6093	OPP	30	
		B (55)		38	250	49	S3		GA6093	OPP	30	
		C (73)		50	250	49	S3		GA6093	OPP	30	
		E (86)		60	225	44	S3		GA6093	OPP	30	
		J (95)		66	225	44	S3		GA6093	OPP	30	
		O (125)		86	200	39	S3		GA6093	OPP	30	
		R (137)		94	200	39	S3		GA6093	OPP	30	
		S (150)		104	190	37	S3		GA6093	OPP	30	
		T (165)		114	175	34	S3		GA6093	OPP	30	
6000		Forward (73)		50	150	30	S3		GA6093	BOTH	30	
		Reverse (83)		57	150	30	S3		GA6093	BOTH	30	

For complete part numbers, consult the PTO Series section (page 25)

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CM-4954A(301386) **ES43-5A(301510)(301633)** **ES52-5A(301455)** **ES53-5A(301508)(301631)** **SPIC.06**

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1000		B (55)		40	250	49	INCL	(SP6,11)		OPP	33	
		C (73)		53	250	49	INCL	(SP6,11)		OPP	33	
		E (86)		64	225	44	INCL	(SP6,11)		OPP	33	
		J (95)		69	225	44	INCL	(SP6,11)		OPP	33	
		O (125)		91	200	39	INCL	(SP6,11)		OPP	33	
		R (137)		100	200	39	INCL	(SP6,11)		OPP	33	
		S (150)		110	190	37	INCL	(SP6,11)		OPP	33	
		T (165)		121	175	34	INCL	(SP6,11)		OPP	33	
3200		Z (40)		29	250	49	INCL	(SP6,11)		OPP	33	
		A (50)		37	250	49	INCL	(SP6,11)		OPP	33	
		B (55)		40	250	49	INCL	(SP6,11)		OPP	33	
		C (73)		53	250	49	INCL	(SP6,11)		OPP	33	
		E (86)		64	225	44	INCL	(SP6,11)		OPP	33	
		J (95)		70	225	44	INCL	(SP6,11)		OPP	33	
		O (125)		91	200	39	INCL	(SP6,11)		OPP	33	
		R (137)		100	200	39	INCL	(SP6,11)		OPP	33	
		S (150)		110	190	37	INCL	(SP6,11)		OPP	33	
		T (165)		120	175	34	INCL	(SP6,11)		OPP	33	
6000		Forward (73)		53	150	30	INCL	(SP11)		BOTH	33	
		Reverse (83)		61	150	30	INCL	(SP11)		BOTH	33	

FOOT NOTES:

SP6: Direct mount pumps may encounter interference with transmission case in left mounting.

SP11: There are two openings on the left side of the transmission. Only the front opening is set up for PTO usage.

For complete part numbers, consult the PTO Series section (page 25)

Spicer

CM-4954D(301387) **ES43-5D(301511)(301634)** **ES52-5D(301456)** **ES53-5D(301509)(301632)** **SPIC.07**

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1000		B (55)		43	250	49	S3	(SP6,11,12)	GA6125	OPP	33	
		C (73)		57	250	49	S3	(SP6,11,12)	GA6125	OPP	33	
		E (86)		68	225	44	S3	(SP6,11,12)	GA6125	OPP	33	
		J (95)		74	225	44	S3	(SP6,11,12)	GA6125	OPP	33	
		O (125)		97	200	39	S3	(SP6,11,12)	GA6125	OPP	33	
		R (137)		106	200	39	S3	(SP6,11,12)	GA6125	OPP	33	
		S (150)		117	190	37	S3	(SP6,11,12)	GA6125	OPP	33	
		T (165)		128	175	34	S3	(SP6,11,12)	GA6125	OPP	33	
3200		Z (40)		31	250	49	S3	(SP6,11,12)	GA6125	OPP	33	
		A (50)		39	250	49	S3	(SP6,11,12)	GA6125	OPP	33	
		B (55)		43	250	49	S3	(SP6,11,12)	GA6125	OPP	33	
		C (73)		57	250	49	S3	(SP6,11,12)	GA6125	OPP	33	
		E (86)		68	225	44	S3	(SP6,11,12)	GA6125	OPP	33	
		J (95)		74	225	44	S3	(SP6,11,12)	GA6125	OPP	33	
		O (125)		97	200	39	S3	(SP6,11,12)	GA6125	OPP	33	
		R (137)		106	200	39	S3	(SP6,11,12)	GA6125	OPP	33	
		S (150)		117	190	37	S3	(SP6,11,12)	GA6125	OPP	33	
		T (165)		128	175	34	S3	(SP6,11,12)	GA6125	OPP	33	
6000		Forward (73)		57	150	30	S3	(SP6,11,12)	GA6125	BOTH	33	
		Reverse (83)		65	150	30	S3	(SP6,11,12)	GA6125	BOTH	33	

FOOT NOTES:

SP6: Direct mount pumps may encounter interference with transmission case in left mounting.

SP11: There are two openings on the left side of the transmission. Only the front opening is set up for PTO usage.

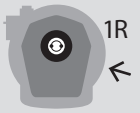
SP12: PTO interferes with exhaust and front driveshaft on IHC Series 1854-4x4.

For complete part numbers, consult the PTO Series section (page 25)

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1007-2B(301118)(301207) **1207-2B(301196)** **1274A(301141)(301216)** **1362D(301180)**
1062C(301133) **1207-2D(301240)** **1362B(301171)** **1364C(301179)**
1064C(301136) **1272A(301140)(301215)** **1362C(301178)** **PS130-6B(301471)**

SPIC.08

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1010		B (55)		58	250	49	INCL		6140S	OPP	01	
		C (73)		77	250	49	INCL		6140S	OPP	01	
		E (86)		91	225	44	INCL		6140S	OPP	01	
		J (95)		100	225	44	INCL		6140S	OPP	01	
		O (125)		131	200	39	INCL		6140S	OPP	01	
		R (137)		144	200	39	INCL		6140S	OPP	01	
		S (150)		157	190	37	INCL		6140S	OPP	01	
		T (165)		173	175	34	INCL		6140S	OPP	01	

ES52-7A(301451)(301635) **ES52-7B(301642)(301637)**

SPIC.11

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1010		B (55)		37	250	49	INCL	(SP3,4,13)		OPP	34	
		C (73)		48	250	49	INCL	(SP3,4,13)		OPP	34	
		E (86)		58	225	44	INCL	(SP3,4,13)		OPP	34	
		J (95)		63	225	44	INCL	(SP3,4,13)		OPP	34	
		O (125)		83	200	39	INCL	(SP3,4,13)		OPP	34	
		R (137)		91	200	39	INCL	(SP3,4,13)		OPP	34	
		S (150)		100	190	37	INCL	(SP3,4,13)		OPP	34	
		T (165)		110	175	34	INCL	(SP3,4,13)		OPP	34	

FOOT NOTES:

SP3: Check for possible interference with exhaust.

SP4: Possible clearance issue with direct mount pump. May need to use "3" assembly arrangement.

SP13: Left Side: Direct mount pump interferes with flange on transmission at rear of PTO opening. Shaft-high assembly arrangement interferes with bulge in transmission case.

Spicer TTC

For complete part numbers, consult the PTO Series section (page 25)

Spicer

ES46-5A

SPIC.12

6 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1000		B (55)		41	250	49	INCL	GEAR NOT CUT		OPP	35	
		C (73)		54	250	49	INCL	GEAR NOT CUT		OPP	35	
		E (86)		65	225	44	INCL	GEAR NOT CUT		OPP	35	
		J (95)		71	225	44	INCL	GEAR NOT CUT		OPP	35	
		O (125)		93	200	39	INCL	GEAR NOT CUT		OPP	35	
		R (137)		102	200	39	INCL	GEAR NOT CUT		OPP	35	
		S (150)		112	190	37	INCL	GEAR NOT CUT		OPP	35	
		T (165)		123	175	34	INCL	GEAR NOT CUT		OPP	35	
3200		Z (40)		30	250	49	INCL	GEAR NOT CUT		OPP	35	
		A (50)		37	250	49	INCL	GEAR NOT CUT		OPP	35	
		B (55)		41	250	49	INCL	GEAR NOT CUT		OPP	35	
		C (73)		54	250	49	INCL	GEAR NOT CUT		OPP	35	
		E (86)		65	225	44	INCL	GEAR NOT CUT		OPP	35	
		J (95)		71	225	44	INCL	GEAR NOT CUT		OPP	35	
		O (125)		93	200	39	INCL	GEAR NOT CUT		OPP	35	
		R (137)		102	200	39	INCL	GEAR NOT CUT		OPP	35	
		S (150)		112	190	37	INCL	GEAR NOT CUT		OPP	35	
		T (165)		123	175	34	INCL	GEAR NOT CUT		OPP	35	

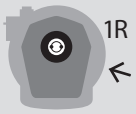
For complete part numbers, consult the PTO Series section (page 25)

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5652(8-BOLT&6-BOLTOPENING) **5652B(8-BOLT&6-BOLTOPENING)** **5852**

SPIC.14

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1000		B (55)		24	250	49	INCL			OPP	03	
		C (73)		32	250	49	INCL			OPP	03	
		E (86)		39	225	44	INCL			OPP	03	
		J (95)		42	225	44	INCL			OPP	03	
		O (125)		56	200	39	INCL			OPP	03	
		R (137)		61	200	39	INCL			OPP	03	
		S (150)		67	190	37	INCL			OPP	03	
		T (165)		73	175	34	INCL			OPP	03	
3200		Z (40)		18	250	49	INCL			OPP	03	
		A (50)		22	250	49	INCL			OPP	03	
		B (55)		24	250	49	INCL			OPP	03	
		C (73)		32	250	49	INCL			OPP	03	
		E (86)		39	225	44	INCL			OPP	03	
		J (95)		43	225	44	INCL			OPP	03	
		O (125)		56	200	39	INCL			OPP	03	
		R (137)		61	200	39	INCL			OPP	03	
		S (150)		67	190	37	INCL			OPP	03	
		T (165)		73	175	34	INCL			OPP	03	

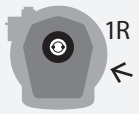
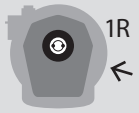
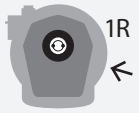
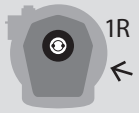
8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
2000		A (50)			250		S4		8295S	OPP	08	
		B (55)		46	250	49	S4		8295S	OPP	08	
		C (73)		61	250	49	S4		8295S	OPP	08	
		E (86)		73	225	44	S4		8295S	OPP	08	
		J (95)		80	225	44	S4		8295S	OPP	08	
		O (125)		105	200	39	S4		8295S	OPP	08	
		R (137)		115	200	39	S4		8295S	OPP	08	
		S (150)		126	190	37	S4		8295S	OPP	08	
		T (165)		138	175	34	S4		8295S	OPP	08	

CONTINUES →

For complete part numbers, consult the PTO Series section (page 25)

Spicer

5652(8-BOLT&6-BOLTOPENING) **5652B(8-BOLT&6-BOLTOPENING)** **5852**

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
← CONTINUES												
	3800	Z (40)		37	250	49	S4	CLUTCH SHIFT	8295S	OPP	08	
		A (50)		46	250	49	S4	CLUTCH SHIFT	8295S	OPP	08	
		B (55)		50	250	49	S4	CLUTCH SHIFT	8295S	OPP	08	
		C (73)		67	250	49	S4	CLUTCH SHIFT	8295S	OPP	08	
		E (86)		80	225	44	S4	CLUTCH SHIFT	8295S	OPP	08	
		J (95)		87	225	44	S4	CLUTCH SHIFT	8295S	OPP	08	
		O (125)		114	200	39	S4	CLUTCH SHIFT	8295S	OPP	08	
		R (137)		125	200	39	S4	CLUTCH SHIFT	8295S	OPP	08	
		S (150)		137	190	37	S4	CLUTCH SHIFT	8295S	OPP	08	
		T (165)		150	175	34	S4	CLUTCH SHIFT	8295S	OPP	08	
	6800	Forward (55)		67	150	30	S4		8295S	BOTH	08	
		Reverse (52)		76	150	30	S4		8295S	BOTH	08	
	8000	Forward (40)		38	500	95	S4		8295S	BOTH	08	
		Reverse (50)		45	500	95	S4		8295S	BOTH	08	
	8500	B (57)		35	500	95	S4		8295S	OPP	08	
		C (70)		46	500	95	S4		8295S	OPP	08	
		E (86)		55	480	90	S4		8295S	OPP	08	
		J (105)		68	450	86	S4		8295S	OPP	08	
		O (127)		78	400	76	S4		8295S	OPP	08	
		R (137)		86	360	68	S4		8295S	OPP	08	
		S (150)		94	320	62	S4		8295S	OPP	08	
		T (165)		104	280	54	S4		8295S	OPP	08	

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5652A(8-BOLT&6-BOLTOPENING) **5752(8-BOLT&6-BOLTOPENING)** **SPIC.15**

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
		B (55)		24	250	49	INCL			OPP	03	
		C (73)		32	250	49	INCL			OPP	03	
		E (86)		39	225	44	INCL			OPP	03	
		J (95)		42	225	44	INCL			OPP	03	3L
	1000	O (125)		56	200	39	INCL			OPP	03	
		R (137)		61	200	39	INCL			OPP	03	
		S (150)		67	190	37	INCL			OPP	03	
		T (165)		73	175	34	INCL			OPP	03	
		Z (40)		16	250	49	INCL	CLUTCH SHIFT		OPP	03	
		A (50)		20	250	49	INCL	CLUTCH SHIFT		OPP	03	
		B (55)		22	250	49	INCL	CLUTCH SHIFT		OPP	03	
		C (73)		30	250	49	INCL	CLUTCH SHIFT		OPP	03	
		E (86)		36	225	44	INCL	CLUTCH SHIFT		OPP	03	3L
	3200	J (95)		39	225	44	INCL	CLUTCH SHIFT		OPP	03	
		O (125)		51	200	39	INCL	CLUTCH SHIFT		OPP	03	
		R (137)		56	200	39	INCL	CLUTCH SHIFT		OPP	03	
		S (150)		61	190	37	INCL	CLUTCH SHIFT		OPP	03	
		T (165)		67	175	34	INCL	CLUTCH SHIFT		OPP	03	

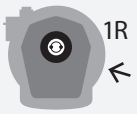
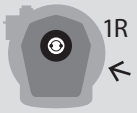
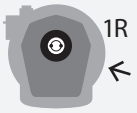
8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
		A (50)			250		S4		8190S	OPP	08	
		B (55)		44	250	49	S4		8190S	OPP	08	
		C (73)		58	250	49	S4		8190S	OPP	08	
		E (86)		69	225	44	S4		8190S	OPP	08	
	2000	J (95)		76	225	44	S4		8190S	OPP	08	1R
		O (125)		100	200	39	S4		8190S	OPP	08	
		R (137)		109	200	39	S4		8190S	OPP	08	
		S (150)		119	190	37	S4		8190S	OPP	08	
		T (165)		131	175	34	S4		8190S	OPP	08	

CONTINUES →

For complete part numbers, consult the PTO Series section (page 25)

Spicer

5652A(8-BOLT&6-BOLTOPENING) **5752(8-BOLT&6-BOLTOPENING)** **SPIC.15**

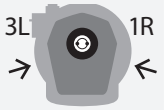
8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
← CONTINUES												
	3800	Z (40)		35	250	49	S4	CLUTCH SHIFT	8190S	OPP	08	
		A (50)		43	250	49	S4	CLUTCH SHIFT	8190S	OPP	08	
		B (55)		48	250	49	S4	CLUTCH SHIFT	8190S	OPP	08	
		C (73)		63	250	49	S4	CLUTCH SHIFT	8190S	OPP	08	
		E (86)		76	225	44	S4	CLUTCH SHIFT	8190S	OPP	08	
		J (95)		83	225	44	S4	CLUTCH SHIFT	8190S	OPP	08	
		O (125)		109	200	39	S4	CLUTCH SHIFT	8190S	OPP	08	
		R (137)		119	200	39	S4	CLUTCH SHIFT	8190S	OPP	08	
		S (150)		130	190	37	S4	CLUTCH SHIFT	8190S	OPP	08	
		T (165)		143	175	34	S4	CLUTCH SHIFT	8190S	OPP	08	
	6800	Forward (55)		63	150	30	S4		8190S	BOTH	08	
		Reverse (52)		72	150	30	S4		8190S	BOTH	08	
	8000	Forward (40)		36	500	95	S4		8190S	BOTH	08	
		Reverse (50)		43	500	95	S4		8190S	BOTH	08	
	8500	B (57)		33	500	95	S4		8190S	OPP	08	
		C (70)		44	500	95	S4		8190S	OPP	08	
		E (86)		52	480	90	S4		8190S	OPP	08	
		J (105)		64	450	86	S4		8190S	OPP	08	
		O (127)		75	400	76	S4		8190S	OPP	08	
		R (137)		82	360	68	S4		8190S	OPP	08	
		S (150)		90	320	62	S4		8190S	OPP	08	
		T (165)		99	280	54	S4		8190S	OPP	08	

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CM-4054A(301329)(301420) **ES42-5A(301438)**

SPIC.16

6 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1000		B (55)		43	250	49	INCL			OPP	11	
		C (73)		57	250	49	INCL			OPP	11	
		E (86)		68	225	44	INCL			OPP	11	
		J (95)		74	225	44	INCL			OPP	11	
		O (125)		98	200	39	INCL			OPP	11	
		R (137)		107	200	39	INCL			OPP	11	
		S (150)		118	190	37	INCL			OPP	11	
		T (165)		129	175	34	INCL			OPP	11	
3200		Z (40)		31	250	49	INCL	CLUTCH SHIFT		OPP	11	
		A (50)		39	250	49	INCL	CLUTCH SHIFT		OPP	11	
		B (55)		43	250	49	INCL	CLUTCH SHIFT		OPP	11	
		C (73)		57	250	49	INCL	CLUTCH SHIFT		OPP	11	
		E (86)		69	225	44	INCL	CLUTCH SHIFT		OPP	11	
		J (95)		75	225	44	INCL	CLUTCH SHIFT		OPP	11	
		O (125)		98	200	39	INCL	CLUTCH SHIFT		OPP	11	
		R (137)		107	200	39	INCL	CLUTCH SHIFT		OPP	11	
		S (150)		118	190	37	INCL	CLUTCH SHIFT		OPP	11	
		T (165)		129	175	34	INCL	CLUTCH SHIFT		OPP	11	
6000		Forward (73)		57	150	30	INCL			BOTH	11	
		Reverse (83)		65	150	30	INCL			BOTH	11	

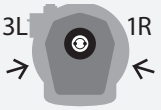
Spicer TTC

For complete part numbers, consult the PTO Series section (page 25)

Spicer

CM-4054D(301343)(301421) **ES42-5D(301439)**

SPIC.17

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1000		B (55)		45	250	49	S3	(SP10)	6140S	OPP	11	
		C (73)		60	250	49	S3	(SP10)	6140S	OPP	11	
		E (86)		72	225	44	S3	(SP10)	6140S	OPP	11	
		J (95)		78	225	44	S3	(SP10)	6140S	OPP	11	
		O (125)		103	200	39	S3	(SP10)	6140S	OPP	11	
		R (137)		113	200	39	S3	(SP10)	6140S	OPP	11	
		S (150)		123	190	37	S3	(SP10)	6140S	OPP	11	
		T (165)		136	175	34	S3	(SP10)	6140S	OPP	11	
3200		Z (40)		33	250	49	S3	(SP10) CLUTCH SHIFT	6140S	OPP	11	
		A (50)		41	250	49	S3	(SP10) CLUTCH SHIFT	6140S	OPP	11	
		B (55)		45	250	49	S3	(SP10) CLUTCH SHIFT	6140S	OPP	11	
		C (73)		60	250	49	S3	(SP10) CLUTCH SHIFT	6140S	OPP	11	
		E (86)		72	225	44	S3	(SP10) CLUTCH SHIFT	6140S	OPP	11	
		J (95)		79	225	44	S3	(SP10) CLUTCH SHIFT	6140S	OPP	11	
		O (125)		103	200	39	S3	(SP10) CLUTCH SHIFT	6140S	OPP	11	
		R (137)		113	200	39	S3	(SP10) CLUTCH SHIFT	6140S	OPP	11	
		S (150)		123	190	37	S3	(SP10) CLUTCH SHIFT	6140S	OPP	11	
		T (165)		136	175	34	S3	(SP10) CLUTCH SHIFT	6140S	OPP	11	
6000		Forward (73)		60	150	30	S3	(SP10)	6140S	BOTH	11	
		Reverse (83)		68	150	30	S3	(SP10)	6140S	BOTH	11	

FOOT NOTES:

SP10: PTO's may interfere with a brake mechanism located on this side of the transmission.

For complete part numbers, consult the PTO Series section (page 25)

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CM-5052A(301068)(301472)
CM-5052C(301249)(301080)
CM-5510(301315)(301371)
CM-5552A(301309)(301366)
CM-5552C(301311)(301368)
CM-5952A(301360)
CM-5952C(301362)
ES60-5A(301460)
ES60-5C(301461)
ES60-5F(301482)
ES62-5A(301528)
ES67-5A(301532)

SPIC.18

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1000		B (55)		46	250	49	S5		6400S	OPP	08	
		C (73)		61	250	49	S5		6400S	OPP	08	
		E (86)		73	225	44	S5		6400S	OPP	08	
		J (95)		80	225	44	S5		6400S	OPP	08	
		O (125)		105	200	39	S5		6400S	OPP	08	
		R (137)		115	200	39	S5		6400S	OPP	08	
		S (150)		126	190	37	S5		6400S	OPP	08	
		T (165)		138	175	34	S5		6400S	OPP	08	
3200		Z (40)		33	250	49	S5	CLUTCH SHIFT	6400S	OPP	08	
		A (50)		42	250	49	S5	CLUTCH SHIFT	6400S	OPP	08	
		B (55)		46	250	49	S5	CLUTCH SHIFT	6400S	OPP	08	
		C (73)		61	250	49	S5	CLUTCH SHIFT	6400S	OPP	08	
		E (86)		73	225	44	S5	CLUTCH SHIFT	6400S	OPP	08	
		J (95)		80	225	44	S5	CLUTCH SHIFT	6400S	OPP	08	
		O (125)		105	200	39	S5	CLUTCH SHIFT	6400S	OPP	08	
		R (137)		115	200	39	S5	CLUTCH SHIFT	6400S	OPP	08	
		S (150)		126	190	37	S5	CLUTCH SHIFT	6400S	OPP	08	
		T (165)		138	175	34	S5	CLUTCH SHIFT	6400S	OPP	08	
6000		Forward (73)		61	150	30	S5		6400S	BOTH	08	
		Reverse (83)		69	150	30	S5		6400S	BOTH	08	

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
2000		A (50)			250		S4	(SP7) GA8093	8248S	OPP	08	
		B (55)		46	250	49	S4	(SP7) GA8093	8248S	OPP	08	
		C (73)		61	250	49	S4	(SP7) GA8093	8248S	OPP	08	
		E (86)		73	225	44	S4	(SP7) GA8093	8248S	OPP	08	
		J (95)		80	225	44	S4	(SP7) GA8093	8248S	OPP	08	
		O (125)		105	200	39	S4	(SP7) GA8093	8248S	OPP	08	
		R (137)		115	200	39	S4	(SP7) GA8093	8248S	OPP	08	
		S (150)		126	190	37	S4	(SP7) GA8093	8248S	OPP	08	
		T (165)		138	175	34	S4	(SP7) GA8093	8248S	OPP	08	

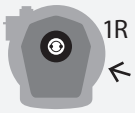
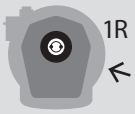
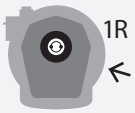
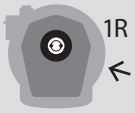
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For complete part numbers, consult the PTO Series section (page 25)

Spicer

CM-5052A(301068)(301472)
CM-5052C(301249)(301080)
CM-5510(301315)(301371)
CM-5552A(301309)(301366)
CM-5552C(301311)(301368)
CM-5952A(301360)
CM-5952C(301362)
ES60-5A(301460)
ES60-5C(301461)
ES60-5F(301482)
ES62-5A(301528)
ES67-5A(301532)

SPIC.18

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
← CONTINUES												
		Z (40)		37	250	49	S4	(SP7) GA8093 CLUTCH SHIFT	8248S	OPP	08	
		A (50)		46	250	49	S4	(SP7) GA8093 CLUTCH SHIFT	8248S	OPP	08	
		B (55)		50	250	49	S4	(SP7) GA8093 CLUTCH SHIFT	8248S	OPP	08	
		C (73)		67	250	49	S4	(SP7) GA8093 CLUTCH SHIFT	8248S	OPP	08	
		E (86)		80	225	44	S4	(SP7) GA8093 CLUTCH SHIFT	8248S	OPP	08	
	3800	J (95)		87	225	44	S4	(SP7) GA8093 CLUTCH SHIFT	8248S	OPP	08	
		O (125)		114	200	39	S4	(SP7) GA8093 CLUTCH SHIFT	8248S	OPP	08	
		R (137)		125	200	39	S4	(SP7) GA8093 CLUTCH SHIFT	8248S	OPP	08	
		S (150)		137	190	37	S4	(SP7) GA8093 CLUTCH SHIFT	8248S	OPP	08	
		T (165)		150	175	34	S4	(SP7) GA8093 CLUTCH SHIFT	8248S	OPP	08	
	6800	Forward (55)		67	150	30	S4	(SP7) GA8093	8248S	BOTH	08	
		Reverse (52)		76	150	30	S4	(SP7) GA8093	8248S	BOTH	08	
	8000	Forward (40)		38	500	95	S4	(SP7) GA8093	8248S	BOTH	08	
		Reverse (50)		45	500	95	S4	(SP7) GA8093	8248S	BOTH	08	
	8500	B (57)		35	500	95	S4	(SP7) GA8093	8248S	OPP	08	
		C (70)		46	500	95	S4	(SP7) GA8093	8248S	OPP	08	
		E (86)		55	480	90	S4	(SP7) GA8093	8248S	OPP	08	
		J (105)		68	450	86	S4	(SP7) GA8093	8248S	OPP	08	
		O (127)		78	400	76	S4	(SP7) GA8093	8248S	OPP	08	
		R (137)		86	360	68	S4	(SP7) GA8093	8248S	OPP	08	
		S (150)		94	320	62	S4	(SP7) GA8093	8248S	OPP	08	
		T (165)		104	280	54	S4	(SP7) GA8093	8248S	OPP	08	

FOOT NOTES:

SP7: Use "3" assembly arrangement for MACK Midliner.

Spicer TTC

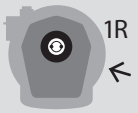
For complete part numbers, consult the PTO Series section (page 25)

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CM-5052B(301248)(301079) **CM-5552B(301310)(301367)** **CM-5952B(301361)**

SPIC.19

6 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1000		B (55)		44	250	49	S3		6200S	OPP	08	
		C (73)		58	250	49	S3		6200S	OPP	08	
		E (86)		69	225	44	S3		6200S	OPP	08	
		J (95)		76	225	44	S3		6200S	OPP	08	
		O (125)		100	200	39	S3		6200S	OPP	08	
		R (137)		109	200	39	S3		6200S	OPP	08	
		S (150)		119	190	37	S3		6200S	OPP	08	
		T (165)		131	175	34	S3		6200S	OPP	08	
3200		Z (40)		32	250	49	S3	CLUTCH SHIFT	6200S	OPP	08	
		A (50)		40	250	49	S3	CLUTCH SHIFT	6200S	OPP	08	
		B (55)		44	250	49	S3	CLUTCH SHIFT	6200S	OPP	08	
		C (73)		58	250	49	S3	CLUTCH SHIFT	6200S	OPP	08	
		E (86)		70	225	44	S3	CLUTCH SHIFT	6200S	OPP	08	
		J (95)		76	225	44	S3	CLUTCH SHIFT	6200S	OPP	08	
		O (125)		100	200	39	S3	CLUTCH SHIFT	6200S	OPP	08	
		R (137)		109	200	39	S3	CLUTCH SHIFT	6200S	OPP	08	
		S (150)		119	190	37	S3	CLUTCH SHIFT	6200S	OPP	08	
		T (165)		131	175	34	S3	CLUTCH SHIFT	6200S	OPP	08	
6000		Forward (73)		58	150	30	S3		6200S	BOTH	08	
		Reverse (83)		66	150	30	S3		6200S	BOTH	08	

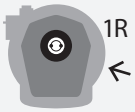
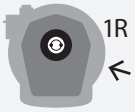
8 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
2000		A (50)			250		INCL	GA8062	8093S	OPP	08	
		B (55)		44	250	49	INCL	GA8062	8093S	OPP	08	
		C (73)		58	250	49	INCL	GA8062	8093S	OPP	08	
		E (86)		69	225	44	INCL	GA8062	8093S	OPP	08	
		J (95)		76	225	44	INCL	GA8062	8093S	OPP	08	
		O (125)		100	200	39	INCL	GA8062	8093S	OPP	08	
		R (137)		109	200	39	INCL	GA8062	8093S	OPP	08	
		S (150)		119	190	37	INCL	GA8062	8093S	OPP	08	
		T (165)		131	175	34	INCL	GA8062	8093S	OPP	08	

CONTINUES →

For complete part numbers, consult the PTO Series section (page 25)

Spicer

CM-5052B(301248)(301079) **CM-5552B(301310)(301367)** **CM-5952B(301361)** **SPIC.19**

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
← CONTINUES												
	3800	Z (40)	35		250	49	INCL	GA8062 CLUTCH SHIFT	8093S	OPP	08	
		A (50)	43		250	49	INCL	GA8062 CLUTCH SHIFT	8093S	OPP	08	
		B (55)	48		250	49	INCL	GA8062 CLUTCH SHIFT	8093S	OPP	08	
		C (73)	63		250	49	INCL	GA8062 CLUTCH SHIFT	8093S	OPP	08	
		E (86)	76		225	44	INCL	GA8062 CLUTCH SHIFT	8093S	OPP	08	
		J (95)	83		225	44	INCL	GA8062 CLUTCH SHIFT	8093S	OPP	08	
		O (125)	109		200	39	INCL	GA8062 CLUTCH SHIFT	8093S	OPP	08	
		R (137)	119		200	39	INCL	GA8062 CLUTCH SHIFT	8093S	OPP	08	
		S (150)	130		190	37	INCL	GA8062 CLUTCH SHIFT	8093S	OPP	08	
		T (165)	143		175	34	INCL	GA8062 CLUTCH SHIFT	8093S	OPP	08	
	6800	Forward (55)	63		150	30	INCL	GA8062	8093S	BOTH	08	
		Reverse (52)	72		150	30	INCL	GA8062	8093S	BOTH	08	
	8000	Forward (40)	36		500	95	INCL	GA8062	8093S	BOTH	08	
		Reverse (50)	43		500	95	INCL	GA8062	8093S	BOTH	08	
	8500	B (57)	33		500	95	INCL	GA8062	8093S	OPP	08	
		C (70)	44		500	95	INCL	GA8062	8093S	OPP	08	
		E (86)	52		480	90	INCL	GA8062	8093S	OPP	08	
		J (105)	64		450	86	INCL	GA8062	8093S	OPP	08	
		O (127)	75		400	76	INCL	GA8062	8093S	OPP	08	
		R (137)	82		360	68	INCL	GA8062	8093S	OPP	08	
		S (150)	90		320	62	INCL	GA8062	8093S	OPP	08	
		T (165)	99		280	54	INCL	GA8062	8093S	OPP	08	

For complete part numbers, consult the PTO Series section (page 25)

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CM-5052D(301250)(301230)
CM-5552D(301312)(301369)
CM-5952D(301363)

ES55-5D
ES60-5D(301462)
ES62-5D(301530)

ES67-5D(301534)
ES68-5D

SPIC.20

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1000		B (55)		48	250	49	S5		6500S	OPP	08	
		C (73)		64	250	49	S5		6500S	OPP	08	
		E (86)		77	225	44	S5		6500S	OPP	08	
		J (95)		84	225	44	S5		6500S	OPP	08	
		O (125)		110	200	39	S5		6500S	OPP	08	
		R (137)		121	200	39	S5		6500S	OPP	08	
		S (150)		132	190	37	S5		6500S	OPP	08	
		T (165)		145	175	34	S5		6500S	OPP	08	
3200		Z (40)		35	250	49	S5	CLUTCH SHIFT	6500S	OPP	08	
		A (50)		44	250	49	S5	CLUTCH SHIFT	6500S	OPP	08	
		B (55)		48	250	49	S5	CLUTCH SHIFT	6500S	OPP	08	
		C (73)		64	250	49	S5	CLUTCH SHIFT	6500S	OPP	08	
		E (86)		77	225	44	S5	CLUTCH SHIFT	6500S	OPP	08	
		J (95)		84	225	44	S5	CLUTCH SHIFT	6500S	OPP	08	
		O (125)		110	200	39	S5	CLUTCH SHIFT	6500S	OPP	08	
		R (137)		120	200	39	S5	CLUTCH SHIFT	6500S	OPP	08	
		S (150)		132	190	37	S5	CLUTCH SHIFT	6500S	OPP	08	
		T (165)		145	175	34	S5	CLUTCH SHIFT	6500S	OPP	08	
6000		Forward (73)		64	150	30	S5		6500S	BOTH	08	
		Reverse (83)		73	150	30	S5		6500S	BOTH	08	

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
2000		A (50)			250		S4	(SP7) GA8093	8375S	OPP	08	
		B (55)		48	250	49	S4	(SP7) GA8093	8375S	OPP	08	
		C (73)		64	250	49	S4	(SP7) GA8093	8375S	OPP	08	
		E (86)		77	225	44	S4	(SP7) GA8093	8375S	OPP	08	
		J (95)		84	225	44	S4	(SP7) GA8093	8375S	OPP	08	
		O (125)		110	200	39	S4	(SP7) GA8093	8375S	OPP	08	
		R (137)		121	200	39	S4	(SP7) GA8093	8375S	OPP	08	
		S (150)		132	190	37	S4	(SP7) GA8093	8375S	OPP	08	
		T (165)		145	175	34	S4	(SP7) GA8093	8375S	OPP	08	

CONTINUES →

For complete part numbers, consult the PTO Series section (page 25)

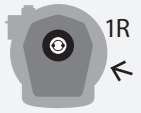
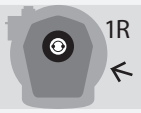
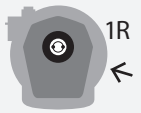
Spicer

CM-5052D(301250)(301230)
CM-5552D(301312)(301369)
CM-5952D(301363)

ES55-5D
ES60-5D(301462)
ES62-5D(301530)

ES67-5D(301534)
ES68-5D

SPIC.20

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
← CONTINUES												
		Z (40)		38	250	49	S4	(SP7) GA8093 CLUTCH SHIFT	8375S	OPP	08	
		A (50)		48	250	49	S4	(SP7) GA8093 CLUTCH SHIFT	8375S	OPP	08	
		B (55)		53	250	49	S4	(SP7) GA8093 CLUTCH SHIFT	8375S	OPP	08	
		C (73)		70	250	49	S4	(SP7) GA8093 CLUTCH SHIFT	8375S	OPP	08	
		E (86)		84	225	44	S4	(SP7) GA8093 CLUTCH SHIFT	8375S	OPP	08	
	3800	J (95)		92	225	44	S4	(SP7) GA8093 CLUTCH SHIFT	8375S	OPP	08	
		O (125)		120	200	39	S4	(SP7) GA8093 CLUTCH SHIFT	8375S	OPP	08	
		R (137)		131	200	39	S4	(SP7) GA8093 CLUTCH SHIFT	8375S	OPP	08	
		S (150)		144	190	37	S4	(SP7) GA8093 CLUTCH SHIFT	8375S	OPP	08	
		T (165)		158	175	34	S4	(SP7) GA8093 CLUTCH SHIFT	8375S	OPP	08	
	6800	Forward (55)		70	150	30	S4	(SP7) GA8093	8375S	BOTH	08	
		Reverse (52)		80	150	30	S4	(SP7) GA8093	8375S	BOTH	08	
	8000	Forward (40)		40	500	95	S4	(SP7) GA8093	8375S	BOTH	08	
		Reverse (50)		47	500	95	S4	(SP7) GA8093	8375S	BOTH	08	
		B (57)		36	500	95	S4	(SP7) GA8093	8375S	OPP	08	
		C (70)		48	500	95	S4	(SP7) GA8093	8375S	OPP	08	
		E (86)		57	480	90	S4	(SP7) GA8093	8375S	OPP	08	
		J (105)		71	450	86	S4	(SP7) GA8093	8375S	OPP	08	
	8500	O (127)		82	400	76	S4	(SP7) GA8093	8375S	OPP	08	
		R (137)		90	360	68	S4	(SP7) GA8093	8375S	OPP	08	
		S (150)		99	320	62	S4	(SP7) GA8093	8375S	OPP	08	
		T (165)		109	280	54	S4	(SP7) GA8093	8375S	OPP	08	

FOOT NOTES:

SP7: Use "3" assembly arrangement for MACK Midliner.

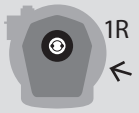
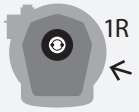
SP8: Multiply speeds shown by .92 for transmission model CM-5052-D.

For complete part numbers, consult the PTO Series section (page 25)

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1007-2A(301117)(301206)
1062A(301101)
1064A(301102)
1207-2A(301195)
1362A(301169)
1462A(301173)

SPIC.21

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1000		B (55)		56	250	49	S9	6140S	AD530-1X	ENG	01	
		C (73)		75	250	49	S9	6140S	AD530-1X	ENG	01	
		E (86)		89	225	44	S9	6140S	AD530-1X	ENG	01	
		J (95)		97	225	44	S9	6140S	AD530-1X	ENG	01	
		O (125)		128	200	39	S9	6140S	AD530-1X	ENG	01	
		R (137)		140	200	39	S9	6140S	AD530-1X	ENG	01	
		S (150)		153	190	37	S9	6140S	AD530-1X	ENG	01	
		T (165)		169	175	34	S9	6140S	AD530-1X	ENG	01	
3200		Z (40)		41	250	49	S9	6140S CLUTCH SHIFT	AD530-1X	ENG	01	
		A (50)		51	250	49	S9	6140S CLUTCH SHIFT	AD530-1X	ENG	01	
		B (55)		56	250	49	S9	6140S CLUTCH SHIFT	AD530-1X	ENG	01	
		C (73)		75	250	49	S9	6140S CLUTCH SHIFT	AD530-1X	ENG	01	
		E (86)		89	225	44	S9	6140S CLUTCH SHIFT	AD530-1X	ENG	01	
		J (95)		98	225	44	S9	6140S CLUTCH SHIFT	AD530-1X	ENG	01	
		O (125)		128	200	39	S9	6140S CLUTCH SHIFT	AD530-1X	ENG	01	
		R (137)		140	200	39	S9	6140S CLUTCH SHIFT	AD530-1X	ENG	01	
		S (150)		153	190	37	S9	6140S CLUTCH SHIFT	AD530-1X	ENG	01	
		T (165)		168	175	34	S9	6140S CLUTCH SHIFT	AD530-1X	ENG	01	
6000		Forward (73)		75	150	30	S9	6140S	AD530-1X	BOTH	01	
		Reverse (83)		85	150	30	S9	6140S	AD530-1X	BOTH	01	

Spicer TTC

For complete part numbers, consult the PTO Series section (page 25)

Spicer

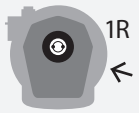
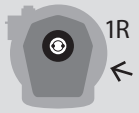
1052A(301091)
1054A(301092)

1352A(301235)
PS105-7LL(301464)

PS130-5A(301470)
PS130-6L(301465)

T-9505-2A(301408)
T-9505-2B(301425)

SPIC.22

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1000		B (55)		54	250	49	S9	AD530-1X/GA6093	6562S/6800S	ENG	01	
		C (73)		71	250	49	S9	AD530-1X/GA6093	6562S/6800S	ENG	01	
		E (86)		85	225	44	S9	AD530-1X/GA6093	6562S/6800S	ENG	01	
		J (95)		93	225	44	S9	AD530-1X/GA6093	6562S/6800S	ENG	01	
		O (125)		122	200	39	S9	AD530-1X/GA6093	6562S/6800S	ENG	01	
		R (137)		134	200	39	S9	AD530-1X/GA6093	6562S/6800S	ENG	01	
		S (150)		147	190	37	S9	AD530-1X/GA6093	6562S/6800S	ENG	01	
		T (165)		161	175	34	S9	AD530-1X/GA6093	6562S/6800S	ENG	01	
3200		Z (40)		39	250	49	S9	AD530-1X/GA6093 CLUTCH SHIFT	6562S/6800S	ENG	01	
		A (50)		49	250	49	S9	AD530-1X/GA6093 CLUTCH SHIFT	6562S/6800S	ENG	01	
		B (55)		54	250	49	S9	AD530-1X/GA6093 CLUTCH SHIFT	6562S/6800S	ENG	01	
		C (73)		71	250	49	S9	AD530-1X/GA6093 CLUTCH SHIFT	6562S/6800S	ENG	01	
		E (86)		86	225	44	S9	AD530-1X/GA6093 CLUTCH SHIFT	6562S/6800S	ENG	01	
		J (95)		93	225	44	S9	AD530-1X/GA6093 CLUTCH SHIFT	6562S/6800S	ENG	01	
		O (125)		122	200	39	S9	AD530-1X/GA6093 CLUTCH SHIFT	6562S/6800S	ENG	01	
		R (137)		134	200	39	S9	AD530-1X/GA6093 CLUTCH SHIFT	6562S/6800S	ENG	01	
		S (150)		147	190	37	S9	AD530-1X/GA6093 CLUTCH SHIFT	6562S/6800S	ENG	01	
		T (165)		161	175	34	S9	AD530-1X/GA6093 CLUTCH SHIFT	6562S/6800S	ENG	01	
6000		Forward (73)		71	150	30	S9	AD530-1X/GA6093	6562S/6800S	BOTH	01	
		Reverse (83)		81	150	30	S9	AD530-1X/GA6093	6562S/6800S	BOTH	01	

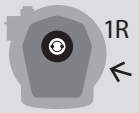
FOOT NOTES:

SP14: There is no PTO application for bottom opening due to non-standard mounting depth. Adapters are not approved for this transmission opening.

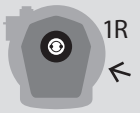
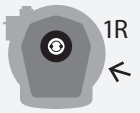
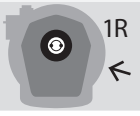
For complete part numbers, consult the PTO Series section (page 25)

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1062B(301103) 1062D(301148) 1064B(301104) 1064D(301149) 1272B(301158) 1274B(301159) SPIC.23

6 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1010		B (55)		60	250	49	INCL		6140S	OPP	01	 1R
		C (73)		80	250	49	INCL		6140S	OPP	01	
		E (86)		95	225	44	INCL		6140S	OPP	01	
		J (95)		104	225	44	INCL		6140S	OPP	01	
		O (125)		136	200	39	INCL		6140S	OPP	01	
		R (137)		149	200	39	INCL		6140S	OPP	01	
		S (150)		164	190	37	INCL		6140S	OPP	01	
		T (165)		180	175	34	INCL		6140S	OPP	01	

PSO165-18A(301666) PSO165-18B PSO175-18A(301585) PSO175-18B PSO175-18M(301849) SPIC.24

6 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1000		B (55)		71	250	49	S5	(SP16)	6450S	OPP	01	 1R
		C (73)		95	250	49	S5	(SP16)	6450S	OPP	01	
		E (86)		113	225	44	S5	(SP16)	6450S	OPP	01	
		J (95)		123	225	44	S5	(SP16)	6450S	OPP	01	
		O (125)		162	200	39	S5	(SP16)	6450S	OPP	01	
		R (137)		177	200	39	S5	(SP16)	6450S	OPP	01	
		S (150)		194	190	37	S5	(SP16)	6450S	OPP	01	
		T (165)		214	175	34	S5	(SP16)	6450S	OPP	01	
3200		Z (40)		52	250	49	S5	CLUTCH SHIFT	6450S	OPP	01	 1R
		A (50)		65	250	49	S5	CLUTCH SHIFT	6450S	OPP	01	
		B (55)		71	250	49	S5	CLUTCH SHIFT	6450S	OPP	01	
		C (73)		95	250	49	S5	CLUTCH SHIFT	6450S	OPP	01	
		E (86)		113	225	44	S5	CLUTCH SHIFT	6450S	OPP	01	
		J (95)		124	225	44	S5	CLUTCH SHIFT	6450S	OPP	01	
		O (125)		162	200	39	S5	CLUTCH SHIFT	6450S	OPP	01	
		R (137)		177	200	39	S5	CLUTCH SHIFT	6450S	OPP	01	
		S (150)		194	190	37	S5	CLUTCH SHIFT	6450S	OPP	01	
		T (165)		213	175	34	S5	CLUTCH SHIFT	6450S	OPP	01	
6000		Forward (73)		95	150	30	S5		6450S	BOTH	01	 1R
		Reverse (83)		108	150	30	S5		6450S	BOTH	01	

For complete part numbers, consult the PTO Series section (page 25)

Spicer

PSO165-18A(301666) **PSO165-18B** **PSO175-18A(301585)** **PSO175-18B** **PSO175-18M(301849)** **SPIC.24**

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
	2000	A (50)		65	250		S4	(SP16) GA8093	8248S	OPP	01	
		B (55)		71	250	49	S4	(SP16) GA8093	8248S	OPP	01	
		C (73)		95	250	49	S4	(SP16) GA8093	8248S	OPP	01	
		E (86)		113	225	44	S4	(SP16) GA8093	8248S	OPP	01	
		J (95)		123	225	44	S4	(SP16) GA8093	8248S	OPP	01	
		O (125)		162	200	39	S4	(SP16) GA8093	8248S	OPP	01	↑ 1B
		R (137)		177	200	39	S4	(SP16) GA8093	8248S	OPP	01	
		S (150)		194	190	37	S4	(SP16) GA8093	8248S	OPP	01	
		T (165)		214	175	34	S4	(SP16) GA8093	8248S	OPP	01	
	3800	Z (40)		52	250	49	S4	(SP16) GA8093 CLUTCH SHIFT	8248S	OPP	01	
		A (50)		65	250	49	S4	(SP16) GA8093 CLUTCH SHIFT	8248S	OPP	01	
		B (55)		71	250	49	S4	(SP16) GA8093 CLUTCH SHIFT	8248S	OPP	01	
		C (73)		95	250	49	S4	(SP16) GA8093 CLUTCH SHIFT	8248S	OPP	01	
		E (86)		113	225	44	S4	(SP16) GA8093 CLUTCH SHIFT	8248S	OPP	01	
		J (95)		124	225	44	S4	(SP16) GA8093 CLUTCH SHIFT	8248S	OPP	01	↑ 1B
		O (125)		162	200	39	S4	(SP16) GA8093 CLUTCH SHIFT	8248S	OPP	01	
		R (137)		177	200	39	S4	(SP16) GA8093 CLUTCH SHIFT	8248S	OPP	01	
		S (150)		194	190	37	S4	(SP16) GA8093 CLUTCH SHIFT	8248S	OPP	01	
		T (165)		213	175	34	S4	(SP16) GA8093 CLUTCH SHIFT	8248S	OPP	01	
	4100	B (57)		74	450	87	S4	(SP2,16) GA8093	8248S	OPP	01	
		C (70)		91	470	90	S4	(SP2,16) GA8093	8248S	OPP	01	
		E (86)		111	470	90	S4	(SP2,16) GA8093	8248S	OPP	01	
		J (105)		136	400	77	S4	(SP2,16) GA8093	8248S	OPP	01	↑ 1B
	4250	Output 1 C (96)		125	420	80	INCL	(SP2,16) GA8093		OPP	01	
		Output 2 B (89)		116	420	80	INCL	(SP2,16) GA8093		OPP	01	
		Output 1 E (112)		146	400	76.5	INCL	(SP2,16) GA8093		OPP	01	
		Output 2 C (104)		135	420	80	INCL	(SP2,16) GA8093		OPP	01	
		Output 1 J (132)		171	380	73	INCL	(SP2,16) GA8093		OPP	01	
		Output 2 E (121)		157	400	76.5	INCL	(SP2,16) GA8093		OPP	01	↑ 1B
		Output 1 O (168)		218	350	67	INCL	(SP2,16) GA8093		OPP	01	
		Output 2 J (152)		197	380	73	INCL	(SP2,16) GA8093		OPP	01	

CONTINUES →

For complete part numbers, consult the PTO Series section (page 25)

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PSO165-18A(301666) **PSO165-18B** **PSO175-18A(301585)** **PSO175-18B** **PSO175-18M(301849)** **SPIC.24**

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
← CONTINUES												
6800	Forward (55)		95	150	30	S4	(SP16) GA8093		8248S	BOTH	01	 ↑ 1B
	Reverse (52)		108	150	30	S4	(SP16) GA8093		8248S	BOTH	01	
8000	Forward (40)		53	500	95	S4	(SP16) GA8093		8248S	BOTH	01	 ↑ 1B
	Reverse (50)		64	500	95	S4	(SP16) GA8093		8248S	BOTH	01	
8500	B (57)		49	500	95	S4	(SP16) GA8093		8248S	OPP	01	 ↑ 1B
	C (70)		65	500	95	S4	(SP16) GA8093		8248S	OPP	01	
	E (86)		77	480	90	S4	(SP16) GA8093		8248S	OPP	01	
	J (105)		96	450	86	S4	(SP16) GA8093		8248S	OPP	01	
	O (127)		111	400	76	S4	(SP16) GA8093		8248S	OPP	01	
	R (137)		122	360	68	S4	(SP16) GA8093		8248S	OPP	01	
	S (150)		134	320	62	S4	(SP16) GA8093		8248S	OPP	01	
	T (165)		147	280	54	S4	(SP16) GA8093		8248S	OPP	01	

FOOT NOTES:

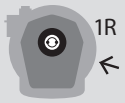
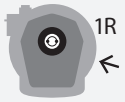
SP2: Possible internal transmission gear interference with 4100 series "J" & "O" ratios. Check before installing PTO.

SP16: Speeds shown with transmission in high range. Multiply speeds by .84 for low range.

For complete part numbers, consult the PTO Series section (page 25)

Spicer

TSPO165-18A **TSPO165-18HP**

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1000		B (55)		71	250	49	S5		6450S	OPP	01	
		C (73)		95	250	49	S5		6450S	OPP	01	
		E (86)		113	225	44	S5		6450S	OPP	01	
		J (95)		123	225	44	S5		6450S	OPP	01	
		O (125)		162	200	39	S5		6450S	OPP	01	
		R (137)		177	200	39	S5		6450S	OPP	01	
		S (150)		194	190	37	S5		6450S	OPP	01	
		T (165)		214	175	34	S5		6450S	OPP	01	
3200		Z (40)		52	250	49	S5	CLUTCH SHIFT	6450S	OPP	01	
		A (50)		65	250	49	S5	CLUTCH SHIFT	6450S	OPP	01	
		B (55)		71	250	49	S5	CLUTCH SHIFT	6450S	OPP	01	
		C (73)		95	250	49	S5	CLUTCH SHIFT	6450S	OPP	01	
		E (86)		113	225	44	S5	CLUTCH SHIFT	6450S	OPP	01	
		J (95)		124	225	44	S5	CLUTCH SHIFT	6450S	OPP	01	
		O (125)		162	200	39	S5	CLUTCH SHIFT	6450S	OPP	01	
		R (137)		177	200	39	S5	CLUTCH SHIFT	6450S	OPP	01	
		S (150)		194	190	37	S5	CLUTCH SHIFT	6450S	OPP	01	
		T (165)		213	175	34	S5	CLUTCH SHIFT	6450S	OPP	01	
6000		Forward (73)		95	150	30	S5		6450S	BOTH	01	
		Reverse (83)		108	150	30	S5		6450S	BOTH	01	

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
2000		A (50)		71	250		S4	(SP16) GA8093	8248S	OPP	01	
		B (55)		71	250	49	S4	(SP16) GA8093	8248S	OPP	01	
		C (73)		95	250	49	S4	(SP16) GA8093	8248S	OPP	01	
		E (86)		113	225	44	S4	(SP16) GA8093	8248S	OPP	01	
		J (95)		123	225	44	S4	(SP16) GA8093	8248S	OPP	01	
		O (125)		162	200	39	S4	(SP16) GA8093	8248S	OPP	01	
		R (137)		177	200	39	S4	(SP16) GA8093	8248S	OPP	01	
		S (150)		194	190	37	S4	(SP16) GA8093	8248S	OPP	01	
		T (165)		214	175	34	S4	(SP16) GA8093	8248S	OPP	01	

CONTINUES →

For complete part numbers, consult the PTO Series section (page 25)

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TSPO165-18A, **TSPO165-18HP**

SPIC.25

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
← CONTINUES												
	3800	Z (40)	52	250	49	S4	(SP16) GA8093 CLUTCH SHIFT	8248S	OPP	01		
		A (50)	65	250	49	S4	(SP16) GA8093 CLUTCH SHIFT	8248S	OPP	01		
		B (55)	71	250	49	S4	(SP16) GA8093 CLUTCH SHIFT	8248S	OPP	01		
		C (73)	95	250	49	S4	(SP16) GA8093 CLUTCH SHIFT	8248S	OPP	01		
		E (86)	113	225	44	S4	(SP16) GA8093 CLUTCH SHIFT	8248S	OPP	01		
		J (95)	124	225	44	S4	(SP16) GA8093 CLUTCH SHIFT	8248S	OPP	01		
		O (125)	162	200	39	S4	(SP16) GA8093 CLUTCH SHIFT	8248S	OPP	01		
		R (137)	177	200	39	S4	(SP16) GA8093 CLUTCH SHIFT	8248S	OPP	01		
		S (150)	194	190	37	S4	(SP16) GA8093 CLUTCH SHIFT	8248S	OPP	01		
		T (165)	213	175	34	S4	(SP16) GA8093 CLUTCH SHIFT	8248S	OPP	01		
	4100	B (57)	74	450	87	S4	(SP2,16) GA8093	8248S	OPP	01		
		C (70)	91	470	90	S4	(SP2,16) GA8093	8248S	OPP	01		
		E (86)	111	470	90	S4	(SP2,16) GA8093	8248S	OPP	01		
		J (105)	136	400	77	S4	(SP2,16) GA8093	8248S	OPP	01		
	4250	Output 1 C (96)	125	420	80	INCL	(SP2,16) GA8093		OPP	01		
		Output 2 B (89)	116	420	80	INCL	(SP2,16) GA8093		OPP	01		
		Output 1 E (112)	146	400	76.5	INCL	(SP2,16) GA8093		OPP	01		
		Output 2 C (104)	135	420	80	INCL	(SP2,16) GA8093		OPP	01		
		Output 1 J (132)	171	380	73	INCL	(SP2,16) GA8093		OPP	01		
		Output 2 E (121)	157	400	76.5	INCL	(SP2,16) GA8093		OPP	01		
		Output 1 O (168)	218	350	67	INCL	(SP2,16) GA8093		OPP	01		
		Output 2 J (152)	197	380	73	INCL	(SP2,16) GA8093		OPP	01		
	6800	Forward (55)	95	150	30	S4	(SP16) GA8093	8248S	BOTH	01		
		Reverse (52)	108	150	30	S4	(SP16) GA8093	8248S	BOTH	01		
	8000	Forward (40)	53	500	95	S4	(SP16) GA8093	8248S	BOTH	01		
		Reverse (50)	64	500	95	S4	(SP16) GA8093	8248S	BOTH	01		
	8500	B (57)	49	500	95	S4	(SP16) GA8093	8248S	OPP	01		
		C (70)	65	500	95	S4	(SP16) GA8093	8248S	OPP	01		
		E (86)	77	480	90	S4	(SP16) GA8093	8248S	OPP	01		
		J (105)	96	450	86	S4	(SP16) GA8093	8248S	OPP	01		
		O (127)	111	400	76	S4	(SP16) GA8093	8248S	OPP	01		
		R (137)	122	360	68	S4	(SP16) GA8093	8248S	OPP	01		
		S (150)	134	320	62	S4	(SP16) GA8093	8248S	OPP	01		
		T (165)	147	280	54	S4	(SP16) GA8093	8248S	OPP	01		


↑ 1B


↑ 1B


↑ 1B


↑ 1B


↑ 1B


↑ 1B

FOOT NOTES:

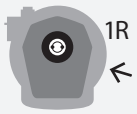
SP2: Possible internal transmission gear interference with 4100 series "J" & "O" ratios. Check before installing PTO.

SP16: Speeds shown with transmission in high range. Multiply speeds by .84 for low range.

For complete part numbers, consult the PTO Series section (page 25)

Spicer

PSO150-16B(301647) **PSO165-16B(301583)** **PSO175-16B(301584)** **PSO175-16M(301645)** **TSPO145-16B** **TSPO155-16B** **TSPO155-16HP** **TSPO165-16HP**

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1000		B (55)		73	250	49	S5	(SP17)	6450S	OPP	01	
		C (73)		97	250	49	S5	(SP17)	6450S	OPP	01	
		E (86)		115	225	44	S5	(SP17)	6450S	OPP	01	
		J (95)		126	225	44	S5	(SP17)	6450S	OPP	01	
		O (125)		165	200	39	S5	(SP17)	6450S	OPP	01	
		R (137)		181	200	39	S5	(SP17)	6450S	OPP	01	
		S (150)		199	190	37	S5	(SP17)	6450S	OPP	01	
		T (165)		218	175	34	S5	(SP17)	6450S	OPP	01	
3200		Z (40)		53	250	49	S5	(SP17) CLUTCH SHIFT	6450S	OPP	01	
		A (50)		66	250	49	S5	(SP17) CLUTCH SHIFT	6450S	OPP	01	
		B (55)		73	250	49	S5	(SP17) CLUTCH SHIFT	6450S	OPP	01	
		C (73)		97	250	49	S5	(SP17) CLUTCH SHIFT	6450S	OPP	01	
		E (86)		116	225	44	S5	(SP17) CLUTCH SHIFT	6450S	OPP	01	
		J (95)		127	225	44	S5	(SP17) CLUTCH SHIFT	6450S	OPP	01	
		O (125)		165	200	39	S5	(SP17) CLUTCH SHIFT	6450S	OPP	01	
		R (137)		181	200	39	S5	(SP17) CLUTCH SHIFT	6450S	OPP	01	
		S (150)		199	190	37	S5	(SP17) CLUTCH SHIFT	6450S	OPP	01	
		T (165)		218	175	34	S5	(SP17) CLUTCH SHIFT	6450S	OPP	01	
6000		Forward (73)		97	150	30	S5	(SP17)	6450S	BOTH	01	
		Reverse (83)		110	150	30	S5	(SP17)	6450S	BOTH	01	

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
2000		A (50)		66	250		S4	(SP17) 8248S	GA8093	OPP	01	
		B (55)		73	250	49	S4	(SP17) 8248S	GA8093	OPP	01	
		C (73)		97	250	49	S4	(SP17) 8248S	GA8093	OPP	01	
		E (86)		115	225	44	S4	(SP17) 8248S	GA8093	OPP	01	
		J (95)		126	225	44	S4	(SP17) 8248S	GA8093	OPP	01	
		O (125)		165	200	39	S4	(SP17) 8248S	GA8093	OPP	01	
		R (137)		181	200	39	S4	(SP17) 8248S	GA8093	OPP	01	
		S (150)		199	190	37	S4	(SP17) 8248S	GA8093	OPP	01	
		T (165)		218	175	34	S4	(SP17) 8248S	GA8093	OPP	01	

CONTINUES →

For complete part numbers, consult the PTO Series section (page 25)

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PSO150-16B(301647) **PSO165-16B(301583)** **PSO175-16B(301584)** **PSO175-16M(301645)** **TSPO145-16B** **TSPO155-16B** **TSPO155-16HP** **TSPO165-16HP**

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
← CONTINUES												
	3800	Z (40)	53	250	49	S4	(SP17) 8248S CLUTCH SHIFT	GA8093	OPP	01		
		A (50)	66	250	49	S4	(SP17) 8248S CLUTCH SHIFT	GA8093	OPP	01		
		B (55)	73	250	49	S4	(SP17) 8248S CLUTCH SHIFT	GA8093	OPP	01		
		C (73)	97	250	49	S4	(SP17) 8248S CLUTCH SHIFT	GA8093	OPP	01		
		E (86)	116	225	44	S4	(SP17) 8248S CLUTCH SHIFT	GA8093	OPP	01		
		J (95)	127	225	44	S4	(SP17) 8248S CLUTCH SHIFT	GA8093	OPP	01		
		O (125)	165	200	39	S4	(SP17) 8248S CLUTCH SHIFT	GA8093	OPP	01		↑ 1B
		R (137)	181	200	39	S4	(SP17) 8248S CLUTCH SHIFT	GA8093	OPP	01		
		S (150)	199	190	37	S4	(SP17) 8248S CLUTCH SHIFT	GA8093	OPP	01		
		T (165)	218	175	34	S4	(SP17) 8248S CLUTCH SHIFT	GA8093	OPP	01		
	4100	B (57)	75	450	87	S4	(SP2,17) 8248S	GA8093	OPP	01		
		C (70)	93	470	90	S4	(SP2,17) 8248S	GA8093	OPP	01		
		E (86)	114	470	90	S4	(SP2,17) 8248S	GA8093	OPP	01		
		J (105)	139	400	77	S4	(SP2,17) 8248S	GA8093	OPP	01		↑ 1B
	4250	Output 1 C (96)	127	420	80	INCL	(SP2,17) 8248S		OPP	01		
		Output 2 B (89)	118	420	80	INCL	(SP2,17) 8248S		OPP	01		
		Output 1 E (112)	149	400	76.5	INCL	(SP2,17) 8248S		OPP	01		
		Output 2 C (104)	137	420	80	INCL	(SP2,17) 8248S		OPP	01		
		Output 1 J (132)	174	380	73	INCL	(SP2,17) 8248S		OPP	01		↑ 1B
		Output 2 E (121)	160	400	76.5	INCL	(SP2,17) 8248S		OPP	01		
		Output 1 O (168)	223	350	67	INCL	(SP2,17) 8248S		OPP	01		
		Output 2 J (152)	202	380	73	INCL	(SP2,17) 8248S		OPP	01		
	6800	Forward (55)	97	150	30	S4	(SP17) 8248S	GA8093	BOTH	01		
		Reverse (52)	110	150	30	S4	(SP17) 8248S	GA8093	BOTH	01		↑ 1B
	8000	Forward (40)	55	500	95	S4	(SP17) 8248S	GA8093	BOTH	01		
		Reverse (50)	65	500	95	S4	(SP17) 8248S	GA8093	BOTH	01		↑ 1B
	8500	B (57)	50	500	95	S4	(SP17) 8248S	GA8093	OPP	01		
		C (70)	66	500	95	S4	(SP17) 8248S	GA8093	OPP	01		
		E (86)	79	480	90	S4	(SP17) 8248S	GA8093	OPP	01		
		J (105)	98	450	86	S4	(SP17) 8248S	GA8093	OPP	01		
		O (127)	114	400	76	S4	(SP17) 8248S	GA8093	OPP	01		
		R (137)	125	360	68	S4	(SP17) 8248S	GA8093	OPP	01		↑ 1B
		S (150)	137	320	62	S4	(SP17) 8248S	GA8093	OPP	01		
		T (165)	150	280	54	S4	(SP17) 8248S	GA8093	OPP	01		

FOOT NOTES:

SP2: Possible internal transmission gear interference with 4100 series "J" & "O" ratios. Check before installing PTO.

SP17: Speeds shown with transmission in high range. Multiply speeds by .82 for low range.

For complete part numbers, consult the PTO Series section (page 25)

Spicer

CM-6052A(301253)(301075)(301413)
ES65-5A(301466)

ES70-5A(301536)
ES72-5A

6 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1000		B (55)		55	250	49	S3		6240S	OPP	05	
		C (73)		73	250	49	S3		6240S	OPP	05	
		E (86)		87	225	44	S3		6240S	OPP	05	
		J (95)		94	225	44	S3		6240S	OPP	05	
		O (125)		124	200	39	S3		6240S	OPP	05	
		R (137)		136	200	39	S3		6240S	OPP	05	
		S (150)		149	190	37	S3		6240S	OPP	05	
		T (165)		164	175	34	S3		6240S	OPP	05	
3200		Z (40)		40	250	49	S3	CLUTCH SHIFT	6240S	OPP	05	
		A (50)		50	250	49	S3	CLUTCH SHIFT	6240S	OPP	05	
		B (55)		55	250	49	S3	CLUTCH SHIFT	6240S	OPP	05	
		C (73)		73	250	49	S3	CLUTCH SHIFT	6240S	OPP	05	
		E (86)		87	225	44	S3	CLUTCH SHIFT	6240S	OPP	05	
		J (95)		95	225	44	S3	CLUTCH SHIFT	6240S	OPP	05	
		O (125)		124	200	39	S3	CLUTCH SHIFT	6240S	OPP	05	
		R (137)		136	200	39	S3	CLUTCH SHIFT	6240S	OPP	05	
		S (150)		149	190	37	S3	CLUTCH SHIFT	6240S	OPP	05	
		T (165)		164	175	34	S3	CLUTCH SHIFT	6240S	OPP	05	
6000		Forward (73)		73	150	30	S3		6240S	BOTH	05	
		Reverse (83)		83	150	30	S3		6240S	BOTH	05	

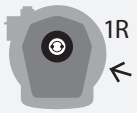
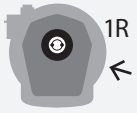
Spicer TTC

For complete part numbers, consult the PTO Series section (page 25)

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CM-6052A(301253)(301075)(301413)
ES65-5A(301466)

ES70-5A(301536)
ES72-5A

8 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
2000		A (50)			250		S6	GA8093	8700S	OPP	05	 1R
		B (55)		55	250	49	S6	GA8093	8700S	OPP	05	
		C (73)		73	250	49	S6	GA8093	8700S	OPP	05	
		E (86)		87	225	44	S6	GA8093	8700S	OPP	05	
		J (95)		94	225	44	S6	GA8093	8700S	OPP	05	
		O (125)		124	200	39	S6	GA8093	8700S	OPP	05	
		R (137)		136	200	39	S6	GA8093	8700S	OPP	05	
		S (150)		149	190	37	S6	GA8093	8700S	OPP	05	
		T (165)		164	175	34	S6	GA8093	8700S	OPP	05	
3800		Z (40)		38	250	49	S6	GA8093 CLUTCH SHIFT	8700S	OPP	05	 1R
		A (50)		47	250	49	S6	GA8093 CLUTCH SHIFT	8700S	OPP	05	
		B (55)		52	250	49	S6	GA8093 CLUTCH SHIFT	8700S	OPP	05	
		C (73)		69	250	49	S6	GA8093 CLUTCH SHIFT	8700S	OPP	05	
		E (86)		83	225	44	S6	GA8093 CLUTCH SHIFT	8700S	OPP	05	
		J (95)		91	225	44	S6	GA8093 CLUTCH SHIFT	8700S	OPP	05	
		O (125)		119	200	39	S6	GA8093 CLUTCH SHIFT	8700S	OPP	05	
		R (137)		130	200	39	S6	GA8093 CLUTCH SHIFT	8700S	OPP	05	
		S (150)		142	190	37	S6	GA8093 CLUTCH SHIFT	8700S	OPP	05	
		T (165)		156	175	34	S6	GA8093 CLUTCH SHIFT	8700S	OPP	05	
6800		Forward (55)		69	150	30	S6	GA8093	8700S	BOTH	05	 1R
		Reverse (52)		79	150	30	S6	GA8093	8700S	BOTH	05	
8000		Forward (40)		39	500	95	S6	GA8093	8700S	BOTH	05	 1R
		Reverse (50)		47	500	95	S6	GA8093	8700S	BOTH	05	
8500		B (57)		36	500	95	S6	GA8093	8700S	OPP	05	 1R
		C (70)		48	500	95	S6	GA8093	8700S	OPP	05	
		E (86)		57	480	90	S6	GA8093	8700S	OPP	05	
		J (105)		70	450	86	S6	GA8093	8700S	OPP	05	
		O (127)		82	400	76	S6	GA8093	8700S	OPP	05	
		R (137)		89	360	68	S6	GA8093	8700S	OPP	05	
		S (150)		98	320	62	S6	GA8093	8700S	OPP	05	
		T (165)		108	280	54	S6	GA8093	8700S	OPP	05	

Spicer TTC

For complete part numbers, consult the PTO Series section (page 25)

Spicer

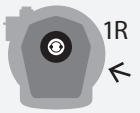
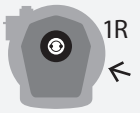
CM-6052B(301254)(301082)(301414) **ES65-5B(301467)** **SPIC.30**

6 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1000		B (55)		52	250	49	INCL		GA6093	OPP	05	3L 
		C (73)		69	250	49	INCL		GA6093	OPP	05	
		E (86)		82	225	44	INCL		GA6093	OPP	05	
		J (95)		90	225	44	INCL		GA6093	OPP	05	
		O (125)		118	200	39	INCL		GA6093	OPP	05	
		R (137)		129	200	39	INCL		GA6093	OPP	05	
		S (150)		142	190	37	INCL		GA6093	OPP	05	
		T (165)		156	175	34	INCL		GA6093	OPP	05	
3200		Z (40)		38	250	49	INCL	CLUTCH SHIFT	GA6093	OPP	05	3L 
		A (50)		47	250	49	INCL	CLUTCH SHIFT	GA6093	OPP	05	
		B (55)		52	250	49	INCL	CLUTCH SHIFT	GA6093	OPP	05	
		C (73)		69	250	49	INCL	CLUTCH SHIFT	GA6093	OPP	05	
		E (86)		83	225	44	INCL	CLUTCH SHIFT	GA6093	OPP	05	
		J (95)		90	225	44	INCL	CLUTCH SHIFT	GA6093	OPP	05	
		O (125)		118	200	39	INCL	CLUTCH SHIFT	GA6093	OPP	05	
		R (137)		129	200	39	INCL	CLUTCH SHIFT	GA6093	OPP	05	
		S (150)		142	190	37	INCL	CLUTCH SHIFT	GA6093	OPP	05	
		T (165)		156	175	34	INCL	CLUTCH SHIFT	GA6093	OPP	05	
6000		Forward (73)		69	150	30	INCL		GA6093	BOTH	05	3L 
		Reverse (83)		78	150	30	INCL		GA6093	BOTH	05	

For complete part numbers, consult the PTO Series section (page 25)

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CM-6052B(301254)(301082)(301414) **ES65-5B(301467)** **SPIC.30**

8 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
2000		A (50)			250		S6		8600S	OPP	05	 1R
		B (55)		52	250	49	S6		8600S	OPP	05	
		C (73)		69	250	49	S6		8600S	OPP	05	
		E (86)		82	225	44	S6		8600S	OPP	05	
		J (95)		90	225	44	S6		8600S	OPP	05	
		O (125)		118	200	39	S6		8600S	OPP	05	
		R (137)		129	200	39	S6		8600S	OPP	05	
		S (150)		142	190	37	S6		8600S	OPP	05	
		T (165)		156	175	34	S6		8600S	OPP	05	
3800		Z (40)		36	250	49	S6	CLUTCH SHIFT	8600S	OPP	05	 1R
		A (50)		45	250	49	S6	CLUTCH SHIFT	8600S	OPP	05	
		B (55)		50	250	49	S6	CLUTCH SHIFT	8600S	OPP	05	
		C (73)		66	250	49	S6	CLUTCH SHIFT	8600S	OPP	05	
		E (86)		79	225	44	S6	CLUTCH SHIFT	8600S	OPP	05	
		J (95)		86	225	44	S6	CLUTCH SHIFT	8600S	OPP	05	
		O (125)		113	200	39	S6	CLUTCH SHIFT	8600S	OPP	05	
		R (137)		123	200	39	S6	CLUTCH SHIFT	8600S	OPP	05	
		S (150)		135	190	37	S6	CLUTCH SHIFT	8600S	OPP	05	
		T (165)		148	175	34	S6	CLUTCH SHIFT	8600S	OPP	05	
6800		Forward (55)		66	150	30	S6		8600S	BOTH	05	 1R
		Reverse (52)		75	150	30	S6		8600S	BOTH	05	
8000		Forward (40)		37	500	95	S6		8600S	BOTH	05	 1R
		Reverse (50)		44	500	95	S6		8600S	BOTH	05	
8500		B (57)		34	500	95	S6		8600S	OPP	05	 1R
		C (70)		45	500	95	S6		8600S	OPP	05	
		E (86)		54	480	90	S6		8600S	OPP	05	
		J (105)		67	450	86	S6		8600S	OPP	05	
		O (127)		77	400	76	S6		8600S	OPP	05	
		R (137)		85	360	68	S6		8600S	OPP	05	
		S (150)		93	320	62	S6		8600S	OPP	05	
		T (165)		102	280	54	S6		8600S	OPP	05	

Spicer TTC

For complete part numbers, consult the PTO Series section (page 25)

Spicer

CM-6052D(301256)(301416)
CV67F

ES65-5D(301469)
ES70-5D(301539)

ES72-5C
ES72-5D

SPIC.31

6 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1000		B (55)		57	250	49	S5		6450S	OPP	05	
		C (73)		76	250	49	S5		6450S	OPP	05	
		E (86)		91	225	44	S5		6450S	OPP	05	
		J (95)		99	225	44	S5		6450S	OPP	05	
		O (125)		131	200	39	S5		6450S	OPP	05	
		R (137)		143	200	39	S5		6450S	OPP	05	
		S (150)		157	190	37	S5		6450S	OPP	05	
		T (165)		172	175	34	S5		6450S	OPP	05	
3200		Z (40)		42	250	49	S5	CLUTCH SHIFT	6450S	OPP	05	
		A (50)		52	250	49	S5	CLUTCH SHIFT	6450S	OPP	05	
		B (55)		57	250	49	S5	CLUTCH SHIFT	6450S	OPP	05	
		C (73)		76	250	49	S5	CLUTCH SHIFT	6450S	OPP	05	
		E (86)		91	225	44	S5	CLUTCH SHIFT	6450S	OPP	05	
		J (95)		100	225	44	S5	CLUTCH SHIFT	6450S	OPP	05	
		O (125)		131	200	39	S5	CLUTCH SHIFT	6450S	OPP	05	
		R (137)		143	200	39	S5	CLUTCH SHIFT	6450S	OPP	05	
		S (150)		157	190	37	S5	CLUTCH SHIFT	6450S	OPP	05	
		T (165)		172	175	34	S5	CLUTCH SHIFT	6450S	OPP	05	
6000		Forward (73)		76	150	30	S5		6450S	BOTH	05	
		Reverse (83)		87	150	30	S5		6450S	BOTH	05	

For complete part numbers, consult the PTO Series section (page 25)

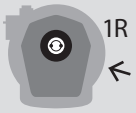
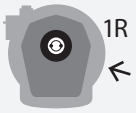
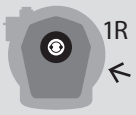
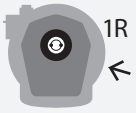
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CM-6052D(301256)(301416)
CV67F

ES65-5D(301469)
ES70-5D(301539)

ES72-5C
ES72-5D

SPIC.31

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
	2000	A (50)			250		S8	8375S	8600S	OPP	05	 1R
		B (55)		57	250	49	S8	8375S	8600S	OPP	05	
		C (73)		76	250	49	S8	8375S	8600S	OPP	05	
		E (86)		91	225	44	S8	8375S	8600S	OPP	05	
		J (95)		99	225	44	S8	8375S	8600S	OPP	05	
		O (125)		131	200	39	S8	8375S	8600S	OPP	05	
		R (137)		143	200	39	S8	8375S	8600S	OPP	05	
		S (150)		157	190	37	S8	8375S	8600S	OPP	05	
		T (165)		172	175	34	S8	8375S	8600S	OPP	05	
	3800	Z (40)		40	250	49	S8	8375S CLUTCH SHIFT	8600S	OPP	05	 1R
		A (50)		50	250	49	S8	8375S CLUTCH SHIFT	8600S	OPP	05	
		B (55)		55	250	49	S8	8375S CLUTCH SHIFT	8600S	OPP	05	
		C (73)		73	250	49	S8	8375S CLUTCH SHIFT	8600S	OPP	05	
		E (86)		87	225	44	S8	8375S CLUTCH SHIFT	8600S	OPP	05	
		J (95)		95	225	44	S8	8375S CLUTCH SHIFT	8600S	OPP	05	
		O (125)		125	200	39	S8	8375S CLUTCH SHIFT	8600S	OPP	05	
		R (137)		136	200	39	S8	8375S CLUTCH SHIFT	8600S	OPP	05	
		S (150)		149	190	37	S8	8375S CLUTCH SHIFT	8600S	OPP	05	
		T (165)		164	175	34	S8	8375S CLUTCH SHIFT	8600S	OPP	05	
	6800	Forward (55)		73	150	30	S8	8375S	8600S	BOTH	05	 1R
		Reverse (52)		83	150	30	S8	8375S	8600S	BOTH	05	
	8000	Forward (40)		41	500	95	S8	8375S	8600S	BOTH	05	 1R
		Reverse (50)		49	500	95	S8	8375S	8600S	BOTH	05	
	8500	B (57)		38	500	95	S8	8375S	8600S	OPP	05	 1R
		C (70)		50	500	95	S8	8375S	8600S	OPP	05	
		E (86)		60	480	90	S8	8375S	8600S	OPP	05	
		J (105)		74	450	86	S8	8375S	8600S	OPP	05	
		O (127)		86	400	76	S8	8375S	8600S	OPP	05	
		R (137)		94	360	68	S8	8375S	8600S	OPP	05	
		S (150)		103	320	62	S8	8375S	8600S	OPP	05	
		T (165)		113	280	54	S8	8375S	8600S	OPP	05	

For complete part numbers, consult the PTO Series section (page 25)

5756B(8-BOLT&6-BOLTOPENING)

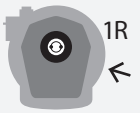
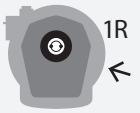
SPIC.32

6 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1000		B (55)		27	250	49	INCL			OPP	03	
		C (73)		35	250	49	INCL			OPP	03	
		E (86)		42	225	44	INCL			OPP	03	
		J (95)		46	225	44	INCL			OPP	03	
		O (125)		61	200	39	INCL			OPP	03	
		R (137)		66	200	39	INCL			OPP	03	
		S (150)		73	190	37	INCL			OPP	03	
		T (165)		80	175	34	INCL			OPP	03	
3200		Z (40)		19	250	49	INCL	CLUTCH SHIFT		OPP	03	
		A (50)		24	250	49	INCL	CLUTCH SHIFT		OPP	03	
		B (55)		27	250	49	INCL	CLUTCH SHIFT		OPP	03	
		C (73)		35	250	49	INCL	CLUTCH SHIFT		OPP	03	
		E (86)		42	225	44	INCL	CLUTCH SHIFT		OPP	03	
		J (95)		46	225	44	INCL	CLUTCH SHIFT		OPP	03	
		O (125)		61	200	39	INCL	CLUTCH SHIFT		OPP	03	
		R (137)		66	200	39	INCL	CLUTCH SHIFT		OPP	03	
		S (150)		73	190	37	INCL	CLUTCH SHIFT		OPP	03	
		T (165)		80	175	34	INCL	CLUTCH SHIFT		OPP	03	

For complete part numbers, consult the PTO Series section (page 25)

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5756B(8-BOLT&6-BOLTOPENING)

8 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
2000		A (50)			250		INCL		8500 SHIM	OPP	03	 1R
		B (55)		57	250	49	INCL		8500 SHIM	OPP	03	
		C (73)		76	250	49	INCL		8500 SHIM	OPP	03	
		E (86)		91	225	44	INCL		8500 SHIM	OPP	03	
		J (95)		99	225	44	INCL		8500 SHIM	OPP	03	
		O (125)		130	200	39	INCL		8500 SHIM	OPP	03	
		R (137)		143	200	39	INCL		8500 SHIM	OPP	03	
		S (150)		156	190	37	INCL		8500 SHIM	OPP	03	
		T (165)		172	175	34	INCL		8500 SHIM	OPP	03	
3800		Z (40)		42	250	49	INCL	CLUTCH SHIFT	8500 SHIM	OPP	03	 1R
		A (50)		52	250	49	INCL	CLUTCH SHIFT	8500 SHIM	OPP	03	
		B (55)		57	250	49	INCL	CLUTCH SHIFT	8500 SHIM	OPP	03	
		C (73)		76	250	49	INCL	CLUTCH SHIFT	8500 SHIM	OPP	03	
		E (86)		91	225	44	INCL	CLUTCH SHIFT	8500 SHIM	OPP	03	
		J (95)		100	225	44	INCL	CLUTCH SHIFT	8500 SHIM	OPP	03	
		O (125)		130	200	39	INCL	CLUTCH SHIFT	8500 SHIM	OPP	03	
		R (137)		143	200	39	INCL	CLUTCH SHIFT	8500 SHIM	OPP	03	
		S (150)		156	190	37	INCL	CLUTCH SHIFT	8500 SHIM	OPP	03	
		T (165)		172	175	34	INCL	CLUTCH SHIFT	8500 SHIM	OPP	03	
6800		Forward (55)		76	150	30	INCL		8500 SHIM	BOTH	03	 1R
		Reverse (52)		86	150	30	INCL		8500 SHIM	BOTH	03	
8000		Forward (40)		43	500	95	INCL		8500 SHIM	BOTH	03	 1R
		Reverse (50)		51	500	95	INCL		8500 SHIM	BOTH	03	
8500		B (57)		39	500	95	INCL		8500 SHIM	OPP	03	 1R
		C (70)		52	500	95	INCL		8500 SHIM	OPP	03	
		E (86)		62	480	90	INCL		8500 SHIM	OPP	03	
		J (105)		77	450	86	INCL		8500 SHIM	OPP	03	
		O (127)		90	400	76	INCL		8500 SHIM	OPP	03	
		R (137)		98	360	68	INCL		8500 SHIM	OPP	03	
		S (150)		107	320	62	INCL		8500 SHIM	OPP	03	
		T (165)		118	280	54	INCL		8500 SHIM	OPP	03	

For complete part numbers, consult the PTO Series section (page 25)

Spicer

CM-5252A(301251)(301081) CM-5852A(301313)(301370) CM-5952E(301364) ES60-5E(301463) **SPIC.33**

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1000		B (55)		53	250	49	S5		6500S	OPP	08	3L
		C (73)		70	250	49	S5		6500S	OPP	08	
		E (86)		83	225	44	S5		6500S	OPP	08	
		J (95)		91	225	44	S5		6500S	OPP	08	
		O (125)		120	200	39	S5		6500S	OPP	08	
		R (137)		131	200	39	S5		6500S	OPP	08	
		S (150)		144	190	37	S5		6500S	OPP	08	
		T (165)		158	175	34	S5		6500S	OPP	08	
3200		Z (40)		38	250	49	S5	CLUTCH SHIFT	6500S	OPP	08	3L
		A (50)		48	250	49	S5	CLUTCH SHIFT	6500S	OPP	08	
		B (55)		53	250	49	S5	CLUTCH SHIFT	6500S	OPP	08	
		C (73)		70	250	49	S5	CLUTCH SHIFT	6500S	OPP	08	
		E (86)		84	225	44	S5	CLUTCH SHIFT	6500S	OPP	08	
		J (95)		92	225	44	S5	CLUTCH SHIFT	6500S	OPP	08	
		O (125)		120	200	39	S5	CLUTCH SHIFT	6500S	OPP	08	
		R (137)		131	200	39	S5	CLUTCH SHIFT	6500S	OPP	08	
		S (150)		144	190	37	S5	CLUTCH SHIFT	6500S	OPP	08	
		T (165)		158	175	34	S5	CLUTCH SHIFT	6500S	OPP	08	
6000		Forward (73)		70	150	30	S5		6500S	BOTH	08	3L
		Reverse (83)		79	150	30	S5		6500S	BOTH	08	

Spicer TTC

For complete part numbers, consult the PTO Series section (page 25)

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CM-5252A(301251)(301081) CM-5852A(301313)(301370) CM-5952E(301364) ES60-5E(301463) **SPIC.33**

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
	2000	A (50)			250		S4	(SP7) GA8093	8375S	OPP	08	
		B (55)		53	250	49	S4	(SP7) GA8093	8375S	OPP	08	
		C (73)		70	250	49	S4	(SP7) GA8093	8375S	OPP	08	
		E (86)		83	225	44	S4	(SP7) GA8093	8375S	OPP	08	
		J (95)		91	225	44	S4	(SP7) GA8093	8375S	OPP	08	
		O (125)		120	200	39	S4	(SP7) GA8093	8375S	OPP	08	
		R (137)		131	200	39	S4	(SP7) GA8093	8375S	OPP	08	
		S (150)		144	190	37	S4	(SP7) GA8093	8375S	OPP	08	
		T (165)		158	175	34	S4	(SP7) GA8093	8375S	OPP	08	
	3800	Z (40)		42	250	49	S4	(SP7) GA8093 CLUTCH SHIFT	8375S	OPP	08	
		A (50)		52	250	49	S4	(SP7) GA8093 CLUTCH SHIFT	8375S	OPP	08	
		B (55)		57	250	49	S4	(SP7) GA8093 CLUTCH SHIFT	8375S	OPP	08	
		C (73)		76	250	49	S4	(SP7) GA8093 CLUTCH SHIFT	8375S	OPP	08	
		E (86)		91	225	44	S4	(SP7) GA8093 CLUTCH SHIFT	8375S	OPP	08	
		J (95)		100	225	44	S4	(SP7) GA8093 CLUTCH SHIFT	8375S	OPP	08	
		O (125)		130	200	39	S4	(SP7) GA8093 CLUTCH SHIFT	8375S	OPP	08	
		R (137)		143	200	39	S4	(SP7) GA8093 CLUTCH SHIFT	8375S	OPP	08	
		S (150)		157	190	37	S4	(SP7) GA8093 CLUTCH SHIFT	8375S	OPP	08	
		T (165)		172	175	34	S4	(SP7) GA8093 CLUTCH SHIFT	8375S	OPP	08	
	6800	Forward (55)		76	150	30	S4	(SP7) GA8093	8375S	BOTH	08	
		Reverse (52)		87	150	30	S4	(SP7) GA8093	8375S	BOTH	08	
	8000	Forward (40)		43	500	95	S4	(SP7) GA8093	8375S	BOTH	08	
		Reverse (50)		51	500	95	S4	(SP7) GA8093	8375S	BOTH	08	
	8500	B (57)		39	500	95	S4	(SP7) GA8093	8375S	OPP	08	
		C (70)		52	500	95	S4	(SP7) GA8093	8375S	OPP	08	
		E (86)		62	480	90	S4	(SP7) GA8093	8375S	OPP	08	
		J (105)		77	450	86	S4	(SP7) GA8093	8375S	OPP	08	
		O (127)		90	400	76	S4	(SP7) GA8093	8375S	OPP	08	
		R (137)		98	360	68	S4	(SP7) GA8093	8375S	OPP	08	
		S (150)		108	320	62	S4	(SP7) GA8093	8375S	OPP	08	
		T (165)		118	280	54	S4	(SP7) GA8093	8375S	OPP	08	

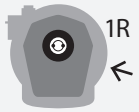
FOOT NOTES:

SP7: Use "3" assembly arrangement for MACK Midliner.

For complete part numbers, consult the PTO Series section (page 25)

Spicer

1252A(301094) **1254A(301095)** **1452A(301183)** **SPIC.34**

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1000		B (55)		59	250	49	S9	61520S	AD530-1X	ENG	01	
		C (73)		79	250	49	S9	61520S	AD530-1X	ENG	01	
		E (86)		94	225	44	S9	61520S	AD530-1X	ENG	01	
		J (95)		102	225	44	S9	61520S	AD530-1X	ENG	01	
		O (125)		135	200	39	S9	61520S	AD530-1X	ENG	01	
		R (137)		147	200	39	S9	61520S	AD530-1X	ENG	01	
		S (150)		161	190	37	S9	61520S	AD530-1X	ENG	01	
		T (165)		178	175	34	S9	61520S	AD530-1X	ENG	01	
3200		Z (40)		43	250	49	S9	61520S CLUTCH SHIFT	AD530-1X	ENG	01	
		A (50)		54	250	49	S9	61520S CLUTCH SHIFT	AD530-1X	ENG	01	
		B (55)		59	250	49	S9	61520S CLUTCH SHIFT	AD530-1X	ENG	01	
		C (73)		79	250	49	S9	61520S CLUTCH SHIFT	AD530-1X	ENG	01	
		E (86)		94	225	44	S9	61520S CLUTCH SHIFT	AD530-1X	ENG	01	
		J (95)		103	225	44	S9	61520S CLUTCH SHIFT	AD530-1X	ENG	01	
		O (125)		135	200	39	S9	61520S CLUTCH SHIFT	AD530-1X	ENG	01	
		R (137)		147	200	39	S9	61520S CLUTCH SHIFT	AD530-1X	ENG	01	
		S (150)		161	190	37	S9	61520S CLUTCH SHIFT	AD530-1X	ENG	01	
		T (165)		177	175	34	S9	61520S CLUTCH SHIFT	AD530-1X	ENG	01	
6000		Forward (73)		79	150	30	S9	61520S	AD530-1X	BOTH	01	
		Reverse (83)		89	150	30	S9	61520S	AD530-1X	BOTH	01	

FOOT NOTES:

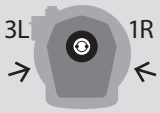
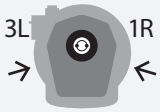
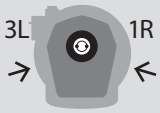
SP14: There is no PTO application for bottom opening due to non-standard mounting depth. Adapters are not approved for this transmission opening.

For complete part numbers, consult the PTO Series section (page 25)

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ES54-5C

SPIC.35

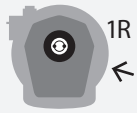
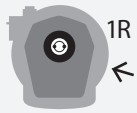
6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1000		B (55)		45	250	49	S3		GA6093	OPP	30	
		C (73)		59	250	49	S3		GA6093	OPP	30	
		E (86)		71	225	44	S3		GA6093	OPP	30	
		J (95)		77	225	44	S3		GA6093	OPP	30	
		O (125)		102	200	39	S3		GA6093	OPP	30	
		R (137)		112	200	39	S3		GA6093	OPP	30	
		S (150)		122	190	37	S3		GA6093	OPP	30	
		T (165)		134	175	34	S3		GA6093	OPP	30	
3200		Z (40)		33	250	49	S3	CLUTCH SHIFT	GA6093	OPP	30	
		A (50)		41	250	49	S3	CLUTCH SHIFT	GA6093	OPP	30	
		B (55)		45	250	49	S3	CLUTCH SHIFT	GA6093	OPP	30	
		C (73)		59	250	49	S3	CLUTCH SHIFT	GA6093	OPP	30	
		E (86)		71	225	44	S3	CLUTCH SHIFT	GA6093	OPP	30	
		J (95)		78	225	44	S3	CLUTCH SHIFT	GA6093	OPP	30	
		O (125)		102	200	39	S3	CLUTCH SHIFT	GA6093	OPP	30	
		R (137)		111	200	39	S3	CLUTCH SHIFT	GA6093	OPP	30	
		S (150)		122	190	37	S3	CLUTCH SHIFT	GA6093	OPP	30	
		T (165)		134	175	34	S3	CLUTCH SHIFT	GA6093	OPP	30	
6000		Forward (73)		59	150	30	S3		GA6093	BOTH	30	
		Reverse (83)		68	150	30	S3		GA6093	BOTH	30	

For complete part numbers, consult the PTO Series section (page 25)

Spicer

6852G

SPIC.36

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1000		B (55)		31	250	49	INCL			OPP	03	
		C (73)		42	250	49	INCL			OPP	03	
		E (86)		50	225	44	INCL			OPP	03	
		J (95)		54	225	44	INCL			OPP	03	
		O (125)		71	200	39	INCL			OPP	03	
		R (137)		78	200	39	INCL			OPP	03	
		S (150)		85	190	37	INCL			OPP	03	
		T (165)		94	175	34	INCL			OPP	03	
1000		B (55)		34	250	49	INCL		GA6093	OPP	05	
		C (73)		45	250	49	INCL		GA6093	OPP	05	
		E (86)		54	225	44	INCL		GA6093	OPP	05	
		J (95)		59	225	44	INCL		GA6093	OPP	05	
		O (125)		78	200	39	INCL		GA6093	OPP	05	
		R (137)		85	200	39	INCL		GA6093	OPP	05	
		S (150)		93	190	37	INCL		GA6093	OPP	05	
		T (165)		103	175	34	INCL		GA6093	OPP	05	
3200		Z (40)		23	250	49	INCL	CLUTCH SHIFT		OPP	03	
		A (50)		28	250	49	INCL	CLUTCH SHIFT		OPP	03	
		B (55)		31	250	49	INCL	CLUTCH SHIFT		OPP	03	
		C (73)		42	250	49	INCL	CLUTCH SHIFT		OPP	03	
		E (86)		50	225	44	INCL	CLUTCH SHIFT		OPP	03	
		J (95)		54	225	44	INCL	CLUTCH SHIFT		OPP	03	
		O (125)		71	200	39	INCL	CLUTCH SHIFT		OPP	03	
		R (137)		78	200	39	INCL	CLUTCH SHIFT		OPP	03	
		S (150)		85	190	37	INCL	CLUTCH SHIFT		OPP	03	
		T (165)		94	175	34	INCL	CLUTCH SHIFT		OPP	03	
3200		Z (40)		25	250	49	INCL	CLUTCH SHIFT	GA6093	OPP	05	
		A (50)		31	250	49	INCL	CLUTCH SHIFT	GA6093	OPP	05	
		B (55)		34	250	49	INCL	CLUTCH SHIFT	GA6093	OPP	05	
		C (73)		45	250	49	INCL	CLUTCH SHIFT	GA6093	OPP	05	
		E (86)		54	225	44	INCL	CLUTCH SHIFT	GA6093	OPP	05	
		J (95)		60	225	44	INCL	CLUTCH SHIFT	GA6093	OPP	05	
		O (125)		78	200	39	INCL	CLUTCH SHIFT	GA6093	OPP	05	
		R (137)		85	200	39	INCL	CLUTCH SHIFT	GA6093	OPP	05	
		S (150)		93	190	37	INCL	CLUTCH SHIFT	GA6093	OPP	05	
		T (165)		102	175	34	INCL	CLUTCH SHIFT	GA6093	OPP	05	

For complete part numbers, consult the PTO Series section (page 25)

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CM-6052C(301255)(301083)(301415) **ES65-5E(301468)** **SPIC.37**

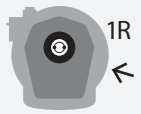
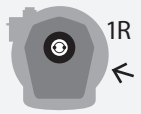
6 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1000		B (55)		62	250	49	S5		6450S	OPP	05	3L 
		C (73)		83	250	49	S5		6450S	OPP	05	
		E (86)		99	225	44	S5		6450S	OPP	05	
		J (95)		108	225	44	S5		6450S	OPP	05	
		O (125)		142	200	39	S5		6450S	OPP	05	
		R (137)		156	200	39	S5		6450S	OPP	05	
		S (150)		170	190	37	S5		6450S	OPP	05	
		T (165)		187	175	34	S5		6450S	OPP	05	
3200		Z (40)		45	250	49	S5	CLUTCH SHIFT	6450S	OPP	05	3L 
		A (50)		57	250	49	S5	CLUTCH SHIFT	6450S	OPP	05	
		B (55)		62	250	49	S5	CLUTCH SHIFT	6450S	OPP	05	
		C (73)		83	250	49	S5	CLUTCH SHIFT	6450S	OPP	05	
		E (86)		99	225	44	S5	CLUTCH SHIFT	6450S	OPP	05	
		J (95)		109	225	44	S5	CLUTCH SHIFT	6450S	OPP	05	
		O (125)		142	200	39	S5	CLUTCH SHIFT	6450S	OPP	05	
		R (137)		155	200	39	S5	CLUTCH SHIFT	6450S	OPP	05	
		S (150)		170	190	37	S5	CLUTCH SHIFT	6450S	OPP	05	
		T (165)		187	175	34	S5	CLUTCH SHIFT	6450S	OPP	05	
6000		Forward (73)		83	150	30	S5		6450S	BOTH	05	3L 
		Reverse (83)		94	150	30	S5		6450S	BOTH	05	

Spicer TTC

For complete part numbers, consult the PTO Series section (page 25)

Spicer

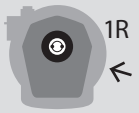
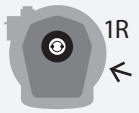
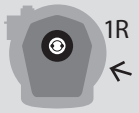
CM-6052C(301255)(301083)(301415) **ES65-5E(301468)** **SPIC.37**

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
2000		A (50)			250		S8	8375S	8600S	OPP	05	
		B (55)		62	250	49	S8	8375S	8600S	OPP	05	
		C (73)		83	250	49	S8	8375S	8600S	OPP	05	
		E (86)		99	225	44	S8	8375S	8600S	OPP	05	
		J (95)		108	225	44	S8	8375S	8600S	OPP	05	
		O (125)		142	200	39	S8	8375S	8600S	OPP	05	
		R (137)		156	200	39	S8	8375S	8600S	OPP	05	
		S (150)		170	190	37	S8	8375S	8600S	OPP	05	
		T (165)		187	175	34	S8	8375S	8600S	OPP	05	
3800		Z (40)		43	250	49	S8	8375S CLUTCH SHIFT	8600S	OPP	05	
		A (50)		54	250	49	S8	8375S CLUTCH SHIFT	8600S	OPP	05	
		B (55)		60	250	49	S8	8375S CLUTCH SHIFT	8600S	OPP	05	
		C (73)		79	250	49	S8	8375S CLUTCH SHIFT	8600S	OPP	05	
		E (86)		95	225	44	S8	8375S CLUTCH SHIFT	8600S	OPP	05	
		J (95)		104	225	44	S8	8375S CLUTCH SHIFT	8600S	OPP	05	
		O (125)		136	200	39	S8	8375S CLUTCH SHIFT	8600S	OPP	05	
		R (137)		148	200	39	S8	8375S CLUTCH SHIFT	8600S	OPP	05	
		S (150)		163	190	37	S8	8375S CLUTCH SHIFT	8600S	OPP	05	
		T (165)		179	175	34	S8	8375S CLUTCH SHIFT	8600S	OPP	05	
6800		Forward (55)		79	150	30	S8	8375S	8600S	BOTH	05	
		Reverse (52)		90	150	30	S8	8375S	8600S	BOTH	05	
8000		Forward (40)		45	500	95	S8	8375S	8600S	BOTH	05	
		Reverse (50)		53	500	95	S8	8375S	8600S	BOTH	05	
8500		B (57)		41	500	95	S8	8375S	8600S	OPP	05	
		C (70)		54	500	95	S8	8375S	8600S	OPP	05	
		E (86)		65	480	90	S8	8375S	8600S	OPP	05	
		J (105)		81	450	86	S8	8375S	8600S	OPP	05	
		O (127)		93	400	76	S8	8375S	8600S	OPP	05	
		R (137)		102	360	68	S8	8375S	8600S	OPP	05	
		S (150)		112	320	62	S8	8375S	8600S	OPP	05	
		T (165)		123	280	54	S8	8375S	8600S	OPP	05	

For complete part numbers, consult the PTO Series section (page 25)

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1262A(301105) **1264A(301106)**

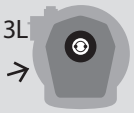
6 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1000		B (55)		64	250	49	S9	6140S	AD530-1X	ENG	01	 1R
		C (73)		85	250	49	S9	6140S	AD530-1X	ENG	01	
		E (86)		101	225	44	S9	6140S	AD530-1X	ENG	01	
		J (95)		111	225	44	S9	6140S	AD530-1X	ENG	01	
		O (125)		146	200	39	S9	6140S	AD530-1X	ENG	01	
		R (137)		160	200	39	S9	6140S	AD530-1X	ENG	01	
		S (150)		175	190	37	S9	6140S	AD530-1X	ENG	01	
		T (165)		192	175	34	S9	6140S	AD530-1X	ENG	01	
3200		Z (40)		47	250	49	S9	6140S CLUTCH SHIFT	AD530-1X	ENG	01	 1R
		A (50)		58	250	49	S9	6140S CLUTCH SHIFT	AD530-1X	ENG	01	
		B (55)		64	250	49	S9	6140S CLUTCH SHIFT	AD530-1X	ENG	01	
		C (73)		85	250	49	S9	6140S CLUTCH SHIFT	AD530-1X	ENG	01	
		E (86)		102	225	44	S9	6140S CLUTCH SHIFT	AD530-1X	ENG	01	
		J (95)		112	225	44	S9	6140S CLUTCH SHIFT	AD530-1X	ENG	01	
		O (125)		146	200	39	S9	6140S CLUTCH SHIFT	AD530-1X	ENG	01	
		R (137)		160	200	39	S9	6140S CLUTCH SHIFT	AD530-1X	ENG	01	
		S (150)		175	190	37	S9	6140S CLUTCH SHIFT	AD530-1X	ENG	01	
		T (165)		192	175	34	S9	6140S CLUTCH SHIFT	AD530-1X	ENG	01	
6000		Forward (73)		85	150	30	S9	6140S	AD530-1X	BOTH	01	 1R
		Reverse (83)		97	150	30	S9	6140S	AD530-1X	BOTH	01	

Spicer TTC

For complete part numbers, consult the PTO Series section (page 25)

5752C(8-BOLT&6-BOLTOPENING)

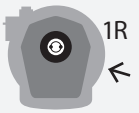
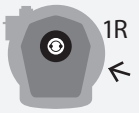
SPIC.39

6 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1000		B (55)		29	250	49	INCL			OPP	03	3L 
		C (73)		38	250	49	INCL			OPP	03	
		E (86)		45	225	44	INCL			OPP	03	
		J (95)		49	225	44	INCL			OPP	03	
		O (125)		65	200	39	INCL			OPP	03	
		R (137)		71	200	39	INCL			OPP	03	
		S (150)		78	190	37	INCL			OPP	03	
		T (165)		86	175	34	INCL			OPP	03	
3200		Z (40)		19	250	49	INCL	CLUTCH SHIFT		OPP	03	3L 
		A (50)		24	250	49	INCL	CLUTCH SHIFT		OPP	03	
		B (55)		26	250	49	INCL	CLUTCH SHIFT		OPP	03	
		C (73)		35	250	49	INCL	CLUTCH SHIFT		OPP	03	
		E (86)		42	225	44	INCL	CLUTCH SHIFT		OPP	03	
		J (95)		45	225	44	INCL	CLUTCH SHIFT		OPP	03	
		O (125)		59	200	39	INCL	CLUTCH SHIFT		OPP	03	
		R (137)		65	200	39	INCL	CLUTCH SHIFT		OPP	03	
		S (150)		71	190	37	INCL	CLUTCH SHIFT		OPP	03	
		T (165)		78	175	34	INCL	CLUTCH SHIFT		OPP	03	

For complete part numbers, consult the PTO Series section (page 25)

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5752C(8-BOLT&6-BOLTOPENING)

8 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
2000		A (50)			250		S6		08375S	OPP	08	 1R
		B (55)		55	250	49	S6		08375S	OPP	08	
		C (73)		73	250	49	S6		08375S	OPP	08	
		E (086)		087	225	44	S6		08375S	OPP	08	
		J (95)		95	225	44	S6		08375S	OPP	08	
		O (125)		125	200	39	S6		08375S	OPP	08	
		R (137)		137	200	39	S6		08375S	OPP	08	
		S (150)		150	190	37	S6		08375S	OPP	08	
		T (165)		165	175	34	S6		08375S	OPP	08	
3800		Z (40)		44	250	49	S6	CLUTCH SHIFT	08375S	OPP	08	 1R
		A (50)		54	250	49	S6	CLUTCH SHIFT	08375S	OPP	08	
		B (55)		60	250	49	S6	CLUTCH SHIFT	08375S	OPP	08	
		C (73)		79	250	49	S6	CLUTCH SHIFT	08375S	OPP	08	
		E (086)		95	225	44	S6	CLUTCH SHIFT	08375S	OPP	08	
		J (95)		104	225	44	S6	CLUTCH SHIFT	08375S	OPP	08	
		O (125)		136	200	39	S6	CLUTCH SHIFT	08375S	OPP	08	
		R (137)		149	200	39	S6	CLUTCH SHIFT	08375S	OPP	08	
		S (150)		163	190	37	S6	CLUTCH SHIFT	08375S	OPP	08	
		T (165)		179	175	34	S6	CLUTCH SHIFT	08375S	OPP	08	
6800		Forward (55)		79	150	30	S6		08375S	BOTH	08	 1R
		Reverse (52)		90	150	30	S6		08375S	BOTH	08	
8000		Forward (40)		45	500	95	S6		08375S	BOTH	08	 1R
		Reverse (50)		53	500	95	S6		08375S	BOTH	08	
8500		B (57)		41	500	95	S6		08375S	OPP	08	 1R
		C (70)		55	500	95	S6		08375S	OPP	08	
		E (086)		65	4080	90	S6		08375S	OPP	08	
		J (105)		081	450	086	S6		08375S	OPP	08	
		O (127)		94	400	76	S6		08375S	OPP	08	
		R (137)		102	360	608	S6		08375S	OPP	08	
		S (150)		112	320	62	S6		08375S	OPP	08	
		T (165)		123	2080	54	S6		08375S	OPP	08	

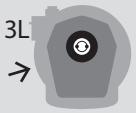
Spicer TTC

For complete part numbers, consult the PTO Series section (page 25)

Spicer

5753A

SPIC.40

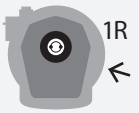
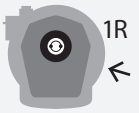
6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1000		B (55)		29	250	49	INCL			OPP	03	3L 
		C (73)		38	250	49	INCL			OPP	03	
		E (86)		45	225	44	INCL			OPP	03	
		J (95)		49	225	44	INCL			OPP	03	
		O (125)		65	200	39	INCL			OPP	03	
		R (137)		71	200	39	INCL			OPP	03	
		S (150)		78	190	37	INCL			OPP	03	
		T (165)		86	175	34	INCL			OPP	03	
3200		Z (40)		19	250	49	INCL	CLUTCH SHIFT		OPP	03	3L 
		A (50)		24	250	49	INCL	CLUTCH SHIFT		OPP	03	
		B (55)		26	250	49	INCL	CLUTCH SHIFT		OPP	03	
		C (73)		35	250	49	INCL	CLUTCH SHIFT		OPP	03	
		E (86)		42	225	44	INCL	CLUTCH SHIFT		OPP	03	
		J (95)		45	225	44	INCL	CLUTCH SHIFT		OPP	03	
		O (125)		59	200	39	INCL	CLUTCH SHIFT		OPP	03	
		R (137)		65	200	39	INCL	CLUTCH SHIFT		OPP	03	
		S (150)		71	190	37	INCL	CLUTCH SHIFT		OPP	03	
		T (165)		78	175	34	INCL	CLUTCH SHIFT		OPP	03	

For complete part numbers, consult the PTO Series section (page 25)

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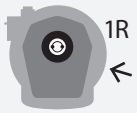
SPIC.40

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
	2000	A (50)			250		S6	8295S	8375S	OPP	08	 1R
		B (55)		63	250	49	S6	8295S	8375S	OPP	08	
		C (73)		83	250	49	S6	8295S	8375S	OPP	08	
		E (86)		99	225	44	S6	8295S	8375S	OPP	08	
		J (95)		108	225	44	S6	8295S	8375S	OPP	08	
		O (125)		143	200	39	S6	8295S	8375S	OPP	08	
		R (137)		156	200	39	S6	8295S	8375S	OPP	08	
		S (150)		171	190	37	S6	8295S	8375S	OPP	08	
		T (165)		188	175	34	S6	8295S	8375S	OPP	08	
	3800	Z (40)		50	250	49	S6	8295S CLUTCH SHIFT	8375S	OPP	08	 1R
		A (50)		62	250	49	S6	8295S CLUTCH SHIFT	8375S	OPP	08	
		B (55)		68	250	49	S6	8295S CLUTCH SHIFT	8375S	OPP	08	
		C (73)		91	250	49	S6	8295S CLUTCH SHIFT	8375S	OPP	08	
		E (86)		109	225	44	S6	8295S CLUTCH SHIFT	8375S	OPP	08	
		J (95)		119	225	44	S6	8295S CLUTCH SHIFT	8375S	OPP	08	
		O (125)		155	200	39	S6	8295S CLUTCH SHIFT	8375S	OPP	08	
		R (137)		170	200	39	S6	8295S CLUTCH SHIFT	8375S	OPP	08	
		S (150)		187	190	37	S6	8295S CLUTCH SHIFT	8375S	OPP	08	
		T (165)		205	175	34	S6	8295S CLUTCH SHIFT	8375S	OPP	08	
	6800	Forward (55)		91	150	30	S6	8295S	8375S	BOTH	08	 1R
		Reverse (52)		103	150	30	S6	8295S	8375S	BOTH	08	
	8000	Forward (40)		51	500	95	S6	8295S	8375S	BOTH	08	 1R
		Reverse (50)		61	500	95	S6	8295S	8375S	BOTH	08	
	8500	B (57)		47	500	95	S6	8295S	8375S	OPP	08	 1R
		C (70)		62	500	95	S6	8295S	8375S	OPP	08	
		E (86)		74	480	90	S6	8295S	8375S	OPP	08	
		J (105)		92	450	86	S6	8295S	8375S	OPP	08	
		O (127)		107	400	76	S6	8295S	8375S	OPP	08	
		R (137)		117	360	68	S6	8295S	8375S	OPP	08	
		S (150)		128	320	62	S6	8295S	8375S	OPP	08	
		T (165)		141	280	54	S6	8295S	8375S	OPP	08	

For complete part numbers, consult the PTO Series section (page 25)

Spicer

1007-3A(301121)(301208) **1207-3A(301199)** **1263B(301109)** **PSO120-8LL(301644)** **SPIC.41**

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1000		B (55)		77	250	49	S3	GA6032	6350S	OPP	01	
		C (73)		102	250	49	S3	GA6032	6350S	OPP	01	
		E (86)		122	225	44	S3	GA6032	6350S	OPP	01	
		J (95)		133	225	44	S3	GA6032	6350S	OPP	01	
		O (125)		175	200	39	S3	GA6032	6350S	OPP	01	
		R (137)		192	200	39	S3	GA6032	6350S	OPP	01	
		S (150)		210	190	37	S3	GA6032	6350S	OPP	01	
		T (165)		231	175	34	S3	GA6032	6350S	OPP	01	
3200		Z (40)		56	250	49	S3	GA6032 CLUTCH SHIFT	6350S	OPP	01	
		A (50)		70	250	49	S3	GA6032 CLUTCH SHIFT	6350S	OPP	01	
		B (55)		77	250	49	S3	GA6032 CLUTCH SHIFT	6350S	OPP	01	
		C (73)		102	250	49	S3	GA6032 CLUTCH SHIFT	6350S	OPP	01	
		E (86)		123	225	44	S3	GA6032 CLUTCH SHIFT	6350S	OPP	01	
		J (95)		134	225	44	S3	GA6032 CLUTCH SHIFT	6350S	OPP	01	
		O (125)		175	200	39	S3	GA6032 CLUTCH SHIFT	6350S	OPP	01	
		R (137)		192	200	39	S3	GA6032 CLUTCH SHIFT	6350S	OPP	01	
		S (150)		210	190	37	S3	GA6032 CLUTCH SHIFT	6350S	OPP	01	
		T (165)		231	175	34	S3	GA6032 CLUTCH SHIFT	6350S	OPP	01	
6000		Forward (73)		102	150	30	S3	GA6032	6350S	BOTH	01	
		Reverse (83)		116	150	30	S3	GA6032	6350S	BOTH	01	

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
2000		A (50)		70	250		INCL	GA8032	8165S	OPP	01	
		B (55)		77	250	49	INCL	GA8032	8165S	OPP	01	
		C (73)		102	250	49	INCL	GA8032	8165S	OPP	01	
		E (86)		122	225	44	INCL	GA8032	8165S	OPP	01	
		J (95)		133	225	44	INCL	GA8032	8165S	OPP	01	
		O (125)		175	200	39	INCL	GA8032	8165S	OPP	01	
		R (137)		192	200	39	INCL	GA8032	8165S	OPP	01	
		S (150)		210	190	37	INCL	GA8032	8165S	OPP	01	
		T (165)		231	175	34	INCL	GA8032	8165S	OPP	01	

CONTINUES →

For complete part numbers, consult the PTO Series section (page 25)

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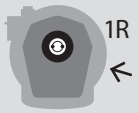
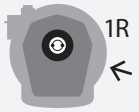
1007-3A(301121)(301208) 1207-3A(301199) 1263B(301109) PSO120-8LL(301644)

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
← CONTINUES												
	3800	Z (40)	56	250	49	INCL	GA8032 CLUTCH SHIFT	8165S	OPP	1		
		A (50)	70	250	49	INCL	GA8032 CLUTCH SHIFT	8165S	OPP	1		
		B (55)	77	250	49	INCL	GA8032 CLUTCH SHIFT	8165S	OPP	1		
		C (73)	102	250	49	INCL	GA8032 CLUTCH SHIFT	8165S	OPP	1		 ↑ 1B
		E (86)	123	225	44	INCL	GA8032 CLUTCH SHIFT	8165S	OPP	1		
		J (95)	134	225	44	INCL	GA8032 CLUTCH SHIFT	8165S	OPP	1		
		O (125)	175	200	39	INCL	GA8032 CLUTCH SHIFT	8165S	OPP	1		
		R (137)	192	200	39	INCL	GA8032 CLUTCH SHIFT	8165S	OPP	1		
		S (150)	210	190	37	INCL	GA8032 CLUTCH SHIFT	8165S	OPP	1		
		T (165)	231	175	34	INCL	GA8032 CLUTCH SHIFT	8165S	OPP	1		
	4100	B (57)	80	450	87	INCL	(SP2) GA8032	8165S	OPP	1		 ↑ 1B
		C (70)	98	470	90	INCL	(SP2) GA8032	8165S	OPP	1		
		E (86)	121	470	90	INCL	(SP2) GA8032	8165S	OPP	1		
		J (105)	147	400	77	INCL	(SP2) GA8032	8165S	OPP	1		
	4250	Output 1 C (96)	135	420	80	INCL	(SP2) GA8032		OPP	1		
		Output 2 B (89)	125	420	80	INCL	(SP2) GA8032		OPP	1		
		Output 1 E (112)	158	400	76.5	INCL	(SP2) GA8032		OPP	1		
		Output 2 C (104)	146	420	80	INCL	(SP2) GA8032		OPP	1		 ↑ 1B
		Output 1 J (132)	185	380	73	INCL	(SP2) GA8032		OPP	1		
		Output 2 E (121)	169	400	76.5	INCL	(SP2) GA8032		OPP	1		
		Output 1 O (168)	236	350	67	INCL	(SP2) GA8032		OPP	1		
		Output 2 J (152)	214	380	73	INCL	(SP2) GA8032		OPP	1		
	6800	Forward (55)	102	150	30	INCL	GA8032	8165S	BOTH	1		 ↑ 1B
		Reverse (52)	116	150	30	INCL	GA8032	8165S	BOTH	1		
	8000	Forward (40)	58	500	95	INCL	GA8032	8165S	BOTH	1		 ↑ 1B
		Reverse (50)	69	500	95	INCL	GA8032	8165S	BOTH	1		
	8500	B (57)	53	500	95	INCL	GA8032	8165S	OPP	1		
		C (70)	70	500	95	INCL	GA8032	8165S	OPP	1		
		E (86)	84	480	90	INCL	GA8032	8165S	OPP	1		
		J (105)	104	450	86	INCL	GA8032	8165S	OPP	1		 ↑ 1B
		O (127)	120	400	76	INCL	GA8032	8165S	OPP	1		
		R (137)	132	360	68	INCL	GA8032	8165S	OPP	1		
		S (150)	145	320	62	INCL	GA8032	8165S	OPP	1		
		T (165)	159	280	54	INCL	GA8032	8165S	OPP	1		

For complete part numbers, consult the PTO Series section (page 25)

Spicer

1211-3A **1211-5A**

6 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1000		B (55)		73	250	49	S9	61500S, 6300S	AD530-1X	ENG	01	
		C (73)		97	250	49	S9	61500S, 6300S	AD530-1X	ENG	01	
		E (86)		115	225	44	S9	61500S, 6300S	AD530-1X	ENG	01	
		J (95)		126	225	44	S9	61500S, 6300S	AD530-1X	ENG	01	
		O (125)		165	200	39	S9	61500S, 6300S	AD530-1X	ENG	01	
		R (137)		181	200	39	S9	61500S, 6300S	AD530-1X	ENG	01	
		S (150)		199	190	37	S9	61500S, 6300S	AD530-1X	ENG	01	
		T (165)		218	175	34	S9	61500S, 6300S	AD530-1X	ENG	01	
3200		Z (40)		53	250	49	S9	61500S, 6300S CLUTCH SHIFT	AD530-1X	ENG	01	
		A (50)		66	250	49	S9	61500S, 6300S CLUTCH SHIFT	AD530-1X	ENG	01	
		B (55)		73	250	49	S9	61500S, 6300S CLUTCH SHIFT	AD530-1X	ENG	01	
		C (73)		97	250	49	S9	61500S, 6300S CLUTCH SHIFT	AD530-1X	ENG	01	
		E (86)		116	225	44	S9	61500S, 6300S CLUTCH SHIFT	AD530-1X	ENG	01	
		J (95)		127	225	44	S9	61500S, 6300S CLUTCH SHIFT	AD530-1X	ENG	01	
		O (125)		165	200	39	S9	61500S, 6300S CLUTCH SHIFT	AD530-1X	ENG	01	
		R (137)		181	200	39	S9	61500S, 6300S CLUTCH SHIFT	AD530-1X	ENG	01	
		S (150)		199	190	37	S9	61500S, 6300S CLUTCH SHIFT	AD530-1X	ENG	01	
		T (165)		218	175	34	S9	61500S, 6300S CLUTCH SHIFT	AD530-1X	ENG	01	
6000		Forward (73)		97	150	30	S9	61500S, 6300S	AD530-1X	BOTH	01	
		Reverse (83)		110	150	30	S9	61500S, 6300S	AD530-1X	BOTH	01	

Spicer TTC

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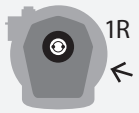
1211-3A **1211-5A**

8 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
	2000	A (50)		66	250		INCL			OPP	01	 ↑ 1B
		B (55)		73	250	49	INCL			OPP	01	
		C (73)		97	250	49	INCL			OPP	01	
		E (86)		115	225	44	INCL			OPP	01	
		J (95)		126	225	44	INCL			OPP	01	
		O (125)		165	200	39	INCL			OPP	01	
		R (137)		181	200	39	INCL			OPP	01	
		S (150)		199	190	37	INCL			OPP	01	
		T (165)		218	175	34	INCL			OPP	01	
	3800	Z (40)		53	250	49	INCL	CLUTCH SHIFT		OPP	01	 ↑ 1B
		A (50)		66	250	49	INCL	CLUTCH SHIFT		OPP	01	
		B (55)		73	250	49	INCL	CLUTCH SHIFT		OPP	01	
		C (73)		97	250	49	INCL	CLUTCH SHIFT		OPP	01	
		E (86)		116	225	44	INCL	CLUTCH SHIFT		OPP	01	
		J (95)		127	225	44	INCL	CLUTCH SHIFT		OPP	01	
		O (125)		165	200	39	INCL	CLUTCH SHIFT		OPP	01	
		R (137)		181	200	39	INCL	CLUTCH SHIFT		OPP	01	
		S (150)		199	190	37	INCL	CLUTCH SHIFT		OPP	01	
		T (165)		218	175	34	INCL	CLUTCH SHIFT		OPP	01	
	6800	Forward (55)		97	150	30	INCL			BOTH	01	 ↑ 1B
		Reverse (52)		110	150	30	INCL			BOTH	01	
	8000	Forward (40)		55	500	95	INCL			BOTH	01	 ↑ 1B
		Reverse (50)		65	500	95	INCL			BOTH	01	
	8500	B (57)		50	500	95	INCL			OPP	01	 ↑ 1B
		C (70)		66	500	95	INCL			OPP	01	
		E (86)		79	480	90	INCL			OPP	01	
		J (105)		98	450	86	INCL			OPP	01	
		O (127)		114	400	76	INCL			OPP	01	
		R (137)		125	360	68	INCL			OPP	01	
		S (150)		137	320	62	INCL			OPP	01	
		T (165)		150	280	54	INCL			OPP	01	

For complete part numbers, consult the PTO Series section (page 25)

Spicer

1214-3A(301130)(301212) **1214-5A(301131)(301213)**

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1000		B (55)		77	250	49	S5	(SP16)	6300S	OPP	01	
		C (73)		102	250	49	S5	(SP16)	6300S	OPP	01	
		E (86)		122	225	44	S5	(SP16)	6300S	OPP	01	
		J (95)		133	225	44	S5	(SP16)	6300S	OPP	01	
		O (125)		175	200	39	S5	(SP16)	6300S	OPP	01	
		R (137)		192	200	39	S5	(SP16)	6300S	OPP	01	
		S (150)		210	190	37	S5	(SP16)	6300S	OPP	01	
		T (165)		231	175	34	S5	(SP16)	6300S	OPP	01	
3200		Z (40)		56	250	49	S5	(SP16) CLUTCH SHIFT	6300S	OPP	01	
		A (50)		70	250	49	S5	(SP16) CLUTCH SHIFT	6300S	OPP	01	
		B (55)		77	250	49	S5	(SP16) CLUTCH SHIFT	6300S	OPP	01	
		C (73)		102	250	49	S5	(SP16) CLUTCH SHIFT	6300S	OPP	01	
		E (86)		123	225	44	S5	(SP16) CLUTCH SHIFT	6300S	OPP	01	
		J (95)		134	225	44	S5	(SP16) CLUTCH SHIFT	6300S	OPP	01	
		O (125)		175	200	39	S5	(SP16) CLUTCH SHIFT	6300S	OPP	01	
		R (137)		192	200	39	S5	(SP16) CLUTCH SHIFT	6300S	OPP	01	
		S (150)		210	190	37	S5	(SP16) CLUTCH SHIFT	6300S	OPP	01	
		T (165)		231	175	34	S5	(SP16) CLUTCH SHIFT	6300S	OPP	01	
6000		Forward (73)		102	150	30	S5	(SP16)	6300S	BOTH	01	
		Reverse (83)		116	150	30	S5	(SP16)	6300S	BOTH	01	

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
2000		A (50)		70	250		INCL	(SP16) GA8093	GA8062	OPP	01	
		B (55)		77	250	49	INCL	(SP16) GA8093	GA8062	OPP	01	
		C (73)		102	250	49	INCL	(SP16) GA8093	GA8062	OPP	01	
		E (86)		122	225	44	INCL	(SP16) GA8093	GA8062	OPP	01	
		J (95)		133	225	44	INCL	(SP16) GA8093	GA8062	OPP	01	
		O (125)		175	200	39	INCL	(SP16) GA8093	GA8062	OPP	01	
		R (137)		192	200	39	INCL	(SP16) GA8093	GA8062	OPP	01	
		S (150)		210	190	37	INCL	(SP16) GA8093	GA8062	OPP	01	
		T (165)		231	175	34	INCL	(SP16) GA8093	GA8062	OPP	01	

CONTINUES →

For complete part numbers, consult the PTO Series section (page 25)

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1214-3A(301130)(301212) **1214-5A(301131)(301213)**

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
← CONTINUES												
	3800	Z (40)	56	250	49	INCL	(SP16) GA8093 CLUTCH SHIFT	GA8062	OPP	01		
		A (50)	70	250	49	INCL	(SP16) GA8093 CLUTCH SHIFT	GA8062	OPP	01		
		B (55)	77	250	49	INCL	(SP16) GA8093 CLUTCH SHIFT	GA8062	OPP	01		
		C (73)	102	250	49	INCL	(SP16) GA8093 CLUTCH SHIFT	GA8062	OPP	01		
		E (86)	123	225	44	INCL	(SP16) GA8093 CLUTCH SHIFT	GA8062	OPP	01		
		J (95)	134	225	44	INCL	(SP16) GA8093 CLUTCH SHIFT	GA8062	OPP	01		
		O (125)	175	200	39	INCL	(SP16) GA8093 CLUTCH SHIFT	GA8062	OPP	01		↑ 1B
		R (137)	192	200	39	INCL	(SP16) GA8093 CLUTCH SHIFT	GA8062	OPP	01		
		S (150)	210	190	37	INCL	(SP16) GA8093 CLUTCH SHIFT	GA8062	OPP	01		
		T (165)	231	175	34	INCL	(SP16) GA8093 CLUTCH SHIFT	GA8062	OPP	01		
	4100	B (57)	80	450	87	INCL	(SP2,16) GA8093	GA8062	OPP	01		
		C (70)	98	470	90	INCL	(SP2,16) GA8093	GA8062	OPP	01		
		E (86)	121	470	90	INCL	(SP2,16) GA8093	GA8062	OPP	01		
		J (105)	147	400	77	INCL	(SP2,16) GA8093	GA8062	OPP	01		↑ 1B
	4250	Output 1 C (96)	135	420	80	INCL	(SP2,16) GA8093		OPP	01		
		Output 2 B (89)	125	420	80	INCL	(SP2,16) GA8093		OPP	01		
		Output 1 E (112)	158	400	76.5	INCL	(SP2,16) GA8093		OPP	01		
		Output 2 C (104)	146	420	80	INCL	(SP2,16) GA8093		OPP	01		
		Output 1 J (132)	185	380	73	INCL	(SP2,16) GA8093		OPP	01		
		Output 2 E (121)	169	400	76.5	INCL	(SP2,16) GA8093		OPP	01		↑ 1B
		Output 1 O (168)	236	350	67	INCL	(SP2,16) GA8093		OPP	01		
		Output 2 J (152)	214	380	73	INCL	(SP2,16) GA8093		OPP	01		
	6800	Forward (55)	102	150	30	INCL	(SP16) GA8093	GA8062	BOTH	01		
		Reverse (52)	116	150	30	INCL	(SP16) GA8093	GA8062	BOTH	01		↑ 1B
	8000	Forward (40)	58	500	95	INCL	(SP16) GA8093	GA8062	BOTH	01		
		Reverse (50)	69	500	95	INCL	(SP16) GA8093	GA8062	BOTH	01		↑ 1B
	8500	B (57)	53	500	95	INCL	(SP16) GA8093	GA8062	OPP	01		
		C (70)	70	500	95	INCL	(SP16) GA8093	GA8062	OPP	01		
		E (86)	84	480	90	INCL	(SP16) GA8093	GA8062	OPP	01		
		J (105)	104	450	86	INCL	(SP16) GA8093	GA8062	OPP	01		
		O (127)	120	400	76	INCL	(SP16) GA8093	GA8062	OPP	01		
		R (137)	132	360	68	INCL	(SP16) GA8093	GA8062	OPP	01		↑ 1B
		S (150)	145	320	62	INCL	(SP16) GA8093	GA8062	OPP	01		
		T (165)	159	280	54	INCL	(SP16) GA8093	GA8062	OPP	01		

FOOT NOTES:

SP2: Possible internal transmission gear interference with 4100 series "J" & "O" ratios. Check before installing PTO.

SP16: Speeds shown with transmission in high range. Multiply speeds by .84 for low range.

For complete part numbers, consult the PTO Series section (page 25)

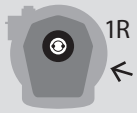
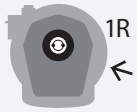
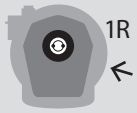
Spicer

1263A(301107)
1265A(301108)

1463A(301175)
1463C(301357)

PSO140-6A(301472)
PSO140-6C(301486)

PSO150-16A(301641)
TSPO155-16A

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1000		B (55)		77	250	49	S3	(SP16)	6270S	OPP	01	
		C (73)		102	250	49	S3	(SP16)	6270S	OPP	01	
		E (86)		122	225	44	S3	(SP16)	6270S	OPP	01	
		J (95)		133	225	44	S3	(SP16)	6270S	OPP	01	
		O (125)		175	200	39	S3	(SP16)	6270S	OPP	01	
		R (137)		192	200	39	S3	(SP16)	6270S	OPP	01	
		S (150)		210	190	37	S3	(SP16)	6270S	OPP	01	
		T (165)		231	175	34	S3	(SP16)	6270S	OPP	01	
3200		Z (40)		56	250	49	S3	(SP16) CLUTCH SHIFT	6270S	OPP	01	
		A (50)		70	250	49	S3	(SP16) CLUTCH SHIFT	6270S	OPP	01	
		B (55)		77	250	49	S3	(SP16) CLUTCH SHIFT	6270S	OPP	01	
		C (73)		102	250	49	S3	(SP16) CLUTCH SHIFT	6270S	OPP	01	
		E (86)		123	225	44	S3	(SP16) CLUTCH SHIFT	6270S	OPP	01	
		J (95)		134	225	44	S3	(SP16) CLUTCH SHIFT	6270S	OPP	01	
		O (125)		175	200	39	S3	(SP16) CLUTCH SHIFT	6270S	OPP	01	
		R (137)		192	200	39	S3	(SP16) CLUTCH SHIFT	6270S	OPP	01	
		S (150)		210	190	37	S3	(SP16) CLUTCH SHIFT	6270S	OPP	01	
		T (165)		231	175	34	S3	(SP16) CLUTCH SHIFT	6270S	OPP	01	
6000		Forward (73)		102	150	30	S3	(SP16)	6270S	BOTH	01	
		Reverse (83)		116	150	30	S3	(SP16)	6270S	BOTH	01	

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
2000		A (50)		70	250		INCL	(SP16) GA8093	GA8062	OPP	01	
		B (55)		77	250	49	INCL	(SP16) GA8093	GA8062	OPP	01	
		C (73)		102	250	49	INCL	(SP16) GA8093	GA8062	OPP	01	
		E (86)		122	225	44	INCL	(SP16) GA8093	GA8062	OPP	01	
		J (95)		133	225	44	INCL	(SP16) GA8093	GA8062	OPP	01	
		O (125)		175	200	39	INCL	(SP16) GA8093	GA8062	OPP	01	
		R (137)		192	200	39	INCL	(SP16) GA8093	GA8062	OPP	01	
		S (150)		210	190	37	INCL	(SP16) GA8093	GA8062	OPP	01	
		T (165)		231	175	34	INCL	(SP16) GA8093	GA8062	OPP	01	

CONTINUES →

For complete part numbers, consult the PTO Series section (page 25)

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1263A(301107) **1463A(301175)** **PSO140-6A(301472)** **PSO150-16A(301641)** **SPIC.44**
1265A(301108) **1463C(301357)** **PSO140-6C(301486)** **TSPO155-16A**

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
← CONTINUES												
	3800	Z (40)	56	250	49	INCL	(SP16) GA8093 CLUTCH SHIFT	GA8062	OPP	01	 ↑ 1B
		A (50)	70	250	49	INCL	(SP16) GA8093 CLUTCH SHIFT	GA8062	OPP	01	
		B (55)	77	250	49	INCL	(SP16) GA8093 CLUTCH SHIFT	GA8062	OPP	01	
		C (73)	102	250	49	INCL	(SP16) GA8093 CLUTCH SHIFT	GA8062	OPP	01	
		E (86)	123	225	44	INCL	(SP16) GA8093 CLUTCH SHIFT	GA8062	OPP	01	
		J (95)	134	225	44	INCL	(SP16) GA8093 CLUTCH SHIFT	GA8062	OPP	01	
		O (125)	175	200	39	INCL	(SP16) GA8093 CLUTCH SHIFT	GA8062	OPP	01	
		R (137)	192	200	39	INCL	(SP16) GA8093 CLUTCH SHIFT	GA8062	OPP	01	
		S (150)	210	190	37	INCL	(SP16) GA8093 CLUTCH SHIFT	GA8062	OPP	01	
		T (165)	231	175	34	INCL	(SP16) GA8093 CLUTCH SHIFT	GA8062	OPP	01	
	4100	B (57)	80	450	87	INCL	(SP2,16) GA8093	GA8062	OPP	01	 ↑ 1B
		C (70)	98	470	90	INCL	(SP2,16) GA8093	GA8062	OPP	01	
		E (86)	121	470	90	INCL	(SP2,16) GA8093	GA8062	OPP	01	
		J (105)	147	400	77	INCL	(SP2,16) GA8093	GA8062	OPP	01	
	4250	Output 1 C (96)	135	420	80	INCL	(SP2,16) GA8093		OPP	01	 ↑ 1B
		Output 2 B (89)	125	420	80	INCL	(SP2,16) GA8093		OPP	01	
		Output 1 E (112)	158	400	76.5	INCL	(SP2,16) GA8093		OPP	01	
		Output 2 C (104)	146	420	80	INCL	(SP2,16) GA8093		OPP	01	
		Output 1 J (132)	185	380	73	INCL	(SP2,16) GA8093		OPP	01	
		Output 2 E (121)	169	400	76.5	INCL	(SP2,16) GA8093		OPP	01	
		Output 1 O (168)	236	350	67	INCL	(SP2,16) GA8093		OPP	01	
		Output 2 J (152)	214	380	73	INCL	(SP2,16) GA8093		OPP	01	
	6800	Forward (55)	102	150	30	INCL	(SP16) GA8093	GA8062	BOTH	01	 ↑ 1B
		Reverse (52)	116	150	30	INCL	(SP16) GA8093	GA8062	BOTH	01	
	8000	Forward (40)	58	500	95	INCL	(SP16) GA8093	GA8062	BOTH	01	 ↑ 1B
		Reverse (50)	69	500	95	INCL	(SP16) GA8093	GA8062	BOTH	01	
	8500	B (57)	53	500	95	INCL	(SP16) GA8093	GA8062	OPP	01	 ↑ 1B
		C (70)	70	500	95	INCL	(SP16) GA8093	GA8062	OPP	01	
		E (86)	84	480	90	INCL	(SP16) GA8093	GA8062	OPP	01	
		J (105)	104	450	86	INCL	(SP16) GA8093	GA8062	OPP	01	
		O (127)	120	400	76	INCL	(SP16) GA8093	GA8062	OPP	01	
		R (137)	132	360	68	INCL	(SP16) GA8093	GA8062	OPP	01	
		S (150)	145	320	62	INCL	(SP16) GA8093	GA8062	OPP	01	
		T (165)	159	280	54	INCL	(SP16) GA8093	GA8062	OPP	01	

FOOT NOTES:

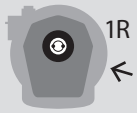
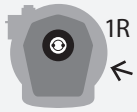
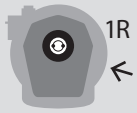
SP2: Possible internal transmission gear interference with 4100 series "J" & "O" ratios. Check before installing PTO.

SP16: Speeds shown with transmission in high range. Multiply speeds by .84 for low range.

For complete part numbers, consult the PTO Series section (page 25)

Spicer

TSPO145-14A **TSPO155-14HP**

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1000		B (55)		80	250	49	S5		6450S	OPP	01	
		C (73)		106	250	49	S5		6450S	OPP	01	
		E (86)		126	225	44	S5		6450S	OPP	01	
		J (95)		138	225	44	S5		6450S	OPP	01	
		O (125)		182	200	39	S5		6450S	OPP	01	
		R (137)		199	200	39	S5		6450S	OPP	01	
		S (150)		218	190	37	S5		6450S	OPP	01	
		T (165)		240	175	34	S5		6450S	OPP	01	
3200		Z (40)		58	250	49	S5	CLUTCH SHIFT	6450S	OPP	01	
		A (50)		73	250	49	S5	CLUTCH SHIFT	6450S	OPP	01	
		B (55)		80	250	49	S5	CLUTCH SHIFT	6450S	OPP	01	
		C (73)		106	250	49	S5	CLUTCH SHIFT	6450S	OPP	01	
		E (86)		127	225	44	S5	CLUTCH SHIFT	6450S	OPP	01	
		J (95)		139	225	44	S5	CLUTCH SHIFT	6450S	OPP	01	
		O (125)		182	200	39	S5	CLUTCH SHIFT	6450S	OPP	01	
		R (137)		199	200	39	S5	CLUTCH SHIFT	6450S	OPP	01	
		S (150)		218	190	37	S5	CLUTCH SHIFT	6450S	OPP	01	
		T (165)		239	175	34	S5	CLUTCH SHIFT	6450S	OPP	01	
6000		Forward (73)		106	150	30	S5		6450S	BOTH	01	
		Reverse (83)		121	150	30	S5		6450S	BOTH	01	

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
2000		A (50)		74	250		S4	GA8062	8248S	OPP	01	
		B (55)		80	250	49	S4	GA8062	8248S	OPP	01	
		C (73)		106	250	49	S4	GA8062	8248S	OPP	01	
		E (86)		126	225	44	S4	GA8062	8248S	OPP	01	
		J (95)		138	225	44	S4	GA8062	8248S	OPP	01	
		O (125)		182	200	39	S4	GA8062	8248S	OPP	01	
		R (137)		199	200	39	S4	GA8062	8248S	OPP	01	
		S (150)		218	190	37	S4	GA8062	8248S	OPP	01	
		T (165)		240	175	34	S4	GA8062	8248S	OPP	01	

CONTINUES →

For complete part numbers, consult the PTO Series section (page 25)

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TSPO145-14A **TSPO155-14HP**

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
← CONTINUES												
		Z (40)	58	250	49	S4	GA8062 CLUTCH SHIFT		8248S	OPP	01	
		A (50)	73	250	49	S4	GA8062 CLUTCH SHIFT		8248S	OPP	01	
		B (55)	80	250	49	S4	GA8062 CLUTCH SHIFT		8248S	OPP	01	
		C (73)	106	250	49	S4	GA8062 CLUTCH SHIFT		8248S	OPP	01	
	3800	E (86)	127	225	44	S4	GA8062 CLUTCH SHIFT		8248S	OPP	01	 ↑ 1B
		J (95)	139	225	44	S4	GA8062 CLUTCH SHIFT		8248S	OPP	01	
		O (125)	182	200	39	S4	GA8062 CLUTCH SHIFT		8248S	OPP	01	
		R (137)	199	200	39	S4	GA8062 CLUTCH SHIFT		8248S	OPP	01	
		S (150)	218	190	37	S4	GA8062 CLUTCH SHIFT		8248S	OPP	01	
		T (165)	239	175	34	S4	GA8062 CLUTCH SHIFT		8248S	OPP	01	
		B (57)	83	450	87	S4	(SP2) GA8062		8248S	OPP	01	
	4100	C (70)	102	470	90	S4	(SP2) GA8062		8248S	OPP	01	 ↑ 1B
		E (86)	125	470	90	S4	(SP2) GA8062		8248S	OPP	01	
		J (105)	153	400	77	S4	(SP2) GA8062		8248S	OPP	01	
		Output 1 C (96)	140	420	80	INCL	(SP2) GA8062			OPP	01	
		Output 2 B (89)	130	420	80	INCL	(SP2) GA8062			OPP	01	
		Output 1 E (112)	164	400	76.5	INCL	(SP2) GA8062			OPP	01	
	4250	Output 2 C (104)	151	420	80	INCL	(SP2) GA8062			OPP	01	 ↑ 1B
		Output 1 J (132)	192	380	73	INCL	(SP2) GA8062			OPP	01	
		Output 2 E (121)	176	400	76.5	INCL	(SP2) GA8062			OPP	01	
		Output 1 O (168)	245	350	67	INCL	(SP2) GA8062			OPP	01	
		Output 2 J (152)	221	380	73	INCL	(SP2) GA8062			OPP	01	
	6800	Forward (55)	106	150	30	S4	GA8062		8248S	BOTH	01	 ↑ 1B
		Reverse (52)	121	150	30	S4	GA8062		8248S	BOTH	01	
	8000	Forward (40)	60	500	95	S4	GA8062		8248S	BOTH	01	 ↑ 1B
		Reverse (50)	71	500	95	S4	GA8062		8248S	BOTH	01	
		B (57)	55	500	95	S4	GA8062		8248S	OPP	01	
		C (70)	73	500	95	S4	GA8062		8248S	OPP	01	
		E (86)	87	480	90	S4	GA8062		8248S	OPP	01	
	8500	J (105)	108	450	86	S4	GA8062		8248S	OPP	01	 ↑ 1B
		O (127)	125	400	76	S4	GA8062		8248S	OPP	01	
		R (137)	137	360	68	S4	GA8062		8248S	OPP	01	
		S (150)	150	320	62	S4	GA8062		8248S	OPP	01	
		T (165)	165	280	54	S4	GA8062		8248S	OPP	01	

FOOT NOTES:

SP2: Possible internal transmission gear interference with 4100 series "J" & "O" ratios. Check before installing PTO.

For complete part numbers, consult the PTO Series section (page 25)

Spicer

PS86-10V(301587)

SPIC.46

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1000		B (55)		68	250	49	INCL			OPP	01	 2R
		C (73)		90	250	49	INCL			OPP	01	
		E (86)		108	225	44	INCL			OPP	01	
		J (95)		118	225	44	INCL			OPP	01	
		O (125)		155	200	39	INCL			OPP	01	
		R (137)		170	200	39	INCL			OPP	01	
		S (150)		186	190	37	INCL			OPP	01	
		T (165)		204	175	34	INCL			OPP	01	

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
2000		A (50)		62	250		INCL			OPP	01	 1B
		B (55)		68	250	49	INCL			OPP	01	
		C (73)		90	250	49	INCL			OPP	01	
		E (86)		108	225	44	INCL			OPP	01	
		J (95)		118	225	44	INCL			OPP	01	
		O (125)		155	200	39	INCL			OPP	01	
		R (137)		170	200	39	INCL			OPP	01	
		S (150)		186	190	37	INCL			OPP	01	
		T (165)		204	175	34	INCL			OPP	01	
3800		Z (40)		50	250	49	INCL	CLUTCH SHIFT		OPP	01	 1B
		A (50)		62	250	49	INCL	CLUTCH SHIFT		OPP	01	
		B (55)		68	250	49	INCL	CLUTCH SHIFT		OPP	01	
		C (73)		90	250	49	INCL	CLUTCH SHIFT		OPP	01	
		E (86)		108	225	44	INCL	CLUTCH SHIFT		OPP	01	
		J (95)		118	225	44	INCL	CLUTCH SHIFT		OPP	01	
		O (125)		155	200	39	INCL	CLUTCH SHIFT		OPP	01	
		R (137)		169	200	39	INCL	CLUTCH SHIFT		OPP	01	
		S (150)		186	190	37	INCL	CLUTCH SHIFT		OPP	01	
		T (165)		204	175	34	INCL	CLUTCH SHIFT		OPP	01	

CONTINUES →

FOOT NOTES:

SP2: Possible internal transmission gear interference with 4100 series "J" & "O" ratios. Check before installing PTO.

For complete part numbers, consult the PTO Series section (page 25)

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PS86-10V(301587)

SPIC.46

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
← CONTINUES												
	4100	B (57)	71	450	87	INCL	(SP2)			OPP	01	 ↑ 1B
		C (70)	87	470	90	INCL	(SP2)			OPP	01	
		E (86)	106	470	90	INCL	(SP2)			OPP	01	
		J (105)	130	400	77	INCL	(SP2)			OPP	01	
	4250	Output 1 C (96)	119	420	80	INCL	(SP2)			OPP	01	 ↑ 1B
		Output 2 B (89)	110	420	80	INCL	(SP2)			OPP	01	
		Output 1 E (112)	139	400	76.5	INCL	(SP2)			OPP	01	
		Output 2 C (104)	129	420	80	INCL	(SP2)			OPP	01	
		Output 1 J (132)	163	380	73	INCL	(SP2)			OPP	01	
		Output 2 E (121)	150	400	76.5	INCL	(SP2)			OPP	01	
		Output 1 O (168)	208	350	67	INCL	(SP2)			OPP	01	
		Output 2 J (152)	189	380	73	INCL	(SP2)			OPP	01	
	6800	Forward (55)	90	150	30	INCL				BOTH	01	 ↑ 1B
		Reverse (52)	103	150	30	INCL				BOTH	01	
	8000	Forward (40)	51	500	95	INCL				BOTH	01	 ↑ 1B
		Reverse (50)	61	500	95	INCL				BOTH	01	
	8500	B (57)	47	500	95	INCL				OPP	01	 ↑ 1B
		C (70)	62	500	95	INCL				OPP	01	
		E (86)	74	480	90	INCL				OPP	01	
		J (105)	92	450	86	INCL				OPP	01	
		O (127)	106	400	76	INCL				OPP	01	
		R (137)	117	360	68	INCL				OPP	01	
		S (150)	128	320	62	INCL				OPP	01	
		T (165)	140	280	54	INCL				OPP	01	

Spicer TTC

For complete part numbers, consult the PTO Series section (page 25)

Spicer

1010-2A(301111)
1010-4A(301112)

1020-2A(301123)
1020-4A(301124)

1410-2A(301288)(301161)

SPIC.47

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1010		B (55)	59	75	250	49	INCL		6140S	OPP	01	
		C (73)	78	99	250	49	INCL		6140S	OPP	01	
		E (86)	93	118	225	44	INCL		6140S	OPP	01	
		J (95)	102	129	225	44	INCL		6140S	OPP	01	
		O (125)	134	170	200	39	INCL		6140S	OPP	01	
		R (137)	147	186	200	39	INCL		6140S	OPP	01	
		S (150)	161	204	190	37	INCL		6140S	OPP	01	
		T (165)	177	224	175	34	INCL		6140S	OPP	01	

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
2010		A (50)	43	54			INCL		GA8032	OPP	01	
		B (55)	59	75	250	49	INCL		GA8032	OPP	01	
		C (73)	78	99	250	49	INCL		GA8032	OPP	01	
		E (86)	93	118	225	44	INCL		GA8032	OPP	01	
		J (95)	102	129	225	44	INCL		GA8032	OPP	01	
		O (125)	134	170	200	39	INCL		GA8032	OPP	01	
		R (137)	147	186	200	39	INCL		GA8032	OPP	01	
		S (150)	161	204	190	37	INCL		GA8032	OPP	01	
		T (165)	177	224	175	34	INCL		GA8032	OPP	01	
4110		B (57)	61	77	450	87	INCL	(SP2)	GA8032	OPP	01	
		C (70)	75	95	470	90	INCL	(SP2)	GA8032	OPP	01	
		E (86)	92	117	470	90	INCL	(SP2)	GA8032	OPP	01	
		J (105)	113	143	400	77	INCL	(SP2)	GA8032	OPP	01	

FOOT NOTES:

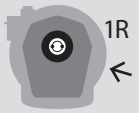
SP2: Possible internal transmission gear interference with 4100 series "J" & "O" ratios. Check before installing PTO.

For complete part numbers, consult the PTO Series section (page 25)

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AS125-9A
AS135-9A
AS140-9A
LAS115-9A(301590)
LAS125-9A(301591)
LAS135-9A(301592)
LAS140-9A
LAS145-9A(301593)
LPS125-9A(301547)
(301567)
LPS140-9A(301549)
(301569)
PS125-9A(301431)(301554)
PS140-9A(301495)(301555)
PS95-9A(301500)(301553)

SPIC.48

6 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1000		B (55)		69	250	49	INCL			OPP	01	 1R
		C (73)		92	250	49	INCL			OPP	01	
		E (86)		109	225	44	INCL			OPP	01	
		J (95)		120	225	44	INCL			OPP	01	
		O (125)		157	200	39	INCL			OPP	01	
		R (137)		172	200	39	INCL			OPP	01	
		S (150)		189	190	37	INCL			OPP	01	
		T (165)		208	175	34	INCL			OPP	01	

8 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
2000		A (50)		63	250		INCL			OPP	01	 1B
		B (55)		69	250	49	INCL			OPP	01	
		C (73)		92	250	49	INCL			OPP	01	
		E (86)		109	225	44	INCL			OPP	01	
		J (95)		120	225	44	INCL			OPP	01	
		O (125)		157	200	39	INCL			OPP	01	
		R (137)		172	200	39	INCL			OPP	01	
		S (150)		189	190	37	INCL			OPP	01	
		T (165)		208	175	34	INCL			OPP	01	
3800		Z (40)		50	250	49	INCL	CLUTCH SHIFT		OPP	01	 1B
		A (50)		63	250	49	INCL	CLUTCH SHIFT		OPP	01	
		B (55)		69	250	49	INCL	CLUTCH SHIFT		OPP	01	
		C (73)		92	250	49	INCL	CLUTCH SHIFT		OPP	01	
		E (86)		110	225	44	INCL	CLUTCH SHIFT		OPP	01	
		J (95)		120	225	44	INCL	CLUTCH SHIFT		OPP	01	
		O (125)		157	200	39	INCL	CLUTCH SHIFT		OPP	01	
		R (137)		172	200	39	INCL	CLUTCH SHIFT		OPP	01	
		S (150)		189	190	37	INCL	CLUTCH SHIFT		OPP	01	
		T (165)		207	175	34	INCL	CLUTCH SHIFT		OPP	01	

CONTINUES →

For complete part numbers, consult the PTO Series section (page 25)

Spicer

AS125-9A
AS135-9A
AS140-9A
LAS115-9A(301590)
LAS125-9A(301591)
LAS135-9A(301592)
LAS140-9A
LAS145-9A(301593)
LPS125-9A(301547)
(301567)
LPS140-9A(301549)
(301569)
PS125-9A(301431)(301554)
PS140-9A(301495)(301555)
PS95-9A(301500)(301553)

SPIC.48

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
← CONTINUES												
	4100	B (57)		72	450	87	INCL	(SP2)		OPP	01	
		C (70)		88	470	90	INCL	(SP2)		OPP	01	
		E (86)		108	470	90	INCL	(SP2)		OPP	01	
		J (105)		132	400	77	INCL	(SP2)		OPP	01	↑ 1B
	4250	Output 1 C (96)		121	420	80	INCL	(SP2)		OPP	01	
		Output 2 B (89)		112	420	80	INCL	(SP2)		OPP	01	
		Output 1 E (112)		142	400	76.5	INCL	(SP2)		OPP	01	
		Output 2 C (104)		131	420	80	INCL	(SP2)		OPP	01	
		Output 1 J (132)		166	380	73	INCL	(SP2)		OPP	01	↑ 1B
		Output 2 E (121)		152	400	76.5	INCL	(SP2)		OPP	01	
		Output 1 O (168)		212	350	67	INCL	(SP2)		OPP	01	
		Output 2 J (152)		192	380	73	INCL	(SP2)		OPP	01	
	6800	Forward (55)		92	150	30	INCL			BOTH	01	
		Reverse (52)		104	150	30	INCL			BOTH	01	↑ 1B
	8000	Forward (40)		52	500	95	INCL			BOTH	01	
		Reverse (50)		62	500	95	INCL			BOTH	01	↑ 1B
	8500	B (57)		48	500	95	INCL			OPP	01	
		C (70)		63	500	95	INCL			OPP	01	
		E (86)		75	480	90	INCL			OPP	01	
		J (105)		93	450	86	INCL			OPP	01	
		O (127)		108	400	76	INCL			OPP	01	
		R (137)		118	360	68	INCL			OPP	01	↑ 1B
		S (150)		130	320	62	INCL			OPP	01	
		T (165)		143	280	54	INCL			OPP	01	

FOOT NOTES:

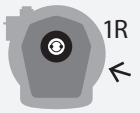
SP2: Possible internal transmission gear interference with 4100 series "J" & "O" ratios. Check before installing PTO.

For complete part numbers, consult the PTO Series section (page 25)

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1010-3A(301113)
1010-5A(301114)
1410-3A(301163)
1412-3A(301227)
1414-3A(301243)(301290)
1420-3A(301232)(301239)
1420-3B(301332)
PSO140-12B(301473)
PSO140-14A(301483)
PSO165-12B
PSO85-10LL
PSO85-14-4L

SPIC.49

6 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1000		B (55)	65	84	250	49	S3	(SP15)	6300S	OPP	01	 1R
		C (73)	86	112	250	49	S3	(SP15)	6300S	OPP	01	
		E (86)	102	133	225	44	S3	(SP15)	6300S	OPP	01	
		J (95)	112	146	225	44	S3	(SP15)	6300S	OPP	01	
		O (125)	148	192	200	39	S3	(SP15)	6300S	OPP	01	
		R (137)	162	210	200	39	S3	(SP15)	6300S	OPP	01	
		S (150)	177	230	190	37	S3	(SP15)	6300S	OPP	01	
		T (165)	195	253	175	34	S3	(SP15)	6300S	OPP	01	
3200		Z (40)	47	61	250	49	S3	(SP15) CLUTCH SHIFT	6300S	OPP	01	 1R
		A (50)	59	77	250	49	S3	(SP15) CLUTCH SHIFT	6300S	OPP	01	
		B (55)	65	84	250	49	S3	(SP15) CLUTCH SHIFT	6300S	OPP	01	
		C (73)	86	112	250	49	S3	(SP15) CLUTCH SHIFT	6300S	OPP	01	
		E (86)	103	134	225	44	S3	(SP15) CLUTCH SHIFT	6300S	OPP	01	
		J (95)	113	147	225	44	S3	(SP15) CLUTCH SHIFT	6300S	OPP	01	
		O (125)	148	192	200	39	S3	(SP15) CLUTCH SHIFT	6300S	OPP	01	
		R (137)	162	210	200	39	S3	(SP15) CLUTCH SHIFT	6300S	OPP	01	
		S (150)	177	230	190	37	S3	(SP15) CLUTCH SHIFT	6300S	OPP	01	
		T (165)	195	253	175	34	S3	(SP15) CLUTCH SHIFT	6300S	OPP	01	
6000		Forward (73)	86	112	150	30	S3	(SP15)	6300S	BOTH	01	 1R
		Reverse (83)	98	127	150	30	S3	(SP15)	6300S	BOTH	01	

8 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
2000		A (50)	59	77	250		INCL	(SP15) GA8093	GA8062	OPP	01	 1B
		B (55)	65	84	250	49	INCL	(SP15) GA8093	GA8062	OPP	01	
		C (73)	86	112	250	49	INCL	(SP15) GA8093	GA8062	OPP	01	
		E (86)	102	133	225	44	INCL	(SP15) GA8093	GA8062	OPP	01	
		J (95)	112	146	225	44	INCL	(SP15) GA8093	GA8062	OPP	01	
		O (125)	148	192	200	39	INCL	(SP15) GA8093	GA8062	OPP	01	
		R (137)	162	210	200	39	INCL	(SP15) GA8093	GA8062	OPP	01	
		S (150)	177	230	190	37	INCL	(SP15) GA8093	GA8062	OPP	01	
		T (165)	195	253	175	34	INCL	(SP15) GA8093	GA8062	OPP	01	

CONTINUES →

For complete part numbers, consult the PTO Series section (page 25)

Spicer

1010-3A(301113)
1010-5A(301114)
1410-3A(301163)
1412-3A(301227)
1414-3A(301243)(301290)
1420-3A(301232)(301239)
1420-3B(301332)
PSO140-12B(301473)
PSO140-14A(301483)
PSO165-12B
PSO85-10LL
PSO85-14-4L

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
← CONTINUES												
	3800	Z (40)	47	61	250	49	INCL	(SP15) GA8093 CLUTCH SHIFT	GA8062	OPP	01	 ↑ 1B
		A (50)	59	77	250	49	INCL	(SP15) GA8093 CLUTCH SHIFT	GA8062	OPP	01	
		B (55)	65	84	250	49	INCL	(SP15) GA8093 CLUTCH SHIFT	GA8062	OPP	01	
		C (73)	86	112	250	49	INCL	(SP15) GA8093 CLUTCH SHIFT	GA8062	OPP	01	
		E (86)	103	134	225	44	INCL	(SP15) GA8093 CLUTCH SHIFT	GA8062	OPP	01	
		J (95)	113	147	225	44	INCL	(SP15) GA8093 CLUTCH SHIFT	GA8062	OPP	01	
		O (125)	148	192	200	39	INCL	(SP15) GA8093 CLUTCH SHIFT	GA8062	OPP	01	
		R (137)	162	210	200	39	INCL	(SP15) GA8093 CLUTCH SHIFT	GA8062	OPP	01	
		S (150)	177	230	190	37	INCL	(SP15) GA8093 CLUTCH SHIFT	GA8062	OPP	01	
		T (165)	195	253	175	34	INCL	(SP15) GA8093 CLUTCH SHIFT	GA8062	OPP	01	
	4100	B (57)	67	87	450	87	INCL	(SP2,15) GA8093	GA8062	OPP	01	 ↑ 1B
		C (70)	82	107	470	90	INCL	(SP2,15) GA8093	GA8062	OPP	01	
		E (86)	102	132	470	90	INCL	(SP2,15) GA8093	GA8062	OPP	01	
		J (105)	124	161	400	77	INCL	(SP2,15) GA8093	GA8062	OPP	01	
	4250	Output 1 C (96)	114	148	420	80	INCL	(SP2,15) GA8093		OPP	01	 ↑ 1B
		Output 2 B (89)	105	137	420	80	INCL	(SP2,15) GA8093		OPP	01	
		Output 1 E (112)	133	173	400	76.5	INCL	(SP2,15) GA8093		OPP	01	
		Output 2 C (104)	122	159	420	80	INCL	(SP2,15) GA8093		OPP	01	
		Output 1 J (132)	155	202	380	73	INCL	(SP2,15) GA8093		OPP	01	
		Output 2 E (121)	142	185	400	76.5	INCL	(SP2,15) GA8093		OPP	01	
		Output 1 O (168)	199	258	350	67	INCL	(SP2,15) GA8093		OPP	01	
		Output 2 J (152)	180	234	380	73	INCL	(SP2,15) GA8093		OPP	01	
	6800	Forward (55)	86	112	150	30	INCL	(SP15) GA8093	GA8062	BOTH	01	 ↑ 1B
		Reverse (52)	98	127	150	30	INCL	(SP15) GA8093	GA8062	BOTH	01	
	8000	Forward (40)	48	63	500	95	INCL	(SP15) GA8093	GA8062	BOTH	01	 ↑ 1B
		Reverse (50)	58	75	500	95	INCL	(SP15) GA8093	GA8062	BOTH	01	
	8500	B (57)	45	58	500	95	INCL	(SP15) GA8093	GA8062	OPP	01	 ↑ 1B
		C (70)	59	77	500	95	INCL	(SP15) GA8093	GA8062	OPP	01	
		E (86)	71	92	480	90	INCL	(SP15) GA8093	GA8062	OPP	01	
		J (105)	88	114	450	86	INCL	(SP15) GA8093	GA8062	OPP	01	
		O (127)	102	132	400	76	INCL	(SP15) GA8093	GA8062	OPP	01	
		R (137)	111	144	360	68	INCL	(SP15) GA8093	GA8062	OPP	01	
		S (150)	122	158	320	62	INCL	(SP15) GA8093	GA8062	OPP	01	
		T (165)	134	174	280	54	INCL	(SP15) GA8093	GA8062	OPP	01	

SP2: Possible internal transmission gear interference with 4100 series "J" & "O" ratios. Check before installing PTO.

SP15: Speeds shown with transmission in high range. Multiply speeds by .77 for low range.

For complete part numbers, consult the PTO Series section (page 25)

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ASO56-7A(301452)(301636)
ASO56-7B

ASO66-7A(301452)(301636)
ASO66-7B

ESO65-7A(301452)(301636)
ESO66-7B(301643)(301638)(301742)

SPIC.51

6 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1010		B (55)		47	250	49	INCL	(SP3,4)		OPP	34	
		C (73)		63	250	49	INCL	(SP3,4)		OPP	34	
		E (86)		75	225	44	INCL	(SP3,4)		OPP	34	
		J (95)		82	225	44	INCL	(SP3,4)		OPP	34	
		O (125)		108	200	39	INCL	(SP3,4)		OPP	34	
		R (137)		118	200	39	INCL	(SP3,4)		OPP	34	
		S (150)		129	190	37	INCL	(SP3,4)		OPP	34	
		T (165)		142	175	34	INCL	(SP3,4)		OPP	34	

FOOT NOTES:

SP3: Check for possible interference with exhaust.

SP4: Possible clearance issue with direct mount pump. May need to use "3" assembly arrangement.

For complete part numbers, consult the PTO Series section (page 25)

Spicer

AS100-10D(301612)
AS125-10D(301613)
AS135-10D(301614)
AS145-10D(301615)
LAS100-10D(301616)
LAS125-10D(301617)
LAS135-10D(301618)
LAS145-10D(301619)
LLAS100-10D
LLAS125-10D
LLAS135-10D
LLAS145-10D
LLPS100-10D
LLPS125-10D
LLPS135-10D
LLPS145-10D(301703)
LPS100-10D(301608)
LPS125-10D(301609)
LPS135-10D(301610)
LPS145-10D(301611)
PS100-10D(301604)
PS125-10D(301605)
PS135-10D(301606)
PS145-10D(301607)

SPIC.52

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
	1000	B (55)		75	250	49	INCL			OPP	01	 2R
		C (73)		100	250	49	INCL			OPP	01	
		E (86)		119	225	44	INCL			OPP	01	
		J (95)		130	225	44	INCL			OPP	01	
		O (125)		171	200	39	INCL			OPP	01	
		R (137)		187	200	39	INCL			OPP	01	
		S (150)		205	190	37	INCL			OPP	01	
		T (165)		225	175	34	INCL			OPP	01	

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
	2000	A (50)		65	250		INCL			OPP	01	 1B
		B (55)		75	250	49	INCL			OPP	01	
		C (73)		100	250	49	INCL			OPP	01	
		E (86)		119	225	44	INCL			OPP	01	
		J (95)		130	225	44	INCL			OPP	01	
		O (125)		171	200	39	INCL			OPP	01	
		R (137)		187	200	39	INCL			OPP	01	
		S (150)		205	190	37	INCL			OPP	01	
		T (165)		225	175	34	INCL			OPP	01	
	3800	Z (40)		55	250	49	INCL	CLUTCH SHIFT		OPP	01	 1B
		A (50)		68	250	49	INCL	CLUTCH SHIFT		OPP	01	
		B (55)		75	250	49	INCL	CLUTCH SHIFT		OPP	01	
		C (73)		100	250	49	INCL	CLUTCH SHIFT		OPP	01	
		E (86)		119	225	44	INCL	CLUTCH SHIFT		OPP	01	
		J (95)		130	225	44	INCL	CLUTCH SHIFT		OPP	01	
		O (125)		171	200	39	INCL	CLUTCH SHIFT		OPP	01	
		R (137)		187	200	39	INCL	CLUTCH SHIFT		OPP	01	
		S (150)		205	190	37	INCL	CLUTCH SHIFT		OPP	01	
		T (165)		225	175	34	INCL	CLUTCH SHIFT		OPP	01	

CONTINUES →

For complete part numbers, consult the PTO Series section (page 25)

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SPIC.52

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
← CONTINUES												
	4100	B (57)		78	450	87	INCL	(SP2)		OPP	01	↑ 1B
		C (70)		96	470	90	INCL	(SP2)		OPP	01	
		E (86)		117	470	90	INCL	(SP2)		OPP	01	
		J (105)		143	400	77	INCL	(SP2)		OPP	01	
	4250	Output 1 C (96)		131	420	80	INCL	(SP2)		OPP	01	↑ 1B
		Output 2 B (89)		122	420	80	INCL	(SP2)		OPP	01	
		Output 1 E (112)		153	400	76.5	INCL	(SP2)		OPP	01	
		Output 2 C (104)		142	420	80	INCL	(SP2)		OPP	01	
		Output 1 J (132)		180	380	73	INCL	(SP2)		OPP	01	
		Output 2 E (121)		165	400	76.5	INCL	(SP2)		OPP	01	
		Output 1 O (168)		230	350	67	INCL	(SP2)		OPP	01	
		Output 2 J (152)		208	380	73	INCL	(SP2)		OPP	01	
	6800	Forward (55)		100	150	30	INCL			BOTH	01	↑ 1B
		Reverse (52)		113	150	30	INCL			BOTH	01	
	8000	Forward (40)		56	500	95	INCL			BOTH	01	↑ 1B
		Reverse (50)		67	500	95	INCL			BOTH	01	
	8500	B (57)		52	500	95	INCL			OPP	01	↑ 1B
		C (70)		68	500	95	INCL			OPP	01	
		E (86)		82	480	90	INCL			OPP	01	
		J (105)		101	450	86	INCL			OPP	01	
		O (127)		117	400	76	INCL			OPP	01	
		R (137)		129	360	68	INCL			OPP	01	
		S (150)		141	320	62	INCL			OPP	01	
		T (165)		155	280	54	INCL			OPP	01	

FOOT NOTES:

SP2: Possible internal transmission gear interference with 4100 series "J" & "O" ratios. Check before installing PTO.

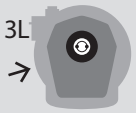
Spicer TTC

For complete part numbers, consult the PTO Series section (page 25)

Spicer

CM-6252A(301257)(301084).

SPIC.53

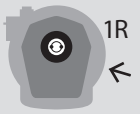
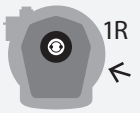
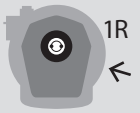
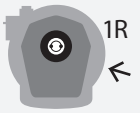
6 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1000		B (55)		68	250	49	S3		6200S	OPP	05	3L 
		C (73)		90	250	49	S3		6200S	OPP	05	
		E (86)		108	225	44	S3		6200S	OPP	05	
		J (95)		118	225	44	S3		6200S	OPP	05	
		O (125)		155	200	39	S3		6200S	OPP	05	
		R (137)		170	200	39	S3		6200S	OPP	05	
		S (150)		186	190	37	S3		6200S	OPP	05	
		T (165)		204	175	34	S3		6200S	OPP	05	
3200		Z (40)		50	250	49	S3	CLUTCH SHIFT	6200S	OPP	05	3L 
		A (50)		62	250	49	S3	CLUTCH SHIFT	6200S	OPP	05	
		B (55)		68	250	49	S3	CLUTCH SHIFT	6200S	OPP	05	
		C (73)		90	250	49	S3	CLUTCH SHIFT	6200S	OPP	05	
		E (86)		108	225	44	S3	CLUTCH SHIFT	6200S	OPP	05	
		J (95)		118	225	44	S3	CLUTCH SHIFT	6200S	OPP	05	
		O (125)		155	200	39	S3	CLUTCH SHIFT	6200S	OPP	05	
		R (137)		170	200	39	S3	CLUTCH SHIFT	6200S	OPP	05	
		S (150)		186	190	37	S3	CLUTCH SHIFT	6200S	OPP	05	
		T (165)		204	175	34	S3	CLUTCH SHIFT	6200S	OPP	05	

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SPIC.53

8 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
	2000	A (50)			250		S6	8600S	8248S	OPP	05	 1R
		B (55)		68	250	49	S6	8600S	8248S	OPP	05	
		C (73)		90	250	49	S6	8600S	8248S	OPP	05	
		E (86)		108	225	44	S6	8600S	8248S	OPP	05	
		J (95)		118	225	44	S6	8600S	8248S	OPP	05	
		O (125)		155	200	39	S6	8600S	8248S	OPP	05	
		R (137)		170	200	39	S6	8600S	8248S	OPP	05	
		S (150)		186	190	37	S6	8600S	8248S	OPP	05	
		T (165)		204	175	34	S6	8600S	8248S	OPP	05	
	3800	Z (40)		47	250	49	S6	8600S CLUTCH SHIFT	8248S	OPP	05	 1R
		A (50)		59	250	49	S6	8600S CLUTCH SHIFT	8248S	OPP	05	
		B (55)		65	250	49	S6	8600S CLUTCH SHIFT	8248S	OPP	05	
		C (73)		86	250	49	S6	8600S CLUTCH SHIFT	8248S	OPP	05	
		E (86)		103	225	44	S6	8600S CLUTCH SHIFT	8248S	OPP	05	
		J (95)		113	225	44	S6	8600S CLUTCH SHIFT	8248S	OPP	05	
		O (125)		148	200	39	S6	8600S CLUTCH SHIFT	8248S	OPP	05	
		R (137)		162	200	39	S6	8600S CLUTCH SHIFT	8248S	OPP	05	
		S (150)		177	190	37	S6	8600S CLUTCH SHIFT	8248S	OPP	05	
		T (165)		195	175	34	S6	8600S CLUTCH SHIFT	8248S	OPP	05	
	6800	Forward (55)		86	150	30	S6	8600S	8248S	BOTH	05	 1R
		Reverse (52)		98	150	30	S6	8600S	8248S	BOTH	05	
	8000	Forward (40)		49	500	95	S6	8600S	8248S	BOTH	05	 1R
		Reverse (50)		58	500	95	S6	8600S	8248S	BOTH	05	
	8500	B (57)		45	500	95	S6	8600S	8248S	OPP	05	 1R
		C (70)		59	500	95	S6	8600S	8248S	OPP	05	
		E (86)		71	480	90	S6	8600S	8248S	OPP	05	
		J (105)		88	450	86	S6	8600S	8248S	OPP	05	
		O (127)		102	400	76	S6	8600S	8248S	OPP	05	
		R (137)		111	360	68	S6	8600S	8248S	OPP	05	
		S (150)		122	320	62	S6	8600S	8248S	OPP	05	
		T (165)		134	280	54	S6	8600S	8248S	OPP	05	

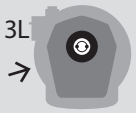
Spicer TTC

For complete part numbers, consult the PTO Series section (page 25)

Spicer

CM-6253A(301259)(301086)

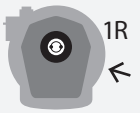
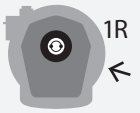
SPIC.54

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1000		B (55)		77	250	49	S5		6700S	OPP	05	3L 
		C (73)		102	250	49	S5		6700S	OPP	05	
		E (86)		122	225	44	S5		6700S	OPP	05	
		J (95)		133	225	44	S5		6700S	OPP	05	
		O (125)		175	200	39	S5		6700S	OPP	05	
		R (137)		191	200	39	S5		6700S	OPP	05	
		S (150)		210	190	37	S5		6700S	OPP	05	
		T (165)		231	175	34	S5		6700S	OPP	05	
3200		Z (40)		56	250	49	S5	CLUTCH SHIFT	6700S	OPP	05	3L 
		A (50)		70	250	49	S5	CLUTCH SHIFT	6700S	OPP	05	
		B (55)		77	250	49	S5	CLUTCH SHIFT	6700S	OPP	05	
		C (73)		102	250	49	S5	CLUTCH SHIFT	6700S	OPP	05	
		E (86)		122	225	44	S5	CLUTCH SHIFT	6700S	OPP	05	
		J (95)		134	225	44	S5	CLUTCH SHIFT	6700S	OPP	05	
		O (125)		175	200	39	S5	CLUTCH SHIFT	6700S	OPP	05	
		R (137)		191	200	39	S5	CLUTCH SHIFT	6700S	OPP	05	
		S (150)		210	190	37	S5	CLUTCH SHIFT	6700S	OPP	05	
		T (165)		230	175	34	S5	CLUTCH SHIFT	6700S	OPP	05	

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8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
	2000	A (50)			250		S8	81005S	8165S	OPP	05	 1R
		B (55)		77	250	49	S8	81005S	8165S	OPP	05	
		C (73)		102	250	49	S8	81005S	8165S	OPP	05	
		E (86)		122	225	44	S8	81005S	8165S	OPP	05	
		J (95)		133	225	44	S8	81005S	8165S	OPP	05	
		O (125)		175	200	39	S8	81005S	8165S	OPP	05	
		R (137)		191	200	39	S8	81005S	8165S	OPP	05	
		S (150)		210	190	37	S8	81005S	8165S	OPP	05	
		T (165)		231	175	34	S8	81005S	8165S	OPP	05	
	3800	Z (40)		53	250	49	S8	81005S CLUTCH SHIFT	8165S	OPP	05	 1R
		A (50)		67	250	49	S8	81005S CLUTCH SHIFT	8165S	OPP	05	
		B (55)		73	250	49	S8	81005S CLUTCH SHIFT	8165S	OPP	05	
		C (73)		97	250	49	S8	81005S CLUTCH SHIFT	8165S	OPP	05	
		E (86)		117	225	44	S8	81005S CLUTCH SHIFT	8165S	OPP	05	
		J (95)		128	225	44	S8	81005S CLUTCH SHIFT	8165S	OPP	05	
		O (125)		167	200	39	S8	81005S CLUTCH SHIFT	8165S	OPP	05	
		R (137)		183	200	39	S8	81005S CLUTCH SHIFT	8165S	OPP	05	
		S (150)		200	190	37	S8	81005S CLUTCH SHIFT	8165S	OPP	05	
		T (165)		220	175	34	S8	81005S CLUTCH SHIFT	8165S	OPP	05	
	6800	Forward (55)		97	150	30	S8	81005S	8165S	BOTH	05	 1R
		Reverse (52)		111	150	30	S8	81005S	8165S	BOTH	05	
	8000	Forward (40)		55	500	95	S8	81005S	8165S	BOTH	05	 1R
		Reverse (50)		65	500	95	S8	81005S	8165S	BOTH	05	
	8500	B (57)		50	500	95	S8	81005S	8165S	OPP	05	 1R
		C (70)		67	500	95	S8	81005S	8165S	OPP	05	
		E (86)		80	480	90	S8	81005S	8165S	OPP	05	
		J (105)		99	450	86	S8	81005S	8165S	OPP	05	
		O (127)		115	400	76	S8	81005S	8165S	OPP	05	
		R (137)		126	360	68	S8	81005S	8165S	OPP	05	
		S (150)		138	320	62	S8	81005S	8165S	OPP	05	
		T (165)		151	280	54	S8	81005S	8165S	OPP	05	

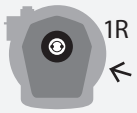
Spicer TTC

For complete part numbers, consult the PTO Series section (page 25)

Spicer

TSP120-12A

SPIC.55

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1000		B (55)	67	86	250	49	INCL	(SP18)	6187S	OPP	01	
		C (73)	88	114	250	49	INCL	(SP18)	6187S	OPP	01	
		E (86)	105	135	225	44	INCL	(SP18)	6187S	OPP	01	
		J (95)	115	148	225	44	INCL	(SP18)	6187S	OPP	01	
		O (125)	150	194	200	39	INCL	(SP18)	6187S	OPP	01	
		R (137)	165	213	200	39	INCL	(SP18)	6187S	OPP	01	
		S (150)	181	233	190	37	INCL	(SP18)	6187S	OPP	01	
		T (165)	199	257	175	34	INCL	(SP18)	6187S	OPP	01	
3200		Z (40)	48	62	250	49	INCL	(SP18) CLUTCH SHIFT	6187S	OPP	01	
		A (50)	60	78	250	49	INCL	(SP18) CLUTCH SHIFT	6187S	OPP	01	
		B (55)	67	86	250	49	INCL	(SP18) CLUTCH SHIFT	6187S	OPP	01	
		C (73)	88	114	250	49	INCL	(SP18) CLUTCH SHIFT	6187S	OPP	01	
		E (86)	105	136	225	44	INCL	(SP18) CLUTCH SHIFT	6187S	OPP	01	
		J (95)	115	149	225	44	INCL	(SP18) CLUTCH SHIFT	6187S	OPP	01	
		O (125)	150	194	200	39	INCL	(SP18) CLUTCH SHIFT	6187S	OPP	01	
		R (137)	165	213	200	39	INCL	(SP18) CLUTCH SHIFT	6187S	OPP	01	
		S (150)	181	233	190	37	INCL	(SP18) CLUTCH SHIFT	6187S	OPP	01	
		T (165)	198	256	175	34	INCL	(SP18) CLUTCH SHIFT	6187S	OPP	01	
6000		Forward (73)	88	114	150	30	INCL	(SP18)	6187S	BOTH	01	
		Reverse (83)	100	129	150	30	INCL	(SP18)	6187S	BOTH	01	

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
2000		A (50)	50	64	250		INCL	(SP18)	GA8062	OPP	01	
		B (55)	67	86	250	49	INCL	(SP18)	GA8062	OPP	01	
		C (73)	88	114	250	49	INCL	(SP18)	GA8062	OPP	01	
		E (86)	105	135	225	44	INCL	(SP18)	GA8062	OPP	01	
		J (95)	115	148	225	44	INCL	(SP18)	GA8062	OPP	01	
		O (125)	150	194	200	39	INCL	(SP18)	GA8062	OPP	01	
		R (137)	165	213	200	39	INCL	(SP18)	GA8062	OPP	01	
		S (150)	181	233	190	37	INCL	(SP18)	GA8062	OPP	01	
		T (165)	199	257	175	34	INCL	(SP18)	GA8062	OPP	01	

CONTINUES →

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TSP120-12A

SPIC.55

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
← CONTINUES												
	3800	Z (40)	48	62	250	49	INCL	(SP18) CLUTCH SHIFT	GA8062	OPP	01	
		A (50)	60	78	250	49	INCL	(SP18) CLUTCH SHIFT	GA8062	OPP	01	
		B (55)	67	86	250	49	INCL	(SP18) CLUTCH SHIFT	GA8062	OPP	01	
		C (73)	88	114	250	49	INCL	(SP18) CLUTCH SHIFT	GA8062	OPP	01	
		E (86)	105	136	225	44	INCL	(SP18) CLUTCH SHIFT	GA8062	OPP	01	
		J (95)	115	149	225	44	INCL	(SP18) CLUTCH SHIFT	GA8062	OPP	01	
		O (125)	150	194	200	39	INCL	(SP18) CLUTCH SHIFT	GA8062	OPP	01	
		R (137)	165	213	200	39	INCL	(SP18) CLUTCH SHIFT	GA8062	OPP	01	
		S (150)	181	233	190	37	INCL	(SP18) CLUTCH SHIFT	GA8062	OPP	01	
		T (165)	198	256	175	34	INCL	(SP18) CLUTCH SHIFT	GA8062	OPP	01	
	4100	B (57)	69	89	450	87	INCL	(SP2,18)	GA8062	OPP	01	
		C (70)	84	109	470	90	INCL	(SP2,18)	GA8062	OPP	01	
		E (86)	104	134	470	90	INCL	(SP2,18)	GA8062	OPP	01	
		J (105)	126	163	400	77	INCL	(SP2,18)	GA8062	OPP	01	
	4250	Output 1 C (96)	116	150	420	80	INCL	(SP2,18)		OPP	01	
		Output 2 B (89)	108	139	420	80	INCL	(SP2,18)		OPP	01	
		Output 1 E (112)	136	175	400	76.5	INCL	(SP2,18)		OPP	01	
		Output 2 C (104)	126	162	420	80	INCL	(SP2,18)		OPP	01	
		Output 1 J (132)	159	205	380	73	INCL	(SP2,18)		OPP	01	
		Output 2 E (121)	146	188	400	76.5	INCL	(SP2,18)		OPP	01	
		Output 1 O (168)	203	262	350	67	INCL	(SP2,18)		OPP	01	
		Output 2 J (152)	184	237	380	73	INCL	(SP2,18)		OPP	01	
	6800	Forward (55)	88	114	150	30	INCL	(SP18)	GA8062	BOTH	01	
		Reverse (52)	100	129	150	30	INCL	(SP18)	GA8062	BOTH	01	
	8000	Forward (40)	50	64	500	95	INCL	(SP18)	GA8062	BOTH	01	
		Reverse (50)	59	76	500	95	INCL	(SP18)	GA8062	BOTH	01	
	8500	B (57)	46	59	500	95	INCL	(SP18)	GA8062	OPP	01	
		C (70)	60	78	500	95	INCL	(SP18)	GA8062	OPP	01	
		E (86)	72	93	480	90	INCL	(SP18)	GA8062	OPP	01	
		J (105)	89	115	450	86	INCL	(SP18)	GA8062	OPP	01	
		O (127)	104	134	400	76	INCL	(SP18)	GA8062	OPP	01	
		R (137)	114	147	360	68	INCL	(SP18)	GA8062	OPP	01	
		S (150)	124	160	320	62	INCL	(SP18)	GA8062	OPP	01	
		T (165)	136	176	280	54	INCL	(SP18)	GA8062	OPP	01	











FOOT NOTES:

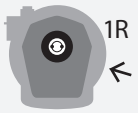
SP2: Possible internal transmission gear interference with 4100 series "J" & "O" ratios. Check before installing PTO.

SP18: Speeds shown with transmission in high range. Multiply speeds by .78 for low range.

For complete part numbers, consult the PTO Series section (page 25)

Spicer

1253A(301096) **1255A(301097)** **1453A(301185)** **SPIC.56**

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1000		B (55)		87	250	49	INCL		GA6093	OPP	01	
		C (73)		115	250	49	INCL		GA6093	OPP	01	
		E (86)		137	225	44	INCL		GA6093	OPP	01	
		J (95)		150	225	44	INCL		GA6093	OPP	01	
		O (125)		197	200	39	INCL		GA6093	OPP	01	
		R (137)		216	200	39	INCL		GA6093	OPP	01	
		S (150)		236	190	37	INCL		GA6093	OPP	01	
		T (165)		260	175	34	INCL		GA6093	OPP	01	
3200		Z (40)		63	250	49	INCL	CLUTCH SHIFT	GA6093	OPP	01	
		A (50)		79	250	49	INCL	CLUTCH SHIFT	GA6093	OPP	01	
		B (55)		87	250	49	INCL	CLUTCH SHIFT	GA6093	OPP	01	
		C (73)		115	250	49	INCL	CLUTCH SHIFT	GA6093	OPP	01	
		E (86)		138	225	44	INCL	CLUTCH SHIFT	GA6093	OPP	01	
		J (95)		151	225	44	INCL	CLUTCH SHIFT	GA6093	OPP	01	
		O (125)		197	200	39	INCL	CLUTCH SHIFT	GA6093	OPP	01	
		R (137)		216	200	39	INCL	CLUTCH SHIFT	GA6093	OPP	01	
		S (150)		236	190	37	INCL	CLUTCH SHIFT	GA6093	OPP	01	
		T (165)		260	175	34	INCL	CLUTCH SHIFT	GA6093	OPP	01	
6000		Forward (73)		115	150	30	INCL		GA6093	BOTH	01	
		Reverse (83)		131	150	30	INCL		GA6093	BOTH	01	

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
2000		A (50)		79	250		INCL			OPP	01	
		B (55)		87	250	49	INCL			OPP	01	
		C (73)		115	250	49	INCL			OPP	01	
		E (86)		137	225	44	INCL			OPP	01	
		J (95)		150	225	44	INCL			OPP	01	
		O (125)		197	200	39	INCL			OPP	01	
		R (137)		216	200	39	INCL			OPP	01	
		S (150)		236	190	37	INCL			OPP	01	
		T (165)		260	175	34	INCL			OPP	01	

CONTINUES →

For complete part numbers, consult the PTO Series section (page 25)

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1253A(301096) **1255A(301097)** **1453A(301185)** **SPIC.56**

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
← CONTINUES												
	3800	Z (40)	63	250	49	INCL		CLUTCH SHIFT		OPP	01	
		A (50)	79	250	49	INCL		CLUTCH SHIFT		OPP	01	
		B (55)	87	250	49	INCL		CLUTCH SHIFT		OPP	01	
		C (73)	115	250	49	INCL		CLUTCH SHIFT		OPP	01	
		E (86)	138	225	44	INCL		CLUTCH SHIFT		OPP	01	
		J (95)	151	225	44	INCL		CLUTCH SHIFT		OPP	01	
		O (125)	197	200	39	INCL		CLUTCH SHIFT		OPP	01	↑ 1B
		R (137)	216	200	39	INCL		CLUTCH SHIFT		OPP	01	
		S (150)	236	190	37	INCL		CLUTCH SHIFT		OPP	01	
		T (165)	260	175	34	INCL		CLUTCH SHIFT		OPP	01	
	4100	B (57)	90	450	87	INCL		(SP2)		OPP	01	
		C (70)	110	470	90	INCL		(SP2)		OPP	01	
		E (86)	136	470	90	INCL		(SP2)		OPP	01	
		J (105)	166	400	77	INCL		(SP2)		OPP	01	↑ 1B
	4250	Output 1 C (96)	152	420	80	INCL		(SP2)		OPP	01	
		Output 2 B (89)	141	420	80	INCL		(SP2)		OPP	01	
		Output 1 E (112)	177	400	76.5	INCL		(SP2)		OPP	01	
		Output 2 C (104)	164	420	80	INCL		(SP2)		OPP	01	
		Output 1 J (132)	208	380	73	INCL		(SP2)		OPP	01	↑ 1B
		Output 2 E (121)	190	400	76.5	INCL		(SP2)		OPP	01	
		Output 1 O (168)	265	350	67	INCL		(SP2)		OPP	01	
		Output 2 J (152)	240	380	73	INCL		(SP2)		OPP	01	
	6800	Forward (55)	115	150	30	INCL				BOTH	01	
		Reverse (52)	131	150	30	INCL				BOTH	01	↑ 1B
	8000	Forward (40)	65	500	95	INCL				BOTH	01	
		Reverse (50)	77	500	95	INCL				BOTH	01	↑ 1B
	8500	B (57)	60	500	95	INCL				OPP	01	
		C (70)	79	500	95	INCL				OPP	01	
		E (86)	94	480	90	INCL				OPP	01	
		J (105)	117	450	86	INCL				OPP	01	
		O (127)	135	400	76	INCL				OPP	01	
		R (137)	148	360	68	INCL				OPP	01	↑ 1B
		S (150)	163	320	62	INCL				OPP	01	
		T (165)	179	280	54	INCL				OPP	01	

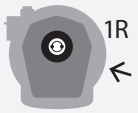
FOOT NOTES:

SP2: Possible internal transmission gear interference with 4100 series "J" & "O" ratios. Check before installing PTO.

For complete part numbers, consult the PTO Series section (page 25)

Spicer

1253B(301098) **1255B(301099)** **1453B(301187)** **SPIC.57**

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1000		B (55)		94	250	49	S5		6350S	OPP	01	
		C (73)		124	250	49	S5		6350S	OPP	01	
		E (86)		148	225	44	S5		6350S	OPP	01	
		J (95)		162	225	44	S5		6350S	OPP	01	
		O (125)		213	200	39	S5		6350S	OPP	01	
		R (137)		233	200	39	S5		6350S	OPP	01	
		S (150)		255	190	37	S5		6350S	OPP	01	
		T (165)		281	175	34	S5		6350S	OPP	01	
3200		Z (40)		68	250	49	S5	CLUTCH SHIFT	6350S	OPP	01	
		A (50)		85	250	49	S5	CLUTCH SHIFT	6350S	OPP	01	
		B (55)		94	250	49	S5	CLUTCH SHIFT	6350S	OPP	01	
		C (73)		124	250	49	S5	CLUTCH SHIFT	6350S	OPP	01	
		E (86)		149	225	44	S5	CLUTCH SHIFT	6350S	OPP	01	
		J (95)		163	225	44	S5	CLUTCH SHIFT	6350S	OPP	01	
		O (125)		213	200	39	S5	CLUTCH SHIFT	6350S	OPP	01	
		R (137)		233	200	39	S5	CLUTCH SHIFT	6350S	OPP	01	
		S (150)		255	190	37	S5	CLUTCH SHIFT	6350S	OPP	01	
		T (165)		280	175	34	S5	CLUTCH SHIFT	6350S	OPP	01	
6000		Forward (73)		124	150	30	S5		6350S	BOTH	01	
		Reverse (83)		141	150	30	S5		6350S	BOTH	01	

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
2000		A (50)		85	250		INCL	GA8032	8165S	OPP	01	
		B (55)		94	250	49	INCL	GA8032	8165S	OPP	01	
		C (73)		124	250	49	INCL	GA8032	8165S	OPP	01	
		E (86)		148	225	44	INCL	GA8032	8165S	OPP	01	
		J (95)		162	225	44	INCL	GA8032	8165S	OPP	01	
		O (125)		213	200	39	INCL	GA8032	8165S	OPP	01	
		R (137)		233	200	39	INCL	GA8032	8165S	OPP	01	
		S (150)		255	190	37	INCL	GA8032	8165S	OPP	01	
		T (165)		281	175	34	INCL	GA8032	8165S	OPP	01	

CONTINUES →

For complete part numbers, consult the PTO Series section (page 25)

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1253B(301098) **1255B(301099)** **1453B(301187)** **SPIC.57**

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
← CONTINUES												
	3800	Z (40)	68	250	49	INCL	GA8032 CLUTCH SHIFT	8165S	OPP	01		
		A (50)	85	250	49	INCL	GA8032 CLUTCH SHIFT	8165S	OPP	01		
		B (55)	94	250	49	INCL	GA8032 CLUTCH SHIFT	8165S	OPP	01		
		C (73)	124	250	49	INCL	GA8032 CLUTCH SHIFT	8165S	OPP	01		
		E (86)	149	225	44	INCL	GA8032 CLUTCH SHIFT	8165S	OPP	01		
		J (95)	163	225	44	INCL	GA8032 CLUTCH SHIFT	8165S	OPP	01		
		O (125)	213	200	39	INCL	GA8032 CLUTCH SHIFT	8165S	OPP	01		 ↑ 1B
		R (137)	233	200	39	INCL	GA8032 CLUTCH SHIFT	8165S	OPP	01		
		S (150)	255	190	37	INCL	GA8032 CLUTCH SHIFT	8165S	OPP	01		
		T (165)	280	175	34	INCL	GA8032 CLUTCH SHIFT	8165S	OPP	01		
	4100	B (57)	97	450	87	INCL	(SP2) GA8032	8165S	OPP	01		
		C (70)	119	470	90	INCL	(SP2) GA8032	8165S	OPP	01		
		E (86)	146	470	90	INCL	(SP2) GA8032	8165S	OPP	01		
		J (105)	179	400	77	INCL	(SP2) GA8032	8165S	OPP	01		 ↑ 1B
	4250	Output 1 C (96)	163	420	80	INCL	(SP2) GA8032		OPP	01		
		Output 2 B (89)	152	420	80	INCL	(SP2) GA8032		OPP	01		
		Output 1 E (112)	191	400	76.5	INCL	(SP2) GA8032		OPP	01		
		Output 2 C (104)	177	420	80	INCL	(SP2) GA8032		OPP	01		
		Output 1 J (132)	224	380	73	INCL	(SP2) GA8032		OPP	01		 ↑ 1B
		Output 2 E (121)	205	400	76.5	INCL	(SP2) GA8032		OPP	01		
		Output 1 O (168)	286	350	67	INCL	(SP2) GA8032		OPP	01		
		Output 2 J (152)	259	380	73	INCL	(SP2) GA8032		OPP	01		
	6800	Forward (55)	124	150	30	INCL	GA8032	8165S	BOTH	01		
		Reverse (52)	141	150	30	INCL	GA8032	8165S	BOTH	01		 ↑ 1B
	8000	Forward (40)	70	500	95	INCL	GA8032	8165S	BOTH	01		
		Reverse (50)	83	500	95	INCL	GA8032	8165S	BOTH	01		 ↑ 1B
	8500	B (57)	64	500	95	INCL	GA8032	8165S	OPP	01		
		C (70)	85	500	95	INCL	GA8032	8165S	OPP	01		
		E (86)	102	480	90	INCL	GA8032	8165S	OPP	01		
		J (105)	126	450	86	INCL	GA8032	8165S	OPP	01		
		O (127)	146	400	76	INCL	GA8032	8165S	OPP	01		
		R (137)	160	360	68	INCL	GA8032	8165S	OPP	01		 ↑ 1B
		S (150)	175	320	62	INCL	GA8032	8165S	OPP	01		
		T (165)	193	280	54	INCL	GA8032	8165S	OPP	01		

FOOT NOTES:

SP2: Possible internal transmission gear interference with 4100 series "J" & "O" ratios. Check before installing PTO.

For complete part numbers, consult the PTO Series section (page 25)

Spicer

6852 **6853B** **SPIC.59**

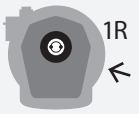
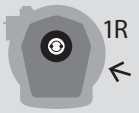
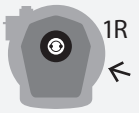
6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1000		B (55)		39	250	49	INCL			OPP	03	3L 
		C (73)		52	250	49	INCL			OPP	03	
		E (86)		62	225	44	INCL			OPP	03	
		J (95)		68	225	44	INCL			OPP	03	
		O (125)		89	200	39	INCL			OPP	03	
		R (137)		98	200	39	INCL			OPP	03	
		S (150)		107	190	37	INCL			OPP	03	
		T (165)		118	175	34	INCL			OPP	03	
3200		Z (40)		29	250	49	INCL	CLUTCH SHIFT		OPP	03	3L 
		A (50)		36	250	49	INCL	CLUTCH SHIFT		OPP	03	
		B (55)		39	250	49	INCL	CLUTCH SHIFT		OPP	03	
		C (73)		52	250	49	INCL	CLUTCH SHIFT		OPP	03	
		E (86)		63	225	44	INCL	CLUTCH SHIFT		OPP	03	
		J (95)		68	225	44	INCL	CLUTCH SHIFT		OPP	03	
		O (125)		89	200	39	INCL	CLUTCH SHIFT		OPP	03	
		R (137)		98	200	39	INCL	CLUTCH SHIFT		OPP	03	
		S (150)		107	190	37	INCL	CLUTCH SHIFT		OPP	03	
		T (165)		118	175	34	INCL	CLUTCH SHIFT		OPP	03	

For complete part numbers, consult the PTO Series section (page 25)

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CM-6252B(301258)(301085) **(301417)**

SPIC.60

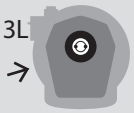
8 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
2000		A (50)			250		S4		8295S	OPP	05	 1R
		B (55)		69	250	49	S4		8295S	OPP	05	
		C (73)		91	250	49	S4		8295S	OPP	05	
		E (86)		109	225	44	S4		8295S	OPP	05	
		J (95)		119	225	44	S4		8295S	OPP	05	
		O (125)		156	200	39	S4		8295S	OPP	05	
		R (137)		171	200	39	S4		8295S	OPP	05	
		S (150)		188	190	37	S4		8295S	OPP	05	
		T (165)		206	175	34	S4		8295S	OPP	05	
3800		Z (40)		48	250	49	S4	CLUTCH SHIFT	8295S	OPP	05	 1R
		A (50)		60	250	49	S4	CLUTCH SHIFT	8295S	OPP	05	
		B (55)		66	250	49	S4	CLUTCH SHIFT	8295S	OPP	05	
		C (73)		87	250	49	S4	CLUTCH SHIFT	8295S	OPP	05	
		E (86)		104	225	44	S4	CLUTCH SHIFT	8295S	OPP	05	
		J (95)		114	225	44	S4	CLUTCH SHIFT	8295S	OPP	05	
		O (125)		149	200	39	S4	CLUTCH SHIFT	8295S	OPP	05	
		R (137)		163	200	39	S4	CLUTCH SHIFT	8295S	OPP	05	
		S (150)		179	190	37	S4	CLUTCH SHIFT	8295S	OPP	05	
		T (165)		197	175	34	S4	CLUTCH SHIFT	8295S	OPP	05	
6800		Forward (55)		87	150	30	S4		8295S	BOTH	05	 1R
		Reverse (52)		99	150	30	S4		8295S	BOTH	05	
8000		Forward (40)		49	500	95	S4		8295S	BOTH	05	 1R
		Reverse (50)		59	500	95	S4		8295S	BOTH	05	
8500		B (57)		45	500	95	S4		8295S	OPP	05	 1R
		C (70)		60	500	95	S4		8295S	OPP	05	
		E (86)		71	480	90	S4		8295S	OPP	05	
		J (105)		89	450	86	S4		8295S	OPP	05	
		O (127)		103	400	76	S4		8295S	OPP	05	
		R (137)		112	360	68	S4		8295S	OPP	05	
		S (150)		123	320	62	S4		8295S	OPP	05	
		T (165)		135	280	54	S4		8295S	OPP	05	

Spicer TTC

For complete part numbers, consult the PTO Series section (page 25)

Spicer

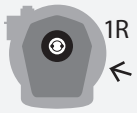
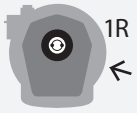
CM-6253B(301260)(301087)(301418) **ES72-5B(301637)** **SPIC.61**

6 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1000		B (55)		90	250	49	S5		6800S	OPP	05	3L 
		C (73)		120	250	49	S5		6800S	OPP	05	
		E (86)		143	225	44	S5		6800S	OPP	05	
		J (95)		156	225	44	S5		6800S	OPP	05	
		O (125)		205	200	39	S5		6800S	OPP	05	
		R (137)		225	200	39	S5		6800S	OPP	05	
		S (150)		246	190	37	S5		6800S	OPP	05	
		T (165)		271	175	34	S5		6800S	OPP	05	
3200		Z (40)		66	250	49	S5	CLUTCH SHIFT	6800S	OPP	05	3L 
		A (50)		82	250	49	S5	CLUTCH SHIFT	6800S	OPP	05	
		B (55)		90	250	49	S5	CLUTCH SHIFT	6800S	OPP	05	
		C (73)		120	250	49	S5	CLUTCH SHIFT	6800S	OPP	05	
		E (86)		144	225	44	S5	CLUTCH SHIFT	6800S	OPP	05	
		J (95)		157	225	44	S5	CLUTCH SHIFT	6800S	OPP	05	
		O (125)		205	200	39	S5	CLUTCH SHIFT	6800S	OPP	05	
		R (137)		225	200	39	S5	CLUTCH SHIFT	6800S	OPP	05	
		S (150)		246	190	37	S5	CLUTCH SHIFT	6800S	OPP	05	
		T (165)		271	175	34	S5	CLUTCH SHIFT	6800S	OPP	05	

For complete part numbers, consult the PTO Series section (page 25)

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CM-6253B(301260)(301087)(301418) **ES72-5B(301637)** **SPIC.61**

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
	2000	A (50)			250		S8	GA8093	81200S	OPP	05	 1R
		B (55)		90	250	49	S8	GA8093	81200S	OPP	05	
		C (73)		120	250	49	S8	GA8093	81200S	OPP	05	
		E (86)		143	225	44	S8	GA8093	81200S	OPP	05	
		J (95)		156	225	44	S8	GA8093	81200S	OPP	05	
		O (125)		205	200	39	S8	GA8093	81200S	OPP	05	
		R (137)		225	200	39	S8	GA8093	81200S	OPP	05	
		S (150)		246	190	37	S8	GA8093	81200S	OPP	05	
		T (165)		271	175	34	S8	GA8093	81200S	OPP	05	
	3800	Z (40)		63	250	49	S8	GA8093 CLUTCH SHIFT	81200S	OPP	05	 1R
		A (50)		78	250	49	S8	GA8093 CLUTCH SHIFT	81200S	OPP	05	
		B (55)		86	250	49	S8	GA8093 CLUTCH SHIFT	81200S	OPP	05	
		C (73)		114	250	49	S8	GA8093 CLUTCH SHIFT	81200S	OPP	05	
		E (86)		137	225	44	S8	GA8093 CLUTCH SHIFT	81200S	OPP	05	
		J (95)		150	225	44	S8	GA8093 CLUTCH SHIFT	81200S	OPP	05	
		O (125)		196	200	39	S8	GA8093 CLUTCH SHIFT	81200S	OPP	05	
		R (137)		215	200	39	S8	GA8093 CLUTCH SHIFT	81200S	OPP	05	
		S (150)		235	190	37	S8	GA8093 CLUTCH SHIFT	81200S	OPP	05	
		T (165)		258	175	34	S8	GA8093 CLUTCH SHIFT	81200S	OPP	05	
	6800	Forward (55)		114	150	30	S8	GA8093	81200S	BOTH	05	 1R
		Reverse (52)		130	150	30	S8	GA8093	81200S	BOTH	05	
	8000	Forward (40)		65	500	95	S8	GA8093	81200S	BOTH	05	 1R
		Reverse (50)		77	500	95	S8	GA8093	81200S	BOTH	05	
	8500	B (57)		59	500	95	S8	GA8093	81200S	OPP	05	 1R
		C (70)		79	500	95	S8	GA8093	81200S	OPP	05	
		E (86)		94	480	90	S8	GA8093	81200S	OPP	05	
		J (105)		116	450	86	S8	GA8093	81200S	OPP	05	
		O (127)		135	400	76	S8	GA8093	81200S	OPP	05	
		R (137)		148	360	68	S8	GA8093	81200S	OPP	05	
		S (150)		162	320	62	S8	GA8093	81200S	OPP	05	
		T (165)		178	280	54	S8	GA8093	81200S	OPP	05	

Spicer TTC

For complete part numbers, consult the PTO Series section (page 25)

Spicer

1010-3B(301115) **1020-3A(301125)** **1020-5A(301126)** **1410-3B(301165)** **SPIC.62**

6 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1010		B (55)	75	96	250	49	INCL	(SP20)	6140S	OPP	01	
		C (73)	99	127	250	49	INCL	(SP20)	6140S	OPP	01	
		E (86)	119	152	225	44	INCL	(SP20)	6140S	OPP	01	
		J (95)	130	166	225	44	INCL	(SP20)	6140S	OPP	01	
		O (125)	170	218	200	39	INCL	(SP20)	6140S	OPP	01	
		R (137)	187	239	200	39	INCL	(SP20)	6140S	OPP	01	
		S (150)	205	262	190	37	INCL	(SP20)	6140S	OPP	01	
		T (165)	225	288	175	34	INCL	(SP20)	6140S	OPP	01	

FOOT NOTES:

SP20: Speeds shown with transmission in low range. Multiply speeds by 1.28 for high range.

For complete part numbers, consult the PTO Series section (page 25)

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ASO140-9A
ASO145-9A
ASO150-9A
LASO115-9A(301594)
LASO125-9A(301595)
LASO135-9A(301597)
LASO140-9A
LASO145-9A(301596)
LASO150-9A
LPS9-VPD
LPSO125-9A(301548)(301568)
LPSO140-9A(301550)(301570)
LPSO150-9A(301551)(301571)
LPSO9-VPD
PS9-VPD
PSO125-9A(301499)(301556)
PSO140-9A(301432)(301557)
PSO150-9A(301496)(301558)
PSO9-VPD

SPIC.63

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
	1000	B (55)		93	250	49	INCL	(SP5)		OPP	01	 2R
		C (73)		123	250	49	INCL	(SP5)		OPP	01	
		E (86)		147	225	44	INCL	(SP5)		OPP	01	
		J (95)		161	225	44	INCL	(SP5)		OPP	01	
		O (125)		211	200	39	INCL	(SP5)		OPP	01	
		R (137)		231	200	39	INCL	(SP5)		OPP	01	
		S (150)		253	190	37	INCL	(SP5)		OPP	01	
		T (165)		279	175	34	INCL	(SP5)		OPP	01	

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
	2000	A (50)		84	250		INCL			OPP	01	 1B
		B (55)		93	250	49	INCL			OPP	01	
		C (73)		123	250	49	INCL			OPP	01	
		E (86)		147	225	44	INCL			OPP	01	
		J (95)		161	225	44	INCL			OPP	01	
		O (125)		211	200	39	INCL			OPP	01	
		R (137)		231	200	39	INCL			OPP	01	
		S (150)		253	190	37	INCL			OPP	01	
		T (165)		279	175	34	INCL			OPP	01	
	3800	Z (40)		68	250	49	INCL	CLUTCH SHIFT		OPP	01	 1B
		A (50)		84	250	49	INCL	CLUTCH SHIFT		OPP	01	
		B (55)		93	250	49	INCL	CLUTCH SHIFT		OPP	01	
		C (73)		123	250	49	INCL	CLUTCH SHIFT		OPP	01	
		E (86)		148	225	44	INCL	CLUTCH SHIFT		OPP	01	
		J (95)		162	225	44	INCL	CLUTCH SHIFT		OPP	01	
		O (125)		211	200	39	INCL	CLUTCH SHIFT		OPP	01	
		R (137)		231	200	39	INCL	CLUTCH SHIFT		OPP	01	
		S (150)		253	190	37	INCL	CLUTCH SHIFT		OPP	01	
		T (165)		278	175	34	INCL	CLUTCH SHIFT		OPP	01	

CONTINUES →

For complete part numbers, consult the PTO Series section (page 25)

Spicer

SPIC.63

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
← CONTINUES												
	4100	B (57)		96	450	87	INCL	(SP2)		OPP	01	
		C (70)		118	470	90	INCL	(SP2)		OPP	01	
		E (86)		145	470	90	INCL	(SP2)		OPP	01	
		J (105)		177	400	77	INCL	(SP2)		OPP	01	↑ 1B
	4250	Output 1 C (96)		162	420	80	INCL	(SP2)		OPP	01	
		Output 2 B (89)		151	420	80	INCL	(SP2)		OPP	01	
		Output 1 E (112)		190	400	76.5	INCL	(SP2)		OPP	01	
		Output 2 C (104)		175	420	80	INCL	(SP2)		OPP	01	
		Output 1 J (132)		223	380	73	INCL	(SP2)		OPP	01	
		Output 2 E (121)		204	400	76.5	INCL	(SP2)		OPP	01	↑ 1B
		Output 1 O (168)		285	350	67	INCL	(SP2)		OPP	01	
		Output 2 J (152)		257	380	73	INCL	(SP2)		OPP	01	
	6800	Forward (55)		123	150	30	INCL			BOTH	01	
		Reverse (52)		140	150	30	INCL			BOTH	01	↑ 1B
	8000	Forward (40)		70	500	95	INCL			BOTH	01	
		Reverse (50)		83	500	95	INCL			BOTH	01	↑ 1B
	8500	B (57)		64	500	95	INCL			OPP	01	
		C (70)		85	500	95	INCL			OPP	01	
		E (86)		101	480	90	INCL			OPP	01	
		J (105)		125	450	86	INCL			OPP	01	
		O (127)		145	400	76	INCL			OPP	01	
		R (137)		159	360	68	INCL			OPP	01	↑ 1B
		S (150)		174	320	62	INCL			OPP	01	
		T (165)		192	280	54	INCL			OPP	01	

FOOT NOTES:

SP5: Direct mount pumps need adapter to clear bulge on right side.

SP2: Possible internal transmission gear interference with 4100 series "J" & "O" ratios. Check before installing PTO.

For complete part numbers, consult the PTO Series section (page 25)

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ASO10-VPD
ASO100-10S
ASO125-10S(301541)(301579)
ASO140-10S(301542)(301580)
ASO150-10S(301526)(301578)
ASO165-10S(301543)(301581)
LASO10-VPD
LASO125-10S(301620)
LASO140-10S(301621)
LASO150-10S(301622)
LLASO125-10S
LLASO140-10S
LLASO150-10S
LLPSO100-10S
LLPSO125-10S
LLPSO140-10S(301705)
LLPSO150-10S
LLPSO165-10S
LPSO10-VPD
LPSO100-10S
LPSO125-10S(301544)(301572)
LPSO140-10S(301545)(301573)
LPSO150-10S(301546)(301574)
LPSO165-10S
PSO10-VPD
PSO100-10S(301505)(301560)
PSO115-10V(301588)
PSO125-10S(301504)(301561)
PSO125-10V(301589)
PSO140-10S(301506)(301562)
PSO145-10V(301582)
PSO150-10S(301503)(301563)
PSO150-9S(301521)
PSO160-10S(301517)
PSO165-10S(301523)(301564)

SPIC.64

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
		B (55)		96	250	49	INCL			OPP	01	
		C (73)		127	250	49	INCL			OPP	01	
		E (86)		151	225	44	INCL			OPP	01	
	1000	J (95)		165	225	44	INCL			OPP	01	 2R
		O (125)		217	200	39	INCL			OPP	01	
		R (137)		238	200	39	INCL			OPP	01	
		S (150)		261	190	37	INCL			OPP	01	
		T (165)		287	175	34	INCL			OPP	01	

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
		A (50)		87	250		INCL			OPP	01	
		B (55)		96	250	49	INCL			OPP	01	
		C (73)		127	250	49	INCL			OPP	01	
		E (86)		151	225	44	INCL			OPP	01	
	2000	J (95)		165	225	44	INCL			OPP	01	
		O (125)		217	200	39	INCL			OPP	01	 1B
		R (137)		238	200	39	INCL			OPP	01	
		S (150)		261	190	37	INCL			OPP	01	
		T (165)		287	175	34	INCL			OPP	01	

CONTINUES →

Spicer TTC

For complete part numbers, consult the PTO Series section (page 25)

Spicer

SPIC.64

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
← CONTINUES												
	3800	Z (40)		70	250	49	INCL	CLUTCH SHIFT		OPP	01	
		A (50)		87	250	49	INCL	CLUTCH SHIFT		OPP	01	
		B (55)		96	250	49	INCL	CLUTCH SHIFT		OPP	01	
		C (73)		127	250	49	INCL	CLUTCH SHIFT		OPP	01	
		E (86)		152	225	44	INCL	CLUTCH SHIFT		OPP	01	
		J (95)		166	225	44	INCL	CLUTCH SHIFT		OPP	01	
		O (125)		217	200	39	INCL	CLUTCH SHIFT		OPP	01	
		R (137)		238	200	39	INCL	CLUTCH SHIFT		OPP	01	
		S (150)		261	190	37	INCL	CLUTCH SHIFT		OPP	01	
		T (165)		286	175	34	INCL	CLUTCH SHIFT		OPP	01	
	4100	B (57)		99	450	87	INCL	(SP2)		OPP	01	
		C (70)		122	470	90	INCL	(SP2)		OPP	01	
		E (86)		150	470	90	INCL	(SP2)		OPP	01	
		J (105)		183	400	77	INCL	(SP2)		OPP	01	
	4250	Output 1 C (96)		167	420	80	INCL	(SP2)		OPP	01	
		Output 2 B (89)		155	420	80	INCL	(SP2)		OPP	01	
		Output 1 E (112)		196	400	76.5	INCL	(SP2)		OPP	01	
		Output 2 C (104)		181	420	80	INCL	(SP2)		OPP	01	
		Output 1 J (132)		229	380	73	INCL	(SP2)		OPP	01	
		Output 2 E (121)		210	400	76.5	INCL	(SP2)		OPP	01	
		Output 1 O (168)		293	350	67	INCL	(SP2)		OPP	01	
		Output 2 J (152)		265	380	73	INCL	(SP2)		OPP	01	
	6800	Forward (55)		127	150	30	INCL			BOTH	01	
		Reverse (52)		144	150	30	INCL			BOTH	01	
	8000	Forward (40)		72	500	95	INCL			BOTH	01	
		Reverse (50)		85	500	95	INCL			BOTH	01	
	8500	B (57)		66	500	95	INCL			OPP	01	
		C (70)		87	500	95	INCL			OPP	01	
		E (86)		104	480	90	INCL			OPP	01	
		J (105)		129	450	86	INCL			OPP	01	
		O (127)		149	400	76	INCL			OPP	01	
		R (137)		164	360	68	INCL			OPP	01	
		S (150)		179	320	62	INCL			OPP	01	
		T (165)		197	280	54	INCL			OPP	01	













FOOT NOTES:

SP2: Possible internal transmission gear interference with 4100 series "J" & "O" ratios. Check before installing PTO.

For complete part numbers, consult the PTO Series section (page 25)

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1241-CT
1241-DT
1241C(300977.301145.301151)
1241D(300978.301146.301152)

AMO1000-4C(301474)
AMO1000-4D(301475)
APO1000-4C(301476)
APO1000-4D(301477)

ATO1000-4C
ATO1000-4D
P1241C(301053)(301395)
P1241D(301054)(301396)

SPIC.65

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
	1000	B (55)		100	250	49	INCL	(SP1)	GA6093	OPP	02	
		C (73)		132	250	49	INCL	(SP1)	GA6093	OPP	02	
		E (86)		158	225	44	INCL	(SP1)	GA6093	OPP	02	
		J (95)		172	225	44	INCL	(SP1)	GA6093	OPP	02	
		O (125)		227	200	39	INCL	(SP1)	GA6093	OPP	02	
		R (137)		249	200	39	INCL	(SP1)	GA6093	OPP	02	
		S (150)		272	190	37	INCL	(SP1)	GA6093	OPP	02	
		T (165)		299	175	34	INCL	(SP1)	GA6093	OPP	02	

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
	2000	A (50)			250		INCL	(SP1)	GA8062	OPP	02	
		B (55)		100	250	49	INCL	(SP1)	GA8062	OPP	02	
		C (73)		132	250	49	INCL	(SP1)	GA8062	OPP	02	
		E (86)		158	225	44	INCL	(SP1)	GA8062	OPP	02	
		J (95)		172	225	44	INCL	(SP1)	GA8062	OPP	02	
		O (125)		227	200	39	INCL	(SP1)	GA8062	OPP	02	
		R (137)		249	200	39	INCL	(SP1)	GA8062	OPP	02	
		S (150)		272	190	37	INCL	(SP1)	GA8062	OPP	02	
		T (165)		299	175	34	INCL	(SP1)	GA8062	OPP	02	
	6800	Forward (55)		114	150	30	INCL	(SP1)	GA8062	BOTH	02	
		Reverse (52)		130	150	30	INCL	(SP1)	GA8062	BOTH	02	
	8000	Forward (40)		65	500	95	INCL	(SP1)	GA8062	BOTH	02	
		Reverse (50)		77	500	95	INCL	(SP1)	GA8062	BOTH	02	
	8500	B (57)		59	500	95	INCL	(SP1)	GA8062	OPP	02	
		C (70)		79	500	95	INCL	(SP1)	GA8062	OPP	02	
		E (86)		94	480	90	INCL	(SP1)	GA8062	OPP	02	
		J (105)		116	450	86	INCL	(SP1)	GA8062	OPP	02	
		O (127)		135	400	76	INCL	(SP1)	GA8062	OPP	02	
		R (137)		148	360	68	INCL	(SP1)	GA8062	OPP	02	
		S (150)		162	320	62	INCL	(SP1)	GA8062	OPP	02	
		T (165)		178	280	54	INCL	(SP1)	GA8062	OPP	02	

FOOT NOTES:

SP1: Speeds are shown with main transmission in direct drive.

For complete part numbers, consult the PTO Series section (page 25)

Spicer

ASO125-10D
ASO125-9A

ASO135-10D
ASO135-9A

PSO125-10D
PSO135-10D

PSO145-10D
PSO155-10D

PSO165-10D

SPIC.66

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
	1000	B (55)		100	250	49	INCL			OPP	01	 2R
		C (73)		132	250	49	INCL			OPP	01	
		E (86)		157	225	44	INCL			OPP	01	
		J (95)		172	225	44	INCL			OPP	01	
		O (125)		226	200	39	INCL			OPP	01	
		R (137)		248	200	39	INCL			OPP	01	
		S (150)		272	190	37	INCL			OPP	01	
		T (165)		299	175	34	INCL			OPP	01	

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
	2000	A (50)		91	250		INCL			OPP	01	 1B
		B (55)		100	250	49	INCL			OPP	01	
		C (73)		132	250	49	INCL			OPP	01	
		E (86)		157	225	44	INCL			OPP	01	
		J (95)		172	225	44	INCL			OPP	01	
		O (125)		226	200	39	INCL			OPP	01	
		R (137)		248	200	39	INCL			OPP	01	
		S (150)		272	190	37	INCL			OPP	01	
		T (165)		299	175	34	INCL			OPP	01	
	3800	Z (40)		72	250	49	INCL	CLUTCH SHIFT		OPP	01	 1B
		A (50)		91	250	49	INCL	CLUTCH SHIFT		OPP	01	
		B (55)		100	250	49	INCL	CLUTCH SHIFT		OPP	01	
		C (73)		132	250	49	INCL	CLUTCH SHIFT		OPP	01	
		E (86)		158	225	44	INCL	CLUTCH SHIFT		OPP	01	
		J (95)		173	225	44	INCL	CLUTCH SHIFT		OPP	01	
		O (125)		226	200	39	INCL	CLUTCH SHIFT		OPP	01	
		R (137)		248	200	39	INCL	CLUTCH SHIFT		OPP	01	
		S (150)		272	190	37	INCL	CLUTCH SHIFT		OPP	01	
		T (165)		298	175	34	INCL	CLUTCH SHIFT		OPP	01	

CONTINUES →

For complete part numbers, consult the PTO Series section (page 25)

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ASO125-10D
ASO125-9A

ASO135-10D
ASO135-9A

PSO125-10D
PSO135-10D

PSO145-10D
PSO155-10D

PSO165-10D

SPIC.66

8 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
← CONTINUES												
	4100	B (57)		103	450	87	INCL	(SP2)		OPP	01	 ↑ 1B
		C (70)		127	470	90	INCL	(SP2)		OPP	01	
		E (86)		156	470	90	INCL	(SP2)		OPP	01	
		J (105)		190	400	77	INCL	(SP2)		OPP	01	
	4250	Output 1 C (96)		174	420	80	INCL	(SP2)		OPP	01	 ↑ 1B
		Output 2 B (89)		162	420	80	INCL	(SP2)		OPP	01	
		Output 1 E (112)		204	400	76.5	INCL	(SP2)		OPP	01	
		Output 2 C (104)		188	420	80	INCL	(SP2)		OPP	01	
		Output 1 J (132)		239	380	73	INCL	(SP2)		OPP	01	
		Output 2 E (121)		219	400	76.5	INCL	(SP2)		OPP	01	
		Output 1 O (168)		305	350	67	INCL	(SP2)		OPP	01	
		Output 2 J (152)		276	380	73	INCL	(SP2)		OPP	01	
	6800	Forward (55)		132	150	30	INCL			BOTH	01	 ↑ 1B
		Reverse (52)		150	150	30	INCL			BOTH	01	
	8000	Forward (40)		75	500	95	INCL			BOTH	01	 ↑ 1B
		Reverse (50)		89	500	95	INCL			BOTH	01	
	8500	B (57)		68	500	95	INCL			OPP	01	 ↑ 1B
		C (70)		91	500	95	INCL			OPP	01	
		E (86)		108	480	90	INCL			OPP	01	
		J (105)		134	450	86	INCL			OPP	01	
		O (127)		156	400	76	INCL			OPP	01	
		R (137)		171	360	68	INCL			OPP	01	
		S (150)		187	320	62	INCL			OPP	01	
		T (165)		205	280	54	INCL			OPP	01	

FOOT NOTES:

SP2: Possible internal transmission gear interference with 4100 series "J" & "O" ratios. Check before installing PTO.

Spicer TTC

For complete part numbers, consult the PTO Series section (page 25)

AS56-7B AMT-7 **ES56-7B(301739)**

SPIC.69

6 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
		C (73)		48	250	49	INCL	(SP3,4,13)		OPP	51	
		E (86)		58	225	44	INCL	(SP3,4,13)		OPP	51	
		J (95)		63	225	44	INCL	(SP3,4,13)		OPP	51	
	1010	O (125)		83	200	39	INCL	(SP3,4,13)		OPP	51	
		R (137)		91	200	39	INCL	(SP3,4,13)		OPP	51	
		S (150)		100	190	37	INCL	(SP3,4,13)		OPP	51	
		T (165)		110	175	34	INCL	(SP3,4,13)		OPP	51	



FOOT NOTES:

SP3: Check for possible interference with exhaust.

SP4: Possible clearance issue with direct mount pump. May need to use "3" assembly arrangement.

SP13: Left Side: Direct mount pump interferes with flange on transmission at rear of PTO opening. Shaft-high assembly arrangement interferes with bulge in transmission case.

For complete part numbers, consult the PTO Series section (page 25)

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Volvo

SR-2000

VVO.01

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1196K03		100%	65	82	609	118	INCL		L=267 110104 L=302 110304	OPP		
11113K03		130%	85	107	465	97	INCL		L=267 110104 L=302 110304	ENG		
1198K03		132%	86	108	310	60	INCL		L=267 110104 L=302 110304	ENG		
11111K03		180%	118	148	361	70	INCL	H.DUTY, ROTATED OUTPUT	L=267 110104 L=302 110304	ENG		
11104K03		185%	120	152	413	80	INCL	BUILT-IN CLUTCH	L=267 110104 L=302 110304	ENG		
11123K03		162%	106	133	413	80	INCL		L=265 110204 L=300 110504	ENG		
11107KXXX			[1]: 54 [2]: 119	[1]: 69 [2]: 150	332 369	64 71	INCL	TWIN OUTPUT [1]=SHAFT 1. [2]=SHAFT 2.	L=265 110204 L=300 110504	(1)ENG/ (2)OPP		

IMPORTANT NOTE: All shown references are Base PTO Kits. For a full PTO is also required an adapter shaft kit.

R-1000 R-1400 R-1700 VT-1309 VT-1414 VT-1708 VT-2009B VT-809

VVO.02

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1196K03		100%	70		609	118	INCL		L=267 110104 L=302 110304	OPP		
11113K03		130%	91		465	97	INCL		L=267 110104 L=302 110304	ENG		
1198K03		132%	92		310	60	INCL		L=267 110104 L=302 110304	ENG		
11111K03		180%	126		361	70	INCL	H.DUTY, ROTATED OUTPUT	L=267 110104 L=302 110304	ENG		
11104K03		185%	130		413	80	INCL	BUILT-IN CLUTCH	L=267 110104 L=302 110304	ENG		
11123K03		162%	113	0	413	80	INCL		L=265 110204 L=300 110504	ENG		
11107KXXX			[1]: 59 [2]: 129		332 369	64 71	INCL	TWIN OUTPUT [1]=SHAFT 1. [2]=SHAFT 2.	L=265 110204 L=300 110504	(1)ENG/ (2)OPP		

IMPORTANT NOTE: All shown references are Base PTO Kits. For a full PTO is also required an adapter shaft kit.

For complete part numbers, consult the PTO Series section (page 25)

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SR-1400 **SR-1700** **SR-1900** **VT-2014B** **VT-2214B** **VT-2514B**

VVO.03

4 Bolts PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1196K03	100%	70	88	609	118	INCL		L=267 110104 L=302 110304	OPP		
11113K03	130%	91	114	465	97	INCL		L=267 110104 L=302 110304	ENG		
1198K03	132%	92	116	310	60	INCL		L=267 110104 L=302 110304	ENG		
11111K03	180%	126	158	361	70	INCL	H.DUTY, ROTATED OUTPUT	L=267 110104 L=302 110304	ENG		
11104K03	185%	130	163	413	80	INCL	BUILT-IN CLUTCH	L=267 110104 L=302 110304	ENG		
11123K03	162%	113	142	413	80	INCL		L=265 110204 L=300 110504	ENG		
11107KXXX		[1]: 59 [2]: 129	[1]: 74 [2]: 162	332 369	64 71	INCL	TWIN OUTPUT [1]=SHAFT 1. [2]=SHAFT 2.	L=265 110204 L=300 110504	(1)ENG/ (2)OPP		



IMPORTANT NOTE: All shown references are Base PTO Kits. For a full PTO is also required an adapter shaft kit.

AT-2412C **AT-2612D** **AT-2812C** **V-2512AT** **VT-2812C**
AT-2412D **AT-2612E** **AT-2812D** **V-2812AT**
AT-2512C **AT-2612F** **V-2412AT** **VT-2512C**

VVO.04

4 Bolts PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1196K03	100%	70	90	609	118	INCL		L=229 116504	OPP		
11113K03	130%	91	117	465	97	INCL		L=229 116504	ENG		
1198K03	132%	92	119	310	60	INCL		L=229 116504	ENG		
11111K03	180%	126	162	361	70	INCL	H.DUTY, ROTATED OUTPUT	L=229 116504	ENG		
11104K03	185%	130	167	413	80	INCL	BUILT-IN CLUTCH	L=229 116504	ENG		
11123K03	162%	113	146	413	80	INCL		L=227 116704	ENG		
11107KXXX		[1]: 59 [2]: 129	[1]: 76 [2]: 166	332 369	64 71	INCL	TWIN OUTPUT [1]=SHAFT 1. [2]=SHAFT 2.	L=227 116704	(1)ENG/ (2)OPP		



IMPORTANT NOTE: All shown references are Base PTO Kits. For a full PTO is also required an adapter shaft kit.

For complete part numbers, consult the PTO Series section (page 25)

Volvo

VT-2412B

VVO.05

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1196K03		100%	70	90	609	118	INCL		L=267 110104 L=302 110304	OPP		
11113K03		130%	91	117	465	97	INCL		L=267 110104 L=302 110304	ENG		
1198K03		132%	92	119	310	60	INCL		L=267 110104 L=302 110304	ENG		
11111K03		180%	126	162	361	70	INCL	H.DUTY, ROTATED OUTPUT	L=267 110104 L=302 110304	ENG		
11104K03		185%	130	167	413	80	INCL	BUILT-IN CLUTCH	L=267 110104 L=302 110304	ENG		
11123K03		162%	113	146	413	80	INCL		L=265 110204 L=300 110504	ENG		
11107KXXX			[1]: 59 [2]: 129	[1]: 76 [2]: 166	332 369	64 71	INCL	TWIN OUTPUT [1]=SHAFT 1. [2]=SHAFT 2.	L=265 110204 L=300 110504	(1)ENG/ (2)OPP		

IMPORTANT NOTE: All shown references are Base PTO Kits. For a full PTO is also required an adapter shaft kit.

SRO-2400

VVO.06

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1196K03		100%	82	103	609	118	INCL		L=267 110104 L=302 110304	OPP		
11113K03		130%	107	134	465	97	INCL		L=267 110104 L=302 110304	ENG		
1198K03		132%	108	136	310	60	INCL		L=267 110104 L=302 110304	ENG		
11111K03		180%	148	186	361	70	INCL	H.DUTY, ROTATED OUTPUT	L=267 110104 L=302 110304	ENG		
11104K03		185%	152	191	413	80	INCL	BUILT-IN CLUTCH	L=267 110104 L=302 110304	ENG		
11123K03		162%	133	167	413	80	INCL		L=265 110204 L=300 110504	ENG		
11107KXXX			[1]: 68 [2]: 150	[1]: 86 [2]: 189	332 369	64 71	INCL	TWIN OUTPUT [1]=SHAFT 1. [2]=SHAFT 2.	L=265 110204 L=300 110504	(1)ENG/ (2)OPP		

IMPORTANT NOTE: All shown references are Base PTO Kits. For a full PTO is also required an adapter shaft kit.

For complete part numbers, consult the PTO Series section (page 25)

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VTO-2214B **VTO-2514B**

VVO.07

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1196K03		100%	88	109	609	118	INCL		L=267 110104 L=302 110304	OPP		
11113K03		130%	114	142	465	97	INCL		L=267 110104 L=302 110304	ENG		
1198K03		132%	116	144	310	60	INCL		L=267 110104 L=302 110304	ENG		
11111K03		180%	158	197	361	70	INCL	H.DUTY, ROTATED OUTPUT	L=267 110104 L=302 110304	ENG		
11104K03		185%	163	202	413	80	INCL	BUILT-IN CLUTCH	L=267 110104 L=302 110304	ENG		
11123K03		162%	142	177	413	80	INCL		L=265 110204 L=300 110504	ENG		
11107KXXX			[1]: 73 [2]: 162	[1]: 92 [2]: 201	332 369	64 71	INCL	TWIN OUTPUT [1]=SHAFT 1. [2]=SHAFT 2.	L=265 110204 L=300 110504	(1)ENG/ (2)OPP		



IMPORTANT NOTE: All shown references are Base PTO Kits. For a full PTO is also required an adapter shaft kit.

ATO-2512C **ATO-2612F** **ATO-3112D** **VO-3112AT** **VTO-3112C**
ATO-2612D **ATO-3112C** **VO-2512AT** **VTO-2512C**

VVO.08

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1196K03		100%	90	115	609	118	INCL		L=229 116504	OPP		
11113K03		130%	117	150	465	97	INCL		L=229 116504	ENG		
1198K03		132%	119	152	310	60	INCL		L=229 116504	ENG		
11111K03		180%	162	208	361	70	INCL	H.DUTY, ROTATED OUTPUT	L=229 116504	ENG		
11104K03		185%	167	213	413	80	INCL	BUILT-IN CLUTCH	L=229 116504	ENG		
11123K03		162%	146	187	413	80	INCL		L=227 116704	ENG		
11107KXXX			[1]: 76 [2]: 166	[1]: 97 [2]: 212	332 369	64 71	INCL	TWIN OUTPUT [1]=SHAFT 1. [2]=SHAFT 2.	L=227 116704	(1)ENG/ (2)OPP		



IMPORTANT NOTE: All shown references are Base PTO Kits. For a full PTO is also required an adapter shaft kit.

For complete part numbers, consult the PTO Series section (page 25)

Volvo

DT-2412C

VVO.09

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1196K03		100%	70	88	609	118	INCL		L=229 116504	OPP		
11113K03		130%	91	114	465	97	INCL		L=229 116504	ENG		
1198K03		132%	92	116	310	60	INCL		L=229 116504	ENG		
11111K03		180%	126	158	361	70	INCL	H.DUTY, ROTATED OUTPUT	L=229 116504	ENG		
11104K03		185%	130	163	413	80	INCL	BUILT-IN CLUTCH	L=229 116504	ENG		
11123K03		162%	113	142	413	80	INCL		L=227 116704	ENG		
11107KXXX			[1]: 59 [2]: 129	[1]: 74 [2]: 161	332 369	64 71	INCL	TWIN OUTPUT [1]=SHAFT 1. [2]=SHAFT 2.	L=227 116704	(1)ENG/ (2)OPP		

IMPORTANT NOTE: All shown references are Base PTO Kits. For a full PTO is also required an adapter shaft kit.

R-70

VVO.11

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
110603		100%	111		229	60	INCL			ENG		

SR-70

VVO.13

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
110603		100%	111		229	60	INCL			ENG		

For complete part numbers, consult the PTO Series section (page 25)

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R-51 **R-52** **SR-52**

VVO.14

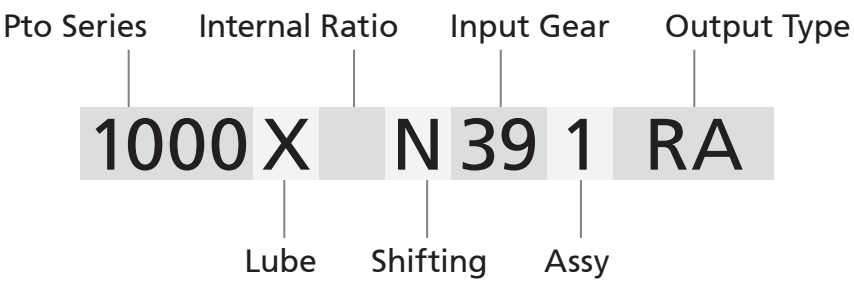
4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
110203		100%	76		229	60	INCL			ENG		

For complete part numbers, consult the PTO Series section (page 25)

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EXAMPLE:



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T-18 **T-19** **T-98-1R** **T-98-1V** **T-98A**

WNR.01

6 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1000		B (55)		36	250	49	INCL	(WNR1,2)		OPP	39	
		C (73)		47	250	49	INCL	(WNR1,2)		OPP	39	
		E (86)		56	225	44	INCL	(WNR1,2)		OPP	39	
		J (95)		61	225	44	INCL	(WNR1,2)		OPP	39	
		O (125)		81	200	39	INCL	(WNR1,2)		OPP	39	
		R (137)		89	200	39	INCL	(WNR1,2)		OPP	39	
		S (150)		97	190	37	INCL	(WNR1,2)		OPP	39	
		T (165)		107	175	34	INCL	(WNR1,2)		OPP	39	
6000		Forward (73)		47	150	30	INCL	(WNR1,2)		BOTH	39	
		Reverse (83)		54	150	30	INCL	(WNR1,2)		BOTH	39	

FOOT NOTES:

WNR1: Transmission will have only one PTO opening. It may be on the right or left side, but not both.

WNR2: Possible cross-member interference.

T-18B **T-19A**

WNR.03

6 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1010		B (55)		46	250	49	INCL	(WNR1,2)		OPP	41	
		C (73)		61	250	49	INCL	(WNR1,2)		OPP	41	
		E (86)		73	225	44	INCL	(WNR1,2)		OPP	41	
		J (95)		80	225	44	INCL	(WNR1,2)		OPP	41	
		O (125)		105	200	39	INCL	(WNR1,2)		OPP	41	
		R (137)		115	200	39	INCL	(WNR1,2)		OPP	41	
		S (150)		126	190	37	INCL	(WNR1,2)		OPP	41	
		T (165)		139	175	34	INCL	(WNR1,2)		OPP	41	

FOOT NOTES:

WNR1: Transmission will have only one PTO opening. It may be on the right or left side, but not both.

WNR2: Possible cross-member interference.

For complete part numbers, consult the PTO Series section (page 25)

Warner

T-18A **T-18C** **T-19D**

WNR.04

6 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1010		B (55)		50	250	49	INCL	(WNR1,2)		OPP	41	
		C (73)		66	250	49	INCL	(WNR1,2)		OPP	41	
		E (86)		79	225	44	INCL	(WNR1,2)		OPP	41	
		J (95)		86	225	44	INCL	(WNR1,2)		OPP	41	
		O (125)		113	200	39	INCL	(WNR1,2)		OPP	41	
		R (137)		124	200	39	INCL	(WNR1,2)		OPP	41	
		S (150)		136	190	37	INCL	(WNR1,2)		OPP	41	
		T (165)		149	175	34	INCL	(WNR1,2)		OPP	41	

FOOT NOTES:

WNR1: Transmission will have only one PTO opening. It may be on the right or left side, but not both.

WNR2: Possible cross-member interference.

For complete part numbers, consult the PTO Series section (page 25)

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Transmission Model	Pag.

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S6-70/9.59

ZDF.01

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	36		609	118	INCL			OPP		
1021903		126%	45		516	100	INCL			ENG		
1010K03		132%	48		310	60	INCL			ENG		
102K003		180%	65		361	70	INCL	HEAVY DUTY, ROTATED OUTPUT		ENG		
1026003		153%	55		310	60	INCL	ROTATED OUTPUT		ENG		

S6-65/7.0+GV70/7.67

ZDF.02

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	36	46	609	118	INCL			OPP		
1021903		126%	45	58	516	100	INCL			ENG		
1010K03		132%	48	61	310	60	INCL			ENG		
102K003		180%	65	83	361	70	INCL	HEAVY DUTY, ROTATED OUTPUT		ENG		
1026003		153%	55	70	310	60	INCL	ROTATED OUTPUT		ENG		

S6-70/9.03

ZDF.03

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	39		609	118	INCL			OPP		
1021903		126%	49		516	100	INCL			ENG		
1010K03		132%	51		310	60	INCL			ENG		
102K003		180%	70		361	70	INCL	HEAVY DUTY, ROTATED OUTPUT		ENG		
1026003		153%	60		310	60	INCL	ROTATED OUTPUT		ENG		

For complete part numbers, consult the PTO Series section (page 25)

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S6-36/8.97-0.83+GV36

ZDF.04

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1022603		100%	39	48	435	84	INCL			OPP		
1027203		126%	49	60	435	84	INCL			ENG		
109903		132%	51	63	310	60	INCL			ENG		
1030903		180%	70	87	361	70	INCL	HEAVY DUTY, ROTATED OUTPUT		ENG		
1026603		153%	60	73	310	60	INCL	ROTATED OUTPUT		ENG		

S6-36/8.97-1.0

ZDF.05

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1022603		100%	40		435	84	INCL			OPP		
1027203		126%	50		435	84	INCL			ENG		
109903		132%	53		310	60	INCL			ENG		
1030903		180%	72		361	70	INCL	HEAVY DUTY, ROTATED OUTPUT		ENG		
1026603		153%	61		310	60	INCL	ROTATED OUTPUT		ENG		

S6-66/9.06-1.0

ZDF.06

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	42		609	118	INCL			OPP		
1021903		126%	53		516	100	INCL			ENG		
1010K03		132%	55		310	60	INCL			ENG		
102K003		180%	75		361	70	INCL	HEAVY DUTY, ROTATED OUTPUT		ENG		
1026003		153%	64		310	60	INCL	ROTATED OUTPUT		ENG		

For complete part numbers, consult the PTO Series section (page 25)

6S850/8.51-1.0

ZDF.07

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1022603		100%	42		435	84	INCL			OPP		
1027203		126%	53		435	84	INCL			ENG		
109903		132%	55		310	60	INCL			ENG		
1030903		180%	75		361	70	INCL	HEAVY DUTY, ROTATED OUTPUT		ENG		
1026603		153%	64		310	60	INCL	ROTATED OUTPUT		ENG		

S5-50/8.02+GV80/6.20

ZDF.08

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	42	55	609	118	INCL			OPP		
1021903		126%	53	69	516	100	INCL			ENG		
1010K03		132%	55	73	310	60	INCL			ENG		
102K003		180%	75	99	361	70	INCL	HEAVY DUTY, ROTATED OUTPUT		ENG		
1026003		153%	64	84	310	60	INCL	ROTATED OUTPUT		ENG		

S5-50/8.02

ZDF.09

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	42		609	118	INCL			OPP		
1021903		126%	53		516	100	INCL			ENG		
1010K03		132%	55		310	60	INCL			ENG		
102K003		180%	75		361	70	INCL	HEAVY DUTY, ROTATED OUTPUT		ENG		
1026003		153%	64		310	60	INCL	ROTATED OUTPUT		ENG		

For complete part numbers, consult the PTO Series section (page 25)

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S5-35/8.02

ZDF.10

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1023203		100%	44		444	86	INCL			OPP		
1011103		132%	58		310	60	INCL			ENG		

S6-70/7.92

ZDF.11

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	44		609	118	INCL			OPP		
1021903		126%	55		516	100	INCL			ENG		
1010K03		132%	58		310	60	INCL			ENG		
102K003		180%	80		361	70	INCL	HEAVY DUTY, ROTATED OUTPUT		ENG		
1026003		153%	67		310	60	INCL	ROTATED OUTPUT		ENG		

S6-80/9.00

ZDF.12

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	46		609	118	INCL			OPP		
1021903		126%	58		516	100	INCL			ENG		
1010K03		132%	61		310	60	INCL			ENG		
102K003		180%	83		361	70	INCL	HEAVY DUTY, ROTATED OUTPUT		ENG		
1026003		153%	70		310	60	INCL	ROTATED OUTPUT		ENG		

For complete part numbers, consult the PTO Series section (page 25)

S6-65/9.00

ZDF.13

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	46		609	118	INCL			OPP		
1021903		126%	58		516	100	INCL			ENG		
1010K03		132%	61		310	60	INCL			ENG		
102K003		180%	83		361	70	INCL	HEAVY DUTY, ROTATED OUTPUT		ENG		
1026003		153%	70		310	60	INCL	ROTATED OUTPUT		ENG		

S5-35/7.65

ZDF.14

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1023203		100%	46		444	86	INCL			OPP		
1011103		132%	61		310	60	INCL			ENG		

S6-65/9.00+GV80/7.52 S6-80/9.00+GV80/7.52

ZDF.15

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	46	55	609	118	INCL			OPP		
1021903		126%	58	69	516	100	INCL			ENG		
1010K03		132%	61	73	310	60	INCL			ENG		
102K003		180%	83	99	361	70	INCL	HEAVY DUTY, ROTATED OUTPUT		ENG		
1026003		153%	70	84	310	60	INCL	ROTATED OUTPUT		ENG		

For complete part numbers, consult the PTO Series section (page 25)

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S6-80/9.00+GV80/7.48

ZDF.16

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	46	56	609	118	INCL			OPP		
1021903		126%	58	71	516	100	INCL			ENG		
1010K03		132%	61	74	310	60	INCL			ENG		
102K003		180%	83	100	361	70	INCL	HEAVY DUTY, ROTATED OUTPUT		ENG		
1026003		153%	70	86	310	60	INCL	ROTATED OUTPUT		ENG		

S6-65/9.00+GV80/6.70

ZDF.17

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	46	62	609	118	INCL			OPP		
1021903		126%	58	78	516	100	INCL			ENG		
1010K03		132%	61	82	310	60	INCL			ENG		
102K003		180%	83	112	361	70	INCL	HEAVY DUTY, ROTATED OUTPUT		ENG		
1026003		153%	70	95	310	60	INCL	ROTATED OUTPUT		ENG		

S6-80/9.00+GV80/5.30

ZDF.18

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	46	79	609	118	INCL			OPP		
1021903		126%	58	100	516	100	INCL			ENG		
1010K03		132%	61	104	310	60	INCL			ENG		
102K003		180%	83	142	361	70	INCL	HEAVY DUTY, ROTATED OUTPUT		ENG		
1026003		153%	70	121	310	60	INCL	ROTATED OUTPUT		ENG		

For complete part numbers, consult the PTO Series section (page 25)

S6-90/9.01

ZDF.19

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	47		609	118	INCL			OPP		
1021903		126%	59		516	100	INCL			ENG		
1010K03		132%	62		310	60	INCL			ENG		
102K003		180%	85		361	70	INCL	HEAVY DUTY, ROTATED OUTPUT		ENG		
1026003		153%	72		310	60	INCL	ROTATED OUTPUT		ENG		

S6-90/9.01+GV90/7.40

ZDF.20

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	47	57	609	118	INCL			OPP		
1021903		126%	59	72	516	100	INCL			ENG		
1010K03		132%	62	75	310	60	INCL			ENG		
102K003		180%	85	103	361	70	INCL	HEAVY DUTY, ROTATED OUTPUT		ENG		
1026003		153%	72	87	310	60	INCL	ROTATED OUTPUT		ENG		

S6-36/7.43-0.85+GV36

ZDF.21

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1022603		100%	48	56	435	84	INCL			OPP		
1027203		126%	60	71	435	84	INCL			ENG		
109903		132%	63	74	310	60	INCL			ENG		
1030903		180%	87	100	361	70	INCL	HEAVY DUTY, ROTATED OUTPUT		ENG		
1026603		153%	73	86	310	60	INCL	ROTATED OUTPUT		ENG		

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S6-70/7.36

ZDF.22

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	48		609	118	INCL			OPP		
1021903		126%	60		516	100	INCL			ENG		
1010K03		132%	63		310	60	INCL			ENG		
102K003		180%	87		361	70	INCL	HEAVY DUTY, ROTATED OUTPUT		ENG		
1026003		153%	73		310	60	INCL	ROTATED OUTPUT		ENG		

S6-36/7.43-1.0

ZDF.23

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1022603		100%	48		435	84	INCL			OPP		
1027203		126%	60		435	84	INCL			ENG		
109903		132%	63		310	60	INCL			ENG		
1030903		180%	87		361	70	INCL	HEAVY DUTY, ROTATED OUTPUT		ENG		
1026603		153%	73		310	60	INCL	ROTATED OUTPUT		ENG		

S5-50/6.61

ZDF.25

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	51		609	118	INCL			OPP		
1021903		126%	64		516	100	INCL			ENG		
1010K03		132%	67		310	60	INCL			ENG		
102K003		180%	92		361	70	INCL	HEAVY DUTY, ROTATED OUTPUT		ENG		
1026003		153%	78		310	60	INCL	ROTATED OUTPUT		ENG		

For complete part numbers, consult the PTO Series section (page 25)

S5-50/6.61+GV80/5.30

ZDF.26

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	51	64	609	118	INCL			OPP		
1021903		126%	64	81	516	100	INCL			ENG		
1010K03		132%	67	84	310	60	INCL			ENG		
102K003		180%	92	115	361	70	INCL	HEAVY DUTY, ROTATED OUTPUT		ENG		
1026003		153%	78	98	310	60	INCL	ROTATED OUTPUT		ENG		

S6-70/6.8

ZDF.27

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	51		609	118	INCL			OPP		
1021903		126%	64		516	100	INCL			ENG		
1010K03		132%	67		310	60	INCL			ENG		
102K003		180%	92		361	70	INCL	HEAVY DUTY, ROTATED OUTPUT		ENG		
1026003		153%	78		310	60	INCL	ROTATED OUTPUT		ENG		

S6-70/6.8+GV70/5.71

ZDF.28

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	51	61	609	118	INCL			OPP		
1021903		126%	64	77	516	100	INCL			ENG		
1010K03		132%	67	81	310	60	INCL			ENG		
102K003		180%	92	110	361	70	INCL	HEAVY DUTY, ROTATED OUTPUT		ENG		
1026003		153%	78	93	310	60	INCL	ROTATED OUTPUT		ENG		

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S6-80/6.90

ZDF.29

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	52		609	118	INCL			OPP		
1021903		126%	66		516	100	INCL			ENG		
1010K03		132%	69		310	60	INCL			ENG		
102K003		180%	93		361	70	INCL	HEAVY DUTY, ROTATED OUTPUT		ENG		
1026003		153%	80		310	60	INCL	ROTATED OUTPUT		ENG		

S6-66/7.36-1.0

ZDF.30

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	52		609	118	INCL			OPP		
1021903		126%	66		516	100	INCL			ENG		
1010K03		132%	69		310	60	INCL			ENG		
102K003		180%	93		361	70	INCL	HEAVY DUTY, ROTATED OUTPUT		ENG		
1026003		153%	80		310	60	INCL	ROTATED OUTPUT		ENG		

S5-35/6.75

ZDF.31

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1023203		100%	52		444	86	INCL			OPP		
1011103		132%	69		310	60	INCL			ENG		

For complete part numbers, consult the PTO Series section (page 25)

S6-65/7.97+GV80/6.70

ZDF.32

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	52	62	609	118	INCL			OPP		
1021903		126%	66	78	516	100	INCL			ENG		
1010K03		132%	69	82	310	60	INCL			ENG		
102K003		180%	93	112	361	70	INCL	HEAVY DUTY, ROTATED OUTPUT		ENG		
1026003		153%	80	95	310	60	INCL	ROTATED OUTPUT		ENG		

6AS1000 TO/6.75 - 0.78 6AS800 TO/6.58 - 0.78 6S1000 TO/6.75 - 0.78 6S800 TO/6.58-0.78(VOLVO ZTO 1006)

ZDF.33

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	53		609	118	INCL			OPP		
1021903		126%	67		516	100	INCL			ENG		
1010K03		132%	70		310	60	INCL			ENG		
102K003		180%	95		361	70	INCL	HEAVY DUTY, ROTATED OUTPUT		ENG		
1026003		153%	81		310	60	INCL	ROTATED OUTPUT		ENG		

6S1200 TD/7.72 - 1.00 S6-80/7.67

ZDF.35

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	54		609	118	INCL			OPP		
1021903		126%	68		516	100	INCL			ENG		
1010K03		132%	71		310	60	INCL			ENG		
102K003		180%	97		361	70	INCL	HEAVY DUTY, ROTATED OUTPUT		ENG		
1026003		153%	83		310	60	INCL	ROTATED OUTPUT		ENG		

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S6-80/7.67+GV80/6.7

ZDF.36

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	54	62	609	118	INCL			OPP		
1021903		126%	68	78	516	100	INCL			ENG		
1010K03		132%	71	82	310	60	INCL			ENG		
102K003		180%	97	112	361	70	INCL	HEAVY DUTY, ROTATED OUTPUT		ENG		
1026003		153%	83	95	310	60	INCL	ROTATED OUTPUT		ENG		

S5-50/6.20

ZDF.37

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	55		609	118	INCL			OPP		
1021903		126%	69		516	100	INCL			ENG		
1010K03		132%	73		310	60	INCL			ENG		
102K003		180%	99		361	70	INCL	HEAVY DUTY, ROTATED OUTPUT		ENG		
1026003		153%	84		310	60	INCL	ROTATED OUTPUT		ENG		

S5-35/6.45

ZDF.38

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1023203		100%	55		444	86	INCL			OPP		
1011103		132%	73		310	60	INCL			ENG		

For complete part numbers, consult the PTO Series section (page 25)

S6-80/7.35

ZDF.39

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	55		609	118	INCL			OPP		
1021903		126%	69		516	100	INCL			ENG		
1010K03		132%	73		310	60	INCL			ENG		
102K003		180%	99		361	70	INCL	HEAVY DUTY, ROTATED OUTPUT		ENG		
1026003		153%	84		310	60	INCL	ROTATED OUTPUT		ENG		

S6-75/6.70+GV80/7.52

ZDF.40

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	55	62	609	118	INCL			OPP		
1021903		126%	69	78	516	100	INCL			ENG		
1010K03		132%	73	82	310	60	INCL			ENG		
102K003		180%	99	112	361	70	INCL	HEAVY DUTY, ROTATED OUTPUT		ENG		
1026003		153%	84	95	310	60	INCL	ROTATED OUTPUT		ENG		

S6-65/7.52 S6-80/7.53

ZDF.41

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	56		609	118	INCL			OPP		
1021903		126%	71		516	100	INCL			ENG		
1010K03		132%	74		310	60	INCL			ENG		
102K003		180%	100		361	70	INCL	HEAVY DUTY, ROTATED OUTPUT		ENG		
1026003		153%	86		310	60	INCL	ROTATED OUTPUT		ENG		

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S6-80/5.66+GV80/7.52

ZDF.42

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	56	74	609	118	INCL			OPP		
1021903		126%	71	93	516	100	INCL			ENG		
1010K03		132%	74	98	310	60	INCL			ENG		
102K003		180%	100	133	361	70	INCL	HEAVY DUTY, ROTATED OUTPUT		ENG		
1026003		153%	86	113	310	60	INCL	ROTATED OUTPUT		ENG		

S6-65/7.40

ZDF.43

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	56		609	118	INCL			OPP		
1021903		126%	71		516	100	INCL			ENG		
1010K03		132%	74		310	60	INCL			ENG		
102K003		180%	100		361	70	INCL	HEAVY DUTY, ROTATED OUTPUT		ENG		
1026003		153%	86		310	60	INCL	ROTATED OUTPUT		ENG		

S6-80/7.41

ZDF.44

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	56		609	118	INCL			OPP		
1021903		126%	71		516	100	INCL			ENG		
1010K03		132%	74		310	60	INCL			ENG		
102K003		180%	100		361	70	INCL	HEAVY DUTY, ROTATED OUTPUT		ENG		
1026003		153%	86		310	60	INCL	ROTATED OUTPUT		ENG		

For complete part numbers, consult the PTO Series section (page 25)

6AS700/6.02-0.79 6S700/6.02-0.79

ZDF.45

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1022603		100%	57		435	84	INCL			OPP		
1027203		126%	72		435	84	INCL			ENG		
109903		132%	75		310	60	INCL			ENG		
1030903		180%	103		361	70	INCL	HEAVY DUTY, ROTATED OUTPUT		ENG		
1026603		153%	87		310	60	INCL	ROTATED OUTPUT		ENG		

S6-90/7.40

ZDF.46

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	57		609	118	INCL			OPP		
1021903		126%	72		516	100	INCL			ENG		
1010K03		132%	75		310	60	INCL			ENG		
102K003		180%	103		361	70	INCL	HEAVY DUTY, ROTATED OUTPUT		ENG		
1026003		153%	87		310	60	INCL	ROTATED OUTPUT		ENG		

S6-36/6.06

ZDF.48

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1022603		100%	58		435	84	INCL			OPP		
1027203		126%	73		435	84	INCL			ENG		
109903		132%	77		310	60	INCL			ENG		
1030903		180%	105		361	70	INCL	HEAVY DUTY, ROTATED OUTPUT		ENG		
1026603		153%	89		310	60	INCL	ROTATED OUTPUT		ENG		

For complete part numbers, consult the PTO Series section (page 25)

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S6-90/7.03+GV90/5.74

ZDF.49

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	60	74	609	118	INCL			OPP		
1021903		126%	76	93	516	100	INCL			ENG		
1010K03		132%	79	98	310	60	INCL			ENG		
102K003		180%	108	133	361	70	INCL	HEAVY DUTY, ROTATED OUTPUT		ENG		
1026003		153%	92	113	310	60	INCL	ROTATED OUTPUT		ENG		

S6-90/7.03

ZDF.50

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	60		609	118	INCL			OPP		
1021903		126%	76		516	100	INCL			ENG		
1010K03		132%	79		310	60	INCL			ENG		
102K003		180%	108		361	70	INCL	HEAVY DUTY, ROTATED OUTPUT		ENG		
1026003		153%	92		310	60	INCL	ROTATED OUTPUT		ENG		

S6-90/7.03+GV90/5.67

ZDF.51

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	60	75	609	118	INCL			OPP		
1021903		126%	76	94	516	100	INCL			ENG		
1010K03		132%	79	99	310	60	INCL			ENG		
102K003		180%	108	135	361	70	INCL	HEAVY DUTY, ROTATED OUTPUT		ENG		
1026003		153%	92	115	310	60	INCL	ROTATED OUTPUT		ENG		

For complete part numbers, consult the PTO Series section (page 25)

9S75/13.16

ZDF.52

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	61		609	118	8028733		1011204	OPP		
1021903		126%	77		516	100	8040033		1011204	ENG		
1010K03		132%	81		310	60	8011833		1011204	ENG		
102K003		180%	110		361	70	8047633	HEAVY DUTY, ROTATED OUTPUT	1011204	ENG		
1026003		153%	93		310	60	8038733	ROTATED OUTPUT	1011204	ENG		

S6-90/6.98

ZDF.53

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	61		609	118	INCL			OPP		
1021903		126%	77		516	100	INCL			ENG		
1010K03		132%	81		310	60	INCL			ENG		
102K003		180%	110		361	70	INCL	HEAVY DUTY, ROTATED OUTPUT		ENG		
1026003		153%	93		310	60	INCL	ROTATED OUTPUT		ENG		

S5-50/5.50

ZDF.54

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	62		609	118	INCL			OPP		
1021903		126%	78		516	100	INCL			ENG		
1010K03		132%	82		310	60	INCL			ENG		
102K003		180%	112		361	70	INCL	HEAVY DUTY, ROTATED OUTPUT		ENG		
1026003		153%	95		310	60	INCL	ROTATED OUTPUT		ENG		

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6S1200 TO/6.75 - 0.83 S6-65/6.70, S6-80/6.7

ZDF.55

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	62		609	118	INCL			OPP		
1021903		126%	78		516	100	INCL			ENG		
1010K03		132%	82		310	60	INCL			ENG		
102K003		180%	112		361	70	INCL	HEAVY DUTY, ROTATED OUTPUT		ENG		
1026003		153%	95		310	60	INCL	ROTATED OUTPUT		ENG		

S6-80/6.7+GV80/5.30

ZDF.56

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	62	79	609	118	INCL			OPP		
1021903		126%	78	100	516	100	INCL			ENG		
1010K03		132%	82	104	310	60	INCL			ENG		
102K003		180%	112	142	361	70	INCL	HEAVY DUTY, ROTATED OUTPUT		ENG		
1026003		153%	95	121	310	60	INCL	ROTATED OUTPUT		ENG		

S5-35/5.64

ZDF.57

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1023203		100%	63		444	86	INCL			OPP		
1011103		132%	83		310	60	INCL			ENG		

For complete part numbers, consult the PTO Series section (page 25)

ZF

S6-65/6.37

ZDF.58

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	65		609	118	INCL			OPP		
1021903		126%	82		516	100	INCL			ENG		
1010K03		132%	86		310	60	INCL			ENG		
102K003		180%	117		361	70	INCL	HEAVY DUTY, ROTATED OUTPUT		ENG		
1026003		153%	99		310	60	INCL	ROTATED OUTPUT		ENG		

S5-50/5.30

ZDF.59

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	65		609	118	INCL			OPP		
1021903		126%	82		516	100	INCL			ENG		
1010K03		132%	86		310	60	INCL			ENG		
102K003		180%	117		361	70	INCL	HEAVY DUTY, ROTATED OUTPUT		ENG		
1026003		153%	99		310	60	INCL	ROTATED OUTPUT		ENG		

6S-300

ZDF.60

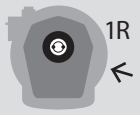
6 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015503		176%	118		184	36	INCL	MECHANIC		OPP		
1018303		176%	118		184	36	INCL	PNEUMATIC		OPP		

For complete part numbers, consult the PTO Series section (page 25)

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6S-350 VD

ZDF.61

6 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1019303		176%	118		184	36	INCL	MECHANIC		OPP		
1019403		176%	118		184	36	INCL	PNEUMATIC		OPP		

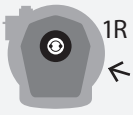
S5-35/6.79

ZDF.62

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1023203		100%	67		444	86	INCL			OPP		
1011103		132%	88		310	60	INCL			ENG		

2840.6 6S-380 VO 6S-400

ZDF.63

6 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1019903		182%	68		184	36	INCL	MECHANIC		OPP		
1020003		182%	68		184	36	INCL	PNEUMATIC		OPP		
1020703		182%	68		184	36	INCL	MECHANIC		OPP		
1021203		182%	68		184	36	INCL	PNEUMATIC		OPP		

For complete part numbers, consult the PTO Series section (page 25)

S6-80/6.10

ZDF.64

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	69		609	118	INCL			OPP		
1021903		126%	87		516	100	INCL			ENG		
1010K03		132%	91		310	60	INCL			ENG		
102K003		180%	125		361	70	INCL	HEAVY DUTY, ROTATED OUTPUT		ENG		
1026003		153%	106		310	60	INCL	ROTATED OUTPUT		ENG		

16AS2200/15.89-1.0 IT

ZDF.65

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	71		609	118	8028933		1018104	OPP		
1021903		126%	89		516	100	8039033		1018104	ENG		
1010K03		132%	94		310	60	8011933		1018104	ENG		
102K003		180%	128		361	70	8047133	HEAVY DUTY, ROTATED OUTPUT	1018104	ENG		
1026003		153%	109		310	60	8038933	ROTATED OUTPUT	1018104	ENG		

9S109/12.91 9S1110 TD/12.73

ZDF.66

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	72		609	118	8028733		1011304	OPP		
1021903		126%	91		516	100	8040033		1011304	ENG		
1010K03		132%	95		310	60	8011833		1011304	ENG		
102K003		180%	130		361	70	8047633	HEAVY DUTY, ROTATED OUTPUT	1011304	ENG		
1026003		153%	110		310	60	8038733	ROTATED OUTPUT	1011304	ENG		

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9S109/12.92

ZDF.67

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	72		609	118	8028733		103604	OPP		
1021903		126%	91		516	100	8040033		103604	ENG		
1010K03		132%	95		310	60	8011833		103604	ENG		
102K003		180%	130		361	70	8047633	HEAVY DUTY, ROTATED OUTPUT	103604	ENG		
1026003		153%	110		310	60	8038733	ROTATED OUTPUT	103604	ENG		

S6-80/5.66 S6-90/5.74 S6-90/6.37

ZDF.68

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	74		609	118	INCL			OPP		
1021903		126%	93		516	100	INCL			ENG		
1010K03		132%	98		310	60	INCL			ENG		
102K003		180%	133		361	70	INCL	HEAVY DUTY, ROTATED OUTPUT		ENG		
1026003		153%	113		310	60	INCL	ROTATED OUTPUT		ENG		

16S160A/17.47 (TRILOBE) 16S190A/17.47 (TRILOBE)

ZDF.69

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	74	91	609	118	INCL		1010404	OPP		
1021903		126%	93	115	516	100	INCL		1010404	ENG		
1010K03		132%	98	120	310	60	INCL		1010404	ENG		
102K003		180%	133	164	361	70	INCL	HEAVY DUTY, ROTATED OUTPUT	1010404	ENG		
1026003		153%	113	139	310	60	INCL	ROTATED OUTPUT	1010404	ENG		

For complete part numbers, consult the PTO Series section (page 25)

ZF

16S130/14.29 (TRILOBE) 16S130/17.06 (TRILOBE) 16S130/17.47 (TRILOBE) ZDF.70

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	74	91	609	118	INCL		103304	OPP		
1021903		126%	93	115	516	100	INCL		103304	ENG		
1010K03		132%	98	120	310	60	INCL		103304	ENG		
102K003		180%	133	164	361	70	INCL	HEAVY DUTY, ROTATED OUTPUT	103304	ENG		
1026003		153%	113	139	310	60	INCL	ROTATED OUTPUT	103304	ENG		

16S160/14.29 (TRILOBE) 16S160/17.06 (TRILOBE) ZDF.71

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	74	91	609	118	INCL		103404	OPP		
1021903		126%	93	115	516	100	INCL		103404	ENG		
1010K03		132%	98	120	310	60	INCL		103404	ENG		
102K003		180%	133	164	361	70	INCL	HEAVY DUTY, ROTATED OUTPUT	103404	ENG		
1026003		153%	113	139	310	60	INCL	ROTATED OUTPUT	103404	ENG		

16S109/13.31 ZDF.72

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	75	90	609	118	8028733		1011304	OPP		
1021903		126%	95	113	516	100	8040033		1011304	ENG		
1010K03		132%	99	119	310	60	8011833		1011304	ENG		
102K003		180%	135	162	361	70	8047633	HEAVY DUTY, ROTATED OUTPUT	1011304	ENG		
1026003		153%	115	138	310	60	8038733	ROTATED OUTPUT	1011304	ENG		

For complete part numbers, consult the PTO Series section (page 25)

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S6-90/5.67

ZDF.73

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	75		609	118	INCL			OPP		
1021903		126%	94		516	100	INCL			ENG		
1010K03		132%	99		310	60	INCL			ENG		
102K003		180%	135		361	70	INCL	HEAVY DUTY, ROTATED OUTPUT		ENG		
1026003		153%	115		310	60	INCL	ROTATED OUTPUT		ENG		

16S109/11.86

ZDF.74

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	75	88	609	118	8028733		103504	OPP		
1021903		126%	95	111	516	100	8040033		103504	ENG		
1010K03		132%	99	116	310	60	8011833		103504	ENG		
102K003		180%	135	158	361	70	8047633	HEAVY DUTY, ROTATED OUTPUT	103504	ENG		
1026003		153%	115	135	310	60	8038733	ROTATED OUTPUT	103504	ENG		

5S-270 VO

ZDF.75

6 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1019503		173%	130		125	36	INCL	MECHANIC		OPP		
1019703		173%	130		125	36	INCL	PNEUMATIC		OPP		

For complete part numbers, consult the PTO Series section (page 25)

12AS1800/14.89-1.0 IT 16AS2230 TD/17.03-1.0 16AS2231 TD/17.03-1.0 IT 16AS2601 TD/17.03-1.0 IT

ZDF.76

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	76		609	118	8028933		1018104	OPP		
1021903		126%	96		516	100	8039033		1018104	ENG		
1010K03		132%	100		310	60	8011933		1018104	ENG		
102K003		180%	137		361	70	8047133	HEAVY DUTY, ROTATED OUTPUT	1018104	ENG		
1026003		153%	116		310	60	8038933	ROTATED OUTPUT	1018104	ENG		

16S1620 TD/16.41-1.0 16S2220 TD/16.41-1.0 16S2330 TD/16.41-1.0 16S1920 TD/16.41-1.0 16S2320 TD/16.41-1.0

ZDF.77

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	77	91	609	118	INCL		1012704	OPP		
1021903		126%	97	115	516	100	INCL		1012704	ENG		
1010K03		132%	102	120	310	60	INCL		1012704	ENG		
102K003		180%	138	164	361	70	INCL	HEAVY DUTY, ROTATED OUTPUT	1012704	ENG		
1026003		153%	118	139	310	60	INCL	ROTATED OUTPUT	1012704	ENG		

16S1621 TD/16.41-1.0 IT 16S2221 TD/16.41-1.0 16S2321 TD/16.41-1.0 IT 16S1921 TD/16.41-1.0 IT IT 16S2331 TD/16.41-1.0 IT

ZDF.78

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	77	91	609	118	8028433		1013004	OPP		
1021903		126%	97	115	516	100	8036633		1013004	ENG		
1010K03		132%	102	120	310	60	8011633		1013004	ENG		
102K003		180%	138	164	361	70	8047733	HEAVY DUTY, ROTATED OUTPUT	1013004	ENG		
1026003		153%	118	139	310	60	8038833	ROTATED OUTPUT	1013004	ENG		

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16S151/13.80IT (TRILOBE) 16S220/13.80IT (TRILOBE) 16S221/13.80IT (TRILOBE)

ZDF.79

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	77	92	609	118	INCL		1010304	OPP		
1021903		126%	97	116	516	100	INCL		1010304	ENG		
1010K03		132%	102	121	310	60	INCL		1010304	ENG		
102K003		180%	138	165	361	70	INCL	HEAVY DUTY, ROTATED OUTPUT	1010304	ENG		
1026003		153%	118	141	310	60	INCL	ROTATED OUTPUT	1010304	ENG		

16S151/13.85-0.84 (TRILOBE) 16S221/13.85-0.84 (TRILOBE)
16S151/16.53-1.0 (TRILOBE) 16S221/16.53-1.0 (TRILOBE)

ZDF.80

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	77	92	609	118	INCL		1011004	OPP		
1021903		126%	97	116	516	100	INCL		1011004	ENG		
1010K03		132%	102	121	310	60	INCL		1011004	ENG		
102K003		180%	138	165	361	70	INCL	HEAVY DUTY, ROTATED OUTPUT	1011004	ENG		
1026003		153%	118	141	310	60	INCL	ROTATED OUTPUT	1011004	ENG		

16S151/13.85-0.84 16S181/13.85-0.84 16S221/13.85-0.84
16S151/16.53-1.0 16S181/16.53-1.0 16S221/16.53-1.0

ZDF.81

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	77	92	609	118	INCL		1012704	OPP		
1021903		126%	97	116	516	100	INCL		1012704	ENG		
1010K03		132%	102	121	310	60	INCL		1012704	ENG		
102K003		180%	138	165	361	70	INCL	HEAVY DUTY, ROTATED OUTPUT	1012704	ENG		
1026003		153%	118	141	310	60	INCL	ROTATED OUTPUT	1012704	ENG		

For complete part numbers, consult the PTO Series section (page 25)

ZF

16S151/13.80IT **16S151/16.47IT** **16S181/13.85IT** **16S181/16.53IT** **16S221/16.41IT**
16S151/13.85IT **16S151/16.53IT** **16S181/16.41IT** **16S221/13.80IT** **16S221/16.47IT**
16S151/16.41IT **16S181/13.80IT** **16S181/16.47IT** **16S221/13.85IT** **16S221/16.53IT**

ZDF.82

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	77	92	609	118	8028433		1013004	OPP		
1021903		126%	97	116	516	100	8036633		1013004	ENG		
1010K03		132%	102	121	310	60	8011633		1013004	ENG		
102K003		180%	138	165	361	70	8047733	HEAVY DUTY, ROTATED OUTPUT	1013004	ENG		
1026003		153%	118	141	310	60	8038833	ROTATED OUTPUT	1013004	ENG		

16S251IT

ZDF.83

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	77	92	609	118	8028433		1014504	OPP		
1021903		126%	97	116	516	100	8036633		1014504	ENG		
1010K03		132%	102	121	310	60	8011633		1014504	ENG		
102K003		180%	138	165	361	70	8047733	HEAVY DUTY, ROTATED OUTPUT	1014504	ENG		
1026003		153%	118	141	310	60	8038833	ROTATED OUTPUT	1014504	ENG		

16S130/13.80 (TRILOBE) **16S130/14.14 (TRILOBE)** **16S130/16.47 (TRILOBE)**

ZDF.84

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	77	92	609	118	INCL		103304	OPP		
1021903		126%	97	116	516	100	INCL		103304	ENG		
1010K03		132%	102	121	310	60	INCL		103304	ENG		
102K003		180%	138	165	361	70	INCL	HEAVY DUTY, ROTATED OUTPUT	103304	ENG		
1026003		153%	118	141	310	60	INCL	ROTATED OUTPUT	103304	ENG		

For complete part numbers, consult the PTO Series section (page 25)

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9S109/10.24 **9S109/10.25**

ZDF.85

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	77		609	118	8028733		103504	OPP		
1021903		126%	97		516	100	8040033		103504	ENG		
1010K03		132%	102		310	60	8011833		103504	ENG		
102K003		180%	138		361	70	8047633	HEAVY DUTY, ROTATED OUTPUT	103504	ENG		
1026003		153%	118		310	60	8038733	ROTATED OUTPUT	103504	ENG		

16S160A/14.14 (TRILOBE) **16S220A/14.14 (TRILOBE)**

ZDF.86

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	77	92	609	118	INCL		1010404	OPP		
1021903		126%	97	116	516	100	INCL		1010404	ENG		
1010K03		132%	102	121	310	60	INCL		1010404	ENG		
102K003		180%	138	165	361	70	INCL	HEAVY DUTY, ROTATED OUTPUT	1010404	ENG		
1026003		153%	118	141	310	60	INCL	ROTATED OUTPUT	1010404	ENG		

16S150/16.47/13.80 (TRILOBE)

ZDF.87

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	77	92	609	118	INCL		1010904	OPP		
1021903		126%	97	116	516	100	INCL		1010904	ENG		
1010K03		132%	102	121	310	60	INCL		1010904	ENG		
102K003		180%	138	165	361	70	INCL	HEAVY DUTY, ROTATED OUTPUT	1010904	ENG		
1026003		153%	118	141	310	60	INCL	ROTATED OUTPUT	1010904	ENG		

For complete part numbers, consult the PTO Series section (page 25)

S6-80/5.03

ZDF.88

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	78		609	118	INCL			OPP		
1021903		126%	98		516	100	INCL			ENG		
1010K03		132%	103		310	60	INCL			ENG		
102K003		180%	140		361	70	INCL	HEAVY DUTY, ROTATED OUTPUT		ENG		
1026003		153%	119		310	60	INCL	ROTATED OUTPUT		ENG		

12AS1420TD

ZDF.89

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	79	98	609	118	8028733		1021604	OPP		
1021903		126%	100	123	516	100	8040033		1021604	ENG		
1010K03		132%	104	129	310	60	8011833		1021604	ENG		
102K003		180%	142	177	361	70	8047633	HEAVY DUTY, ROTATED OUTPUT	1021604	ENG		
1026003		153%	121	150	310	60	8038733	ROTATED OUTPUT	1021604	ENG		

16S109/13.53

ZDF.90

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	79	93	609	118	8028733		103504	OPP		
1021903		126%	100	117	516	100	8040033		103504	ENG		
1010K03		132%	104	123	310	60	8011833		103504	ENG		
102K003		180%	142	167	361	70	8047633	HEAVY DUTY, ROTATED OUTPUT	103504	ENG		
1026003		153%	121	142	310	60	8038733	ROTATED OUTPUT	103504	ENG		

For complete part numbers, consult the PTO Series section (page 25)

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16S109/13.30 **16S109/13.42**

ZDF.91

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	79	93	609	118	8028733		103604	OPP		
1021903		126%	100	117	516	100	8040033		103604	ENG		
1010K03		132%	104	123	310	60	8011833		103604	ENG		
102K003		180%	142	167	361	70	8047633	HEAVY DUTY, ROTATED OUTPUT	103604	ENG		
1026003		153%	121	142	310	60	8038733	ROTATED OUTPUT	103604	ENG		

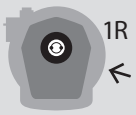
4-120GP/10.91

ZDF.92

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	80		609	118	INCL		102904	OPP		
1021903		126%	101		516	100	INCL		102904	ENG		
1010K03		132%	106		310	60	INCL		102904	ENG		
102K003		180%	144		361	70	INCL	HEAVY DUTY, ROTATED OUTPUT	102904	ENG		
1026003		153%	122		310	60	INCL	ROTATED OUTPUT	102904	ENG		

S5-42/4.65

ZDF.93

6 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1000		B (55)			250	49	INCL	ENGLAND	GA6032	OPP	52	
		C (73)		60	250	49	INCL	ENGLAND	GA6032	OPP	52	
		E (86)		71	225	44	INCL	ENGLAND	GA6032	OPP	52	
		J (95)		78	225	44	INCL	ENGLAND	GA6032	OPP	52	
		O (125)		103	200	39	INCL	ENGLAND	GA6032	OPP	52	
		R (137)		113	200	39	INCL	ENGLAND	GA6032	OPP	52	
		S (150)		124	190	37	INCL	ENGLAND	GA6032	OPP	52	
		T (165)		136	175	34	INCL	ENGLAND	GA6032	OPP	52	

For complete part numbers, consult the PTO Series section (page 25)

12S2100 TD/15.57-1.0 12S2300 TD/15.57-1.0 12S2800 TD/15.57-1.0

ZDF.94

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	81	103	609	118	INCL		1012704	OPP		
1021903		126%	102	130	516	100	INCL		1012704	ENG		
1010K03		132%	107	136	310	60	INCL		1012704	ENG		
102K003		180%	145	185	361	70	INCL	HEAVY DUTY, ROTATED OUTPUT	1012704	ENG		
1026003		153%	124	158	310	60	INCL	ROTATED OUTPUT	1012704	ENG		

12S2101 TD/15.57-1.0 IT3 12S2301 TD/15.57-1.0 IT3 12S2801 TD/15.57-1.0 IT3

ZDF.95

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	81	103	609	118	8028433		1013004	OPP		
1021903		126%	102	130	516	100	8036633		1013004	ENG		
1010K03		132%	107	136	310	60	8011633		1013004	ENG		
102K003		180%	145	185	361	70	8047733	HEAVY DUTY, ROTATED OUTPUT	1013004	ENG		
1026003		153%	124	158	310	60	8038833	ROTATED OUTPUT	1013004	ENG		

12AS2531 TO/15.86- 1.0

ZDF.96

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	82		609	118	8028933		1025404	OPP		
1021903		126%	103		516	100	8039033		1025404	ENG		
1010K03		132%	108		310	60	8011933		1025404	ENG		
102K003		180%	148		361	70	8047133	HEAVY DUTY, ROTATED OUTPUT	1025404	ENG		
1026003		153%	125		310	60	8038933	ROTATED OUTPUT	1025404	ENG		

For complete part numbers, consult the PTO Series section (page 25)

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ZDF.97

12AS1630 TD/15.86-1.0
12AS1631 TD/15.86-1.0 IT
12AS1930 TD/15.86-1.0
12AS1931 TD/15.86-1.0 IT
12AS2130 TD/15.86-1.0
12AS2131 TD/15.86-1.0 IT
12AS2140 TD/15.86-1.0
12AS2141 TD/15.86-1.0 IT
12AS2301 TD/15.86-1.0 IT
12AS2340 TD/15.86-1.0
12AS2341 TD/15.86-1.0 IT
12AS2430 TD/15.86-1.0
12AS2431 TD/15.86-1.0 IT
12AS2540 TD/15.86-1.0

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	82		609	118	8028933		1018104	OPP		
1021903		126%	103		516	100	8039033		1018104	ENG		
1010K03		132%	108		310	60	8011933		1018104	ENG		
102K003		180%	148		361	70	8047133	HEAVY DUTY, ROTATED OUTPUT	1018104	ENG		
1026003		153%	125		310	60	8038933	ROTATED OUTPUT	1018104	ENG		



ZDF.98

16S130/11.46 (TRILOBE)
16S130/11.74 (TRILOBE)
16S130/13.68 (TRILOBE)

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	82	97	609	118	INCL		103304	OPP		
1021903		126%	103	122	516	100	INCL		103304	ENG		
1010K03		132%	108	128	310	60	INCL		103304	ENG		
102K003		180%	148	175	361	70	INCL	HEAVY DUTY, ROTATED OUTPUT	103304	ENG		
1026003		153%	125	148	310	60	INCL	ROTATED OUTPUT	103304	ENG		



ZDF.99

4-150GP/9.19
5-111GP/13.04

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	82		609	118	INCL		103004	OPP		
1021903		126%	103		516	100	INCL		103004	ENG		
1010K03		132%	108		310	60	INCL		103004	ENG		
102K003		180%	148		361	70	INCL	HEAVY DUTY, ROTATED OUTPUT	103004	ENG		
1026003		153%	125		310	60	INCL	ROTATED OUTPUT	103004	ENG		



For complete part numbers, consult the PTO Series section (page 25)

16S190/11.46 (TRILOBE)

ZDF.100

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	82	96	609	118	INCL		103404	OPP		
1021903		126%	103	121	516	100	INCL		103404	ENG		
1010K03		132%	108	127	310	60	INCL		103404	ENG		
102K003		180%	148	173	361	70	INCL	HEAVY DUTY, ROTATED OUTPUT	103404	ENG		
1026003		153%	125	147	310	60	INCL	ROTATED OUTPUT	103404	ENG		

16S160A/11.74 (TRILOBE)

ZDF.101

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	82	96	609	118	INCL		1010404	OPP		
1021903		126%	103	121	516	100	INCL		1010404	ENG		
1010K03		132%	108	127	310	60	INCL		1010404	ENG		
102K003		180%	148	173	361	70	INCL	HEAVY DUTY, ROTATED OUTPUT	1010404	ENG		
1026003		153%	125	147	310	60	INCL	ROTATED OUTPUT	1010404	ENG		

16S112/11.46 (TRILOBE) 16S112/13.68 (TRILOBE)

ZDF.102

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	82	96	609	118	INCL		103204	OPP		
1021903		126%	103	121	516	100	INCL		103204	ENG		
1010K03		132%	108	127	310	60	INCL		103204	ENG		
102K003		180%	148	173	361	70	INCL	HEAVY DUTY, ROTATED OUTPUT	103204	ENG		
1026003		153%	125	147	310	60	INCL	ROTATED OUTPUT	103204	ENG		

For complete part numbers, consult the PTO Series section (page 25)

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16S160/11.46 (TRILOBE)
16S160/13.68 (TRILOBE)
16S190/13.68 (TRILOBE)
16S220/13.80 (TRILOBE)
16S220/16.47 (TRILOBE)

ZDF.103

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	82	96	609	118	INCL		103404	OPP		
1021903		126%	103	121	516	100	INCL		103404	ENG		
1010K03		132%	108	127	310	60	INCL		103404	ENG		
102K003		180%	148	173	361	70	INCL	HEAVY DUTY, ROTATED OUTPUT	103404	ENG		
1026003		153%	125	147	310	60	INCL	ROTATED OUTPUT	103404	ENG		

16S190A/11.74 (TRILOBE)

ZDF.104

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	82	97	609	118	INCL		1010404	OPP		
1021903		126%	103	122	516	100	INCL		1010404	ENG		
1010K03		132%	108	128	310	60	INCL		1010404	ENG		
102K003		180%	148	175	361	70	INCL	HEAVY DUTY, ROTATED OUTPUT	1010404	ENG		
1026003		153%	125	148	310	60	INCL	ROTATED OUTPUT	1010404	ENG		

5-110GPA

ZDF.105

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	83		609	118	INCL		103104	OPP		
1021903		126%	105		516	100	INCL		103104	ENG		
1010K03		132%	110		310	60	INCL		103104	ENG		
102K003		180%	150		361	70	INCL	HEAVY DUTY, ROTATED OUTPUT	103104	ENG		
1026003		153%	127		310	60	INCL	ROTATED OUTPUT	103104	ENG		

For complete part numbers, consult the PTO Series section (page 25)

5-110GP/13.1 5-110GP/9.72

ZDF.106

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	83		609	118	INCL		103004	OPP		
1021903		126%	105		516	100	INCL		103004	ENG		
1010K03		132%	110		310	60	INCL		103004	ENG		
102K003		180%	150		361	70	INCL	HEAVY DUTY, ROTATED OUTPUT	103004	ENG		
1026003		153%	127		310	60	INCL	ROTATED OUTPUT	103004	ENG		

9S75/9.56

ZDF.107

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	85		609	118	8028733		1011204	OPP		
1021903		126%	107		516	100	8040033		1011204	ENG		
1010K03		132%	112		310	60	8011833		1011204	ENG		
102K003		180%	153		361	70	8047633	HEAVY DUTY, ROTATED OUTPUT	1011204	ENG		
1026003		153%	130		310	60	8038733	ROTATED OUTPUT	1011204	ENG		

4-120GP/9.16

ZDF.108

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	85		609	118	INCL		102904	OPP		
1021903		126%	107		516	100	INCL		102904	ENG		
1010K03		132%	112		310	60	INCL		102904	ENG		
102K003		180%	153		361	70	INCL	HEAVY DUTY, ROTATED OUTPUT	102904	ENG		
1026003		153%	130		310	60	INCL	ROTATED OUTPUT	102904	ENG		

For complete part numbers, consult the PTO Series section (page 25)

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S5-24/6.40

ZDF.109

6 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
105003		105%	90		258	50	INCL	PNEUMATIC		OPP		
106903		105%	90		258	50	INCL	MECHANIC		OPP		

S5-24/6.34

ZDF.110

6 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
105003		105%	90		258	50	INCL	PNEUMATIC		OPP		
106903		105%	90		258	50	INCL	MECHANIC		OPP		

S5-90GPA

ZDF.111

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	89		609	118	INCL			OPP		
1021903		126%	112		516	100	INCL			ENG		
1010K03		132%	117		310	60	INCL			ENG		
102K003		180%	160		361	70	INCL	HEAVY DUTY, ROTATED OUTPUT		ENG		
1026003		153%	136		310	60	INCL	ROTATED OUTPUT		ENG		

For complete part numbers, consult the PTO Series section (page 25)

5-90GP/13 5-90GP/13.01

ZDF.112

4 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1015K03		100%	89		609	118	INCL		102904	OPP		
1021903		126%	112		516	100	INCL		102904	ENG		
1010K03		132%	117		310	60	INCL		102904	ENG		
102K003		180%	160		361	70	INCL	HEAVY DUTY, ROTATED OUTPUT	102904	ENG		
1026003		153%	136		310	60	INCL	ROTATED OUTPUT	102904	ENG		

8S1620 TD/13.80-1.0

ZDF.113

4 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1015K03		100%	91		609	118	INCL		1012704	OPP		
1021903		126%	115		516	100	INCL		1012704	ENG		
1010K03		132%	120		310	60	INCL		1012704	ENG		
102K003		180%	164		361	70	INCL	HEAVY DUTY, ROTATED OUTPUT	1012704	ENG		
1026003		153%	139		310	60	INCL	ROTATED OUTPUT	1012704	ENG		

16S1820 TO/13.80-0.84 16S2520 TO/13.80-0.84 16S2730 TO/13.80-0.84
16S2220 TO/13.80-0.84 16S2720 TO/13.80-0.84

ZDF.114

4 Bolts	PTO Series	% Internal Ratio	Engine % Low	Engine % High	Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
1015K03		100%	91	109	609	118	INCL		1012704	OPP		
1021903		126%	115	137	516	100	INCL		1012704	ENG		
1010K03		132%	120	144	310	60	INCL		1012704	ENG		
102K003		180%	164	196	361	70	INCL	HEAVY DUTY, ROTATED OUTPUT	1012704	ENG		
1026003		153%	139	167	310	60	INCL	ROTATED OUTPUT	1012704	ENG		

For complete part numbers, consult the PTO Series section (page 25)

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16S1821 TO/13.80-0.84 IT
16S2221 TO/13.80-0.84 IT
16S2521 TO/13.80-0.84 IT
16S2721 TO/13.80-0.84 IT
16S2731 TO/13.80-0.84 IT

ZDF.115

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	91	109	609	118	8028433		1013004	OPP		
1021903		126%	115	137	516	100	8036633		1013004	ENG		
1010K03		132%	120	144	310	60	8011633		1013004	ENG		
102K003		180%	164	196	361	70	8047733	HEAVY DUTY, ROTATED OUTPUT	1013004	ENG		
1026003		153%	139	167	310	60	8038833	ROTATED OUTPUT	1013004	ENG		

16S2720 TO/13.80-0.84 IT + WSK

ZDF.116

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	91	109	609	118	8028433		1014504	OPP		
1021903		126%	115	137	516	100	8036633		1014504	ENG		
1010K03		132%	120	144	310	60	8011633		1014504	ENG		
102K003		180%	164	196	361	70	8047733	HEAVY DUTY, ROTATED OUTPUT	1014504	ENG		
1026003		153%	139	167	310	60	8038833	ROTATED OUTPUT	1014504	ENG		

8S151/13.79

ZDF.117

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	92		609	118	INCL		1012704	OPP		
1021903		126%	116		516	100	INCL		1012704	ENG		
1010K03		132%	121		310	60	INCL		1012704	ENG		
102K003		180%	165		361	70	INCL	HEAVY DUTY, ROTATED OUTPUT	1012704	ENG		
1026003		153%	141		310	60	INCL	ROTATED OUTPUT	1012704	ENG		

For complete part numbers, consult the PTO Series section (page 25)

9S1110 TO/9.48-0.75 (VOLVO ZTO 1109) 9S1310 TO/9.48

ZDF.118

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	97		609	118	8028733		1011304	OPP		
1021903		126%	122		516	100	8040033		1011304	ENG		
1010K03		132%	128		310	60	8011833		1011304	ENG		
102K003		180%	175		361	70	8047633	HEAVY DUTY, ROTATED OUTPUT	1011304	ENG		
1026003		153%	148		310	60	8038733	ROTATED OUTPUT	1011304	ENG		

4-120GP/8.05

ZDF.119

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	97		609	118	INCL		102904	OPP		
1021903		126%	122		516	100	INCL		102904	ENG		
1010K03		132%	128		310	60	INCL		102904	ENG		
102K003		180%	175		361	70	INCL	HEAVY DUTY, ROTATED OUTPUT	102904	ENG		
1026003		153%	148		310	60	INCL	ROTATED OUTPUT	102904	ENG		

5-110GP/11.2 5-110GP/8.20

ZDF.120

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	98		609	118	INCL		103004	OPP		
1021903		126%	123		516	100	INCL		103004	ENG		
1010K03		132%	129		310	60	INCL		103004	ENG		
102K003		180%	177		361	70	INCL	HEAVY DUTY, ROTATED OUTPUT	103004	ENG		
1026003		153%	150		310	60	INCL	ROTATED OUTPUT	103004	ENG		

For complete part numbers, consult the PTO Series section (page 25)

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12AS1010TO 12AS1210TO

ZDF.121

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	98	120	609	118	8028733		1020804	OPP		
1021903		126%	123	151	516	100	8040033		1020804	ENG		
1010K03		132%	129	158	310	60	8011833		1020804	ENG		
102K003		180%	177	216	361	70	8047633	HEAVY DUTY, ROTATED OUTPUT	1020804	ENG		
1026003		153%	150	184	310	60	8038733	ROTATED OUTPUT	1020804	ENG		

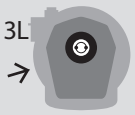
12AS1420TO 12AS1620TO

ZDF.122

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	98	120	609	118	8028733		1021604	OPP		
1021903		126%	123	151	516	100	8040033		1021604	ENG		
1010K03		132%	129	158	310	60	8011833		1021604	ENG		
102K003		180%	177	216	361	70	8047633	HEAVY DUTY, ROTATED OUTPUT	1021604	ENG		
1026003		153%	150	184	310	60	8038733	ROTATED OUTPUT	1021604	ENG		

S5-42/6.56

ZDF.123

6 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
104703		136%	100		310	60	INCL			OPP		3L 

For complete part numbers, consult the PTO Series section (page 25)

8S1820 TO/11.54-0.84 8S220 TO/11.54-0.84

ZDF.124

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	109		609	118	INCL		1012704	OPP		
1021903		126%	137		516	100	INCL		1012704	ENG		
1010K03		132%	144		310	60	INCL		1012704	ENG		
102K003		180%	196		361	70	INCL	HEAVY DUTY, ROTATED OUTPUT	1012704	ENG		
1026003		153%	167		310	60	INCL	ROTATED OUTPUT	1012704	ENG		

16AS2601 TO/14.12-0.83 16AS2630 TO/14.12-0.83 16AS2631 TO/14.12-0.83 IT

ZDF.125

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	111		609	118	8028933		1018104	OPP		
1021903		126%	140		516	100	8039033		1018104	ENG		
1010K03		132%	147		310	60	8011933		1018104	ENG		
102K003		180%	200		361	70	8047133	HEAVY DUTY, ROTATED OUTPUT	1018104	ENG		
1026003		153%	170		310	60	8038933	ROTATED OUTPUT	1018104	ENG		

S5-42/7.55

ZDF.126

6 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
104603		139%	100		310	60	INCL			OPP		

For complete part numbers, consult the PTO Series section (page 25)

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12AS1930 TO/12.33-0.78
12AS1931 TO/12.33-0.78 IT
12AS2130 TO/12.33-0.78
12AS2131 TO/12.33-0.78 IT
12AS2301 TO/12.33-0.78 IT
12AS2330 TO/12.33-0.78
12AS2331 TO/12.33-0.78 IT
12AS2530 TO/12.33-0.78
12AS2531 TO/12.33-0.78 IT
12AS2540 TO/12.29-0.78
12AS2541 TO/12.29-0.78 IT
12AS2740 TO/12.29-0.78
12AS2741 TO/12.29-0.78 IT
12AS2940 TO/12.29-0.78
12AS2941 TO/12.29-0.78 IT

ZDF.127

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	135		609	118	8028933		1018104	OPP		
1021903		126%	170		516	100	8039033		1018104	ENG		
1010K03		132%	178		310	60	8011933		1018104	ENG		
102K003		180%	243		361	70	8047133	HEAVY DUTY, ROTATED OUTPUT	1018104	ENG		
1026003		153%	207		310	60	8038933	ROTATED OUTPUT	1018104	ENG		

S6-36/6.93-0.8

ZDF.128

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1022603		100%	51		435	84	INCL			OPP		
1027203		126%	64		435	84	INCL			ENG		
109903		132%	67		310	60	INCL			ENG		
1030903		180%	92		361	70	INCL	HEAVY DUTY, ROTATED OUTPUT		ENG		
1026603		153%	78		310	60	INCL	ROTATED OUTPUT		ENG		

S6-80/7.90

ZDF.129

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	52		609	118	INCL			OPP		
1021903		126%	66		516	100	INCL			ENG		
1010K03		132%	69		310	60	INCL			ENG		
102K003		180%	93		361	70	INCL	HEAVY DUTY, ROTATED OUTPUT		ENG		
1026003		153%	80		310	60	INCL	ROTATED OUTPUT		ENG		

For complete part numbers, consult the PTO Series section (page 25)

6S850/6.72-0.79

ZDF.130

4 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1022603		100%	53		435	84	INCL			OPP		
1027203		126%	67		435	84	INCL			ENG		
109903		132%	70		310	60	INCL			ENG		
1030903		180%	95		361	70	INCL	HEAVY DUTY, ROTATED OUTPUT		ENG		
1026603		153%	81		310	60	INCL	ROTATED OUTPUT		ENG		

S5-42/5.72

ZDF.131

6 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1000		B (55)			250	49	INCL	(ZF1,2,3)		OPP	21	
		C (73)		68	250	49	INCL	(ZF1,2,3)		OPP	21	
		E (86)		74	225	44	INCL	(ZF1,2,3)		OPP	21	
		J (95)		88	225	44	INCL	(ZF1,2,3)		OPP	21	
		O (125)		116	200	39	INCL	(ZF1,2,3)		OPP	21	
		R (137)		127	200	39	INCL	(ZF1,2,3)		OPP	21	
		S (150)		139	190	37	INCL	(ZF1,2,3)		OPP	21	
		T (165)		153	175	34	INCL	(ZF1,2,3)		OPP	21	

FOOT NOTES:

ZF1: Direct mount pump size will be limited by cross-member.

ZF2: "Shaft high" assembly arrangement shown for cross-member clearance.

ZF3: PTO housing may encounter exhaust interference and may require modification per Ford recommendations.

ZF4: Use "3" assembly arrangement for direct mount pump. Pump size is limited by cross-member interference.

ZF5: Gas tank may prevent remote mounting of pump on left side.

For complete part numbers, consult the PTO Series section (page 25)

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ZDF.132

16TX-1640TD/17.94-1.0, 16TX-1840TD/17.94-1.0, 16TX-2040TD/17.94-1.0, 16TX-2240TD/17.94-1.0, 16TX-2440TD/17.94-1.0, 16TX-2640TD/17.94-1.0, 16TX-2840TD/17.94-1.0.

7 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	72		609	118	INCL		1028804	ENG		
1021903		126%	91		516	100	INCL		1028804	OPP		
1010K03		132%	95		310	60	INCL		1028804	OPP		
102K003		180%	130		361	70	INCL	H.DUTY, ROTATED OUTPUT	1028804	OPP		
1026003		153%	110		310	60	INCL	ROTATED OUTPUT	1028804	OPP		

ZDF.133

12TX-1410TD/16.69-1.0, 12TX-1610TD/16.69-1.0, 12TX-1810TD/16.69-1.0, 12TX-2010TD/16.69-1.0, 12TX-2210TD/16.69-1.0, 12TX-2420TD/16.69-1.0, 12TX-2620TD/16.69-1.0, 12TX-2820TD/16.69-1.0.

7 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	76		609	118	INCL		1028804	ENG		
1021903		126%	96		516	100	INCL		1028804	OPP		
1010K03		132%	100		310	60	INCL		1028804	OPP		
102K003		180%	137		361	70	INCL	H.DUTY, ROTATED OUTPUT	1028804	OPP		
1026003		153%	116		310	60	INCL	ROTATED OUTPUT	1028804	OPP		

ZDF.134

16TX-1840TO/14.68-0.82, 16TX-2040TO/14.68-0.82, 16TX-2240TO/14.68-0.82, 16TX-2440TO/14.68-0.82, 16TX-2640TO/14.68-0.82, 16TX-2840TO/14.68-0.82, 16TX-3040TO/14.68-0.82, 16TX-3240TO/14.68-0.82, 16TX-3440TO/14.68-0.82.

7 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	108		609	118	INCL		1028804	ENG		
1021903		126%	136		516	100	INCL		1028804	OPP		
1010K03		132%	143		310	60	INCL		1028804	OPP		
102K003		180%	194		361	70	INCL	H.DUTY, ROTATED OUTPUT	1028804	OPP		
1026003		153%	165		310	60	INCL	ROTATED OUTPUT	1028804	OPP		

For complete part numbers, consult the PTO Series section (page 25)

12TX-1610TO/12.92-0.77,
12TX-1810TO/12.92-0.77,
12TX-2010TO/12.92-0.77,
12TX-2210TO/12.92-0.77,
12TX-2410TO/12.92-0.77,
12TX-2610TO/12.92-0.77,
12TX-2820TO/12.92-0.77,
12TX-3020TO/12.92-0.77,
12TX-3220TO/12.92-0.77,
12TX-3420TO/12.92-0.77.

ZDF.135

7 Bolts	PTO Series	% Internal Ratio	Engine %		Max. Torque (Lb.Ft)	Power @1000 rpm (HP)	Stud Kit	Notes	Adapters	PTO Rot.	Input Gear	Assy
			Low	High								
1015K03		100%	126		609	118	INCL		1028804	ENG		
1021903		126%	159		516	100	INCL		1028804	OPP		
1010K03		132%	166		310	60	INCL		1028804	OPP		
102K003		180%	227		361	70	INCL	H.DUTY, ROTATED OUTPUT	1028804	OPP		
1026003		153%	193		310	60	INCL	ROTATED OUTPUT	1028804	OPP		

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Warranty

Bezares USA, Ltd. Warranties its product to be free of defects in materials and workmanship for a period of one (1) year. Bezares USA, Ltd. Agrees to repair or replace a PTO which has been proven to be defective in material or workmanship within the time period of one (1) year.

All units returned to Bezares USA, Ltd. for inspection must be shipped prepaid freight to our warehouse. Freight collect shipments will not be accepted without prior approval from our management. No product claimed to be defective will be allowed until Bezares USA, Ltd. has had a reasonable opportunity to examine that product.

Bezares USA, Ltd. must be informed prior to any PTO or transmission repair that will be made at any location other than our warehouse. Bezares USA, Ltd. will only authorize a company to proceed with the repair after receiving and approving a repair quotation, or will inform the insurance company to cover the responsibility, otherwise Bezares USA, Ltd. will decline any responsibility for any cost involved in such repair. All goods not returned under these conditions will be automatically rejected.

Bezares USA, Ltd.'s obligation with respect to any defective product is expressly limited to the repair or replacement of its product or at its option allows credit for such product, as herein above provided. Bezares USA, Ltd. will not be responsible in the case of wrong assembly of their units by another party, in the case of damage generated by external causes, in the case of overload, inadequate lubrication, or other problems related with a wrong assembly on a gearbox from pre-owned trucks. Bezares USA, Ltd. makes no warranty as to merchantability or to fitness of its products for a particular purpose or to the results to be obtained from their use by its Distributors, Purchasers, or Others.

Any product, claimed to be defective, must be held for shipping instructions to Bezares USA, Ltd. To better serve you please have all available parts ready for inspection, including all controls, hydraulic shifter, valves, etc. All parts not of Bezares USA, Ltd. origin, will void our warranty.For safety always use quality proven genuine parts from Bezares USA, Ltd.

APPROVED WARRANTY:

When a warranty is approved, we will issue a CREDIT MEMO on account to be used for future purchases. We DO NOT issue cash refunds.

DENIED WARRANTY:

When a warranty is denied, we will issue a letter regarding our findings and cause for denial. We will keep the product approximately 30 days, during which time you can request the product be returned, freight collect, otherwise, after 30 days, we will discard the product.

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Changelog

Date	Modification
June 2026	- Added note "Available upon request" on the following PTO data sheets (P/N Breakdown): 1000, 2000, 3200, 3800 & 8500
February 2026	- Updated notes on Application Pages: FUL.30, FUL.34, FUL.36, FUL.40, FUL.41, FUL.42, FUL.43, FUL.44, FUL.45, FUL.47, FUL.48, FUL.49, FUL.50, FUL.51, FUL.52, FUL.53, FUL.54, FUL.56, FUL.57, FUL.58, FUL.59 & FUL.60 - PTO 120 Series designation cleared on Detroit Diesel Application Pages (pages from 151 to 154) - PTO 95 Series drawings and notes modified
November 2025	- 3900 Datasheet removed (Product obsolete). - MCK.25 & MCK.26: Data updated. - VVO.10 & VVO.12 Application pages removed (Product obsolete) - 3252 Datasheet. ID output added on Part Number Breakdown
October 2025	- FRD.01 Application Page removed (3900 Series is obsolete) - FRD.02 Title: Removed typo "Diesel only" - FD3 Footnote: Some texts added - Corrected pump rotation indicated on the 3300 Series Datasheet
September 2025	- DET.01, DET.02, DET.03, DET.04, DET.05, DET.06, DET.07 96% ratio
July 2025	- END.02 Included EC ratios for 4250 Series
June 2025	- INT.01, INT.02 Application Pages and 096004 datasheet for Navistar International T14 added
April 2025	- FRD.04 note FD3 removed for this Application
March 2025	- END.01 Clarified footnote E1 texts - 4200 Datasheet replaced by 4250 positions 2 & 4 - 4250 Datasheet updated drawings and new assembly indications
January 2025	- END.01 Clarified footnote E5 texts - END.02 Clarified footnote E7 texts
	- Speed data on FR80 and FR110 pumps matched at 1500 rpm for continuous duty and 2000 rpm for intermittent duty. - Note added: Up to 1700 rpm for continuous working, by using suction hose size Ø2 1/2"
	- New Volvo & Mack Transmission designations added
December 2024	- Replaced Power Take Off 11106K03 by 11123K03 - Lubrication Kit marked as optional
November 2024	- Added ratio A on 3252 Series Data Sheet - Updated application pages ALL.02, ALL.03 & ALL.07
September 2024	- DET.03 & DET.04 fixed final ratios - Added application page DET.07 - Updated datasheet 120 Series
June 2024	- Added new 3960 Series (Ford 10R140HD)



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995000/06/2026

PTOs, pumps, valves, powerpacks, oil tanks, winches, wet kits, gearboxes, adapters and accessories.