P.T.O. QUICK REFERENCE GUIDE P-73A

AUGUST, 1972

SUPERSEDES P-69

CHELSEA

POWER TAKE-OFFS

TRANSMISSION INDEX & APPLICATION SECTION

HOW TO USE THE CATALOG & P.T.O. SELECTION PROCEDURE

CHELSEA

FORWARD

The catalog is designed to provide application information on the complete Chelsea Power Take-Off line.

Each section is arranged in a natural sequence of reference to present the information in a step by step procedure.

Because a power take-off is selected and determined by the transmission in the vehicle, transmission index section of the catalog serves in directing the catalog user to the correct power take-off application.

HOW TO DETERMINE A POWER TAKE-OFF APPLICATION

1. Determine the MAKE of Transmission in the Truck.

Where the Transmission is UNKNOWN

It is necessary to obtainn the following information by actually examining the TRANSMISSION on which the P.T.O. is to be used.

TRANSMISSION — Make and Model
Number of Forward Speeds
Direct Drive (on 4th or 5th)
Teeth in Transmission P.T.O. Driver

NOTE: In this catalog the NUMBER of TEETH is followed by a suffix "R", "L" or "R & L" to indicate the SIDE — viewed from the rear — of the Transmission on which the P.T.O. DRIVER GEAR and APERTURE are located.

2. Select the Power Take-Off APPLICATION NUMBER corresponding to the MAKE of the TRANSMISSION in the TRUCK.
3. Refer to the Power Take-Off APPLICATION NUMBER.
4. Order the POWER TAKE-OFF and the P.T.O. MOUNTING PARTS which best suit the requirements of the installation.
5. All P.T.O.'s are shown with the output shaft to the REAR, and below center on most applications. If you require a different assembly arrangement refer to, Catalog Section B.

EXPLANATION OF P.T.O. PART NUMBER

Example of Power Take-Off Part Number A3UHNW-1-C.

A — Basic Model

3UH — Pitch and Pressure Angel (Input Gear)

N — Needle Bearings

W — Wire Control

1 — Assembly Arrangement

C — Output Shaft

All 6-bolt P.T.O.'s are shipped with Standard Output Shaft, Cable Control (10 ft. length) and Standard Mounting Parts.

EXPLANATION OF TERMS IN P.T.O. APPLICATIONS

Side — P.T.O. Aperture Location

Viewed from REAR of Transmission

L — Left Side . . . . . R — Right Side
T — Top Side . . . . . B — Bottom Side

P.T.O. Driver Gear — for sides L, R, T & B

(R) Rear — located 1/2" to **(R) — rear** of vertical center line
(F) Front — located 1/2" to **(F) — front** of vertical center line

The numbers shown opposite **(F)** or **(R)** (gear location) indicate the number of teeth in the transmission P.T.O. Driver.

P.T.O. OUTPUT SHAFT

Speeds & Directions in Relation to Engine

Eng. — Output Shaft rotates in the SAME direction as Engine.
Opp. — Output Shaft rotates in the OPPOSITE direction of Engine.
The Output Shaft Speed is shown as a % (percent) of the Engine Speed.

Adapter Assembly

Changes Direction of Rotation, solves interference problems, and extremely deep mounting conditions.

Filler Block . . . Equalizes P.T.O. Mounting Distance.

Maximum of .050" paper gasket permissable between surfaces. All metal or fiber surfaces must have gasket between them.

Stud or Cap Screw Kit

Contains ALL of the SCREWS or STUDS, stud NUTS and WASHERS required to attach the P.T.O. and Mounting Parts to the Transmission. STUD KIT IS FURNISHED WITH P.T.O. ON STANDARD MOUNTING DEPTH.

When P.T.O. requires a Filler Block or Adapter Assembly order Stud Kit shown on Application.

ILLUSTRATION

View of the P.T.O. Application and Mounting Parts. See Page 8.

CABLE CONTROL KITS

Standard 10-foot cable control kit is shipped with all single speed P.T.O.'s and the S35-37, SR35-37, S55-57 & S95-97 Series six-bolt P.T.O.'s.

POWER TAKE-OFF END YOKES

End yoke part no. to fit P.T.O. output shaft is shown on application far right column. For End or Joint combinations, refer to Spicer Catalog U330.

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POWER EQUIPMENT DIVISION
P.O. BOX 58 • CHELSEA, MICHIGAN 48118

DANA

DANA CORPORATION

1973 TRANSMISSION INDEX

TRANSMISSION MAKE AND MODEL	Number Forward Speeds	Direct Drive On	Teeth in P.T.O. Driver	P.T.O. App. No.
ALLISON				
AT-540	4	4th	55R	975 & 975A & 1002
CRT-5630, CRT-5631	–	–	46R-38T	834
CT-3340, CT-3341, CT-3361, CT-3440, CT-3441, CT-3461	–	–	57R & L	753
CTP-4	–	–	57R & L	753
DP-8860	6	5th	52R-43T	937
DP-8861, DP-8960, DP-8961	6	5th	52R-39T	967
HT-70	6	5th	40T	839
MT-30, MT-31, MT-40 or any TX-200 with TC340 or TC350	6	6th	57R & L	863 & 999 & 1003
MT-41, MT-42 or any TX200 with TC370	6	6th	57R & L	864 & 1001 & 1005
MT-40, MT-41, MT-42 with TC360	–	–	57R & L	973 & 1000 & 1004
MT Series with TC360	–	–	57R & L	974
4460	6	5th	40T	839
CRT-5630(†), CRT-5631(†), 5640, 5660, 5840, 5860, 5940, 5960, 6060, 6061	–	–	46R-38T	834

OPERATING INSTRUCTIONS

In view of the fact that the direction of rotation with Model A22L is the same regardless of whether the transmission is in forward, neutral or reverse, it is suggested that if a reverse is required that the Model A22L be used to drive a reversing gear box. The output from the reversing gear box can be used to drive the accessory. Reversing gear boxes are available through winch manufacturers.

Incidentally, trucks using this transmission do not have a mechanically operated clutch to assist in the shifting of the power take-off, therefore, to avoid clashing of gears the truck operator should observe the following procedure for engaging the power take-off:

1. With the truck stationary, place the transmission selector lever into any drive range. (This will stop the PTO drive gear.)
2. Shift the power take-off into gear.
3. Place the transmission selector lever in the neutral position.
4. Manipulation of the truck throttle will now operate the power take-off at the desired speed.

To disengage the power take-off, merely bring the engine speed to idle and shift the power take-off out of gear.

TRANSMISSION MAKE AND MODEL	Number Forward Speeds	Direct Drive On	Teeth in P.T.O. Driver	P.T.O. App. No.
CHEVROLET				
CH-465	4	4th	36R & L	934
CLARK				
280V-7	5	5th	40R-20L	944
280VO-6*	5	4th	46R-20L	949
282V-20	5	5th	42R-20L	945
285-17	5	5th	39R-20L	946
288V-1	5	5th	37R-20L	947
289V-1	5	5th	40R-20L	948
311-V	5	5th	32R-21L	798
315-V	5	5th	34R-21L	780
318-V	5	5th	36R-21L	799
320-V	5	5th	45R & L	883
320V-6	5	5th	45R-22L	950
320-VO	5	4th	52R & L	884
320VO-1	5	4th	52R-22L	954
325-V	5	5th	43R & L	885
325V-11	5	5th	43R-22L	951
327-V	5	5th	45R & L	886
327V-7	5	5th	45R-22L	952
328-V	5	5th	47R & L	887
328V-3	5	5th	47R-22L	953
328V-6	5	5th	47R-22L	953
380-V	5	5th	45R & L	883
380V-5	5	5th	45R-22L	950
380-VO	5	4th	52R & L	884
380VO-3	5	4th	52R-22L	954
385-V	5	5th	43R & L	885
385V-15	5	5th	43R-22L	951
387-V	5	5th	45R & L	886
387V-10	5	5th	45R-22L	952
388-V (Case 218555 or 229882)	5	5th	47R & L	887
388-V (Case 231121 or 231122)	5	5th	47R-22L	953
400-V	5	5th	21R-19L	781
400-VO	5	5th	21R-19L	782
401-V	5	5th	21R-19L	800
405-V	5	5th	21R-19L	801
407-V	5	5th	21R-19L	801
408-V	5	5th	21R-19L	782
DANA SPLIT SHAFTS				
4700A, 4700H, 4900(s)	1	1st	39R, L&T	787
4714A, 4714H	1	1st	43R, L&T	865
FORD CODE ... MAIN TRANSMISSIONS				
A New Process 435FL	4	4th	35R & L	868
C Fuller RT-510	10	10th	33R & B	912
D Clark 387V	5	5th	45R-22L	952
F Warner T-18 4-Speed	4	4th	36R	732

(†) Right side opening only.
(s) Uses one opening for mounting therefore, only two openings available.

Note: The above information for 1973 Transmissions is up to date and accurate to the best of our knowledge.

Transmission P.T.O. Driver & Apertures (Viewed from REAR of Transmission)
L – Left Side R – Right Side T – Top Side B – Bottom Side

TRANSMISSION INDEX 1973

TRANSMISSION MAKE AND MODEL	Number Forward Speeds	Direct Drive On	Teeth in P.T.O. Driver	P.T.O. App. No.
FORD				
CODE ... MAIN TRANSMISSIONS - CONTINUED				
H Fuller RTO-913	13	8th	45R-47B	872
J Fuller RTO-9513	13	8th	45R-47B	892
K Spicer 6453-A	5	4th	22R-25L	705
M Clark 285V	5	5th	32R & L	927
N Spicer 6352	5	5th	22R-25L	704
O New Process 541FL	5	5th	19R-23L	791
O Fuller T-905B	5	5th	45R-47B	889
P Warner T-19	4	4th	36R	732
Q Spicer 5652	5	5th	41R-24L	959
S Spicer 5756-B	5	5th	43R-24L	963
T New Process 541FO	5	4th	20R-23L	764
U Spicer 6852-G	5	5th	23R-25L	765
V Fuller RT-910	10	10th	45R-47B	872
W Spicer 6352B	5	5th	21R-25L	902
X Fuller T-905A	5	5th	45R-47B	888
X Transmatic MT-30	6	6th	57R & L	863
Y Transmatic MT-41	6	6th	57R & L	864
Y Transmatic MT-40	6	6th	57R & L	863
1 Transmatic MT-42	6	6th	57R & L	864
2 Clark 282V	5	5th	42R-20L	945
3 Spicer 5852	5	5th	20R-24L	803
4 Clark 280VO	5	4th	46R-20L	949
5 Fuller RTO-910	10	9th	45R-47B	873
6 Fuller RTO-915	15	14th	45R-47B	873
7 Clark 385-V	5	5th	43R & L	885
9 Fuller RT-915	15	15th	45R-47B	872
9 New Process 541FD	5	5th	20R-23L	764
AUXILIARY TRANSMISSION CODES				
1 Spicer 5831-C	3	2nd	24R & L	724
2 Spicer 5831-D	3	2nd	24R & L	724
3 Spicer 7231-B	3	2nd	27R & L	767
4 Spicer 7231-D	3	2nd	27R & L	767
5 Spicer 8341-C	4	3rd	21,33&34R	983
6 Spicer 8031-C	3	2nd	50R & L	654
8 Spicer 7041	4	3rd	31R	808
B Fuller 4C75	4	3rd	39R	832
FULLER				
5W-43BT	5	5th	43R-29L	860
5CW-62AT, 5CW-62BT	5	5th	47R & L	938
5CW-62CT	5	5th	47R & L	939
5CW-65GT, 5CW-65HT	5	5th	47R & L	938
5CW-65MT	5	5th	47R & L	939
5W-430	5	4th	43R-29L	860
5W-430BT	5	4th	43R-29L	860
5CW-620AT	5	4th	47R & L	940
5CW-650CT	5	4th	47R & L	940
RT-510	10	10th	33R & B	912
RT-610	10	10th	33R & B	912
RT-613	13	13th	33R & B	912
AT-904A, AT-904C	4	4th	38R-36B	955

TRANSMISSION MAKE AND MODEL	Number Forward Speeds	Direct Drive On	Teeth in P.T.O. Driver	P.T.O. App. No.
FULLER - CONTINUED				
AT-904B, AT-904D	4	4th	38R-36B	969
ATO-904A, ATO-904C	4	3rd	38R-36B	956
ATO-904B, ATO-904D	4	3rd	38R-36B	957
T-905A	5	5th	45R-47B	888
T-905B	5	5th	45R-47B	889
T-905C	5	5th	45R-47B	928
T-905D	5	5th	45R-47B	930
T-905E	5	5th	45R-47B	873
T-905F	5	5th	45R-47B	932
T-905G	5	4th	45R-47B	872
T-905H	5	5th	45R-47B	888
T-905J	5	5th	45R-47B	932
T-905M	5	5th	45R-47B	930
T-905P	5	5th	45R-47B	888
TO-905A	5	4th	45R-47B	890
TO-905B	5	4th	45R-47B	891
TO-905C	5	4th	45R-47B	929
TO-905D	5	4th	45R-47B	931
RT-906	6	6th	45R-47B	872
RT-909, RT-909A, RTF-909, RTF-909A	9	9th	45R-47B	872
RTO-909A, RTOF-909A	9	7th	45R-47B	970
RTO-909B, RTOF-909B	9	7th	45R-47B	972
RT-910, RTF-910	10	10th	45R-47B	872
RTO-910, RTOF-910	10	9th	45R-47B	873
RTO-913, RTO-913A	13	8th	45R-47B	872
RTOO-913, RTOOF-913	13	12th	45R-47B	935
RT-915, RTF-915	15	15th	45R-47B	872
TO-955ALL	5	4th	45R-47B	890
RTO-915, RTOF-915	15	14th	45R-47B	873
T-955AL, T-955ALL, T-955GL	5	5th	45R-47B	888
RTO-1213	13	8th	45R-47B	872
TA-4510				
RT-9509A	9	9th	45R-47B	872
RTO-9509A	9	7th	45R-47B	970
RTO-9509B	9	7th	45R-47B	972
RT-9513	13	9th	45R-47B	872
RTO-9513	13	8th	45R-47B	872
RTOO-9513	13	7th	45R-47B	972
RT-12513	13	8th	45R-47B	972
RTO-12513	13	8th	45R-47B	872
G.M.C.				
CH-465	4	4th	36R & L	934
I.H.C.				
T-17 1964 & After (New Process 435)	4	4th	35R for Right Side Aperture	868
T-17 1963 & Prior (Warner T-98A)	4	4th	36R	732
T-18 1964 & After (New Process 435)	4	4th	34L for Left Side Aperture	980

Note: The above information for 1973 Transmissions is up to date and accurate to the best of our knowledge.

Transmission P.T.O. Driver & Apertures (Viewed from REAR of Transmission)

L – Left Side R – Right Side T – Top Side B – Bottom Side

1973 TRANSMISSION INDEX

TRANSMISSION MAKE AND MODEL	Number Forward Speeds	Direct Drive On	Teeth in P.T.O. Driver	P.T.O. App. No.
I.H.C. - CONTINUED				
T-18 1963 & Prior (Warner T-98A)	4	4th	36R	732
T-34 (Synchronized F-51)	5	4th	21R-19L	840
T-35 (Synchronized F-51C)	5	5th	21R-19L	841
T-36 (Int. F-51)	5	4th	21R-19L	840
T-44 (Warner T-18A)	4	4th	32R & L	916
T-45 Scout (Warner T-18A)	4	4th	32R & L	916
T-53 (Fuller 5W-430BT)	5	4th	43R-29L	860
T-56 (Spicer 5756-B)	5	5th	43R-24L	963
T-58 (Spicer 5852)	5	5th	20R-24L	803
T-66 (Spicer 5753)	5	4th	20R-24L	802
T-68 (Spicer 5652)	5	5th	20R-24L	789
T-69 (Spicer 5752)	5	5th	20R-24L	802
T-88 (Spicer 5752-C)	5	5th	20R-24L	802
T-110 (Allison MT-40)	6	6th	57R & L	863
T-111 (Allison MT-41)	6	6th	57R & L	864
T-112 (Allison MT-42)	6	6th	57R & L	864
T-121 (Allison MT-41)	6	6th	57R & L	864
T-122 (Allison MT-42)	6	6th	57R & L	864
T-124 (Allison 4460)	6	5th	40T	839
T-125 (Allison 4460)	6	5th	40T	839
T-128 (Fuller RT-915)	15	15th	45R-47B	872
T-129 (Fuller RT-910)	10	10th	45R-47B	872
TC-142 (New Process 205)	2	2nd	35L	966
T-204 (Spicer 6352-B)	5	5th	21R-25L	902
T-223 (Spicer 6352)	5	5th	22R-25L	704
T-224 (Spicer 6452)	5	5th	22R-25L	705
T-225 (Spicer 6453)	5	4th	22R-25L	705
T-226 (Spicer 6455)	5	4th	22R-25L	705
T-242 (Spicer 6453-A)	5	4th	22R-25L	705
T-287 (Spicer 6852-E)	5	5th	23R-25L	747
T-288 (Spicer 6852-K)	5	5th	21R-25L	903
T-298 (Spicer 6852-G)	5	5th	23R-25L	765
T-317 (Spicer 6852-S)	5	5th	22R-25L	805
T-320 (Spicer 6853-C)	5	4th	23R-25L	747
T-334 (Fuller T-905J)	5	5th	45R-47B	932
T-345 (Fuller RTO-910)	10	9th	45R-47B	873
T-346 (Fuller RTO-915)	15	14th	45R-47B	873
T-347 (Fuller T-905A)	5	5th	45R-47B	888
T-348 (Fuller T-905B)	5	5th	45R-47B	889
T-355 (Spicer 7452-A)	5	5th	47R-25L	867
T-356 (Spicer 7452-B)	5	5th	47R-25L	875
T-357 (Fuller TO-905A)	5	4th	45R-47B	890
T-359 (Fuller TO-905B)	5	4th	45R-47B	891
T-360 (Allison MT-40)	6	6th	57R & L	863
T-361 (Allison MT-41)	6	6th	57R & L	864
T-373 (Fuller RT-00913)	13	12th	45R-47B	935
T-374 (Spicer 8744-A)	4	4th	46R & L	811
T-381 (Spicer 8753-A)	5	4th	46R & L	811
T-382 (Spicer 8755-A)	5	4th	46R & L	811
T-383 (Spicer 8753-B)	5	4th	46R & L	811
T-384 (Spicer 8755-B)	5	4th	46R & L	811
T-393 (Spicer 8716-3A)	16	12th	46R & L	919
T-394 (Spicer 8716-5A)	16	12th	46R & L	919

TRANSMISSION MAKE AND MODEL	Number Forward Speeds	Direct Drive On	Teeth in P.T.O. Driver	P.T.O. App. No.
I.H.C. - CONTINUED				
T-395 (Spicer 8716-3B)	16	12th	46R & L	919
T-396 (Spicer 8716-5B)	16	12th	46R & L	919
T-399 (Spicer 8516-5B)	16	12th	39R	918
T-401 (Fuller 5CW-62AT)	5	5th	47R & L	938
T-402 (Fuller 5CW-62CT)	5	5th	47R & L	939
T-403 (Fuller 5CW-62BT)	5	5th	47R & L	938
T-404 (Fuller 5CW-620AT)	5	4th	47R & L	940
T-411 (Fuller 5CW-65GT)	5	5th	47R & L	938
T-412 (Fuller 5CW-65MT)	5	5th	47R & L	939
T-413 (Fuller 5CW-65HT)	5	5th	47R & L	938
T-418 (Warner T-18)	4	4th	36R	732
T-419 (Warner T-18)	4	4th	36L	754
T-420 (Fuller RT-906)	6	6th	45R-47B	872
T-427 (Warner T-19)	4	4th	36R & L	732
T-428 (Warner T-19A)	4	4th	32R	924
T-437 (Fuller T-905C)	5	5th	45R&47L	928
T-441 (Fuller RT-909A)	9	9th	45R-47B	872
T-442 (Allison 4460)	6	5th	40T	839
T-445 (Warner T-18C)	4	4th	32R	916
T-448 (Fuller RT-610)	10	10th	33R & B	912
T-449 (Spicer 1062-B)	6	6th	51R & B	964
T-450 (Spicer 1062-A)	6	6th	51R & B	964
T-451 (Allison AT-540)	4	4th	55R	975
T-452 (Spicer 1262-A)	6	5th	51R & B	965
T-454 (Allison AT-540)	4	4th	55R	975
T-455 (Spicer 1007-2A)	7	7th	51R & B	964
T-456 (Spicer 1007-3A)	7	6th	51R & B	965
T-458 (Fuller TO-905F)	5	4th	45R&47L	933
T-459 (Fuller RTO-9513)	13	8th	44R-47B	872
T-460 (Fuller RTOO-9513)	13	7th	45R-47B	972
T-462 (Fuller RT-9513)	13	9th	44R&47B	872
T-468 (Fuller RTO-12513)	13	8th	45R-47B	872
T-480 (Spicer 1010-2A)	10	10th	51R & B	976
T-481 (Spicer 1020-2A)	20	10th	51R & B	976
T-482 (Spicer 1252)	5	5th	44R & B	984
T-484 (Spicer 1253A)	5	4th	51R & B	985
T-485 (Spicer 1052A)	5	5th	51R & B	964
AT-501 (Spicer 5831)	3	2nd	24R & L	724
AT-522, AT-523 (Spicer 7231-A, -B, -D)	3	2nd	27R & L	767
AT-524 (Spicer 6041)	4	3rd	15R	750
AT-534 (Spicer 6041)	4	3rd	15R	750
AT-536 (Spicer 7041)	4	3rd	31R	808
AT-539 (Spicer 8031)	3	2nd	50R & L	654
AT-540 (Spicer 8035)	3	2nd	50R & L	654
AT-542 (Spicer 8031)	3	2nd	50R & L	654
AT-545 (Spicer 8341)	4	3rd	21,33&34R	983
AT-546 (Spicer 8341)	4	3rd	21,33&34R	983
AT-548 (Spicer 8341)	4	3rd	21,33&34R	983
AT-550 (Spicer 8345)	4	3rd	21,33&34R	938
AT-551 (Spicer 8345)	4	3rd	21,33&34R	983
AT-553 (Spicer 8345)	4	3rd	21,33&34R	983

Note: The above information for 1973 Transmissions is up to date and accurate to the best of our knowledge.

Transmission P.T.O. Driver & Apertures (Viewed from REAR of Transmission)

L – Left Side R – Right Side T – Top Side B – Bottom Side

TRANSMISSION MAKE AND MODEL	Number Forward Speeds	Direct Drive On	Teeth in P.T.O. Driver	P.T.O. App. No.
I.H.C. - CONTINUED				
AT-559 (Fuller AT-904A or AT-904C)	4	4th	34R-36B	955
AT-560 (Fuller ATO-904A or ATO-904C)	4	3rd	38R-36B	956
AT-630 (Spicer 8035)	3	2nd	50R & L	654
AT-631 (Spicer 8035)	3	2nd	50R & L	654
MACK				
TR-11 (Warner T-9)	4	4th	36R	665
TR-28 (Warner T-9)	4	4th	36R	665
TRQ-77 Compound Box	20	19th	27R & L	772
TRL-107 or 107	5	5th	34R & L	936
TRDXL-107 or DX107	6	5th	34R & L	936
TRXL-107 or X107	5	5th	34R & L	982
TR-110 (Fuller 5W-43BT)	5	5th	43R-29L	860
TRQ-720 Compound Box	4	–	29R & L	771
TRQ-770 Compound Box	4	–	27R & L	772
TRDXL-1070 or DX1070, TRDXL-1071 or DX1071	6	5th	34R & L	936
TRXL-107 or X1071	5	5th	37R & L	982
TRL-1076 or 1076, TRL-1078 or 1078	5	5th	34R & L	936
TR-7200	5	4th	38R & L	971
TRQ-7210, TRQ-7220	20	–	38R & L	971
TRQ-7210, TRQ-7220 Compound Box	20	–	29R & L	771
TRD-7220, TRDL-7220, TRDX-7220	10	4th	38R & L	971
TRQL-7220 Compound Box	20	–	29R & L	771
TRQL-7220	20	–	38R & L	971
TRT-7220, TRTL-7220	15	–	28R & L	971
TRD-7250, TRDL-7250	10	–	38R & L	971
TRD-72250, TRDL-72250	10	–	38R & L	971
TR720-7220	5	4th	38R & L	971
TRD-720-7220, TRDL-720-7220	10	4th	38R & L	971
TRDX720-7220, TRDXT720-7220	10	4th	38R & L	971
TRT720-7220, TRTL720-7220	15	–	25R & L	971
TRQ7210-7220	4	–	29R & L	771
TRDL7250-7250	10	4th	38R & L	971
NEW PROCESS OR NPG				
NP-205 Transfer Case	2	2nd	35L	966
4 Speed Synchro Shift – 433-G21, 433-G22, 433-GD, 433-GD23, 433-GD24	4	4th	20R-15L	794
4 Speed Helical Gear 434-G21	4	4th	20R-23L	793
4 Speed Helical Gear (435 General Use 435-D3, 435-D4, 435-D5 6.68 Low Ratio	4	4th	35R & L	868
NEW PROCESS OR NPG - CONTINUED				
4 Speed Helical Gear (435-A Series) 435-DA (Dodge) 435-GA (Chevrolet, GMC) 4.56 Low Ratio	4	4th	33R	901
4 Speed Helical Gear (435-D Series) 435-GD (Chevrolet) 435-GD (GMC) 4.90 Low Ratio	4	4th	36R	915
5 Speed Synchro Shift – Direct on 5th 540FD-29, 540FD-30	5	5th	20R-15L	856
5 Speed Synchro Shift – Direct on 5th 540-FL27, 540-FL28, 540-GL Series 540-R, 540-R1, 540-R2, 540-T, 540-T21, 540-T22, 540-WL1, 540-WL2, 540-WL3	5	5th	20R-15L	749
5 Speed Synchro Shift – Overdrive on 5th 540-D025, 26, 28, 30, 540-F026, 27, 540-G030 thru 38, 70, 540-H011, 13, 540-OD, 540-S011 thru 15, 540-S0311, 12, 540-T011, 12	5	4th	20R-15L	752
5 Speed Synchro Shift – Direct on 5th 540-CD, 540-CD27, 27B, 28 540-DD, 540-DD24, 27, 21 thru 51, 51B, 52, 53, 54B, 55B, 56, 58, 60, 66B, 540-DS11, 12 540-GD42, 42B, 47, 47B, 48, 50, 51, 55, 56, 57B, 58, 62, 64B, 74B, 76, 78B, 80 540-HD, 540-HD11 thru 14 540-SD11 thru 17, 540-T23, 24 540TD, TD11, 540WD1, 2, 3, 11, 12	5	5th	20R-15L	752
5 Speed Synchro Shift – Direct on 5th 540-GR, 92700, 92710, 92720, 93150	5	5th	20R-15L	763
5 Speed Synchro Shift – Direct on 5th 541-C, 541-DD13, 541-DD14, 541-FD1, 541-FD2, 541-GO, 541-GD11, 541-GD21, 541-GD22, 542-CD, -CO, -DD, -DO, -FD, -FO, -GD, -GO	5	5th	20R-23L	644

Note: The above information for 1973 Transmissions is up to date and accurate to the best of our knowledge.

Transmission P.T.O. Driver & Apertures (Viewed from REAR of Transmission)

L – Left Side R – Right Side T – Top Side B – Bottom Side

1973 TRANSMISSION INDEX

TRANSMISSION MAKE AND MODEL	Number Forward Speeds	Direct Drive On	Teeth in P.T.O. Driver	P.T.O. App. No.
NEW PROCESS OR NPG - CONTINUED				
5 Speed Synchro Shift – Direct on 5th 541-CL, 541-GD23, 541-GD23B, 541-GD24, 541-GD24B, 541-GD25, 541-GL, 542-CL, 542-GL	5	5th	20R-23L	792
5 Speed Synchro Shift – Overdrive on 5th 541-FO1, 541-FO2, 541-GO	5	4th	20R-23L	764
5 Speed Synchro Shift – Direct on 5th 541-12, -15, -16, 541-DD12, 12A 15, 15A, 16, 16A, 17, 17A, 17B, 18, 18A, 22B, 23B, 541-FL1, -FL2, 542-DL, 542-FL	5	5th	19R-23L	791
4530	4	4th	33R & L	977
4550	4	4th	36R & L	979
4570, 4590	4	4th	35R & L	978
7550-1B	5	5th	38R & L	989
7590-1B	5	5th	38R & L	990
SPICER				
184-3, 184-3A, 184-3B, 184-3C Torque Converters	2	2nd	26R-27L	833
1006-2A	6	6th	51R & B	964
1007-2A, -2B, -2C, -2D	7	7th	51R & B	964
1007-3A	7	6th	51R & B	965
1010-2A, -3A	10	10th	51R & B	976
1020-2A	20	10th	51R & B	976
1020-3A	20	10th	51R & B	981
1052-A	5	5th	51R & B	964
1062-A, 1062-B	6	6th	51R & B	964
1211-3A	11	5th	51R & B	965
1241C & 1241D	4	3rd	39R & L	1006
1252-A	5	5th	44R & B	984
1253-A	5	4th	51R & B	985
1253-B	5	4th	55R & B	986
1262-A	6	6th	51R & B	965
1263-A	6	5th	51R & B	965
5000 SERIES TRANSMISSIONS				
5652, 5652-B	5	5th	41R & L	789
5652-A, 5752 6 & 8 Hole Apertures	5	5th	39R-24L	960
5852 6 & 8 Hole Apertures	5	5th	36R-24L	959
5753-A 6 & 8 Hole Apertures	5	4th	48R-24L	961
5752-C 6 & 8 Hole Apertures	5	5th	42R-24L	962
5756-B 6 & 8 Hole Apertures	5	5th	43R-24L	963

TRANSMISSION MAKE AND MODEL	Number Forward Speeds	Direct Drive On	Teeth in P.T.O. Driver	P.T.O. App. No.
6000 SERIES TRANSMISSIONS				
6352-B	5	5th	21R-25L	902
6352-B8	5	5th	38R-25L	823
6352-E8	5	5th	42R-25L	922
6452-8	5	5th	38R-25L	824
6452-A8	5	5th	40R-25L	843
6453-8	5	4th	47R-25L	825
6852	5	5th	21R-25L	706
6852-G	5	5th	23R-25L	765
6852-G8	5	5th	42R-25L	849
6852-K8	5	5th	37R-25L	851
6852-K	5	5th	21R-25L	903
6852-S	5	5th	22R-25L	805
6853-B	5	4th	21R-25L	706
6853-8, -B8	5	4th	46R-25L	828
6853-C8	5	4th	44R-25L	854
7000 SERIES TRANSMISSIONS				
7041 Aux. Transmission	4	3rd	31R	808
7231, 7231-A, -B, -C, -D Aux. Transmission	3	2nd	27R & L	767
7352-A, -B	5	5th	47R-25L	866
7452-A, -C	5	5th	47R-25L	867
7452-B, -E	5	5th	47R-25L	875
7453-A	5	4th	47R-25L	867
7452-D	5	5th		
8000 SERIES TRANSMISSIONS				
R8341-C, -F	4	3rd	33R	1007
RP8341-C, -F	4	3rd	33R	1007
R8341-D, -G	4	3rd	34R	1008
RP8341-D, -G	4	3rd	34R	1008
R8341-E	4	3rd	35R	1009
R8516-3A, -5A	16	12th	32R	1010
RP8516-3A, -5A	16	12th	32R	1010
R8516-3B, -5B	16	12th	32R	1010
RP8516-3B, -5B	16	12th	32R	1010
RP8516-2A, -4A	16	16th	32R	1010
R8716-3A, -5A	16	12th	32R	1010
RP8716-3A, -5A, -2A, -4A	16	–	32R	1010
R8716-3B, -5B	16	12th	32R	1010
4 x 4 Compound (Front Unit)	16	12th	46R & L	919
4 x 4 Compound (Rear Unit)	16	12th	39T	918
R8716-3A, -5A	16	12th	32R	1010
RP8716-3A, -5A	16	12th	32R	1010
R8716-3B, -5B	16	12th	32R	1010
RP8716-3B, -5B	16	12th	32R	1010
RP8716-2A, -4A	16	16th	32R	1010
8742-A, 8744-A	4	4th	46R & L	811
8753-A, 8753-B	5	4th	46R & L	811
8755-A, 8755-B	5	4th	46R & L	811
8842-A	4	4th	46R & L	920
8844-A	4	4th	46R & L	920

Note: The above information for 1973 Transmissions is up to date and accurate to the best of our knowledge.

Transmission P.T.O. Driver & Apertures (Viewed from REAR of Transmission)

L – Left Side R – Right Side T – Top Side B – Bottom Side

TRANSMISSION MAKE AND MODEL	Number Forward Speeds	Direct Drive On	Teeth in P.T.O. Driver	P.T.O. App. No.
TWIN DISC CLUTCH COMPANY				
TA-51-2000, TA-51-2001, TA-51-2002, TA-51-2003, TA-51-2004				
TAC-51-2000, TAC-51-2001, TAC-51-2002, TAC-51-2003, TAC-51-2004				
TAD-51-2000, TAD-51-2001, TAD-51-2002, TAD-51-2003, TAD-51-2004				
TAD-33-1601, TADC-33-1601				
TADC-51-2000, TADC-51-2001, TADC-51-2002, TADC-51-2003, TADC-51-2004				
8F-1700 Ser., 8F-1800 Ser.				
FL-1700 Ser., FL-1800 Ser.				
FLB-1700 Ser., FLB-1800 Ser.	–	–	46R & L	821
WARNER				
T-18	4	4th	36R	732
T-18A, T-18C	4	4th	32R & L	916
T-18B	4	4th	32R	924
T-18	4	4th	36R	732
T-18B	4	4th	32R	924
T-18C	4	4th	32R & L	916
T-19	4	4th	36R	732
T-19A	4	4th	32R & L	
T-93 (Clark 204-VO Special for GMC)	5	4th	19R-24L	577
T-97, T-97A	4	4th	36R	667
T-98 (Left Hand Helix in P.T.O. Driver)	4	4th	36R	683
T-98A, T-98-IR, T-98-IV (Right Hand Helix in P.T.O. Driver)	4	4th	36R	732
WHITE				
12-H (Spicer 8031 Aux.)	3	2nd	50R & L	654
13-H (Spicer 8031 & Top Mount)	3	2nd	50R & L	654
19-HA (Spicer 6041 Aux.)	4	3rd	15R	750
20-H, 30-H (Spicer 7231 Aux.)	3	2nd	27R & L	767
400-B (Warner T-9 or T-9A)	4	4th	*	665
427-B (New Process 420)	4	4th	36R & L	685
510-B (Fuller 5C-72)	5	5th	47R-28L	695
518-B, 519-B (Fuller 5C-72)	5	5th	47R-28L	695
561-B (Spicer 6453)	5	4th	22R-25L	705
566-B (Spicer 6455)	5	4th	22R-25L	705
584-B (Spicer 5652)	5	5th	41R-24L	959
585-B (Spicer 5756)	5	5th	20R-24L	790
1004-BA (Clark 400-X)	5	5th	34R-19L	781
3600-H (Spicer 7231-B)	3	2nd	27R & L	767
3601-H (Spicer 7231-D)	3	2nd	27R & L	767

TRANSMISSION MAKE AND MODEL	Number Forward Speeds	Direct Drive On	Teeth in P.T.O. Driver	P.T.O. App. No.
WHITE - CONTINUED				
3602-H (Spicer 8031-C)	3	2nd	50R & L	654
3603-H (Spicer 8031-P)	3	2nd	50R & L	654
3603-HL (Spicer 8035-P)	3	2nd	50R & L	654
4000-B (New Process 420)	4	4th	36R & L	685
4300-H (Fuller 4C-75)	4	3rd	39R	832
4600-H (Spicer 6041)	4	3rd	15R	750
4061-H (Spicer 7041)	4	3rd	31R	808
4602-H (Spicer 8341-C)	4	3rd	21,33&34R	983
4602-HL (Spicer 8345-C)	4	3rd	21,33&34R	983
4604-H (Spicer 8341-D)	4	3rd	21,33&34R	983
4604-HL (Spicer 8345-D)	4	3rd	21,22&34R	983
5000-B (New Process 540)	5	5th	20R-15L	749
5001-B (New Process 540)	5	5th	20R-15L	749
5111-B (Clark 320-V)	5	5th	45R & L	883
5112-B (Clark 328-V)	5	5th	47R & L	887
5113-B (Clark 380-V)	5	5th	45R & L	883
5114-B (Clark 388-V)	5	5th	47R & L	887
5306-B (Fuller 5C-73C)	5	5th	47R-28L	695
5306-BL (Fuller 5CA073C)	5	5th	47R-28L	695
5312-B (Fuller T-905-A)	5	5th	45R-47B	888
5313-B (Fuller T-905-B)	5	5th	45R-47B	889
5314-B (Fuller TO-905-A)	5	4th	45R-47B	890
5315-B (Fuller TO-905-B)	5	4th	45R-47B	891
5316-B (Fuller T-905H)	5	5th	45R-47B	888
5603-B (Spicer 5852)	5	5th	20R-24L	803
5605-B (Spicer 5652-B)	5	5th	41R-24L	959
5606-B (Spicer 5652-B)	5	5th	41R-24L	959
5607-B (Spicer 5756-B)	5	5th	43R-24L	963
5608-B (Spicer 5756-B)	5	5th	43R-24L	963
5610-B (Spicer 7352-B)	5	5th	47R-25L	866
5611-B (Spicer 7452-A)	5	5th	47R-25L	867
5612-B (Spicer 6352-B)	5	5th	21R-25L	902
5615-B (Spicer 8753-B)	5	5th	46R & L	811
5615-BL (Spicer 8755-B)	5	4th	46R & L	811
6000-B (Allison MT-30)	6	6th	57R & L	863
6001-B (Allison MT-40)	6	6th	57R & L	863
6002-B (Allison MT-31)	6	6th	57R & L	863
6003-B (Allison MT-41)	6	6th	57R & L	864
6004-B (Allison MT-42)	6	6th	57R & L	864
6301-B (Fuller RT-906)	6	6th	45R-47B	872
9300-B (Fuller TR-909A)	9	9th	45R-47B	872
10306-B (Fuller RT-910)	10	10th	45R-47B	872
10307-B (Fuller RTO-910)	10	9th	45R-47B	873
10308-B (Fuller RT-510)	10	10th	33R & B	912
12600-BL (Spicer 8125)	12	11th	50R-44L	769
12601-BL (Spicer 8125-U)	12	11th	50R-44L	769
12603-BL (Spicer 8312-5)	12	11th	50R-44L	769
13300-B (Fuller RTO-913)	13	8th	45R-47B	872
13301-B (Fuller RTOO-913)	13	12th	45R-47B	935
15302-B (Fuller RT-915)	15	15th	45R-47B	872
15303-B (Fuller RTO-915)	15	14th	45R-47B	873
16601-B (Spicer 7016-3A)	16	12th	(†)	892
20300-B (Fuller 20C-75)	20	5th	47R-29L	831

Note: The above information for 1973 Transmissions is up to date and accurate to the best of our knowledge.

Transmission P.T.O. Driver & Apertures (Viewed from REAR of Transmission)

L – Left Side R – Right Side T – Top Side B – Bottom Side

ILLUSTRATIONS

TYPICAL P.T.O. INSTALLATIONS

INSTALLATION INSTRUCTIONS

Thread COARSE END of STUDS or CAP SCREWS into Transmission Aperture Pad "B."

Distribute Gaskets "C" between all MOUNTING PARTS as called for in the Application Tables. One or more Gaskets may be required on either or both sides of FILLER BLOCKS, ADAPTER GEAR ASSEMBLIES or ADAPTER PLATES.

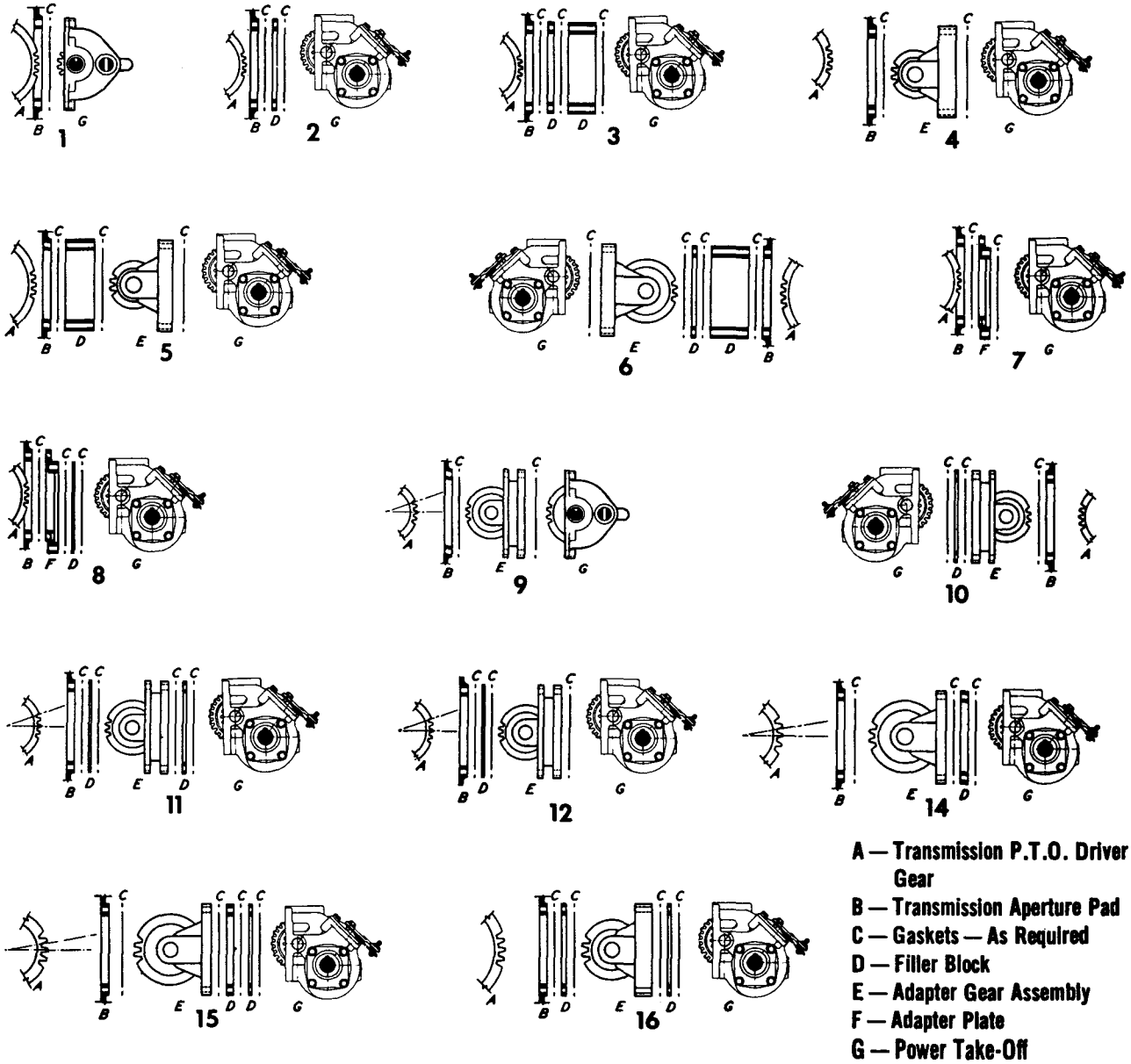
Be sure Gears mesh properly and run freely. Backlash should be between .008" & .012".

Assemble POWER TAKE-OFF with LOCKWASHERS and STUD NUTS. Be sure to tighten nuts evenly.

AFTER ASSEMBLY in order to provide the best running condition,
If the installation appears to be,
LOOSE
and the
Power Take-Off
RATTLES
REMOVE ONE OR MORE GASKETS.
If the installation appears to be,
TIGHT
and the
Power Take-Off
WHINES
ADD ONE OR MORE GASKETS.

THE ILLUSTRATION NUMBERS 1 THROUGH 16 APPEAR IN THE TRANSMISSION APPLICATIONS TABLES

APPLICATIONS VIEWED FROM THE REAR OF THE TRANSMISSION



A — Transmission P.T.O. Driver Gear
B — Transmission Aperture Pad
C — Gaskets — As Required
D — Filler Block
E — Adapter Gear Assembly
F — Adapter Plate
G — Power Take-Off

CHELSEA

PTO DRIVER GEAR DATA
R – Front 6 Bolt 21T Helical 750 RPM or 766 FPM
L – Front 6 Bolt 25T 6P-17½ 630 RPM or 687 FPM

Pitch Line to Aperture Face	
R–1.173"	L– *

SPICER 706

SIDE	P.T.O. MODEL	P.T.O. Output Shaft Speeds & Direction in Relation to Engine				Filler Block	Adapter Assembly	Filler Block	Stud Kit Required		END YOKE
		Rotates	HIGH	LOW	Reverse						
		ONE SPEED – SINGLE GEAR – MEDIUM DUTY									
L	**A3MN-1-C** [2]	Opp.	66%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-63
		ONE MEDIUM SPEED – TWO GEAR – HEAVY DUTY									
L	**41D17-C5-G**	Eng.	92%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	**41C17-C5-G**	Eng.	83%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
R	**DS380HP-C3-G** [3]	Opp.	83%	– –	– –	7-A-187	– – –	– – –	7170-2X	2	10-4-123
L	**S400D17-C5-G** [4]	Eng.	79%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	**43D17-C5-G**	Eng.	92%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE HIGH SPEED – TWO GEAR – MEDIUM DUTY									
L	**41K17-C5-G**	Eng.	112%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	**43K17-C5-G**	Eng.	112%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE SPEED – DUAL SHAFT – HEAVY DUTY									
R	**DS45HP-A1-G** [3]	Opp.	83%	– –	– –	7-A-187	– – –	– – –	7170-2X	2	10-4-123
L	**S47D17-A1-G** [4]	Eng.	79%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE LOW SPEED – TWO GEAR – EXTRA HEAVY DUTY									
R	**D42HPL-C3-G** [5]	Opp.	59%	– –	– –	7-A-187	– – –	– – –	7170-2X	2	2-4-533
L	**42D17L-C5-G** [6]	Eng.	56%	– –	– –	– – –	– – –	– – –	Furnished	1	2-4-533
		ONE SPEED FORWARD & REVERSE – HEAVY DUTY									
R	**DS35HP-A1-G**	Opp.	83%	– –	107%	7-A-187	– – –	– – –	7170-2X	2	10-4-123
L	**S37D17-B1-G**	Eng.	79%	– –	102%	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE SPEED FORWARD & REVERSE – HEAVY DUTY *(Speeds shown in parenthesis are accessory shaft speeds.)*									
R	**DSR35HP-B1-GC**	Opp.	83%	(93%)	107%	7-A-187	– – –	– – –	7170-2X	2	10-4-123 & 63
L	**SR37D17-A1-GC**	Eng.	79%	(89%)	102%	– – –	– – –	– – –	Furnished	1	10-4-123 & 63
		TWO SPEEDS FORWARD & TWO REVERSE – HEAVY DUTY *(Speeds shown in parenthesis are accessory shaft speeds.)*									
R	**DS55HP-A1-G** [3]	Opp.	83%	(30%)	107%	(39%) 7-A-187	– – –	– – –	7170-2X	2	10-4-123
L	**S57D17-B1-G** [4]	Eng.	79%	(28%)	102%	(37%) – – –	– – –	– – –	Furnished	1	10-4-123
		TWO SPEEDS FORWARD & REVERSE – HEAVY DUTY									
L	**S32D17-B1-G**	Eng.	105%	53%	75%	– – –	– – –	– – –	Furnished	1	10-4-123
L	**30D17S-A1-G**	Opp.	123%	50%	79%	7-A-187 [1]	– – –	– – –	Furnished	2	10-4-123

* Non-Standard Gear 3.181 Gear Center to Aperture Face.

NOTE: To Reverse Rotation L.H. Side, use Adapter 328548X. Mounting Kit furnished with Adapter.
No Adapter available to Reverse Rotation R.H. Side.

1 - Filler Block furnished with P.T.O.
2 - Gear and Shaft Kit No. K * 2-P-406
3 - Input Gear Part No. 5-P-216
4 - Input Gear Part No. 5-P-215
5 - Input Gear Part No. 5-P-434
6 - Input Gear Part No. 5-P-427

WARNER 732

PTO DRIVER GEAR DATA
L – No P.T.O. OPENING
R – Rear 6 Bolt 36T Helical 395 RPM or 532 FPM

Pitch Line to Aperture Face
R – 1.085" | L –

CHELSEA

SIDE	P.T.O. MODEL	P.T.O. Output Shaft Speeds & Direction in Relation to Engine				Filler Block	Adapter Assembly	Filler Block	Stud Kit Required		END YOKE
		Rotates	HIGH	LOW	Reverse						
		ONE SPEED – SINGLE GEAR – MEDIUM DUTY									
R	**A1CFN-2-C** [2]	Eng.	51%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-63
R	**A1CN-1-C** [3]	Opp.	51%	– –	– –	– – –	328047X	– – –	Furnished	4	10-4-63
		ONE MEDIUM SPEED – TWO GEAR – HEAVY DUTY									
R	**41DBH-C4-G**	Opp.	68%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
R	**41DFH-C3-G**	Eng.	68%	– –	– –	– – –	328047X	– – –	Furnished	4	10-4-123
R	**S380CF-C4-G** [4]	Opp.	61%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
R	**S380C-C3-G** [5]	Eng.	61%	– –	– –	– – –	328047X	– – –	Furnished	4	10-4-123
R	**43CF-C4-G**	Opp.	79%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE HIGH SPEED – TWO GEAR – MEDIUM DUTY									
R	**41KBH-C4-G**	Opp.	84%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
R	**41KFH-C3-G**	Eng.	84%	– –	– –	– – –	328047X	– – –	Furnished	4	10-4-123
		ONE SPEED – DUAL SHAFT – HEAVY DUTY									
R	**S45CF-A2-G** [4]	Opp.	61%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
R	**S45C-A1-G** [5]	Eng.	61%	– –	– –	– – –	328047X	– – –	Furnished	4	10-4-123
		ONE LOW SPEED – TWO GEAR – EXTRA HEAVY DUTY									
R	**42CFL-C4-G** [6]	Opp.	43%	– –	– –	– – –	– – –	– – –	Furnished	1	2-4-533
		ONE SPEED FORWARD & REVERSE – HEAVY DUTY									
R	**S35CF-B2-G** [4]	Opp.	61%	– –	78%	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE SPEED FORWARD & REVERSE – HEAVY DUTY *(Speeds shown in parenthesis are accessory shaft speeds.)*									
R	**SR35CF-A2-GC**	Opp.	61%	(68%)	78%	– – –	– – –	– – –	Furnished	1	10-4-123 & 63
		TWO SPEEDS FORWARD & TWO REVERSE – HEAVY DUTY *(Speeds shown in parenthesis are accessory shaft speeds.)*									
R	**S55CF-B2-G** [4]	Opp.	61%	(22%)	78%(28%)	– – –	– – –	– – –	Furnished	1	10-4-123
		TWO SPEEDS FORWARD & REVERSE – HEAVY DUTY									
R	**32CF-B2-G**	Opp.	88%	37%	60%	7-A-093	– – –	– – –	7170-2X	2	10-4-123

NOTE: 328047X Adapter for Reverse Rotation angles down 22° and offsets Horizontally toward rear. See App. # 754 for L.H. applications.

1 - Filler Block furnished with P.T.O.
2 - Gear and Shaft Kit No. K * 2-P-407
3 - Gear and Shaft Kit No. K * 2-P-410
4 - Input Gear Part No. 5-P-207
5 - Input Gear Part No. 5-P-206
6 - Input Gear Part No. 5-P-426

CHELSEA

PTO DRIVER GEAR DATA			Pitch Line to Aperture Face	
R – Front 6 Bolt 20T Helical	457 RPM or 398 FPM		R – 1.047"	L – 1.035"
*L – Rear 6 Bolt 15T 6P-20	373 RPM or 244 FPM			

NEW PROCESS 749

SIDE	P.T.O. MODEL	P.T.O. Output Shaft Speeds & Direction in Relation to Engine				Filler Block	Adapter Assembly	Filler Block	Stud Kit Required		END YOKE
		Rotates	HIGH	LOW	Reverse						
R	**A2RN-1-C** [2]	Eng.	40%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-63
	ONE MEDIUM SPEED – TWO GEAR – HEAVY DUTY										
R	**S380R-C3-G** [3]	Opp.	46%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	**S400D71-C6-G** [5]	Eng.	28%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
	ONE HIGH SPEED – TWO GEAR – MEDIUM DUTY										
R	**41KVH-C3-G**	Opp.	65%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	**51K-C6-G**	Eng.	40%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
	ONE SPEED – DUAL SHAFT – HEAVY DUTY										
R	**S45R-A1-G** [3]	Opp.	46%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	**S47D71-A2-G** [5]	Eng.	28%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
	ONE SPEED FORWARD & REVERSE – HEAVY DUTY										
R	**S35R-A1-G** [3]	Opp.	46%	– –	59%	– – –	– – –	– – –	Furnished	1	10-4-123
L	**S37D71-A2-G** [5]	Eng.	28%	– –	36%	– – –	– – –	– – –	Furnished	1	10-4-123
	ONE SPEED FORWARD & REVERSE – HEAVY DUTY *(Speeds shown in parenthesis are accessory shaft speeds.)*										
R	**SR35R-B1-GC**	Opp.	46%	(51%)	59%	– – –	– – –	– – –	Furnished	1	10-4-123 & 63
L	**SR37D71-A2-GC**	Eng.	28%	(31%)	36%	– – –	– – –	– – –	Furnished	1	10-4-123 & 63
	TWO SPEEDS FORWARD & TWO REVERSE – HEAVY DUTY *(Speeds shown in parenthesis are accessory shaft speeds.)*										
R	**S55R-A1-G** [3]	Opp.	46%	(17%)	59%(21%)	– – –	– – –	– – –	Furnished	1	10-4-123
L	**S57D71-A2-G** [5]	Eng.	28%	(10%)	36%(13%)	– – –	– – –	– – –	Furnished	1	10-4-123
	TWO SPEEDS FORWARD & REVERSE – HEAVY DUTY										
R	**32R-A1-G**	Opp.	61%	30%	42%	– – –	– – –	– – –	Furnished	1	10-4-123

* NOTE: Left Side has shifting reverse Idler gear. Use either Adapter or constant mesh. Idler special to clear large cluster in shifting Idler Gear.

NOTE: To Reverse Rotation L.H. Side, use Adapter 310374X. Mounting Kit furnished with Adapter.

NOTE: Order Input Gear 5-P-217 for proper tooth engagement. Standard Input Gear will not Mesh with P.T.O. driver gear.

1 - Filler Block furnished with P.T.O.

2 - Gear and Shaft Kit No. K * 2-P-412

3 - Input Gear Part No. 5-P-218

4 - Input Gear Part No. 5-P-214

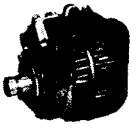
5 - Input Gear Part No. 5-P-217

NEW PROCESS 752

PTO DRIVER GEAR DATA
R – Front 6 Bolt 20T Helical 558 RPM
*L – Rear 6 Bolt 15T 6P-20 456 RPM

Pitch Line to Aperture Face: R – 1.047" | L – 1.035"

CHELSEA

SIDE	P.T.O. MODEL	P.T.O. Output Shaft Speeds & Direction in Relation to Engine				Filler Block	Adapter Assembly	Filler Block	Stud Kit Required		END YOKE
		Rotates	HIGH	LOW	Reverse						
											

* NOTE: Left Side has Shifting Reverse Idler Gear. Must use either Adapter or Constant mesh Idler special to clear large cluster on Shifting Idler Gear.

	ONE SPEED – SINGLE GEAR – MEDIUM DUTY										
R	**A2RN-1-C** [2]	Eng.	49%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-63
	ONE MEDIUM SPEED – TWO GEAR – HEAVY DUTY										
R	**S380R-C3-G** [3]	Opp.	56%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	**S400D71-C6-G** [5]	Eng.	35%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
	ONE HIGH SPEED – TWO GEAR – MEDIUM DUTY										
R	**41KVH-C3-G**	Opp.	80%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	**51K-C6-G**	Eng.	49%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
	ONE SPEED – DUAL SHAFT – HEAVY DUTY										
R	**S45R-A1-G** [3]	Opp.	56%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	**S47D71-A2-G** [5]	Eng.	35%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
	ONE SPEED FORWARD & REVERSE – HEAVY DUTY										
R	**S35R-A1-G** [3]	Opp.	56%	– –	73%	– – –	– – –	– – –	Furnished	1	10-4-123
L	**S37D71-A2-G** [5]	Eng.	35%	– –	45%	– – –	– – –	– – –	Furnished	1	10-4-123
	ONE SPEED FORWARD & REVERSE – HEAVY DUTY *(Speeds shown in parenthesis are accessory shaft speeds.)*										
R	**SR35R-B1-GC**	Opp.	56%	(63%)	73%	– – –	– – –	– – –	Furnished	1	10-4-123 & 63
L	**SR37D71-A2-GC**	Eng.	35%	(39%)	45%	– – –	– – –	– – –	Furnished	1	10-4-123 & 63
	TWO SPEEDS FORWARD & TWO REVERSE – HEAVY DUTY *(Speeds shown in parenthesis are accessory shaft speeds.)*										
R	**S55R-A1-G** [3]	Opp.	56%	(20%)	73%(26%)	– – –	– – –	– – –	Furnished	1	10-4-123
L	**S57D71-A2-G** [5]	Eng.	35%	(13%)	45%(16%)	– – –	– – –	– – –	Furnished	1	10-4-123
	TWO SPEEDS FORWARD & REVERSE – HEAVY DUTY										
R	**32R-A1-G**	Opp.	74%	36%	50%	– – –	– – –	– – –	Furnished	1	10-4-123

NOTE: To Reverse Rotation L.H. Side, use Adapter 310374X. Mounting Kit furnished with Adapter.
NOTE: Order Input Gear 5-P-217 for proper tooth engagement. Standard Input Gear will not mesh with P.T.O. Drive Gear.

1 - Filler Block furnished with P.T.O.
2 - Gear and Shaft Kit No. K * 2-P-412
3 - Input Gear Part No. 5-P-218
5 - Input Gear Part No. 5-P-217

CHELSEA

ALLISON 753

P.T.O. DRIVE GEAR DATA

R.H. (R) 57T 6P-20 (1791 FPM)
L.H. (R) 57T 6P-20 (1791 FPM)

CTP-4, *CT-3340, 3361, *CT-3440, 3441, *P.T.O. Speeds.
Approximately 30% Faster Than Shown.

TRANS. SIDE	TYPE P.T.O.	MODEL NO.	ADAPTER	SPACER	ROT	% ENG.
Right	Extra Heavy Duty	A22LP-C4-G	None	None	Eng.	SEE CHART
Left		A22LP-C6-G	None	None	Eng.	

% ENG. & ENG. SPEED WITH TRANS. IN TORQUE CONVERTER RANGE (FORWARD, NEUTRAL OR REVERSE)

HORSE POWER	P.T.O. SHAFT SPEED RPM												
(A)	600	800	1000	1200	1400	1600	1800	2000	2200	2400	2600	2800	3000
5	(61) 980	(73) 1100											
10	(53) 1140	(65) 1230	(76) 1320	(83) 1450	(85) 1650	(92) 1750							
15	(46) 1300	(58) 1370	(69) 1450	(76) 1580	(82) 1710	(92) 1750	(92) 1970	(92) 2190	(92) 2410	(92) 2620			
20	(43) 1400	(55) 1450	(66) 1520	(72) 1660	(78) 1800	(92) 1750	(92) 1970	(92) 2190	(92) 2410	(92) 2620			
25	(41) 1450	(51) 1560	(60) 1650	(67) 1780	(75) 1870	(92) 1750	(92) 1970	(92) 2190	(92) 2410	(92) 2620			
30		(49) 1620	(58) 1730	(66) 1820	(71) 1980	(92) 1750	(92) 1970	(92) 2190	(92) 2410	(92) 2620			
35		(48) 1680	(57) 1770	(64) 1890	(69) 2020	(92) 1750	(92) 1970	(92) 2190	(92) 2410	(92) 2620			
40			(54) 1830	(61) 1950	(67) 2090	(92) 1750	(92) 1970	(92) 2190	(92) 2410	(92) 2620			
45			(53) 1860	(60) 2010	(65) 2140	(92) 1750	(92) 1970	(92) 2190	(92) 2410	(92) 2620			
50				(59) 2030	(64) 2170	(92) 1750	(92) 1970	(92) 2190	(92) 2410	(92) 2620			
55				(58) 2050	(63) 2200	(92) 1750	(92) 1970	(92) 2190	(92) 2410	(92) 2620			
60					(62) 2240	(92) 1750	(92) 1970	(92) 2190	(92) 2410	(92) 2620			
65					(61) 2260	(92) 1750	(92) 1970	(92) 2190	(92) 2410	(92) 2620			
70						(92) 1750	(92) 1970	(92) 2190	(92) 2410	(92) 2620			
75						(92) 1750	(92) 1970	(92) 2190	(92) 2410	(92) 2620			
80													
85													

NOTE: FOR OPERATING INSTRUCTIONS SEE PAGE 2 TRANSMISSION INDEX UNDER ALLISON.

(A) NUMBERS IN PARENTHESIS ARE % OF ENGINE SPEED, LOWER NUMBERS ARE ACTUAL ENGINE SPEEDS. HORSEPOWER IS BASED ON MAX. TORQUE 250 LBS. FT.

NEW PROCESS 763

PTO DRIVER GEAR DATA
R – Front 6 Bolt 20T Helical 915 RPM
* L – Rear 6 Bolt 15T 6P-20 747 RPM or 490 FPM

Pitch Line to Aperture Face
R – 1.047" L – 1.035"

CHELSEA

SIDE	P.T.O. MODEL	P.T.O. Output Shaft Speeds & Direction in Relation to Engine				Filler Block	Adapter Assembly	Filler Block	Stud Kit Required		END YOKE
		Rotates	HIGH	LOW	Reverse						

* NOTE: Left Side has shifting reverse Idler Gear. Must use either Adapter or constant mesh Idler Special to clear large cluster on shifting Idler gear.

		ONE SPEED – SINGLE GEAR – MEDIUM DUTY									
R	**A2RN-1-C** [2]	Eng.	80%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-63
		ONE MEDIUM SPEED – TWO GEAR – HEAVY DUTY									
R	**S380R-C3-G** [3]	Opp.	91%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	**S400D71-C6-G** [4]	Eng.	56%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE HIGH SPEED – TWO GEAR – MEDIUM DUTY									
R	**41KVH-C3-G**	Opp.	131%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	**51K-C6-G**	Eng.	80%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE SPEED – DUAL SHAFT – HEAVY DUTY									
R	**S45R-A1-G** [3]	Opp.	91%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	**S47D71-A2-G** [4]	Eng.	56%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE SPEED FORWARD & REVERSE – HEAVY DUTY									
R	**S35R-A1-G** [3]	Opp.	91%	– –	120%	– – –	– – –	– – –	Furnished	1	10-4-123
L	**S37D71-A2-G** [4]	Eng.	56%	– –	73%	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE SPEED FORWARD & REVERSE – HEAVY DUTY									
		(Speeds shown in parenthesis are accessory shaft speeds.)									
R	**SR35R-B1-GC**	Opp.	91%	(103%)	120%	– – –	– – –	– – –	Furnished	1	10-4-123 & 63
L	**SR37D71-A2-GC**	Eng.	56%	(63%)	73%	– – –	– – –	– – –	Furnished	1	10-4-123 & 63
		TWO SPEEDS FORWARD & TWO REVERSE – HEAVY DUTY									
		(Speeds shown in parenthesis are accessory shaft speeds.)									
R	**S55R-A1-G** [3]	Opp.	91%	(33%)	120%(43%)	– – –	– – –	– – –	Furnished	1	10-4-123
L	**S57D71-A2-G** [4]	Eng.	56%	(20%)	73%(26%)	– – –	– – –	– – –	Furnished	1	10-4-123
		TWO SPEEDS FORWARD & REVERSE – HEAVY DUTY									
R	**32R-A1-G**	Opp.	122%	89%	53%	– – –	– – –	– – –	Furnished	1	10-4-123

NOTE: To Reverse Rotation L.H. Side, use Adapter 310374X. Mounting Kit furnished with Adapter.
NOTE: Order Input Gear 5-P-217 for proper tooth engagement. Standard Input Gear will not mesh with P.T.O. Driver Gear.

1 - Filler Block furnished with P.T.O.
2 - Gear and Shaft Kit No. K * 2-P-412
3 - Input Gear Part No. 5-P-218
4 - Input Gear Part No. 5-P-217

CHELSEA

PTO DRIVER GEAR DATA
R – Front 6 Bolt 20T Helical 500 RPM or 458 FPM
L – Front 6 Bolt 23T 6P-20 435 RPM or 437 FPM

Pitch Line to Aperture Face
R – .939" L – 1.075"

NEW PROCESS 764

SIDE	P.T.O. MODEL	P.T.O. Output Shaft Speeds & Direction in Relation to Engine				Filler Block	Adapter Assembly	Filler Block	Stud Kit Required		END YOKE
		Rotates	HIGH	LOW	Reverse						
	ONE SPEED – SINGLE GEAR – MEDIUM DUTY										
R	**A3LHN-1-C** [2]	Eng.	45%	– –	– –	7-A-062	– – –	– – –	8000-4X	2	10-4-63
L	**A3DN-1-C** [3]	Opp.	42%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-63
	ONE SPEED – TWO GEAR – MEDIUM DUTY										
L	**14KLN-1-C**	Eng.	84%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-63
	ONE MEDIUM SPEED – TWO GEAR – HEAVY DUTY										
L	**41CD-C5-G**	Eng.	50%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
R	**41DLH-C3-G**	Opp.	59%	– –	– –	7-A-062	– – –	– – –	Furnished	2	10-4-123
L	**41DD-C5-G**	Eng.	59%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
R	**S380P-C3-G** [4]	Opp.	50%	– –	– –	7-A-187	– – –	– – –	7170-4X	2	10-4-123
L	**S400D-C5-G** [5]	Eng.	50%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	**43D-C5-G**	Eng.	59%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
	ONE HIGH SPEED – TWO GEAR – MEDIUM DUTY										
R	**41KLH-C3-G**	Opp.	72%	– –	– –	7-A-062	– – –	– – –	Furnished	2	10-4-123
L	**41K-C5-G**	Eng.	72%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	**43K-C5-G**	Eng.	71%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
	ONE SPEED – DUAL SHAFT – HEAVY DUTY										
R	**S45P-A1-G** [4]	Opp.	50%	– –	– –	7-A-187	– – –	– – –	7170-4X	2	10-4-123
L	**S47D-A1-G** [5]	Eng.	51%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
	ONE LOW SPEED – TWO GEAR – EXTRA HEAVY DUTY										
L	**42L-C5-G** [6]	Eng.	36%	– –	– –	– – –	– – –	– – –	Furnished	1	2-4-533
	ONE SPEED FORWARD & REVERSE – HEAVY DUTY										
R	**S35P-A1-G** [4]	Opp.	50%	– –	65%	7-A-187	– – –	– – –	7170-4X	2	10-4-123
L	**S37D-B1-G** [5]	Eng.	51%	– –	65%	– – –	– – –	– – –	Furnished	1	10-4-123
	ONE SPEED FORWARD & REVERSE – HEAVY DUTY *(Speeds shown in parenthesis are accessory shaft speeds.)*										
R	**SR35P-B1-GC**	Opp.	50%	(57%)	65%	7-A-187	– – –	– – –	7170-4X	2	10-4-123 & 6:
L	**SR37D-A1-GC**	Eng.	51%	(57%)	65%	– – –	– – –	– – –	Furnished	1	10-4-123 & 6:
	TWO SPEEDS FORWARD & TWO REVERSE – HEAVY DUTY *(Speeds shown in parenthesis are accessory shaft speeds.)*										
R	**S55P-A1-G** [4]	Opp.	50%	(18%)	65% (23%)	7-A-187	– – –	– – –	7170-4X	2	10-4-123
L	**S57D-B1-G** [5]	Eng.	51%	(18%)	65% (23%)	– – –	– – –	– – –	Furnished	1	10-4-123
	TWO SPEEDS FORWARD & REVERSE – HEAVY DUTY										
R	**32P-A1-G**	Opp.	68%	34%	48%	7-A-062	– – –	– – –	7170-2X	2	10-4-123
L	**S32D-B1-G**	Eng.	67%	34%	49%	– – –	– – –	– – –	Furnished	1	10-4-123
L	**30DDS-A1-G**	Opp.	79%	32%	50%	7-A-187 [1]	– – –	– – –	Furnished	2	10-4-123

NOTE: To Reverse Rotation L.H. Side, use Adapter 310374X. Mounting Kit furnished with Adapter.

1 - Filler Block furnished with P.T.O.
2 - Gear and Shaft Kit No. K * 2-P-400
3 - Gear and Shaft Kit No. K * 2-P-414
4 - Input Gear Part No. 5-P-219
5 - Input Gear Part No. 5-P-214
6 - Input Gear Part No. 5-P-326

SPICER 765

PTO DRIVER GEAR DATA
R – Front 6 Bolt 23T Helical 568 RPM or 635 FPM
L – Front 6 Bolt 25T 6P-17½ 478 RPM or 521 FPM

Pitch Line to Aperture Face
R – .987" L – *

CHELSEA

SIDE	P.T.O. MODEL	P.T.O. Output Shaft Speeds & Direction in Relation to Engine				Filler Block	Adapter Assembly	Filler Block	Stud Kit Required		END YOKE
		Rotates	HIGH	LOW	Reverse						
		ONE SPEED – SINGLE GEAR – MEDIUM DUTY									
L	A3MN-1-C [3]	Opp.	50%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-63
		ONE MEDIUM SPEED – TWO GEAR – HEAVY DUTY									
L	41C17-C5-G	Eng.	63%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
R	41DPH-C3-G	Opp.	87%	– –	– –	7-A-125	– – –	– – –	7170-3X	2	10-4-123
L	41D17-C5-G	Eng.	70%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
R	S380HP-C3-G [4]	Opp.	69%	– –	– –	7-A-125	– – –	– – –	7170-3X	2	10-4-123
L	S400D17-C5-G [5]	Eng.	60%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	43D17-C5-G	Eng.	70%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE HIGH SPEED – TWO GEAR – MEDIUM DUTY									
L	41K17-C5-G	Eng.	85%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	43K17-C5-G	Eng.	85%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE SPEED – DUAL SHAFT – HEAVY DUTY									
R	S45HP-A1-G [4]	Opp.	69%	– –	– –	7-A-125	– – –	– – –	7170-3X	2	10-4-123
L	S47D17-A1-G [5]	Eng.	60%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE LOW SPEED – TWO GEAR – EXTRA HEAVY DUTY									
L	42D17L-C5-G [6]	Eng.	43%	– –	– –	– – –	– – –	– – –	Furnished	1	2-4-533
R	42HPL-C3-G [7]	Opp.	49%	– –	– –	7-A-125	– – –	– – –	7170-3X	2	2-4-533
		ONE SPEED FORWARD & REVERSE – HEAVY DUTY									
R	S35HP-A1-G [4]	Opp.	69%	– –	89%	7-A-125	– – –	– – –	7170-3X	2	10-4-123
L	S37D17-B1-G [5]	Eng.	60%	– –	78%	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE SPEED FORWARD & REVERSE – HEAVY DUTY *(Speeds shown in parenthesis are accessory shaft speeds.)*									
R	SR35HP-B1-GC	Opp.	69%	(77%)	89%	7-A-125	– – –	– – –	7170-3X	2	10-4-123 & 63
L	SR37D17-A1-GC	Eng.	60%	(67%)	78%	– – –	– – –	– – –	Furnished	1	10-4-123 & 63
		TWO SPEEDS FORWARD & TWO REVERSE – HEAVY DUTY *(Speeds shown in parenthesis are accessory shaft speeds.)*									
R	S55HP-A1-G [4]	Opp.	69%	(25%)	89%	(32%) 7-A-125	– – –	– – –	7170-3X	2	10-4-123
L	S57D17-B1-G [5]	Eng.	60%	(22%)	78%	(28%) – – –	– – –	– – –	Furnished	1	10-4-123
		TWO SPEEDS FORWARD & REVERSE – HEAVY DUTY									
R	32HP-A1-G	Opp.	100%	47%	68%	7-A-093	– – –	– – –	7170-2X	2	10-4-123
L	S32D17-B1-G	Eng.	80%	41%	57%	– – –	– – –	– – –	Furnished	1	10-4-123
L	30D17S-A1-G	Opp.	94%	38%	60%	7-A-187 [1]	– – –	– – –	Furnished	2	10-4-123

* Non-Standard Gear 3.181 Gear Center to Aperture Face.

NOTE: To Reverse Rotation L.H. Side, use Adapter 328548X. Mounting Kit furnished with Adapter. No Adapter available R.H. Side.

1 - Filler Block furnished with P.T.O.
2 - Filler Block furnished with P.T.O. but not required.
3 - Gear and Shaft Kit No. K * 2-P-406
4 - Input Gear Part No. 5-P-216
5 - Input Gear Part No. 5-P-215
6 - Input Gear Part No. 5-P-427
7 - Input Gear Part No. 5-P-434

CHELSEA

PTO DRIVER GEAR DATA
R – Front 6 Bolt 27T Helical 1037 RPM or 1360 FPM
L – Front 6 Bolt 27T Helical 1037 RPM or 1360 FPM

Pitch Line to Aperture Face
R – 1.285" | L – 3.085"

SPICER 767

SIDE	P.T.O. MODEL	P.T.O. Output Shaft Speeds & Direction in Relation to Engine				Filler Block	Adapter Assembly	Filler Block	Stud Kit Required		END YOKE
		Rotates	HIGH	LOW	Reverse						
		ONE MEDIUM SPEED – TWO GEAR – HEAVY DUTY									
R	**DS380HG-C3-G** [1]	Opp.	148%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE SPEED – DUAL SHAFT – HEAVY DUTY									
R	**DS47HG-A1-G** [1]	Opp.	148%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE SPEED FORWARD & REVERSE – HEAVY DUTY									
R	**DSR37HG-B1-GC**	Opp.	148%	– –	190%	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE SPEED FORWARD & REVERSE – HEAVY DUTY									
		(Speeds shown in parenthesis are accessory shaft speeds.)									
R	**DS37HG-B1-G** [1]	Opp.	148%	(165%)	190%	– – –	– – –	– – –	Furnished	1	10-4-123 & 63
		TWO SPEEDS FORWARD & TWO REVERSE – HEAVY DUTY									
		(Speeds shown in parenthesis are accessory shaft speeds.)									
R	**DS57HG-A1-G** [1]	Opp.	148%	(53%)	190%(69%)	– – –	– – –	– – –	Furnished	1	10-4-123

NOTE: No Adapter available to Reverse Rotation.
1 - Input Gear Part No. 5-P-414

MACK 771

PTO DRIVER GEAR DATA
R – Front 6 Bolt 29T 5P-20 879 RPM or 1334 FPM
L – Front 6 Bolt 29T 5P-20 879 RPM or 1334 FPM

Pitch Line to Aperture Face	
R – 1.286"	L – 1.286"

CHELSEA

SIDE	P.T.O. MODEL	P.T.O. Output Shaft Speeds & Direction in Relation to Engine				Filler Block	Adapter Assembly	Filler Block	Stud Kit Required		END YOKE
		Rotates	HIGH	LOW	Reverse						
		ONE LOW SPEED – TWO GEAR – EXTRA HEAVY DUTY									
R	D42CL-C3-G [2]	Opp.	105%	– –	– –	– – –	– – –	– – –	Furnished	1	2-4-533
L	D42CL-C5-G [2]	Opp.	105%	– –	– –	– – –	– – –	– – –	Furnished	1	2-4-533
		ONE EXTRA LOW SPEED – TWO GEAR – EXTRA HEAVY DUTY									
R	DA22CL-C3-G	Opp.	65%	– –	– –	– – –	– – –	– – –	Furnished	1	2-4-533
L	DA22CL-C5-G	Opp.	65%	– –	– –	– – –	– – –	– – –	Furnished	1	2-4-533
		TWO SPEEDS FORWARD & TWO REVERSE – HEAVY DUTY *(Speeds shown in parenthesis are accessory shaft speeds.)*									
R	DS57C-A1-G [3]	Opp.	148%	(53%)	192%(69%)	– – –	– – –	– – –	Furnished	1	10-4-123
L	DS57C-B1-G [3]	Opp.	148%	(53%)	192%(69%)	– – –	– – –	– – –	Furnished	1	10-4-123

NOTE: Speed given is with main transmission in 4th speed. The other P.T.O. Speeds available can be obtained by dividing above speeds by the following transmission ratios:
1st - 5.45, 2nd - 3.12, 3rd - 1.75, 4th - 1.00, 5th - 0.78*, Rev. - 5.45.
* - Use .838 for TRO7210 & 7220.

1 - Filler Block furnished with P.T.O. but not required.
2 - Input Gear Part No. 5-P-428
3 - Input Gear Part No. 5-P-213

CHELSEA

PTO DRIVER GEAR DATA
R – Rear 6 Bolt 27T 5P-20 962 RPM or 1359 FPM
L – Rear 6 Bolt 27T 5P-20 962 RPM or 1359 FPM

Pitch Line to Aperture Face
R – 1.286" | L – 1.286"

MACK 772

SIDE	P.T.O. MODEL	P.T.O. Output Shaft Speeds & Direction in Relation to Engine				Filler Block	Adapter Assembly	Filler Block	Stud Kit Required		END YOKE
		Rotates	HIGH	LOW	Reverse						
		ONE LOW SPEED – TWO GEAR – EXTRA HEAVY DUTY									
R	D42CL-C4-G [2]	Opp.	108%	– –	– –	– – –	– – –	– – –	Furnished	1	2-4-533
L	D42CL-C6-G [2]	Opp.	108%	– –	– –	– – –	– – –	– – –	Furnished	1	2-4-533
		ONE EXTRA LOW SPEED – TWO GEAR – EXTRA HEAVY DUTY									
R	DA22CL-C4-G	Opp.	66%	– –	– –	– – –	– – –	– – –	Furnished	1	2-4-533
L	DA22CL-C6-G	Opp.	66%	– –	– –	– – –	– – –	– – –	Furnished	1	2-4-533
		TWO SPEEDS FORWARD & TWO REVERSE – HEAVY DUTY									
		(Speeds shown in parenthesis are accessory shaft speeds.)									
R	DS57C-B2-G [3]	Opp.	151%	(54%)	196%(71%)	– – –	– – –	– – –	Furnished	1	10-4-123
L	DS57C-A2-G [3]	Opp.	151%	(54%)	196%(71%)	– – –	– – –	– – –	Furnished	1	10-4-123

NOTE: Speed is given with TRO77 Main Transmission in 5th & TRO770 Main Transmission in 4th. Other P.T.O. speeds available with TRO77 can be obtained by dividing the above speeds by the following transmission ratios: 1st - 7.08, 2nd - 3.84, 3rd - 2.43, 4th - 1.53, 5th - 1.43, Rev. - 7.13. Other P.T.O. Speeds available with TRO - 770 can be obtained by dividing the above speeds by the following transmission ratios: 1st - 5.81, 2nd - 3.19, 3rd - 1.80, 4th - 1.00, 5th - .828, Rev. - 5.96.

1 - Filler Block furnished with P.T.O. but not required.

2 - Input Gear Part No. 5-P-428

3 - Input Gear Part No. 5-P-213

CLARK 781

PTO DRIVER GEAR DATA
R – Rear 6 Bolt 21T 6P-20 685 RPM [illegible] FPM
L – Front 6 Bolt 19T 5P-20 345 RPM @ 343 FPM

Pitch Line to Aperture Face
R – 1.305" | L – 1.050"

CHELSEA

SIDE	P.T.O. MODEL	P.T.O. Output Shaft Speeds & Direction in Relation to Engine				Filler Block	Adapter Assembly	Filler Block	Stud Kit Required		END YOKE
		Rotates	HIGH	LOW	Reverse						
		ONE SPEED – TWO GEAR – MEDIUM DUTY									
L	14CLN-1-C	Eng.	47%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-63
		ONE MEDIUM SPEED – TWO GEAR – HEAVY DUTY									
R	D41CD-C6-G	Eng.	72%	– –	– –	– – –	328547X [3]	7-A-400	Furnished	5	10-4-123
L	41CC-C5-G	Eng.	41%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	41CC-C5-G	Opp.	41%	– –	– –	– – –	328530-2X	7-A-2000	7170-31X	5	10-4-123
R	D41DD-C8-G	Eng.	85%	– –	– –	– – –	328547X [3]	7-A-400	Furnished	5	10-4-123
L	41DC-C5-G	Eng.	47%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	41DC-C5-G	Opp.	47%	– –	– –	– – –	328530-2X	7-A-2000	7170-31X	5	10-4-123
R	DS400D-C6-F [4]	Eng.	72%	– –	– –	– – –	328547X [3]	7-A-400	Furnished	5	10-4-123
L	S400C-C5-G [5]	Eng.	38%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	S400C-C5-G [5]	Opp.	38%	– –	– –	– – –	328530-2X	7-A-2000	7170-31X	5	10-4-123
		ONE HIGH SPEED – TWO GEAR – MEDIUM DUTY									
R	D41K-C6-G	Eng.	103%	– –	– –	– – –	328547X [3]	7-A-400	Furnished	5	10-4-123
		ONE SPEED – DUAL SHAFT – HEAVY DUTY									
R	DS47D-A2-G [4]	Eng.	72%	– –	– –	– – –	328547X [3]	7-A-400	Furnished	5	10-4-123
L	S47C-A1-G [5]	Eng.	38%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE LOW SPEED – TWO GEAR – EXTRA HEAVY DUTY									
R	D42L-C6-G [6]	Eng.	52%	– –	– –	– – –	328547X [3]	7-A-400	Furnished	5	2-4-533
		ONE SPEED FORWARD & REVERSE – HEAVY DUTY									
R	DS37D-B2-G [4]	Eng.	72%	– –	94%	– – –	328547X [3]	7-A-400	Furnished	5	10-4-123
L	S37C-B1-G [5]	Eng.	38%	– –	49%	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE SPEED FORWARD & REVERSE – HEAVY DUTY *(Speeds shown in parenthesis are accessory shaft speeds.)*									
R	DSR37D-A2-GC	Eng.	72%	(81%)	94%	– – –	328547X [3]	7-A-400	Furnished	5	10-4-123 & 63
L	SR37C-A1-GC	Eng.	38%	(42%)	49%	– – –	– – –	– – –	Furnished	1	10-4-123 & 63
		TWO SPEEDS FORWARD & TWO REVERSE – HEAVY DUTY *(Speeds shown in parenthesis are accessory shaft speeds.)*									
R	DS57D-B2-G [4]	Eng.	72%	(26%)	94%(34%)	– – –	328547X [3]	7-A-400	Furnished	5	10-4-123
L	S57C-B1-G [5]	Eng.	38%	(13%)	49%(28%)	– – –	– – –	– – –	Furnished	1	10-4-123
		TWO SPEEDS FORWARD & REVERSE – HEAVY DUTY									
L	S32C-B1-G	Eng.	54%	24%	36%	– – –	– – –	– – –	Furnished	1	10-4-123
R	30DDS-A2-G	Opp.	113%	46%	72%	7-A-187 [2]	328547X [3]	7-A-400	7170-2X	11	10-4-123
L	30DCS-A1-G	Opp.	58%	26%	39%	7-A-187 [1]	– – –	– – –	Furnished	2	10-4-123

NOTE: Two gear Adapter required on all R.H. P.T.O. applications. Converts from gear front to gear rear @ Standard ½" from C/L.

1 - Filler Block furnished with P.T.O.
2 - Filler Block furnished with P.T.O. but not required.
3 - 7170-5X Stud Kit required to mount Adapter to Transmission.
4 - Input Gear Part No. 5-P-214
5 - Input Gear Part No. 5-P-213
6 - Input Gear Part No. 5-P-326

CHELSEA

PTO DRIVER GEAR DATA
R – Rear 6 Bolt 21T 6P-20 892 RPM or 1479 FPM
L – Front 6 Bolt 19T 5P-20 437 RPM or 435 FPM

Pitch Line to Aperture Face
R – 1.305" | L – 1.050"

CLARK 782

SIDE	P.T.O. MODEL	P.T.O. Output Shaft Speeds & Direction in Relation to Engine				Filler Block	Adapter Assembly	Filler Block	Stud Kit Required		END YOKE
		Rotates	HIGH	LOW	Reverse						
		ONE SPEED – SINGLE GEAR – MEDIUM DUTY									
L	A3CN-1-C [4]	Opp.	41%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-63
		ONE SPEED – TWO GEAR – MEDIUM DUTY									
L	14CLN-1-C	Eng.	60%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-63
		ONE MEDIUM SPEED – TWO GEAR – HEAVY DUTY									
R	D41CD-C6-G	Eng.	90%	– –	– –	– – –	328547X [3]	7-A-450	Furnished	5	10-4-123
L	41CC-C5-G	Eng.	52%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	41CC-C5-G	Opp.	52%	– –	– –	– – –	328530-2X	7-A-2000	7170-31X	5	10-4-123
R	D41DD-C6-G	Eng .	110%	– –	– –	– – –	328547X [3]	7-A-450	Furnished	5	10-4-123
L	41DC-C5-G	Eng.	59%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	41DC-C5G	Opp.	59%	– –	– –	– – –	328530-2X	7-A-2000	7170-31X	5	10-4-123
R	DS400D-C6-G [5]	Eng.	94%	– –	– –	– – –	328547X [3]	7-A-450	Furnished	5	10-4-123
L	S400C-C5-G	Eng.	48%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	S400C-C5-G [6]	Opp.	48%	– –	– –	– – –	328530-2X	7-A-2000	7170-31X	5	10-4-123
		ONE HIGH SPEED – TWO GEAR – MEDIUM DUTY									
R	D41K-C6-G	Eng.	134%	– –	– –	– – –	328547X [3]	7-A-450	Furnished	5	10-4-123
		ONE SPEED – DUAL SHAFT – HEAVY DUTY									
R	DS47D-A2-G [5]	Eng.	94%	– –	– –	– – –	328547X [3]	7-A-450	Furnished	5	10-4-123
L	S47C-A1-G [6]	Eng.	48%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	S47C-A1-G [6]	Opp.	48%	– –	– –	– – –	328530-2X	7-A-2000	7170-31X	5	10-4-123
		ONE LOW SPEED – TWO GEAR – EXTRA HEAVY DUTY									
R	D42L-C6-G [7]	Eng.	67%	– –	– –	– – –	328547X [3]	7-A-450	Furnished	5	2-4-533
		ONE EXTRA LOW SPEED – TWO GEAR – EXTRA HEAVY DUTY									
R	DA22L-C6-G	Eng.	40%	– –	– –	– – –	328547X [3]	7-A-450	Furnished	5	2-4-533
		ONE SPEED FORWARD & REVERSE – HEAVY DUTY									
R	DS37D-A2-G [5]	Eng.	94%	– –	122%	– – –	328547X [3]	7-A-450	Furnished	5	10-4-123
L	S37C-B1-G [6]	Eng.	48%	– –	63%	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE SPEED FORWARD & REVERSE – HEAVY DUTY *(Speeds shown in parenthesis are accessory shaft speeds.)*									
R	DSR37D-A2-GC	Eng.	94%	(106%)	122%	– – –	328547X [3]	7-A-450	Furnished	5	10-4-123 & 63
L	SR37C-A1-GC	Eng.	48%	(53%)	63%	– – –	– – –	– – –	Furnished	1	10-4-123 & 63
		TWO SPEEDS FORWARD & TWO REVERSE – HEAVY DUTY *(Speeds shown in parenthesis are accessory shaft speeds.)*									
R	DS57D-A2-G [5]	Eng.	94%	(34%)	122%(44%)	– – –	328547X [3]	7-A-450	Furnished	5	10-4-123
L	S57C-B1-G [6]	Eng.	48%	(17%)	63%(23%)	– – –	– – –	– – –	Furnished	1	10-4-123
		TWO SPEEDS FORWARD & REVERSE – HEAVY DUTY									
L	S32C-B1-G	Eng.	69%	(31%)	46%	– – –	– – –	– – –	Furnished	1	10-4-123
R	30DDS-A2-G	Opp.	147%	60%	94%	7-A-187 [2]	328547X [3]	7-A-450	7170-2X	5	10-4-123
L	30DCS-A1-G	Opp.	73%	32%	49%	7-A-187 [1]	– – –	– – –	Furnished	2	10-4-123

NOTE: Two gear Adapter required on all R.H. P.T.O. Applications. Converts from gear front to gear rear @ Standard ½" from C/L.

1 - Filler Block furnished with P.T.O.
2 - Filler Block furnished with P.T.O. but not required.
3 - Use 7170-6X Stud Kit to mount Adapter
4 - Gear and Shaft Kit No. K * 2-P-413
5 - Input Gear Part No. 5-P-214
6 - Input Gear Part No. 5-P-213
7 - Input Gear Part No. 5-P-326

DANA SPLIT SHAFTS 787

PTO DRIVER GEAR DATA
R – Front 8 Bolt 39T 6P-25 1000 RPM or 1702 FPM
L – Front 8 Bolt 39T 6P-25 1000 RPM or 1702 FPM
T – Front 8 Bolt 39T 6P-25 1000 RPM or 1702 FPM

Pitch Line to Aperture Face
R – .802" L & T – .802"

CHELSEA

SIDE	P.T.O. MODEL	P.T.O. Output Shaft Speeds & Direction in Relation to Engine				Filler Block	Adapter Assembly	Filler Block	Stud Kit Required		END YOKE
		Rotates	HIGH	LOW	Reverse						
		ONE EXTRA LOW SPEED – TWO GEAR – EXTRA HEAVY DUTY									
R	DA22ML-C3-G	Eng.	84%	– –	– –	– – –	328564X	– – –	328170-26X	7	2-4-533
L	DA22ML-C5-G	Eng.	84%	– –	– –	– – –	328564X	– – –	328170-26X	7	2-4-533
T	DA22ML-C3-G	Eng.	84%	– –	– –	– – –	328564X	– – –	328170-26X	7	2-4-533
		ONE SPEED – SINGLE GEAR – EXTRA HEAVY DUTY – SAE EIGHT HOLE									
R	81AM-30-D	Opp.	108%	– –	– –	– – –	– – –	– – –	328170-10X	1	3-4-283
L	81AM-50-D	Opp.	108%	– –	– –	– – –	– – –	– – –	328170-10X	1	3-4-283
T	81AM-30-D	Opp.	108%	– –	– –	– – –	– – –	– – –	328170-10X	1	3-4-283
		ONE SPEED – TWO GEAR – EXTRA HEAVY DUTY – SAE EIGHT HOLE									
R	820AM-30-A	Eng.	61%	– –	– –	8-A-295	– – –	– – –	328170-7X	2	Not Required
L	820AM-50-A	Eng.	61%	– –	– –	8-A-295	– – –	– – –	328170-7X	2	Not Required
T	820AM-30-A	Eng.	61%	– –	– –	8-A-295	– – –	– – –	328170-7X	2	Not Required
R	820CM-30-A	Eng.	69%	– –	– –	– – –	– – –	– – –	328170-8X	1	Not Required
L	820CM-50-A	Eng.	69%	– –	– –	– – –	– – –	– – –	328170-8X	1	Not Required
T	820CM-30-A	Eng.	69%	– –	– –	– – –	– – –	– – –	328170-8X	1	Not Required
R	820EM-30-A	Eng.	81%	– –	– –	– – –	– – –	– – –	328170-8X	1	Not Required
L	820EM-50-A	Eng.	81%	– –	– –	– – –	– – –	– – –	328170-8X	1	Not Required
T	820EM-30-A	Eng.	81%	– –	– –	– – –	– – –	– – –	328170-8X	1	Not Required
R	820FM-30-A	Eng.	88%	– –	– –	– – –	– – –	– – –	328170-8X	1	Not Required
L	820FM-50-A	Eng.	88%	– –	– –	– – –	– – –	– – –	328170-8X	1	Not Required
T	820FM-30-A	Eng.	88%	– –	– –	– – –	– – –	– – –	328170-8X	1	Not Required
R	820JM-30-A	Eng.	104%	– –	– –	– – –	– – –	– – –	328170-8X	1	Not Required
L	820JM-50-A	Eng.	104%	– –	– –	– – –	– – –	– – –	328170-8X	1	Not Required
T	820JM-30-A	Eng.	104%	– –	– –	– – –	– – –	– – –	328170-8X	1	Not Required
R	820KM-30-A	Eng.	122%	– –	– –	– – –	– – –	– – –	328170-8X	1	Not Required
L	820KM-50-A	Eng.	122%	– –	– –	– – –	– – –	– – –	328170-8X	1	Not Required
T	820KM-30-A	Eng.	122%	– –	– –	– – –	– – –	– – –	328170-8X	1	Not Required
R	840CM-30-A	Eng.	69%	– –	– –	– – –	– – –	– – –	328170-8X	1	Not Required
L	840CM-50-A	Eng.	69%	– –	– –	– – –	– – –	– – –	328170-8X	1	Not Required
T	840CM-30-A	Eng.	69%	– –	– –	– – –	– – –	– – –	328170-8X	1	Not Required
R	840EM-30-A	Eng.	81%	– –	– –	– – –	– – –	– – –	328170-8X	1	Not Required
L	840EM-50-A	Eng.	81%	– –	– –	– – –	– – –	– – –	328170-8X	1	Not Required
T	840EM-30-A	Eng.	81%	– –	– –	– – –	– – –	– – –	328170-8X	1	Not Required
R	840FM-30-A	Eng.	88%	– –	– –	– – –	– – –	– – –	328170-8X	1	Not Required
L	840FM-50-A	Eng.	88%	– –	– –	– – –	– – –	– – –	328170-8X	1	Not Required
T	840FM-30-A	Eng.	88%	– –	– –	– – –	– – –	– – –	328170-8X	1	Not Required
R	840JM-30-A	Eng.	104%	– –	– –	– – –	– – –	– – –	328170-8X	1	Not Required
L	840JM-50-A	Eng.	104%	– –	– –	– – –	– – –	– – –	328170-8X	1	Not Required
T	840JM-30-A	Eng.	104%	– –	– –	– – –	– – –	– – –	328170-8X	1	Not Required
R	840KM-30-A	Eng.	122%	– –	– –	– – –	– – –	– – –	328170-8X	1	Not Required
L	840KM-50-A	Eng.	122%	– –	– –	– – –	– – –	– – –	328170-8X	1	Not Required
T	840KM-30-A	Eng.	122%	– –	– –	– – –	– – –	– – –	328170-8X	1	Not Required
R	850CM-31-A	Eng.	69%	– –	– –	– – –	– – –	– – –	328170-8X	1	Not Required
L	850CM-51-A	Eng.	69%	– –	– –	– – –	– – –	– – –	328170-8X	1	Not Required
T	850CM-31-A	Eng.	69%	– –	– –	– – –	– – –	– – –	328170-8X	1	Not Required
R	850FM-31-A	Eng.	88%	– –	– –	– – –	– – –	– – –	328170-8X	1	Not Required
L	850FM-51-A	Eng.	88%	– –	– –	– – –	– – –	– – –	328170-8X	1	Not Required
T	850FM-31-A	Eng.	88%	– –	– –	– – –	– – –	– – –	328170-8X	1	Not Required
R	850JM-31-A	Eng.	104%	– –	– –	– – –	– – –	– – –	328170-8X	1	Not Required
L	850JM-51-A	Eng.	104%	– –	– –	– – –	– – –	– – –	328170-8X	1	Not Required
T	850JM-31-A	Eng.	104%	– –	– –	– – –	– – –	– – –	328170-8X	1	Not Required
		ONE SPEED FORWARD & REVERSE – EXTRA HEAVY DUTY – SAE EIGHT HOLE									
R	860CM-50-A	Eng.	69%	– –	85%	– – –	– – –	– – –	328170-8X	1	Not Required
L	860CM-50-A	Eng.	69%	– –	85%	– – –	– – –	– – –	328170-8X	1	Not Required
T	860CM-50-A	Eng.	69%	– –	85%	– – –	– – –	– – –	328170-8X	1	Not Required

CHELSEA

PTO DRIVER GEAR DATA

R – Front 6 Bolt 20T 6P-17½ 490 RPM or 427 FPM

L – Front 6 Bolt 24T 6P-17½ 407 RPM or 427 FPM

Pitch Line to Aperture Face: R – 1.085" | L – 1.085"

SPICER 789

SIDE	P.T.O. MODEL	P.T.O. Output Shaft Speeds & Direction in Relation to Engine				Filler Block	Adapter Assembly	Filler Block	Stud Kit Required		END YOKE
		Rotates	HIGH	LOW	Reverse						
		ONE SPEED – SINGLE GEAR – MEDIUM DUTY									
R	A3MN-1-C [2]	Eng.	41%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-63
L	A3MN-1-C [2]	Opp.	41%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-63
		ONE MEDIUM SPEED – TWO GEAR – HEAVY DUTY									
R	41C17-C3-G	Opp.	52%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	41C17-C5-G	Eng.	52%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
R	41D17-C3-G	Opp.	58%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	41D17-C5-G	Eng.	58%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
R	S400D17-C3-G [3]	Opp.	49%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	S400D17-C5-G [3]	Eng.	49%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
R	43D17-C3-G	Opp.	58%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	43D17-C5-G	Eng.	58%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE HIGH SPEED – TWO GEAR – MEDIUM DUTY									
R	41K17-C3-G	Opp.	70%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	41K17-C5-G	Eng.	70%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
R	43K17-C3-G	Opp.	70%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	43K17-C5-G	Eng.	70%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE SPEED – DUAL SHAFT – HEAVY DUTY									
R	S47D17-A1-G [3]	Opp.	49%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	S47D17-A1-G [3]	Eng.	49%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE LOW SPEED – TWO GEAR – EXTRA HEAVY DUTY									
R	42D17L-C3-G [4]	Opp.	35%	– –	– –	– – –	– – –	– – –	Furnished	1	2-4-533
L	42D17L-C5-G [4]	Eng.	35%	– –	– –	– – –	– – –	– – –	Furnished	1	2-4-533
		ONE SPEED FORWARD & REVERSE – HEAVY DUTY									
R	S37D17-A1-G [3]	Opp.	49%	– –	64%	– – –	– – –	– – –	Furnished	1	10-4-123
L	S37D17-B1-G [3]	Eng.	49%	– –	64%	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE SPEED FORWARD & REVERSE – HEAVY DUTY									
		(Speeds shown in parenthesis are accessory shaft speeds.)									
R	SR37D17-B1-GC	Opp.	49%	(55%)	64%	– – –	– – –	– – –	Furnished	1	10-4-123 & 6
L	SR37D17-A1-GC	Eng.	49%	(55%)	64%	– – –	– – –	– – –	Furnished	1	10-4-123 & 6
		TWO SPEEDS FORWARD & TWO REVERSE – HEAVY DUTY									
		(Speeds shown in parenthesis are accessory shaft speeds.)									
R	S57D17-A1-G [3]	Opp.	49%	(18%)	64% (23%)	– – –	– – –	– – –	Furnished	1	10-4-123
L	S57D17-B1-G [3]	Eng.	49%	(18%)	64% (23%)	– – –	– – –	– – –	Furnished	1	10-4-123
		TWO SPEEDS FORWARD & REVERSE – HEAVY DUTY									
R	S32D17-B1-G	Opp.	65%	33%	47%	– – –	– – –	– – –	Furnished	1	10-4-123
L	S32D17-B1-G	Eng.	65%	33%	47%	– – –	– – –	– – –	Furnished	1	10-4-123
R	30D17S-B1-G	Eng.	77%	31%	49%	7-A-187 [1]	– – –	– – –	Furnished	2	10-4-123
L	30D17S-A1-G	Opp.	77%	31%	49%	7-A-187 [1]	– – –	– – –	Furnished	2	10-4-123

NOTE: To Reverse Rotation all P.T.O.'s, use Adapter 328548X. Mounting Kit furnished with Adapter.

1 - Filler Block furnished with P.T.O.

2 - Gear and Shaft Kit No. K * 2-P-406

3 - Input Gear Part No. 5-P-215

4 - Input Gear Part No. 5-P-427

791 NEW PROCESS

PTO DRIVER GEAR DATA
R – Front 6 Bolt 19T Helical 425 RPM or 370 FPM
L – Front 6 Bolt 23T 6P-20 369 RPM or 370 FPM

Pitch Line to Aperture Face
R – 1.050" | L – 1.075"

CHELSEA

SIDE	P.T.O. MODEL	P.T.O. Output Shaft Speeds & Direction in Relation to Engine				Filler Block	Adapter Assembly	Filler Block	Stud Kit Required		END YOKE
		Rotates	HIGH	LOW	Reverse						
		ONE SPEED – SINGLE GEAR – MEDIUM DUTY									
R	A3LHN-1-C [2]	Eng.	37%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-63
L	A3DN-1-C [3]	Opp.	35%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-63
		ONE SPEED – TWO GEAR – MEDIUM DUTY									
L	14KLN-1-C	Eng.	70%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-63
		ONE MEDIUM SPEED – TWO GEAR – HEAVY DUTY									
L	41CD-C5-G	Eng.	42%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
R	D41DLH-C3-G	Opp.	48%	– –	– –	7-A-187	– – –	– – –	328170-76X	2	10-4-123
L	41DD-C5G	Eng.	49%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
R	S380P-C3-G [4]	Opp.	41%	– –	– –	7-A-062	– – –	– – –	Furnished	2	10-4-123
L	S400D-C5-G [5]	Eng.	42%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	43D-C5-G	Eng.	49%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE HIGH SPEED – TWO GEAR – MEDIUM DUTY									
R	D41KLH-C3-G	Opp.	58%	– –	– –	7-A-187	– – –	– – –	328170-76X	2	10-4-123
L	41K-C5-G	Eng.	60%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	43K-C5-G	Eng.	60%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE SPEED – DUAL SHAFT – HEAVY DUTY									
R	S45P-A1-G [4]	Opp.	41%	– –	– –	7-A-062	– – –	– – –	Furnished	2	10-4-123
L	S47D-A1-G [5]	Eng.	42%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE SPEED FORWARD & REVERSE – HEAVY DUTY									
R	S35P-A1-G [4]	Opp.	41%	– –	54%	7-A-062	– – –	– – –	Furnished	2	10-4-123
L	S37D-B1-G [5]	Eng.	42%	– –	55%	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE SPEED FORWARD & REVERSE – HEAVY DUTY *(Speeds shown in parenthesis are accessory shaft speeds.)*									
R	SR35P-B1-GC	Opp.	41%	(49%)	54%	7-A-062	– – –	– – –	Furnished	2	10-4-123 & 63
L	SR37D-A1-GC	Eng.	42%	(47%)	55%	– – –	– – –	– – –	Furnished	1	10-4-123 & 63
		TWO SPEEDS FORWARD & TWO REVERSE – HEAVY DUTY *(Speeds shown in parenthesis are accessory shaft speeds.)*									
R	S55P-A1-G [4]	Opp.	41%	(15%)	54%(19%)	7-A-062	– – –	– – –	Furnished	2	10-4-123
L	S57D-B1-G [5]	Eng.	41%	(15%)	54%(19%)	– – –	– – –	– – –	Furnished	1	10-4-123
		TWO SPEEDS FORWARD & REVERSE – HEAVY DUTY									
R	32P-A1-G	Opp.	58%	28%	40%	– – –	– – –	– – –	Furnished	1	10-4-123
L	S32D-B1-G	Eng.	56%	28%	40%	– – –	– – –	– – –	Furnished	1	10-4-123
L	30DDS-B1-G	Opp.	67%	27%	43%	7-A-187 [1]	– – –	– – –	Furnished	2	10-4-123

NOTE: To Reverse Rotation L.H. Side, use Adapter 310374X. Mounting Kit furnished with Adapter.

1 - Filler Block furnished with P.T.O.
2 - Gear and Shaft Kit No. K * 2-P-400
3 - Gear and Shaft Kit No. K * 2-P-414
4 - Input Gear Part No. 5-P-219
5 - Input Gear Part No. 5-P-214

CHELSEA

PTO DRIVER GEAR DATA

R – Front 6 Bolt 20T Helical 425 RPM or 389 FPM
L – Front 6 Bolt 23T 6P-20 369 RPM or 370 FPM

Pitch Line to Aperture Face

R – .939" | L – 1.075"

NEW PROCESS 792

SIDE	P.T.O. MODEL	P.T.O. Output Shaft Speeds & Direction in Relation to Engine				Filler Block	Adapter Assembly	Filler Block	Stud Kit Required		END YOKE
		Rotates	HIGH	LOW	Reverse						
		ONE SPEED – SINGLE GEAR – MEDIUM DUTY									
R	A3LHN-1-C [2]	Eng.	39%	– –	– –	7-A-062	– – –	– – –	8000-4X	2	10-4-63
L	A3DN-1-C [3]	Opp.	36%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-63
		ONE SPEED – TWO GEAR – MEDIUM DUTY									
L	14KLN-1-C	Eng.	72%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-63
		ONE MEDIUM SPEED – TWO GEAR – HEAVY DUTY									
L	41CD-C5-G	Opp.	43%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
R	41DLH-C3-G	Opp.	50%	– –	– –	7-A-062	– – –	– – –	Furnished	2	10-4-123
L	41DD-C5-G	Eng.	50%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
R	S380P-C3-G [4]	Opp.	43%	– –	– –	7-A-187	– – –	– – –	7170-4X	2	10-4-123
L	S400D-C5-G [5]	Eng.	43%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	43D-C5-G	Eng.	50%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE HIGH SPEED – TWO GEAR – MEDIUM DUTY									
R	41KLH-C3-G	Opp.	61%	– –	– –	7-A-062	– – –	– – –	Furnished	2	10-4-123
L	41K-C5-G	Eng.	60%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	43K-C5-G	Eng.	60%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE SPEED – DUAL SHAFT – HEAVY DUTY									
R	S45P-A1-G [4]	Opp.	43%	– –	– –	7-A-187	– – –	– – –	7170-4X	2	10-4-123
L	S47D-A1-G [5]	Eng.	43%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE SPEED FORWARD & REVERSE – HEAVY DUTY									
R	S35P-A1-G [4]	Opp.	43%	– –	55%	7-A-187 [1]	– – –	– – –	7170-4X	2	10-4-123
L	S37D-B1-G [5]	Eng.	43%	– –	55%	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE SPEED FORWARD & REVERSE – HEAVY DUTY									
		(Speeds shown in parenthesis are accessory shaft speeds.)									
R	SR35P-B1-GC	Opp.	43%	(48%)	55%	7-A-187	– – –	– – –	7170-4X	2	10-4-123 & 63
L	SR37D-A1-GC	Eng.	43%	(48%)	55%	– – –	– – –	– – –	Furnished	1	10-4-123 & 63
		TWO SPEEDS FORWARD & TWO REVERSE – HEAVY DUTY									
		(Speeds shown in parenthesis are accessory shaft speeds.)									
R	S55P-A1-G [4]	Opp.	43%	(15%)	55%(20%)	7-A-187 [1]	– – –	– – –	7170-4X	2	10-4-123
L	S57D-B1-G [5]	Eng.	43%	(15%)	55%(20%)	– – –	– – –	– – –	Furnished	1	10-4-123
		TWO SPEEDS FORWARD & REVERSE – HEAVY DUTY									
R	32P-A1-G	Opp.	60%	29%	41%	7-A-062	– – –	– – –	7170-2X	2	10-4-123
L	S32D-B1-G	Eng.	56%	29%	40%	– – –	– – –	– – –	Furnished	1	10-4-123
L	30DDS-B1-G	Opp.	67%	27%	43%	7-A-187 [1]	– – –	– – –	Furnished	2	10-4-123

NOTE: To Reverse Rotation L.H. Side, use Adapter 310374X. Mounting Kit furnished with Adapter.

1 - Filler Block furnished with P.T.O.
2 - Gear and Shaft Kit No. K * 2-P-400
3 - Gear and Shaft Kit No. K * 2-P-414
4 - Input Gear Part No. 5-P-219
5 - Input Gear Part No. 5-P-214

793 NEW PROCESS

PTO DRIVER GEAR DATA
R – Front 6 Bolt 20T Helical 462 RPM or 423 FPM
L – Front 6 Bolt 23T 6P-20 402 RPM or 403 FPM

Pitch Line to Aperture Face
R – .939" L – 1.075"

CHELSEA

SIDE	P.T.O. MODEL	P.T.O. Output Shaft Speeds & Direction in Relation to Engine				Filler Block	Adapter Assembly	Filler Block	Stud Kit Required		END YOKE
		Rotates	HIGH	LOW	Reverse						
		ONE SPEED – SINGLE GEAR – MEDIUM DUTY									
R	A3LHN-1-C [2]	Eng.	42%	– –	– –	7-A-062	– – –	– – –	8000-4X	2	10-4-63
L	A3DN-1-C [3]	Opp.	39%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-63
		ONE SPEED – TWO GEAR – MEDIUM DUTY									
L	14KLN-1-C	Eng.	77%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-63
		ONE MEDIUM SPEED – TWO GEAR – HEAVY DUTY									
L	41CD-C5-G	Opp.	46%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
R	41DLH-C3-G	Opp.	54%	– –	– –	7-A-062	– – –	– – –	Furnished	2	10-4-123
L	41DD-C5-G	Eng.	54%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
R	S380P-C3-G [4]	Opp.	47%	– –	– –	7-A-187	– – –	– – –	7170-4X	2	10-4-123
L	S400D-C5-G [6]	Eng.	47%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	43D-C5-G	Eng.	54%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE HIGH SPEED – TWO GEAR – MEDIUM DUTY									
R	41KLH-C3-G	Opp.	66%	– –	– –	7-A-062	– – –	– – –	Furnished	2	10-4-123
L	41K-C5-G	Eng.	66%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	43K-C5-G	Eng.	66%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE SPEED – DUAL SHAFT – HEAVY DUTY									
R	S45P-A1-G [4]	Opp.	47%	– –	– –	7-A-187	– – –	– – –	7170-4X	2	10-4-123
L	S47D-A1-G [5]	Eng.	47%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE SPEED FORWARD & REVERSE – HEAVY DUTY									
R	S35P-A1-G [4]	Opp.	47%	– –	61%	7-A-187	– – –	– – –	7170-4X	2	10-4-123
L	S37D-B1-G [5]	Eng.	47%	– –	61%	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE SPEED FORWARD & REVERSE – HEAVY DUTY *(Speeds shown in parenthesis are accessory shaft speeds.)*									
R	SR35P-B1-GC	Opp.	47%	(52%)	61%	7-A-187	– – –	– – –	7170-4X	2	10-4-123 & 63
L	SR37D-A1-GC	Eng.	47%	(52%)	61%	– – –	– – –	– – –	Furnished	1	10-4-123 & 63
		TWO SPEEDS FORWARD & TWO REVERSE – HEAVY DUTY *(Speeds shown in parenthesis are accessory shaft speeds.)*									
R	S55P-A1-G [4]	Opp.	47%	(17%)	61%(22%)	7-A-187	– – –	– – –	7170-4X	2	10-4-123
L	S57D-B1-G [5]	Eng.	47%	(17%)	52%(22%)	– – –	– – –	– – –	Furnished	1	10-4-123
		TWO SPEEDS FORWARD & REVERSE – HEAVY DUTY									
R	32P-A1-G	Opp.	65%	32%	45%	7-A-062	– – –	– – –	7170-2X	2	10-4-123
L	S32D-B1-G	Eng.	65%	32%	45%	– – –	– – –	– – –	Furnished	1	10-4-123
L	30DDS-B1-G	Opp.	74%	29%	47%	7-A-187 [1]	– – –	– – –	Furnished	2	10-4-123

NOTE: To Reverse Rotation L.H. Side, use Adapter 310374X. Mounting Kit furnished with Adapter.
1 - Filler Block furnished with P.T.O.
2 - Gear and Shaft Kit No. K * 2-P-400
3 - Gear and Shaft Kit No. K * 2-P-414
4 - Input Gear Part No. 5-P-219
5 - Input Gear Part No. 5-P-214

CHELSEA

PTO DRIVER GEAR DATA
R – Front 6 Bolt 20T Helical 523 RPM or 456 FPM
*L – Rear 6 Bolt 15T 6P-20 427 RPM or 279 FPM

Pitch Line to Aperture Face
R – 1.047" L – 1.035"

NEW PROCESS 794

SIDE	P.T.O. MODEL	P.T.O. Output Shaft Speeds & Direction in Relation to Engine				Filler Block	Adapter Assembly	Filler Block	Stud Kit Required		END YOKE
		Rotates	HIGH	LOW	Reverse						

* - Left Hand Side has Shifting Reverse Idler Gear. Must be either Adapter or Constant Mesh Idler Special to clear large cluster on shifting Idler gear.

		ONE SPEED – SINGLE GEAR – MEDIUM DUTY									
R	**A2RN-1-C** [2]	Eng.	46%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-63
		ONE MEDIUM SPEED – TWO GEAR – HEAVY DUTY									
R	**S380R-C3-G** [3]	Opp.	52%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE HIGH SPEED – TWO GEAR – MEDIUM DUTY									
R	**41KVH-C3-G**	Opp.	75%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	**51K-C6-G**	Eng.	46%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE SPEED – DUAL SHAFT – HEAVY DUTY									
R	**S45R-A1-G** [3]	Opp.	52%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE SPEED FORWARD & REVERSE – HEAVY DUTY									
R	**S35R-A1-G** [3]	Opp.	52%	– –	68%	– – –	– – –	– – –	Furnished	1	10-4-123
L	**S37D71-A2-G** [4]	Eng.	32%	– –	42%	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE SPEED FORWARD & REVERSE – HEAVY DUTY *(Speeds shown in parenthesis are accessory shaft speeds.)*									
R	**SR35R-B1-GC**	Opp.	52%	(59%)	68%	– – –	– – –	– – –	Furnished	1	10-4-123 & 6
L	**SR37D71-A2-GC**	Eng.	32%	(36%)	42%	– – –	– – –	– – –	Furnished	1	10-4-123 & 6
		TWO SPEEDS FORWARD & TWO REVERSE – HEAVY DUTY *(Speeds shown in parenthesis are accessory shaft speeds.)*									
R	**S55R-A1-G** [3]	Opp.	52%	(19%)	68%(25%)	– – –	– – –	– – –	Furnished	1	10-4-123
L	**S57D71-A2-G** [4]	Eng.	32%	(12%)	42%(15%)	– – –	– – –	– – –	Furnished	1	10-4-123
		TWO SPEEDS FORWARD & REVERSE – HEAVY DUTY									
R	**32R-A1-G**	Opp.	70%	34%	47%	– – –	– – –	– – –	Furnished	1	10-4-123

NOTE: To Reverse Rotation L.H. Side, use Adapter 310374X. Mounting Kit furnished with Adapter.

1 - Filler Block furnished with P.T.O.
2 - Gear and Shaft Kit No. K * 2-P-412
3 - Input Gear Part No. 5-P-218
4 - Input Gear Part No. 5-P-217

CLARK 800

PTO DRIVER GEAR DATA
R – Rear 6 Bolt 21T 6P-20 697 RPM or 1034 FPM
L – Front 6 Bolt 19T 5P-20 381 RPM or 380 FPM

Pitch Line to Aperture Face
R – 1.305" | L – 1.050"

CHELSEA

SIDE	P.T.O. MODEL	P.T.O. Output Shaft Speeds & Direction in Relation to Engine				Filler Block	Adapter Assembly	Filler Block	Stud Kit Required		END YOKE
		Rotates	HIGH	LOW	Reverse						
		ONE SPEED – SINGLE GEAR – MEDIUM DUTY									
L	A3CN-1-C [4]	Opp.	36%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-63
		ONE SPEED – TWO GEAR – MEDIUM DUTY									
L	14CLN-1-C	Eng.	48%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-63
		ONE MEDIUM SPEED – TWO GEAR – HEAVY DUTY									
R	D41CD-C6-G	Eng.	73%	– –	– –	– – –	328547X [3]	7-A-140	Furnished	5	10-4-123
L	41CC-C5-G	Eng.	45%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	41CC-C5-G	Opp.	45%	– –	– –	– – –	328530-2X	7-A-2000	7170-31X	5	10-4-123
R	D41DD-C6-G	Eng.	86%	– –	– –	– – –	328547X [3]	7-A-140	Furnished	5	10-4-123
L	41DC-C5-G	Eng.	52%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	41DC-C5-G	Opp.	52%	– –	– –	– – –	328530-2X	7-A-2000	7170-31X	5	10-4-123
R	DS400D-C6-G [5]	Eng.	74%	– –	– –	– – –	328547X [3]	7-A-140	Furnished	5	10-4-123
L	S400C-C5-G [6]	Opp.	42%	– –	– –	– – –	328530-2X	7-A-2000	7170-31X	5	10-4-123
L	S400C-C5-G [6]	Eng.	42%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE HIGH SPEED – TWO GEAR – MEDIUM DUTY									
R	D41K-C6-G	Eng.	104%	– –	– –	– – –	328547X [3]	7-A-140	Furnished	5	10-4-123
		ONE SPEED – DUAL SHAFT – HEAVY DUTY									
R	DS47D-A2-G [5]	Eng.	74%	– –	– –	– – –	328547X [3]	7-A-140	Furnished	5	10-4-123
L	S47C-A1-G [6]	Eng.	42%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	S47C-A1-G [6]	Opp.	42%	– –	– –	– – –	328530-2X	7-A-2000	7170-31X	5	10-4-123
		ONE LOW SPEED – TWO GEAR – EXTRA HEAVY DUTY									
R	D42L-C6-G [7]	Eng.	52%	– –	– –	– – –	328547X [3]	7-A-140	Furnished	5	2-4-533
		ONE SPEED FORWARD & REVERSE – HEAVY DUTY									
		(Speeds shown in parenthesis are accessory shaft speeds.)									
R	DSR37D-A2-GC	Eng.	74%	(83%)	95%	– – –	328547X [3]	7-A-140	Furnished	5	10-4-123 & 63
L	SR37C-A1-GC	Eng.	42%	(47%)	55%	– – –	– – –	– – –	Furnished	1	10-4-123 & 63
		TWO SPEEDS FORWARD & TWO REVERSE – HEAVY DUTY									
		(Speeds shown in parenthesis are accessory shaft speeds.)									
R	DS57D-A2-G [5]	Eng.	74%	(26%)	95%(34%)		328547X [3]	7-A-140	Furnished	5	10-4-123
L	S55C-B1-G [8]	Eng.	42%	(15%)	55%(20%)	– – –	– – –	– – –	Furnished	1	10-4-123
		TWO SPEEDS FORWARD & REVERSE – HEAVY DUTY									
L	S32C-B1-G	Eng.	60%	26%	40%	– – –	– – –	– – –	Furnished	1	10-4-123
R	30DDS-A2-G	Opp.	115%	47%	73%	7-A-187 [2]	328547X [3]	7-A-140	7170-2X	5	10-4-123
L	30DCS-A1-G	Opp.	64%	28%	43%	7-A-187 [1]	– – –	– – –	Furnished	2	10-4-123

NOTE: Two gear Adapter required on all R.H. P.T.O. applications. Converts from gear front to gear rear @ Standard ½" from Centerline.

1 - Filler Block furnished with P.T.O.
2 - Filler Block furnished with P.T.O. but not required.
3 - 7170-3X Stud Kit required to mount Adapter to Transmission.
4 - Gear and Shaft Kit No. K *2-P-413
5 - Input Gear Part No. 5-P-214
6 - Input Gear Part No. 5-P-213
7 - Input Gear Part No. 5-P-326
8 - Input Gear Part No. 5-P-206

CHELSEA

PTO DRIVER GEAR DATA
R – Rear 6 Bolt 21T 6P-20 845 RPM or 1328 FPM
L – Front 6 Bolt 19T 5P-20 437 RPM or 435 FPM

Pitch Line to Aperture Face
R – 1.305" | L – 1.050"

CLARK 801

SIDE	P.T.O. MODEL	P.T.O. Output Shaft Speeds & Direction in Relation to Engine				Filler Block	Adapter Assembly	Filler Block	Stud Kit Required		END YOKE
		Rotates	HIGH	LOW	Reverse						
	ONE SPEED – SINGLE GEAR – MEDIUM DUTY										
L	A3CN-1-C	Opp.	41%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-63
	ONE SPEED – TWO GEAR – MEDIUM DUTY										
L	14CLN-1-C	Eng.	60%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-63
	ONE MEDIUM SPEED – TWO GEAR – HEAVY DUTY										
R	D41CD-C6-G	Eng.	89%	– –	– –	– – –	328547X [3]	7-A-300	Furnished	5	10-4-123
L	41CC-C5-G	Eng.	52%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	41CC-C5-G	Opp.	52%	– –	– –	– – –	328530-2X	7-A-2000	7170-31X	5	10-4-123
R	D41DD-C6-G	Eng.	104%	– –	– –	– – –	328547X [3]	7-A-300	Furnished	5	10-4-123
L	41DC-C5-G	Eng.	59%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	41DC-C5-G	Opp.	59%	– –	– –	– – –	328530-2X	7-A-2000	7170-31X	5	10-4-123
R	DS400D-C6-G [5]	Eng.	89%	– –	– –	– – –	328547X [3]	7-A-300	Furnished	5	10-4-123
L	S400C-C5-G [6]	Eng.	48%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	S400C-C5-G [6]	Opp.	48%	– –	– –	– – –	328530-2X	7-A-2000	7170-31X	5	10-4-123
	ONE HIGH SPEED – TWO GEAR – MEDIUM DUTY										
R	D41K-C6-G	Eng.	127%	– –	– –	– – –	328547X [3]	7-A-300	Furnished	5	10-4-123
	ONE SPEED – DUAL SHAFT – HEAVY DUTY										
R	DS47D-A2-G [5]	Eng.	89%	– –	– –	– – –	328547X [3]	7-A-300	Furnished	5	10-4-123
L	S47C-A1-G [6]	Eng.	48%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	S47C-A1-G [6]	Opp.	48%	– –	– –	– – –	328530-2X	7-A-2000	7170-31X	5	10-4-123
	ONE LOW SPEED – TWO GEAR – EXTRA HEAVY DUTY										
R	D42L-C6-G [7]	Eng.	64%	– –	– –	– – –	328547X [3]	7-A-300	Furnished	5	2-4-533
	ONE EXTRA LOW SPEED – TWO GEAR – EXTRA HEAVY DUTY										
R	DA22L-C6-G	Eng.	38%	– –	– –	– – –	328547X [3]	7-A-300	Furnished	5	2-4-533
	ONE SPEED FORWARD & REVERSE – HEAVY DUTY										
R	DS37D-A2-G [5]	Eng.	89%	– –	115%	– – –	328547X [3]	7-A-300	Furnished	5	10-4-123
L	S37C-B1-G [6]	Eng.	48%	– –	63%	– – –	– – –	– – –	Furnished	1	10-4-123
	ONE SPEED FORWARD & REVERSE – HEAVY DUTY *(Speeds shown in parenthesis are accessory shaft speeds.)*										
R	DSR37D-A2-GC	Eng	89%	(100%)	115%	– – –	328547X [3]	7-A-300	Furnished	5	10-4-123 & 63
L	SR37C-A1-GC	Eng.	48%	(55%)	63%	– – –	– – –	– – –	Furnished	1	10-4-123 & 63
	TWO SPEEDS FORWARD & TWO REVERSE – HEAVY DUTY *(Speeds shown in parenthesis are accessory shaft speeds.)*										
R	DS57D-A2-G [5]	Eng.	89%	(32%)	115% (41%)	– – –	328547X [3]	7-A-300	Furnished	5	10-4-123
L	S57C-B1-G [5]	Eng.	48%	(17%)	63% (23%)	– – –	– – –	– – –	Furnished	1	10-4-123
	TWO SPEEDS FORWARD & REVERSE – HEAVY DUTY										
L	S32C-B1-G	Eng.	69%	31%	46%	– – –	– – –	– – –	Furnished	1	10-4-123
R	30DDS-A2-G	Opp.	139%	57%	89%	7-A-187 [2]	328547X [3]	7-A-300	7170-2X	5	10-4-123
L	30DCS-A1-G	Opp.	74%	32%	49%	7-A-187 [1]	– – –	– – –	Furnished	2	10-4-123

NOTE: Two gear Adapter required on all R.H. P.T.O. applications. Converts from gear front to gear rear @ Standard ½" from Centerline.

1 - Filler Block furnished with P.T.O.
2 - Filler Block furnished with P.T.O. but not required.
3 - 7170-3X Stud Kit required to mount Adapter to Transmission.
4 - Gear and Shaft Kit No. K *2-P-413
5 - Input Gear Part No. 5-P-214
6 - Input Gear Part No. 5-P-213
7 - Input Gear Part No. 5-P-326
8 - Input Gear Part No. 5-P-206

SPICER 805

PTO DRIVER GEAR DATA
R – Front 6 Bolt 22T Helical 667 RPM or 713 FPM
L – Front 6 Bolt 25T 6P-17½ 560 RPM or 611 FPM

Pitch Line to Aperture Face
R – 1.080" | L – *

CHELSEA

SIDE	P.T.O. MODEL	P.T.O. Output Shaft Speeds & Direction in Relation to Engine				Filler Block	Adapter Assembly	Filler Block	Stud Kit Required		END YOKE
		Rotates	HIGH	LOW	Reverse						
	ONE SPEED – SINGLE GEAR – MEDIUM DUTY										
L	A3MN-1-C [2]	Opp.	58%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-63
	ONE MEDIUM SPEED – TWO GEAR – HEAVY DUTY										
L	41C17-C5-G	Eng.	74%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
R	41DPH-C3-G	Opp.	98%	– –	– –	7-A-032	– – –	– – –	Furnished	2	10-4-123
L	41D17-C5-G	Eng.	82%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
R	S380HP-C3-G [3]	Opp.	77%	– –	– –	7-A-032	– – –	– – –	Furnished	2	10-4-123
L	S400D17-C5-G [4]	Eng.	70%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	43D17-C5-G	Eng.	82%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
	ONE HIGH SPEED – TWO GEAR – MEDIUM DUTY										
L	41K17-C5-G	Eng.	99%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	43K17-C5-G	Eng.	99%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
	ONE SPEED – DUAL SHAFT – HEAVY DUTY										
R	S45HP-A1-G [3]	Opp.	77%	– –	– –	7-A-032	– – –	– – –	Furnished	2	10-4-123
L	S47D17-A1-G [4]	Eng.	70%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
	ONE LOW SPEED – TWO GEAR – EXTRA HEAVY DUTY										
R	42HPL-C3-G [6]	Opp.	55%	– –	– –	7-A-032	– – –	– – –	Furnished	2	2-4-533
L	42D17L-C5-G [5]	Eng.	50%	– –	– –	– – –	– – –	– – –	Furnished	1	2-4-533
	ONE SPEED FORWARD & REVERSE – HEAVY DUTY										
R	S35HP-A1-G [3]	Opp.	77%	– –	100%	7-A-032	– – –	– – –	Furnished	2	10-4-123
L	S37D17-B1-G [4]	Eng.	70%	– –	90%	– – –	– – –	– – –	Furnished	1	10-4-123
	ONE SPEED FORWARD & REVERSE – HEAVY DUTY *(Speeds shown in parenthesis are accessory shaft speeds.)*										
R	SR35HP-B1-GC	Opp.	77%	(86%)	100%	7-A-032	– – –	– – –	Furnished	2	10-4-123 & 63
L	SR37D17-A1-GC	Eng.	70%	(78%)	90%	– – –	– – –	– – –	Furnished	1	10-4-123 & 63
	TWO SPEEDS FORWARD & TWO REVERSE – HEAVY DUTY *(Speeds shown in parenthesis are accessory shaft speeds.)*										
R	S55HP-A1-G [3]	Opp.	77%	(28%)	100% (36%)	7-A-032	– – –	– – –	Furnished	2	10-4-123
L	S57D17-B1-G [4]	Eng.	70%	(25%)	90% (32%)	– – –	– – –	– – –	Furnished	1	10-4-123
	TWO SPEEDS FORWARD & REVERSE – HEAVY DUTY										
R	32HP-A1-G	Opp.	113%	53%	77%	– – –	– – –	– – –	Furnished	1	10-4-123
L	S32D17-B1-G	Eng.	93%	47%	66%	– – –	– – –	– – –	Furnished	1	10-4-123
L	30D17S-A1-G	Opp.	110%	44%	70%	7-A-187 [1]	– – –	– – –	Furnished	2	10-4-123

* Non-Standard Gear 3.181 Gear Center to Aperture Face.

NOTE: To Reverse Rotation L.H. Side, use Adapter 328548X. Mounting Kit furnished with Adapter.
No Adapter available R.H. Side.

1 - Filler Block furnished with P.T.O.
2 - Gear and Shaft Kit No. K * 2-P-406
3 - Input Gear Part No. 5-P-216
4 - Input Gear Part No. 5-P-215
5 - Input Gear Part No. 5-P-427
6 - Input Gear Part No. 5-P-434

CHELSEA

PTO DRIVER GEAR DATA
L – No P.T.O. OPENING
R – Front 6 Bolt 31T Helical 1065 RPM or 1550 FPM

Pitch Line to Aperture Face: R – 1.085" | L –

SPICER 808

SIDE	P.T.O. MODEL	P.T.O. Output Shaft Speeds & Direction in Relation to Engine				Filler Block	Adapter Assembly	Filler Block	Stud Kit Required		END YOKE
		Rotates	HIGH	LOW	Reverse						
	ONE MEDIUM SPEED – TWO GEAR – HEAVY DUTY										
R	**S380HG-C3-G** [2]	Opp.	174%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
	ONE SPEED – DUAL SHAFT – HEAVY DUTY										
R	**S47HG-A1-G** [2]	Opp.	174%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
	ONE SPEED FORWARD & REVERSE – HEAVY DUTY										
R	**S37HG-A1-G** [2]	Opp.	174%	– –	225%	– – –	– – –	– – –	Furnished	1	10-4-123
	ONE SPEED FORWARD & REVERSE – HEAVY DUTY *(Speeds shown in parenthesis are accessory shaft speeds.)*										
R	**SR37HG-B1-GC**	Opp.	174%	(194%)	225%	– – –	– – –	– – –	Furnished	1	10-4-123 & 63
	TWO SPEEDS FORWARD & TWO REVERSE – HEAVY DUTY *(Speeds shown in parenthesis are accessory shaft speeds.)*										
R	**S57HG-A1-G** [2]	Opp.	174%	(63%)	225%	(81%) – – –	– – –	– – –	Furnished	1	10-4-123

NOTE: No Adapter available to reverse rotation.
1 - Filler Block furnished with P.T.O.
2 - Input Gear Part No. 5-P-414

SPICER 811

PTO DRIVER GEAR DATA
R – Rear 6 Bolt 46T 6P-20 600 RPM or 1204 FPM
L – Rear 6 Bolt 46T 6P-20 600 RPM or 1204 FPM

Pitch Line to Aperture Face
R – * | L – 1.287"

CHELSEA

SIDE	P.T.O. MODEL	P.T.O. Output Shaft Speeds & Direction in Relation to Engine				Filler Block	Adapter Assembly	Filler Block	Stud Kit Required		END YOKE
		Rotates	HIGH	LOW	Reverse						
	ONE SPEED – SINGLE GEAR – MEDIUM DUTY										
R	**A3DN-2-C** [3]	Opp.	115%	– –	– –	– – –	328544-1X	– – –	7170-18X	4	10-4-63
L	**A3DN-2-C** [3]	Opp.	115%	– –	– –	– – –	328530-1X	7-A-1805	7170-46X	5	10-4-63
	ONE MEDIUM SPEED – TWO GEAR – HEAVY DUTY										
R	**41CD-C4-G**	Eng.	138%	– –	– –	– – –	328544-1X	– – –	7170-10X	4	10-4-123
L	**41CD-C6-G**	Opp.	138%	– –	– –	– – –	328530-1X	7-A-1805	7170-30X	5	10-4-123
R	**S400D-C4-G** [4]	Eng.	138%	– –	– –	– – –	328544-1X	– – –	7170-10X	4	10-4-123
L	**DS400D-C6-G** [4]	Opp.	138%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	**S400D-C6-G** [4]	Eng.	138%	– –	– –	– – –	328530-1X	7-A-1805	7170-30X	5	10-4-123
	ONE SPEED – DUAL SHAFT – HEAVY DUTY										
R	**S47D-A2-G** [4]	Eng.	138%	– –	– –	– – –	328544-1X	– – –	7170-10X	4	10-4-123
L	**DS47D-A2-G** [4]	Opp.	138%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	**S47D-A2-G** [4]	Eng.	138%	– –	– –	– – –	328530-1X	7-A-1805	7170-30X	5	10-4-123
	ONE LOW SPEED – TWO GEAR – EXTRA HEAVY DUTY										
R	**42L-C4-G** [5]	Eng.	100%	– –	– –	– – –	328544-1X	– – –	7170-10X	4	2-4-533
L	**D42L-C6-G** [5]	Opp.	100%	– –	– –	– – –	– – –	– – –	Furnished	1	2-4-533
L	**42L-C6-G** [5]	Eng.	100%	– –	– –	– – –	328530-1X	7-A-1805	7170-30X	5	2-4-533
	ONE EXTRA LOW SPEED – TWO GEAR – EXTRA HEAVY DUTY										
R	**A22L-C4-G**	Eng.	62%	– –	– –	– – –	328544-1X	– – –	328170-4X	4	2-4-533
L	**DA22L-C6-G**	Opp.	62%	– –	– –	– – –	– – –	– – –	Furnished	1	2-4-533
L	**A22L-C6-G**	Eng.	62%	– –	– –	– – –	328530-1X	7-A-1805	328170-36X	5	2-4-533
	ONE LOW SPEED FORWARD & REVERSE – EXTRA HEAVY DUTY										
R	**34LD-B2-G**	Eng.	60%	– –	66%	7-A-140 [1]	328544-1X	– – –	7170-10X	14	2-4-533
L	**34LD-B2-G**	Eng.	60%	– –	66%	7-A-140 [1]	328530-1X	7-A-1805	7170-30X	11	2-4-533
	TWO SPEEDS FORWARD & TWO REVERSE – HEAVY DUTY *(Speeds shown in parenthesis are accessory shaft speeds.)*										
R	**S57D-B2-G** [4]	Eng.	138%	(50%)	178% (64%)	– – –	328544-1X	– – –	7170-10X	4	10-4-123
L	**DS57D-A2-G** [4]	Opp.	138%	(50%)	178% (64%)	– – –	– – –	– – –	Furnished	1	10-4-123
	TWO SPEEDS FORWARD & REVERSE – HEAVY DUTY										
R	**S32D-B2-G**	Eng.	184%	94%	132%	– – –	328544-1X	– – –	7170-9X	4	10-4-123
L	**S32D-B2-G**	Eng.	184%	94%	132%	– – –	328530-1X	7-A-1805	7170-29X	5	10-4-123
R	**30DDS-A2-G**	Opp.	216%	88%	138%	7-A-187 [1]	328544-1X	– – –	7170-10X	14	10-4-123
L	**30DDS-B2-G**	Eng.	216%	88%	138%	7-A-187 [2]	– – –	– – –	7170-2X	1	10-4-123

* Non-Standard Gear 4.070 Gear Center to Aperture Face.

NOTE: 45 Tooth Gear adjacent to the 46 Tooth P.T.O. Driver Gear in Transmission interferes with Gear of P.T.O. in some P.T.O.'s not shown.

1 - Filler Block furnished with P.T.O.
2 - Filler Block furnished with P.T.O. but not required.
3 - Gear and Shaft Kit No. K * 2-P-414
4 - Input Geat Part No. 5-P-214
5 - Input Gear Part No. 5-P-326

CHELSEA

PTO DRIVER GEAR DATA
*R – Rear 8 Bolt 46T 6P-25 1000 RPM or 2000 FPM
*L – Rear 8 Bolt 46T 6P-25 1000 RPM or 2000 FPM

Pitch Line to Aperture Face
R – .805" | L – .805"

TWIN DISC 821

SIDE	P.T.O. MODEL	P.T.O. Output Shaft Speeds & Direction in Relation to Engine				Filler Block	Adapter Assembly	Filler Block	Stud Kit Required		END YOKE
		Rotates	HIGH	LOW	Reverse						
		ONE EXTRA LOW SPEED – TWO GEAR – EXTRA HEAVY DUTY									
R	DA22MLP-C4-G	Opp.	99%	– –	– –	– – –	328564X	– – –	Furnished	7	2-4-533
L	DA22MLP-C6-G	Opp.	99%	– –	– –	– – –	328564X	– – –	Furnished	7	2-4-533
		ONE SPEED – TWO GEAR – EXTRA HEAVY DUTY – SAE EIGHT HOLE									
R	850JM-41-A	Opp.	122%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
L	850JM-61-A	Opp.	122%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
R	850FM-41-A	Opp.	104%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
L	850FM-61-A	Opp.	104%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
R	850CM-41-A	Opp.	81%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
L	850CM-61-A	Opp.	81%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
R	850JM-41-H	Opp.	122%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
L	850JM-61-H	Opp.	122%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
R	850FM-41-H	Opp.	104%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
L	850FM-61-H	Opp.	104%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
R	850CM-41-H	Opp.	81%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
L	850CM-61-H	Opp.	81%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
R	820JM-48-A	Opp.	122%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
L	820JM-68-A	Opp.	122%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
R	820FM-48-A	Opp.	104%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
L	820FM-68-A	Opp.	104%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
R	820EM-48-A	Opp.	96%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
L	820EM-68-A	Opp.	96%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
R	820CM-48-A	Opp.	81%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
L	820CM-68-A	Opp.	81%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
R	820JM-48-H	Opp.	122%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
L	820JM-68-H	Opp.	122%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
R	820FM-48-H	Opp.	104%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
L	820FM-68-H	Opp.	104%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
R	820EM-48-H	Opp.	96%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
L	820EM-68-H	Opp.	96%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
R	820CM-48-H	Opp.	81%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
L	820CM-68-H	Opp.	81%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
R	840JM-48-A	Opp.	122%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
L	840JM-68-A	Opp.	122%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
R	840FM-48-A	Opp.	104%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
L	840FM-68-A	Opp.	104%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
R	840EM-48-A	Opp.	96%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
L	840EM-68-A	Opp.	96%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
R	840CM-48-A	Opp.	81%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
L	840CM-68-A	Opp.	81%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
R	840JM-48-H	Opp.	122%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
L	840JM-68-H	Opp.	122%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
R	840FM-48-H	Opp.	104%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
L	840FM-68-H	Opp.	104%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
R	840EM-48-H	Opp.	96%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
L	840EM-68-H	Opp.	96%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
R	840CM-48-H	Opp.	81%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
L	840CM-68-H	Opp.	81%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required

* - May be Top and Bottom instead of right and left on certain Models.

SPICER 823

PTO DRIVER GEAR DATA
R – Front 8 Bolt 38T Helical 523 RPM or 966 FPM
L – Front 6 Bolt 25T 6P-17½ 438 RPM or 478 FPM

Pitch Line to Aperture Face
R – .533" L – *

CHELSEA

SIDE	P.T.O. MODEL	P.T.O. Output Shaft Speeds & Direction in Relation to Engine				Filler Block	Adapter Assembly	Filler Block	Stud Kit Required		END YOKE
		Rotates	HIGH	LOW	Reverse						
		ONE SPEED – SINGLE GEAR – MEDIUM DUTY									
L	A3MN-1-C [2]	Opp.	46%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-63
		ONE MEDIUM SPEED – TWO GEAR – HEAVY DUTY									
L	41C17-C5-G	Eng.	55%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
R	41DPH-C3-G	Opp.	132%	– –	– –	7-A-062	328564X	– – –	Furnished	8	10-4-123
L	41D17-C5-G	Eng.	64%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
R	S380HP-C3-G [3]	Opp.	105%	– –	– –	7-A-062	328564X	– – –	Furnished	8	10-4-123
L	S400D17-C5-G [4]	Eng.	55%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	43D17-C5-G	Eng.	64%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE HIGH SPEED – TWO GEAR – MEDIUM DUTY									
L	41K17-C5-G	Eng.	78%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	43K17-C5-G	Eng.	78%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE SPEED – DUAL SHAFT – HEAVY DUTY									
R	S45HP-A1-G [3]	Opp.	105%	– –	– –	7A062	328564X	– – –	Furnished	8	10-4-123
L	S47D17-A1-G [4]	Eng.	55%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE LOW SPEED – TWO GEAR – EXTRA HEAVY DUTY									
R	42HPL-C3-G [6]	Opp.	75%	– –	– –	7-A-062	328564X	– – –	Furnished	8	2-4-533
L	42D17L-C5-G [5]	Eng.	39%	– –	– –	– – –	– – –	– – –	Furnished	1	2-4-533
		ONE SPEED FORWARD & REVERSE – HEAVY DUTY									
R	S35HP-A1-G [3]	Opp.	105%	– –	135%	7-A-062	328564X	– – –	Furnished	8	10-4-123
L	S37D17-B1-G [4]	Eng.	55%	– –	71%	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE SPEED FORWARD & REVERSE – HEAVY DUTY									
		(Speeds shown in parenthesis are accessory shaft speeds.)									
R	SR35HP-B1-GC	Opp.	105%	(117%)	135%	7-A-062	328564X	– – –	Furnished	8	10-4-123 & 63
L	SR37D17-A1-GC	Eng.	55%	(61%)	71%	– – –	– – –	– – –	Furnished	1	10-4-123 & 63
		TWO SPEEDS FORWARD & TWO REVERSE – HEAVY DUTY									
		(Speeds shown in parenthesis are accessory shaft speeds.)									
R	S55HP-A1-G [3]	Opp.	105%	(38%)	135%	(49%) 7-A-062	328564X	– – –	Furnished	8	10-4-123
L	S57D17-B1-G [4]	Eng.	55%	(20%)	71%	(25%) – – –	– – –	– – –	Furnished	1	10-4-123
		TWO SPEEDS FORWARD & REVERSE – HEAVY DUTY									
R	32HP-A1-G	Opp.	152%	71%	103%	7-A-062	328564X	– – –	Furnished	8	10-4-123
L	S32D17-B1-G	Eng.	73%	37%	52%	– – –	– – –	– – –	Furnished	1	10-4-123
L	30D17S-A1-G	Opp.	86%	35%	55%	7-A-187 [1]	– – –	– – –	Furnished	2	10-4-123
		ONE SPEED – SINGLE GEAR – EXTRA HEAVY DUTY – SAE EIGHT HOLE									
R	81AHP-30-D	Eng.	60%	– –	– –	8-A-295	– – –	– – –	328170-20X	2	3-4-283
		ONE SPEED – TWO GEAR – EXTRA HEAVY DUTY – SAE EIGHT HOLE									
R	830MHP-30-A	Opp.	125%	– –	– –	8-A-295	– – –	– – –	328170-14X	2	Not Required
R	820JHP-30-A	Opp.	59%	– –	– –	8-A-295	– – –	– – –	328170-14X	2	Not Required
R	820CHP-30-A	Opp.	38%	– –	– –	8-A-295	– – –	– – –	328170-14X	2	Not Required
		ONE SPEED FORWARD & REVERSE – EXTRA HEAVY DUTY – SAE EIGHT HOLE									
R	860CHP-30-A	Opp.	38%	– –	– –	8-A-295	– – –	– – –	328170-14X	2	Not Required

* Non-Standard Gear 3.181 Gear Center to Aperture Face.
NOTE: To Reverse Rotation L.H. Side, use Adapter 328548X. Mounting Kit furnished with Adapter.
1 - Filler Block Furnished with P.T.O.
2 - Gear and Shaft Kit No. K * 2-P-406
3 - Input Gear Part No. 5-P-216
4 - Input Gear Part No. 5-P-215
5 - Input Gear Part No. 5-P-427
6 - Input Gear Part No. 5-P-434

CHELSEA

PTO DRIVER GEAR DATA

R – Front 8 Bolt 38T Helical 628 RPM or 1159 FPM

L – Front 6 Bolt 25T 6P-17½ 528 RPM or 576 FPM

Pitch Line to Aperture Face

R – .533" | L – *

SPICER 824

SIDE	P.T.O. MODEL	P.T.O. Output Shaft Speeds & Direction in Relation to Engine				Filler Block	Adapter Assembly	Filler Block	Stud Kit Required		END YOKE
		Rotates	HIGH	LOW	Reverse						
		ONE SPEED – SINGLE GEAR – MEDIUM DUTY									
L	A3MN-1-C [2]	Opp.	55%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-63
		ONE MEDIUM SPEED – TWO GEAR – HEAVY DUTY									
L	41C17-C5-G	Eng.	66%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	41D17-C5-G	Eng.	77%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
R	S380HP-C3-G [3]	Opp.	126%	– –	– –	7-A-032	328564X	– – –	Furnished	8	10-4-123
L	S400D17-C5-G [4]	Eng.	66%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	43D17-C5-G	Eng.	77%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE HIGH SPEED – TWO GEAR – MEDIUM DUTY									
L	41K17-C5-G	Eng.	94%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	43K17-C5-G	Eng.	94%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE SPEED – DUAL SHAFT – HEAVY DUTY									
R	S45HP-A1-G [3]	Opp.	126%	– –	– –	7-A-032	328564X	– – –	Furnished	8	10-4-123
L	S47D17-A1-G [4]	Eng.	66%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE LOW SPEED – TWO GEAR – EXTRA HEAVY DUTY									
L	42D17L-C5-G [5]	Eng.	47%	– –	– –	– – –	– – –	– – –	Furnished	1	2-4-533
R	42HPL-C3-G [6]	Opp.	90%	– –	– –	7-A-032	328564X	– – –	Furnished	8	2-4-533
		ONE SPEED FORWARD & REVERSE – HEAVY DUTY									
R	S35HP-A1-G [3]	Opp.	126%	– –	162%	7-A-032	328564X	– – –	Furnished	8	10-4-123
L	S37D17-B1-G [4]	Eng.	66%	– –	86%	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE SPEED FORWARD & REVERSE – HEAVY DUTY *(Speeds shown in parenthesis are accessory shaft speeds.)*									
R	SR35HP-B1-GC	Opp.	126%	(140%)	162%	7-A-032	328564X	– – –	Furnished	8	10-4-123 & 63
L	SR37D17-A1-GC	Eng.	66%	(74%)	86%	– – –	– – –	– – –	Furnished	1	10-4-123 & 63
		TWO SPEEDS FORWARD & TWO REVERSE – HEAVY DUTY *(Speeds shown in parenthesis are accessory shaft speeds.)*									
R	S55HP-A1-G [3]	Opp.	126%	(45%)	162% (58%)	7-A-032	328564X	– – –	Furnished	8	10-4-123
L	S57D17-B1-G [4]	Eng.	66%	(24%)	86% (31%)	– – –	– – –	– – –	Furnished	1	10-4-123
		TWO SPEEDS FORWARD & REVERSE – HEAVY DUTY									
R	32HP-A1-G	Opp.	184%	86%	125%	7-A-032	328564X	– – –	Furnished	8	10-4-123
L	S32D17-B1-G	Eng.	88%	45%	63%	– – –	– – –	– – –	Furnished	1	10-4-123
L	30D17S-A1-G	Opp.	104%	42%	66%	7-A-187 [1]	– – –	– – –	Furnished	2	10-4-123
		ONE SPEED – SINGLE GEAR – EXTRA HEAVY DUTY – EAE EIGHT HOLE									
R	81AHP-30-D	Eng.	74%	– –	– –	8-A-295	– – –	– – –	328170-21X	2	3-4-283
		ONE SPEED – TWO GEAR – EXTRA HEAVY DUTY – SAE EIGHT HOLE									
R	830MHP-30-A	Opp.	150%	– –	– –	8-A-295	– – –	– – –	328170-14X	2	Not Required
R	820JHP-30-A	Opp.	70%	– –	– –	8-A-295	– – –	– – –	328170-14X	2	Not Required
R	820CHP-30-A	Opp.	46%	– –	– –	8-A-295	– – –	– – –	328170-14X	2	Not Required
		ONE SPEED FORWARD & REVERSE – EXTRA HEAVY DUTY – SAE EIGHT HOLE									
R	860CHP-50-A	Opp.	46%	– –	57%	8-A-295	– – –	– – –	328170-14X	2	Not Required

* Non-Standard Gear 3.181 Gear Center to Aperture Face.

NOTE: To Reverse Rotation L.H. Side, use Adapter 328548X. Mounting Kit furnished with Adapter.

1 - Filler Block furnished with P.T.O.

2 - Gear and Shaft Kit No. K * 2-P-406

3 - Input Gear Part No. 5-P-216

4 - Input Gear Part No. 5-P-215

5 - Input Gear Part No. 5-P-427

6 - Input Gear Part No. 5-P-434

SPICER 825

PTO DRIVER GEAR DATA
R – Front 8 Bolt 47T Helical 628 RPM or 1435 FPM
L – Front 6 Bolt 25T 6P-17½ 528 RPM or 576 FPM

Pitch Line to Aperture Face
R – .240" | L – *

CHELSEA

SIDE	P.T.O. MODEL	P.T.O. Output Shaft Speeds & Direction in Relation to Engine				Filler Block	Adapter Assembly	Filler Block	Stud Kit Required		END YOKE
		Rotates	HIGH	LOW	Reverse						
		ONE SPEED – SINGLE GEAR – MEDIUM DUTY									
L	A3MN-1-C [3]	Opp.	55%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-63
		ONE MEDIUM SPEED – TWO GEAR – HEAVY DUTY									
L	41C17-C5-G	Eng.	66%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	41D17-C5-G	Eng.	77%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	S400D17-C5-G [4]	Eng.	66%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	43D17-C5-G	Eng.	77%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE HIGH SPEED – TWO GEAR – MEDIUM DUTY									
L	41K17-C5-G	Eng.	94%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	43K17-C5-G	Eng.	94%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE SPEED – DUAL SHAFT – HEAVY DUTY									
L	S47D17-A1-G [4]	Eng.	66%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE LOW SPEED – TWO GEAR – EXTRA HEAVY DUTY									
L	42D17L-C5-G [5]	Eng.	47%	– –	– –	– – –	– – –	– – –	Furnished	1	2-4-533
R	42HPL-C3-G [5]	Opp.	111%	– –	– –	7-A-800	328564X	328564X	7170-9X	8	2-4-533
		ONE SPEED FORWARD & REVERSE – HEAVY DUTY									
L	S37D17-B1-G [4]	Eng.	66%	– –	86%	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE SPEED FORWARD & REVERSE – HEAVY DUTY *(Speeds shown in parenthesis are accessory shaft speeds.)*									
L	SR37D17-A1-GC	Eng.	66%	(74%)	86%	– – –	– – –	– – –	Furnished	1	10-4-123 & 63
		TWO SPEEDS FORWARD & TWO REVERSE – HEAVY DUTY *(Speeds shown in parenthesis are accessory shaft speeds.)*									
L	S57D17-B1-G [4]	Eng.	66%	(24%)	86% (31%)	– – –	– – –	– – –	Furnished	2	10-4-123
		TWO SPEEDS FORWARD & REVERSE – HEAVY DUTY									
L	S32D17-B1-G	Eng.	88%	44%	62%	– – –	– – –	– – –	Furnished	1	10-4-123
L	30D17S-A1-G	Opp.	104%	42%	66%	7-A-187 [1]	– – –	– – –	Furnished	2	10-4-123
		ONE SPEED – SINGLE GEAR – EXTRA HEAVY DUTY – SAE EIGHT HOLE									
R	81AHP-30-D	Eng.	89%	– –	– –	8-A-1005	– – –	– – –	328170-22X	2	3-4-283
		ONE SPEED – TWO GEAR – EXTRA HEAVY DUTY – SAE EIGHT HOLE									
R	820JHP-30-A	Opp.	87%	– –	– –	8-A-1005	– – –	– – –	328170-13X	2	Not Required
R	820CHP-30-A	Opp.	57%	– –	– –	8-A-1005	– – –	– – –	328170-13X	2	Not Required
		ONE SPEED FORWARD & REVERSE – EXTRA HEAVY DUTY – SAE EIGHT HOLE									
R	860CHP-50-A	Opp.	57%	– –	71%	8-A-1005	– – –	– – –	328170-13X	2	Not Required

* Non-Standard Gear 3.181 Gear Center to Aperture Face
NOTE: To Reverse Rotation L.H. Side, use Adapter 328548X. Mounting Kit furnished with Adapter.
1 - Filler Block furnished with P.T.O.
2 - Gear and Shaft Kit No. K * 2-P-406
3 - Input Gear Part No. 5-P-215
4 - Input Gear Part No. 5-P-434
5 - Input Gear Part No. 5-P-427

CHELSEA

PTO DRIVER GEAR DATA
R – Front 8 Bolt 46T Helical 750 RPM or 1677 FPM
L – Front 6 Bolt 25T 6P-17½ 630 RPM or 687 FPM

Pitch Line to Aperture Face
R – .147" | L – *

SPICER 828

SIDE	P.T.O. MODEL	P.T.O. Output Shaft Speeds & Direction in Relation to Engine				Filler Block	Adapter Assembly	Filler Block	Stud Kit Required		END YOKE
		Rotates	HIGH	LOW	Reverse						
		ONE SPEED – SINGLE GEAR – MEDIUM DUTY									
L	A3MN-1-C [2]	Opp.	66%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-63
		ONE MEDIUM SPEED – TWO GEAR – HEAVY DUTY									
L	41C17-C5-G	Eng.	79%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	41D17-C5-G	Eng.	93%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	S400D17-C5-G [3]	Eng.	79%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	43D17-C5-G	Eng.	93%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE HIGH SPEED – TWO GEAR – MEDIUM DUTY									
L	41K17-C5-G	Eng.	112%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	43K17-C5-G	Eng.	112%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE SPEED – DUAL SHAFT – HEAVY DUTY									
L	S47D17-A1-G [3]	Eng.	79%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE LOW SPEED – TWO GEAR – EXTRA HEAVY DUTY									
R	42HPL-C3-G [4]	Opp.	130%	– –	– –	7-A-720	328564X	– – –	7170-8X	8	2-4-533
L	42D17L-C5-G [5]	Eng.	57%	– –	– –	– – –	– – –	– – –	Furnished	1	2-4-533
		ONE SPEED FORWARD & REVERSE – HEAVY DUTY									
L	S37D17-B1-G [3]	Eng.	79%	– –	102%	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE SPEED FORWARD & REVERSE – HEAVY DUTY									
		(Speeds shown in parenthesis are accessory shaft speeds.)									
L	SR37D17-A1-GC	Eng.	79%	(88%)	102%	– – –	– – –	– – –	Furnished	1	10-4-123 & 63
		TWO SPEEDS FORWARD & TWO REVERSE – HEAVY DUTY									
		(Speeds shown in parenthesis are accessory shaft speeds.)									
R	S55HP-A1-G [6]	Opp.	181%	(65%)	234% (84%)	7-A-720	328564X	– – –	7170-8X	8	10-4-123
L	S57D17-B1-G [3]	Eng.	79%	(28%)	102% (37%)	– – –	– – –	– – –	Furnished	1	10-4-123
		TWO SPEEDS FORWARD & REVERSE – HEAVY DUTY									
L	S32D17-B1-G	Eng.	104%	52%	72%	– – –	– – –	– – –	Furnished	1	10-4-123
L	30D17S-A1-G	Opp.	124%	50%	79%	7-A-187 [1]	– – –	– – –	Furnished	1	10-4-123
		ONE SPEED – SINGLE GEAR – EXTRA HEAVY DUTY – SAE EIGHT HOLE									
R	81AHP-30-D	Eng.	104%	– –	– –	8-A-942	– – –	– – –	328170-22X	2	3-4-283
		ONE SPEED – TWO GEAR – EXTRA HEAVY DUTY – SAE EIGHT HOLE									
R	820JHP-30-A	Opp.	100%	– –	– –	8-A-942	– – –	– – –	328170-12X	2	Not Required
R	820CHP-30-A	Opp.	67%	– –	– –	8-A-942	– – –	– – –	218170-12X	2	Not Required
		ONE SPEED FORWARD & REVERSE – EXTRA HEAVY DUTY – SAE EIGHT HOLE									
R	860CHP-50-A	Opp.	67%	– –	82%	8-A-942	– – –	– – –	328170-12X	2	Not Required

* Non-Standard Gear 3.181 Gear Center to Aperture Face.

NOTE: To Reverse Rotation L.H. Side, use Adapter 328548X. Mounting Kit furnished with Adapter.

1 - Filler Block furnished with P.T.O.
2 - Gear and Shaft Kit No. K * 2-P-406
3 - Input Gear Part No. 5-P-215
4 - Input Gear Part No. 5-P-434
5 - Input Gear Part No. 5-P-427
6 - Input Gear Part No. 5-P-216

ALLISON 834

PTO DRIVER GEAR DATA

*R – Rear 8 Bolt 46T 6P-25 1000 RPM

T – Rear 8 Bolt 38T 6P-25 1210 RPM or 2007 FPM

Pitch Line to Aperture Face: R – .802" T – .802"

CHELSEA

SIDE	P.T.O. MODEL	P.T.O. Output Shaft Speeds & Direction in Relation to Engine				Filler Block	Adapter Assembly	Filler Block	Stud Kit Required		END YOKE
		Rotates	HIGH	LOW	Reverse						
		ONE EXTRA LOW SPEED – TWO GEAR – EXTRA HEAVY DUTY									
T	DA22MLP-C6-G	Opp.	98%	– –	– –	– – –	328564X	– – –	Furnished	7	2-4-533
R	DA22MLP-C4-G	Eng.	98%	– –	– –	– – –	328564X	– – –	Furnished	7	2-4-533
T	DA22MLLP-C6-G	Opp.	88%	– –	– –	– – –	328564X	– – –	Furnished	7	2-4-533
R	DA22MLLP-C4-G	Eng.	88%	– –	– –	– – –	328564X	– – –	Furnished	7	2-4-533
		ONE SPEED – TWO GEAR – EXTRA HEAVY DUTY – SAE EIGHT HOLE									
T	820JM-68-A	Opp.	122%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
T	820FM-68-A	Opp.	104%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
T	820EM-68-A	Opp.	96%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
T	820CM-68-A	Opp.	81%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
R	820CM-48-A	Eng.	81%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
T	820JM-68-H	Opp.	122%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
T	820FM-68-H	Opp.	104%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
T	820EM-68-H	Opp.	96%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
T	820CM-68-H	Opp.	81%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
R	820CM-48-H	Eng.	81%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
T	840JM-68-A	Opp.	122%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
T	840FM-68-A	Opp.	104%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
T	840EM-68-A	Opp.	96%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
T	840CM-68-A	Opp.	81%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
R	840CM-48-A	Eng.	81%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
T	840JM-68-H	Opp.	122%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
T	840FM-68-H	Opp.	104%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
T	840EM-68-H	Opp.	96%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
T	840CM-68-H	Opp.	81%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
R	840CM-48-H	Eng.	81%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
T	850JM-61-A	Opp.	122%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
T	850FM-61-A	Opp.	104%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
T	850CM-61-A	Opp.	81%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
T	850CM-41-A	Eng.	81%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
T	850JM-61-H	Opp.	122%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
T	850FM-61-H	Opp.	104%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
T	850CM-61-H	Opp.	81%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
R	850CM-41-H	Eng.	81%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required

Allison CRT 5630 & CRT 5631 have right hand opening only.

* – NOTE: Right Side opening is optional. Opening is not S.A.E. Standard 8 Bolt opening. Input Gear interference in Models 820E, 820F, 820J & 820K.

CHELSEA

PTO DRIVER GEAR DATA

T – Rear 8 Bolt 40T 6P-25 1350 RPM or 2356 FPM

Pitch Line to Aperture Face

T – .802"

ALLISON 839

SIDE	P.T.O. MODEL	P.T.O. Output Shaft Speeds & Direction in Relation to Engine				Filler Block	Adapter Assembly	Filler Block	Stud Kit Required		END YOKE
		Rotates	HIGH	LOW	Reverse						
		ONE EXTRA LOW SPEED – TWO GEAR – EXTRA HEAVY DUTY									
T	DA22MLP-C4-G	Opp.	116%	– –	– –	– – –	328564X	– – –	Furnished	7	2-4-533
T	DA22MLLP-C4-G	Opp.	104%	– –	– –	– – –	328564X	– – –	Furnished	7	2-4-533
		ONE SPEED – TWO GEAR – EXTRA HEAVY DUTY – SAE EIGHT HOLE									
T	820CM-68-A	Opp.	95%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
T	820FM-68-A	Opp.	122%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
T	820CM-68-H	Opp.	95%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
T	820FM-68-H	Opp.	122%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
T	840CM-68-A	Opp.	95%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
T	840FM-68-A	Opp.	122%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
T	840CM-68-H	Opp.	95%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
T	840FM-68-H	Opp.	122%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
T	850FM-61-A	Opp.	122%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
T	850CM-61-A	Opp.	95%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
T	850FM-61-H	Opp.	122%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
T	850CM-61-H	Opp.	95%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required

I.H.C. 840

PTO DRIVER GEAR DATA
R – Front 6 Bolt 21T 6P-20 313 RPM or 287 FPM
L – Front 6 Bolt 19T Helical 537 RPM or 422 FPM

Pitch Line to Aperture Face
R – 1.064" | L – 1.009"

CHELSEA

SIDE	P.T.O. MODEL	P.T.O. Output Shaft Speeds & Direction in Relation to Engine				Filler Block	Adapter Assembly	Filler Block	Stud Kit Required		END YOKE
		Rotates	HIGH	LOW	Reverse						
		ONE SPEED – SINGLE GEAR – MEDIUM DUTY									
L	**A3NJ6N-1-E** [3]	Eng.	44%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-63
		ONE SPEED – TWO GEAR – MEDIUM DUTY									
R	**14KNR-1-C**	Eng.	55%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-63
		ONE MEDIUM SPEED – TWO GEAR – HEAVY DUTY									
L	**41CD-C6-G**	Eng.	43%	– –	– –	7-A-700 [2]	328153X	7-A-1375 [2]	7170-25X	11	10-4-123
R	**41DD-C3-G**	Eng.	39%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	**41DD-C6-G**	Eng.	50%	– –	– –	7-A-700 [2]	328153X	7-A-1375 [2]	7170-25X	11	10-4-123
L	**S400D12-C5-G** [4]	Opp.	49%	– –	– –	7-A-125	– – –	– – –	7170-3X	2	10-4-123
R	**43D-C3-G**	Eng.	39%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	**S400D-C6-G** [5]	Eng.	43%	– –	– –	7-A-700 [2]	328153X	7-A-1375 [2]	7170-25X	11	10-4-123
		ONE HIGH SPEED – TWO GEAR – MEDIUM DUTY									
R	**41K-C3-G**	Eng.	47%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	**41K12-C5-G**	Opp.	68%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	**41K-C6-G**	Eng.	60%	– –	– –	7-A-700 [2]	328153X	7-A-1375 [2]	7170-25X	11	10-4-123
L	**41X12-C5-G**	Opp.	85%	– –	– –	7-A-125	– – –	– – –	7170-3X	2	10-4-123
R	**43K-C3-G**	Eng.	47%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE SPEED – DUAL SHAFT – HEAVY DUTY									
L	**S47D12-A1-G** [4]	Opp.	49%	– –	– –	7-A-125	– – –	– – –	7170-3X	2	10-4-123
		ONE SPEED FORWARD & REVERSE – HEAVY DUTY *(Speeds shown in parenthesis are accessory shaft speeds.)*									
R	**SR37D-B1-GC**	Eng.	33%	(37%)	43%	– – –	– – –	– – –	Furnished	1	10-4-123 & 63
L	**SR37D12-B1-GC**	Opp.	49%	(55%)	63%	7-A-125	– – –	– – –	7170-3X	2	10-4-123 & 63
		TWO SPEEDS FORWARD & TWO REVERSE – HEAVY DUTY *(Speeds shown in parenthesis are accessory shaft speeds.)*									
R	**S57D-A1-GC** [5]	Eng.	33%	(12%)	43% (15%)	– – –	– – –	– – –	Furnished	1	10-4-123
L	**S57D12-B1-GC** [4]	Opp.	49%	(18%)	63% (23%)	7-A-125	– – –	– – –	7170-3X	2	10-4-123
		TWO SPEEDS FORWARD & REVERSE – HEAVY DUTY									
L	**32D12-B1-G**	Opp.	72%	33%	49%	7-A-093	– – –	– – –	7170-2X	2	10-4-123
R	**30DDS-B1-G**	Opp.	52%	21%	33%	7-A-187 [1]	– – –	– – –	Furnished	2	10-4-123
L	**30DDS-B2-G**	Opp.	67%	27%	42%	7-A-700 [2] & -187 [1]	328153X	7-A-1375 [2]	7170-25X	9	10-4-123

NOTE: To Reverse Rotation R.H. Side, use Adapter 310374X. Mounting Kit furnished with Adapter.

1 - Filler Block furnished with P.T.O.

2 - Filler Block 7-A-700 & -1375 furnished with Adapter.

3 - Gear and Shaft Kit No. KE-2-P-463

4 - Input Gear Part No. 5-P-271

5 - Input Gear Part No. 5-P-214

CHELSEA

PTO DRIVER GEAR DATA

R – Front 6 Bolt 21T 6P-20 271 RPM or 248 FPM

L – Front 6 Bolt 19T Helical 465 RPM or 365 FPM

Pitch Line to Aperture Face	
R – 1.064"	L – 1.009"

I.H.C. 841

SIDE	P.T.O. MODEL	P.T.O. Output Shaft Speeds & Direction in Relation to Engine				Filler Block	Adapter Assembly	Filler Block	Stud Kit Required		END YOKE
		Rotates	HIGH	LOW	Reverse						
		ONE SPEED – SINGLE GEAR – MEDIUM DUTY									
L	**A3NJ6N-E** [3]	Eng.	38%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-63
		ONE SPEED – TWO GEAR – MEDIUM DUTY									
R	**14KRN-1-C**	Eng.	49%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-63
		ONE MEDIUM SPEED – TWO GEAR – HEAVY DUTY									
L	**41CD-C6-G**	Eng.	36%	– –	– –	7-A-700 [2]	328153X	7-A-1375 [2]	7170-25X	11	10-4-123
L	**41DD-C6-G**	Eng.	42%	– –	– –	7-A-700 [2]	328153X	7-A-1375 [2]	7170-25X	11	10-4-123
L	**S400D12-C5-G** [4]	Opp.	42%	– –	– –	7-A-125	– – –	– – –	7170-3X	2	10-4-123
L	**S400D-C6-G** [5]	Eng.	36%	– –	– –	7-A-700 [2]	328153X	7-A-1375 [2]	7170-25X	11	10-4-123
		ONE HIGH SPEED – TWO GEAR – MEDIUM DUTY									
R	**41K-C3-G**	Eng.	41%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	**41K12-C5-G**	Opp.	59%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	**41K-C6-G**	Eng.	51%	– –	– –	7-A-700 [2]	328153X	7-A-1375 [2]	7170-25X	11	10-4-123
L	**41X12-C5-G**	Opp.	74%	– –	– –	7-A-125	– – –	– – –	7170-3X	2	10-4-123
R	**43K-C3-G**	Eng.	41%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE SPEED – DUAL SHAFT – HEAVY DUTY									
L	**S47D12-A1-G** [4]	Opp.	42%	– –	– –	7-A-125	– – –	– – –	7170-3X	2	10-4-123
		ONE SPEED FORWARD & REVERSE – HEAVY DUTY									
		(Speeds shown in parenthesis are accessory shaft speeds.)									
L	**SR37D12-B1-GC**	Opp.	42%	(47%)	55%	7-A-125	– – –	– – –	7170-3X	2	10-4-123 & 63
		TWO SPEEDS FORWARD & TWO REVERSE – HEAVY DUTY									
		(Speeds shown in parenthesis are accessory shaft speeds.)									
L	**S57D12-B1-G** [4]	Opp.	42%	(15%)	55%(20%)	7-A-125	– – –	– – –	7170-3X	2	10-4-123
		TWO SPEEDS FORWARD & REVERSE – HEAVY DUTY									
L	**32D12-B1-G**	Opp.	62%	28%	42%	7-A-093	– – –	– – –	7170-2X	2	10-4-123
L	**30DDS-B2-G**	Opp.	58%	23%	37%	7-A-700 [2] &-187 [6]	328153X	7-A-1375 [2]	7170-25X	11	10-4-123

NOTE: To Reverse Rotation R.H. Side, use Adapter 310374X. Mounting Kit furnished with Adapter.

1 - Filler Block furnished with P.T.O.

2 - Filler Block 7-A-700 & -1375 furnished with Adapter.

3 - Gear and Shaft Kit No. KE-2-P-463

4 - Input Gear Part No. 5-P-271

5 - Input Gear Part No. 5-P-214

6 - Filler Block furnished with P.T.O. but not required.

SPICER 843

PTO DRIVER GEAR DATA
R – Front 8 Bolt 40T Helical 628 RPM or 1217 FPM
L – Front 6 Bolt 25T 6P-17½ 528 RPM or 476 FPM

Pitch Line to Aperture Face
R – .363" L – *

CHELSEA

SIDE	P.T.O. MODEL	P.T.O. Output Shaft Speeds & Direction in Relation to Engine				Filler Block	Adapter Assembly	Filler Block	Stud Kit Required		END YOKE
		Rotates	HIGH	LOW	Reverse						
		ONE SPEED – SINGLE GEAR – MEDIUM DUTY									
L	**A3MN-1-C** [2]	Opp.	55%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-63
		ONE MEDIUM SPEED – TWO GEAR – HEAVY DUTY									
L	**41C17-C5-G**	Eng.	66%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	**41D17-C5-G**	Eng.	77%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
R	**S380HP-C3-G** [3]	Opp.	132%	– –	– –	7-A-165	328564X	– – –	7170-3X	8	10-4-123
L	**S400D17-C5-G** [4]	Eng.	66%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	**43D17-C5-G**	Eng.	77%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE HIGH SPEED – TWO GEAR – MEDIUM DUTY									
L	**41K17-C5-G**	Eng.	94%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	**43K17-C5-G**	Eng.	94%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE SPEED – DUAL SHAFT – HEAVY DUTY									
R	**S45HP-A1-G** [3]	Opp.	132%	– –	– –	7-A-165	328564X	– – –	7170-3X	8	10-4-124
L	**S47D17-A1-G** [4]	Eng.	66%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE LOW SPEED – TWO GEAR – EXTRA HEAVY DUTY									
R	**42HPL-C3-G** [5]	Opp.	95%	– –	– –	7-A-165	328564X	– – –	7170-3X	8	2-4-533
L	**42D17L-C5-G** [6]	Eng.	47%	– –	– –	– – –	– – –	– – –	Furnished	1	2-4-533
		ONE SPEED FORWARD & REVERSE – HEAVY DUTY									
R	**S35HP-A1-G** [3]	Opp.	132%	– –	171%	7-A-165	328564X	– – –	7170-3X	8	10-4-123
L	**S37D17-B1-G** [4]	Eng.	66%	– –	86%	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE SPEED FORWARD & REVERSE – HEAVY DUTY									
		(Speeds shown in parenthesis are accessory shaft speeds.)									
R	**SR35HP-B1-GC**	Opp.	132%	(148%)	171%	7-A-165	328564X	– – –	7170-3X	8	10-4-123 & 63
L	**SR37D17-A1-GC**	Eng.	66%	(74%)	86%	– – –	– – –	– – –	Furnished	1	10-4-123 & 63
		TWO SPEEDS FORWARD & TWO REVERSE – HEAVY DUTY									
		(Speeds shown in parenthesis are accessory shaft speeds.)									
R	**S55HP-A1-G** [3]	Opp.	132%	(48%)	171%(62%)	7-A-165	328564X	– – –	7170-3X	8	10-4-123
L	**S57D17-B1-G** [4]	Eng.	66%	(24%)	86%(31%)	– – –	– – –	– – –	Furnished	1	10-4-123
		TWO SPEEDS FORWARD & REVERSE – HEAVY DUTY									
R	**32HP-A1-G**	Opp.	193%	90%	131%	7-A-165	328564X	– – –	7170-2X	8	10-4-123
L	**S32D17-B1-G**	Eng.	88%	44%	62%	– – –	– – –	– – –	Furnished	1	10-4-123
L	**30D17S-A1-G**	Opp.	104%	42%	66%	7-A-187 [1]	– – –	– – –	Furnished	2	10-4-123
		ONE SPEED – SINGLE GEAR – EXTRA HEAVY DUTY – SAE EIGHT HOLE									
R	**81AHP-30-D**	Eng.	76%	– –	– –	8-A-410	– – –	– – –	328170-20X	2	3-4-283
		ONE SPEED – TWO GEAR – EXTRA HEAVY DUTY – SAE EIGHT HOLE									
R	**820JHP-30-A**	Opp.	74%	– –	– –	8-A-410	– – –	– – –	328170-16X	2	Not Required
R	**820CHP-30-A**	Opp.	49%	– –	– –	8-A-410	– – –	– – –	328170-16X	2	Not Required
		ONE SPEED FORWARD & REVERSE - EXTRA HEAVY DUTY - SAE EIGHT HOLE									
R	**860CHP-50-A**	Opp.	49%	– –	60%	8-A-410	– – –	– – –	328170-16X	2	Not Required

* Non-Standard Gear 3.181 Gear Center to Aperture Face.
NOTE: To Reverse Rotation L.H. Side, use Adapter 328548X. Mounting Kit furnished with Adapter.
1 - Filler Block furnished with P.T.O.
2 - Gear and Shaft Kit No. K * 2-P-406
3 - Input Gear Part No. 5-P-216
4 - Input Gear Part No. 5-P-215
5 - Input Gear Part No. 5-P-434
6 - Input Gear Part No. 5-P-427

CHELSEA

PTO DRIVER GEAR DATA
R – Front 8 Bolt 42T Helical 568 RPM or 1160 FPM
L – Front 6 Bolt 25T 6P-17½ 477 RPM or 520 FPM

Pitch Line to Aperture Face
R – .190" | L – *

SPICER 849

SIDE	P.T.O. MODEL	P.T.O. Output Shaft Speeds & Direction in Relation to Engine				Filler Block	Adapter Assembly	Filler Block	Stud Kit Required		END YOKE
		Rotates	HIGH	LOW	Reverse						
		ONE SPEED – SINGLE GEAR – MEDIUM DUTY									
L	**A3MN-1-C** [2]	Opp.	50%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-63
		ONE MEDIUM SPEED – TWO GEAR – HEAVY DUTY									
R	**41CPH-C3-G**	Opp.	140%	– –	– –	7-A-400	328564X	– – –	7170-6X	8	10-4-123
L	**41C17-C5-G**	Eng.	60%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	**41D17-C5-G**	Eng.	70%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
R	**S380HP-C3-G** [3]	Opp.	126%	– –	– –	7-A-400	328564X *	– – –	7170-6X	8	10-4-123
L	**S400D17-C5-G** [4]	Eng.	60%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	**43D17-C5-G**	Eng.	70%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE HIGH SPEED – TWO GEAR – MEDIUM DUTY									
L	**41K17-C5-G**	Eng.	85%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	**43K17-C5-G**	Eng.	85%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE SPEED – DUAL SHAFT – HEAVY DUTY									
R	**S45HP-A1-G** [3]	Opp.	126%	– –	– –	7-A-400	328564X	– – –	7170-6X	8	10-4-123
L	**S47D17-A1-G** [4]	Eng.	60%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE LOW SPEED – TWO GEAR – EXTRA HEAVY DUTY									
R	**42HPL-C3-G** [5]	Opp.	90%	– –	– –	7-A-400	328564X	– – –	7170-6X	8	2-4-533
L	**42D17L-C5-G** [6]	Eng.	43%	– –	– –	– – –	– – –	– – –	Furnished	1	2-4-533
		ONE SPEED FORWARD & REVERSE – HEAVY DUTY									
R	**S35HP-A1-G** [3]	Opp.	126%	– –	161%	7-A-400	328564X	– – –	7170-6X	8	10-4-123
L	**S37D17-B1-G** [4]	Eng.	60%	– –	78%	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE SPEED FORWARD & REVERSE – HEAVY DUTY *(Speeds shown in parenthesis are accessory shaft speeds.)*									
R	**SR35HP-B1-GC**	Opp.	126%	(140%)	161%	7-A-400	328564X	– – –	7170-6X	8	10-4-123 & 63
L	**SR37D17-A1-GC**	Eng.	60%	(67%)	78%	– – –	– – –	– – –	Furnished	1	10-4-123 & 63
		TWO SPEEDS FORWARD & TWO REVERSE – HEAVY DUTY *(Speeds shown in parenthesis are accessory shaft speeds.)*									
R	**S55HP-A1-G** [3]	Opp.	126%	(45%)	161%(58%)	7-A-400	328564X	– – –	7170-6X	8	10-4-123
L	**S57D17-B1-G** [4]	Eng.	60%	(22%)	78%(28%)	– – –	– – –	– – –	Furnished	1	10-4-123
		TWO SPEEDS FORWARD & REVERSE – HEAVY DUTY									
R	**32HP-A1-G**	Opp.	183%	85%	125%	7-A-400	328564X	– – –	7170-4X	8	10-4-123
L	**S32D17-B1-G**	Eng.	79%	40%	56%	– – –	– – –	– – –	Furnished	1	10-4-123
L	**30D17S-A1-G**	Opp.	94%	38%	60%	7-A-187 [1]	– – –	– – –	Furnished	2	10-4-123
		ONE SPEED - SINGLE GEAR - EXTRA HEAVY DUTY - SAE EIGHT HOLE									
R	**81AHP-30-D**	Eng.	71%	– –	– –	8-A-600	– – –	– – –	328170-20X	2	3-4-283
		ONE SPEED – TWO GEAR – EXTRA HEAVY DUTY – SAE EIGHT HOLE									
R	**820JHP-30-A**	Opp.	69%	– –	– –	8-A-600	– – –	– – –	328170-16X	2	Not Required
R	**820CHP-30-A**	Opp.	47%	– –	– –	8-A-600	– – –	– – –	328170-16X	2	Not Required
		ONE SPEED FORWARD & REVERSE – EXTRA HEAVY DUTY – SAE EIGHT HOLE									
R	**860CHP-30-A**	Opp.	47%	– –	57%	8-A-600	– – –	– – –	328170-16X	2	Not Required

* Non-Standard Gear 3.181 Gear Center to Aperture Face.

NOTE: To Reverse Rotation L.H. Side, use Adapter 328548X. Mounting Kit furnished with Adapter.

1 - Filler Block furnished with P.T.O.
2 - Gear and Shaft Kit No. K * 2-P-406
3 - Input Gear Part No. 5-P-216
4 - Input Gear Part No. 5-P-215
5 - Input Gear Part No. 5-P-434
6 - Input Gear Part No. 5-P-427

SPICER 851

PTO DRIVER GEAR DATA	Pitch Line to Aperture Face	
R – Front 8 Bolt 37T Helical 568 RPM or 1020 FPM	R – .626"	L – *
L – Front 6 Bolt 25T 6P-17½ 477 RPM or 520 FPM		

CHELSEA

SIDE	P.T.O. MODEL	P.T.O. Output Shaft Speeds & Direction in Relation to Engine				Filler Block	Adapter Assembly	Filler Block	Stud Kit Required		END YOKE
		Rotates	HIGH	LOW	Reverse						
		ONE SPEED - SINGLE GEAR - MEDIUM DUTY									
L	**A3MN-1-C** [3]	Opp.	50%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-63
		ONE MEDIUM SPEED - TWO GEAR - HEAVY DUTY									
L	**41C17-C5-G**	Eng.	60%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
R	**D41DPH-C3-G**	Opp.	140%	– –	– –	7-A-200	328564X	– – –	328170-76X	8	10-4-123
L	**41D17-C5-G**	Eng.	70%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
R	**DS380HP-C3-G** [4]	Opp.	111%	– –	– –	7-A-200	328564X	– – –	328170-76X	8	10-4-123
L	**S400D17-C5-G** [5]	Eng.	60%	– –	– –	– – –	– —	– – –	Furnished	1	10-4-123
L	**43D17-C5-G**	Eng.	70%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE HIGH SPEED - TWO GEAR - MEDIUM DUTY									
L	**41K17-C5-G**	Eng.	85%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	**43K17-C5-G**	Eng.	85%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE SPEED - DUAL SHAFT - HEAVY DUTY									
R	**DS45HP-A1-G** [4]	Opp.	111%	– –	– –	7-A-200	328564X	– – –	7170-2X	8	10-4-123
L	**S47D17-A1-G** [5]	Eng.	60%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE LOW SPEED - TWO GEAR - EXTRA HEAVY DUTY									
R	**D42HPL-C3-G** [6]	Opp.	79%	– –	– –	7-A-200	328564X	– – –	328170-76X	8	2-4-533
L	**42D17L-C5-G** [7]	Eng.	43%	– –	– –	– – –	– – –	– – –	Furnished	1	2-4-533
		ONE SPEED FORWARD & REVERSE - HEAVY DUTY									
R	**DS35HP-A1-G** [4]	Opp.	111%	– –	142%	7-A-200	328564X	– – –	7170-2X	8	10-4-123
L	**S37D17-B1-G** [5]	Eng.	60%	– –	78%	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE SPEED FORWARD & REVERSE - HEAVY DUTY									
		(Speeds shown in parenthesis are accessory shaft speeds.)									
R	**DSR35HP-B1-GC**	Opp	111%	(123%)	142%	7-A-200	328564X	– – –	7170-2X	8	10-4-123 & 63
L	**SR37D17-A1-GC**	Eng.	60%	(67%)	78%	– – –	– – –	– – –	Furnished	1	10-4-123 & 63
		TWO SPEEDS FORWARD & TWO REVERSE - HEAVY DUTY									
		(Speeds shown in parenthesis are accessory shaft speeds.)									
R	**DS55HP-A1-G** [4]	Opp.	111%	(40%)	141%(51%)	7-A-200	329564X	– – –	7170-2X	8	10-4-123
L	**S57D17-B1-G** [5]	Eng.	60%	(22%)	78%(28%)	– – –	– – –	– – –	Furnished	1	10-4-123
		TWO SPEEDS FORWARD & REVERSE - HEAVY DUTY									
R	**32HP-A1-G**	Opp.	161%	75%	110%	7-A-200	328481X	– – –	7170-3X	8	10-4-123
L	**S32D17-B1-G**	Eng.	79%	40%	56%	– – –	– – –	– – –	Furnished	1	10-4-123
L	**30D17S-A1-G**	Opp.	94%	38%	60%	7-A-187 [1]	– – –	– – –	Furnished	2	10-4-123
		ONE SPEED - SINGLE GEAR - EXTRA HEAVY DUTY- SAE EIGHT HOLE									
R	**81AHP-30-D**	Eng.	63%	– –	– –	– – –	– – –	– – –	328170-20X	2	3-4-283
		ONE SPEED - TWO GEAR - EXTRA HEAVY DUTY - SAE EIGHT HOLE									
R	**820JHP-30-A**	Opp.	61%	– –	– –	8-A-190	– – –	– – –	328170-16X	2	Not Required
R	**820CHP-30-A**	Opp.	41%	– –	– –	8-A-190	– – –	– – –	328170-16X	2	Not Required
R	**830MHP-30-A**	Opp.	131%	– –	– –	8-A-190	– – –	– – –	328170-16X	2	Not Required
		ONE SPEED FORWARD & REVERSE – EXTRA HEAVY DUTY – SAE EIGHT HOLE									
R	**860CHP-30-A**	Opp.	41%	– –	50%	8-A-190	– – –	– – –	328170-16X	2	Not Required

* Non-Standard Gear 3.181 Gear Center to Aperture Face.

NOTE: To Reverse Rotation L.H. Side, use Adapter 328548X. Mounting Kit furnished with Adapter.

1 - Filler Block furnished with P.T.O.

2 - Filler Block furnished with P.T.O. but not required.

3 - Gear and Shaft Kit No. K * 2-P-406

4 - Input Gear Part No. 5-P-216

5 - Input Gear Part No. 5-P-215

6 - Input Gear Part No. 5-P-434

7 - Input Gear Part No. 5-P-427

CHELSEA

PTO DRIVER GEAR DATA
R – Front 8 Bolt 44T Helical 667 RPM or 1427 FPM
L – Front 6 Bolt 25T 6P-17½ 560 RPM or 687 FPM

Pitch Line to Aperture Face
R – .048" | L – *

SPICER 854

SIDE	P.T.O. MODEL	P.T.O. Output Shaft Speeds & Direction in Relation to Engine				Filler Block	Adapter Assembly	Filler Block	Stud Kit Required		END YOKE
		Rotates	HIGH	LOW	Reverse						
		ONE SPEED - SINGLE GEAR - MEDIUM DUTY									
L	**A3MN-1-C** [2]	Opp.	58%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-63
		ONE MEDIUM SPEED - TWO GEAR - HEAVY DUTY									
L	**41C17-C5-G**	Eng.	70%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	**41D17-C5-G**	Eng.	82%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	**S400D17-C5-G** [3]	Eng.	70%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	**43D17-C5-G**	Eng.	82%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE HIGH SPEED - TWO GEAR - MEDIUM DUTY									
L	**41K17-C5-G**	Eng.	100%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	**43K17-C5-G**	Eng.	100%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE SPEED - DUAL SHAFT - HEAVY DUTY									
L	**S47D17-A1-G** [3]	Eng.	70%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE LOW SPEED - TWO GEAR - EXTRA HEAVY DUTY									
R	**42HPL-C3-G** [4]	Opp.	106%	– –	– –	7-A-600	328564X	– – –	7170-7X	8	2-4-533
L	**42D17L-C5-G** [5]	Eng.	50%	– –	– –	– – –	– – –	– – –	Furnished	1	2-4-533
		ONE SPEED FORWARD & REVERSE - HEAVY DUTY									
L	**S37D17-B1-G** [3]	Eng.	70%	– –	91%	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE SPEED FORWARD & REVERSE - HEAVY DUTY *(Speeds shown in parenthesis are accessory shaft speeds.)*									
L	**SR37D17-A1-GC**	Eng.	70%	(79%)	91%	– – –	– – –	– – –	Furnished	1	10-4-123 & 63
		TWO SPEEDS FORWARD & TWO REVERSE - HEAVY DUTY *(Speeds shown in parenthesis are accessory shaft speeds.)*									
R	**S55HP-A1-G** [6]	Opp.	154%	(55%)	200%(72%)	7-A-600	328564X	– – –	7170-7X	8	10-4-123
L	**S57D17-B1-G** [3]	Eng.	70%	(25%)	91%(33%)	– – –	– – –	– – –	Furnished	1	10-4-123
		TWO SPEEDS FORWARD & REVERSE - HEAVY DUTY									
L	**S32D17-B1-G**	Eng.	93%	47%	66%	– – –	– – –	– – –	Furnished	1	10-4-123
L	**30D17S-A1-G**	Opp.	110%	44%	70%	7-A-187 [1]	– – –	– – –	Furnished	2	10-4-123
		ONE SPEED - SINGLE GEAR - EXTRA HEAVY DUTY - SAE EIGHT HOLE									
R	**81AHP-30-D**	Eng.	89%	– –	– –	8-A-410 & -410	328564X	– – –	328170-23X	10	3-4-283
		ONE SPEED - TWO GEAR - EXTRA HEAVY DUTY - SAE EIGHT HOLE									
R	**820JHP-30-A**	Opp.	86%	– –	– –	8-A-410 & -410	– – –	– – –	328170-18X	3	Not Required
R	**820CHP-30-A**	Opp.	57%	– –	– –	8-A-410 & -410	– – –	– – –	328170-18X	3	Not Required
		ONE SPEED FORWARD & REVERSE – EXTRA HEAVY DUTY – SAE EIGHT HOLE									
R	**860CHP-50-A**	Opp.	57%	– –	71%	8-A-410 & -410	– – –	– – –	328170-18X	3	Not Required

* Non-Standard Gear 3.181 Gear Center to Aperture Face.

NOTE: To Reverse Rotation L.H. Side, use Adapter 328548X. Mounting Kit furnished with Adapter.

1 - Filler Block furnished with P.T.O.
2 - Gear and Shaft Kit No. K * 2-P-406
3 - Input Gear Part No. 5-P-215
4 - Input Gear Part No. 5-P-434
5 - Input Gear Part No. 5-P-427
6 - Input Gear Part No. 5-P-216

NEW PROCESS 856

PTO DRIVER GEAR DATA

R – Front 6 Bolt 20T Helical 489 RPM or 426 FPM

L – Rear 6 Bolt 15T 6P-20 400 RPM or 262 FPM

Pitch Line to Aperture Face	
R – 1.047"	L – 1.035"

CHELSEA

SIDE	P.T.O. MODEL	P.T.O. Output Shaft Speeds & Direction in Relation to Engine				Filler Block	Adapter Assembly	Filler Block	Stud Kit Required		END YOKE
		Rotates	HIGH	LOW	Reverse						
		ONE SPEED - SINGLE GEAR - MEDIUM DUTY									
R	**A2RN-1-C** [2]	Eng.	43%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-63
		ONE MEDIUM SPEED - TWO GEAR - HEAVY DUTY									
R	**S380R-C3-G** [3]	Opp.	50%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE HIGH SPEED - TWO GEAR - MEDIUM DUTY									
R	**41KVH-C3-G**	Opp.	70%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	**51K-C6-G**	Eng.	43%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE SPEED - DUAL SHAFT - HEAVY DUTY									
R	**S45R-A1-G** [3]	Opp.	50%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE SPEED FORWARD & REVERSE - HEAVY DUTY									
R	**S35R-A1-G** [3]	Opp.	50%	– –	64%	– – –	– – –	– – –	Furnished	1	10-4-123
L	**S37D71-A2-G** [4]	Eng.	30%	– –	39%	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE SPEED FORWARD & REVERSE - HEAVY DUTY *(Speeds shown in parenthesis are accessory shaft speeds.)*									
R	**SR35R-B1-GC**	Opp.	50%	(55%)	64%	– – –	– – –	– – –	Furnished	1	10-4-123 & 63
L	**SR37D71-A2-GC**	Eng.	30%	(33%)	39%	– – –	– – –	– – –	Furnished	1	10-4-123 & 63
		TWO SPEEDS FORWARD & TWO REVERSE - HEAVY DUTY *(Speeds shown in parenthesis are accessory shaft speeds.)*									
R	**S55R-A1-G** [3]	Opp.	50%	(18%)	64%(23%)	– – –	– – –	– – –	Furnished	1	10-4-123
L	**S57D71-A2-G** [4]	Eng.	30%	(11%)	39%(14%)	– – –	– – –	– – –	Furnished	1	10-4-123
		TWO SPEEDS FORWARD & REVERSE - HEAVY DUTY									
R	**32R-A1-G**	Opp.	65%	31%	44%	– – –	– – –	– – –	Furnished	1	10-4-123

NOTE: To Reverse Rotation L.H. Side, use Adapter 310374X. Mounting Kit furnished with Adapter.

NOTE: Left Side has Shifting Reverse Idler Gear. Must use either Adapter or Constant Mesh Idler special to clear large cluster on Shifting Idler Gear.

1 - Filler Block furnished with P.T.O.

2 - Gear and Shaft Kit No. K * 2-P-412

3 - Input Gear Part No. 5-P-218

4 - Input Gear Part No. 5-P-217

CHELSEA

PTO DRIVER GEAR DATA
R – Front 6 Bolt 43T 6P-20 512 RPM or 960 FPM
L – Front 6 Bolt 29T 6P-20 248 RPM or 314 FPM

Pitch Line to Aperture Face
R – 1.085" | L – 1.085"

FULLER 860

SIDE	P.T.O. MODEL	P.T.O. Output Shaft Speeds & Direction in Relation to Engine				Filler Block	Adapter Assembly	Filler Block	Stud Kit Required		END YOKE
		Rotates	HIGH	LOW	Reverse						
		ONE SPEED - SINGLE GEAR - MEDIUM DUTY									
R	A3DN-1-C [2]	Opp.	91%	– –	– –	– – –	310374X	– – –	Furnished	4	10-4-63
		ONE SPEED - TWO GEAR - MEDIUM DUTY									
R	14LRN-1-C	Opp.	66%	– –	– –	7-A-187 [1]	– – –	– – –	328170-73X	2	10-4-63
L	14KLN-1-C	Eng.	60%	– –	– –	– – –	– – –	– – –	328170-74X	1	10-4-63
		ONE MEDIUM SPEED - TWO GEAR - HEAVY DUTY									
R	41DD-C3-G	Opp.	128%	– –	– –	– – –	– – –	– – –	328170-76X	1	10-4-123
L	41DD-C5-G	Eng.	43%	– –	– –	– – –	– – –	– – –	328170-76X	1	10-4-123
R	S400D-C3-G [3]	Opp.	110%	– –	– –	– – –	– – –	– – –	328170-76X	1	10-4-123
L	S400D-C5-G [3]	Eng.	36%	– –	– –	– – –	– – –	– – –	328170-76X	1	10-4-123
R	43D-C3-G	Opp.	128%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	43D-C5-G	Eng.	43%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE HIGH SPEED - TWO GEAR - MEDIUM DUTY									
L	41K-C5-G	Eng.	52%	– –	– –	– – –	– – –	– – –	328170-76X	1	10-4-123
L	43K-C5-G	Eng.	52%	– –	– –	– – –	– – –	– – –	328170-78X	1	10-4-123
		ONE SPEED - DUAL SHAFT - HEAVY DUTY									
R	S47D-A1-G [3]	Opp.	110%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	S47D-A1-G [3]	Eng.	36%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE LOW SPEED - TWO GEAR - EXTRA HEAVY DUTY									
R	42L-C3-G [4]	Opp.	78%	– –	– –	– – –	– – –	– – –	Furnished	1	2-4-533
		ONE EXTRA LOW SPEED - TWO GEAR - EXTRA HEAVY DUTY									
R	A22L-C3-G	Opp.	47%	– –	– –	– – –	– – –	– – –	Furnished	1	2-4-533
		ONE SPEED FORWARD & REVERSE - HEAVY DUTY									
R	S37D-A1-G [3]	Opp.	110%	– –	142%	– – –	– – –	– – –	Furnished	1	10-4-123
L	S37D-B1-G [3]	Eng.	36%	– –	47%	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE LOW SPEED FORWARD & REVERSE - EXTRA HEAVY DUTY									
R	34LD-B1-G	Opp.	47%	– –	52%	7-A-140 [1]	– – –	– – –	Furnished	2	2-4-533
		ONE SPEED FORWARD & REVERSE - HEAVY DUTY									
		(Speeds shown in parenthesis are accessory shaft speeds.)									
R	SR37D-B1-GC	Opp.	110%	(123%)	142%	– – –	– – –	– – –	Furnished	1	10-4-123 & 63
L	SR37D-A1-GC	Eng.	36%	(40%)	47%	– – –	– – –	– – –	Furnished	1	10-4-123 & 63
		TWO SPEEDS FORWARD & TWO REVERSE - HEAVY DUTY									
		(Speeds shown in parenthesis are accessory shaft speeds.)									
R	S57D-A1-G [3]	Opp.	110%	(39%)	142%(51%)	– – –	– – –	– – –	Furnished	1	10-4-123
L	S57D-B1-G [3]	Eng.	36%	(13%)	47%(17%)	– – –	– – –	– – –	Furnished	1	10-4-123
		TWO SPEEDS FORWARD & REVERSE - HEAVY DUTY									
R	S32D-B1-G	Opp.	145%	75%	104%	– – –	– – –	– – –	Furnished	1	10-4-123
L	S32D-B1-G	Eng.	48%	24%	35%	– – –	– – –	– – –	Furnished	1	10-4-123
R	30DDS-B1-G	Eng.	173%	69%	110%	7-A-187 [1]	– – –	– – –	Furnished	2	10-4-123
L	30DDS-A1-G	Opp.	56%	23%	36%	7-A-187 [1]	– – –	– – –	Furnished	2	10-4-123

NOTE: To Reverse Rotation all P.T.O.'s, use Adapter 310374X. Mounting Kit furnished with Adapter.

1 - Filler Block furnished with P.T.O.

2 - Gear and Shaft Kit No. K * 2-P-414

3 - Input Gear Part No. 5-P-214

4 - Input Gear Part No. 5-P-326

ALLISON 863

CHELSEA

P.T.O. DRIVE GEAR DATA

R.H. (R) 57T 6P-20
L.H. (R) 57T 6P-20

MT-30, MT- 31, MT-40 with TC-340 or TC-350 Torque Converter

TRANS. SIDE	TYPE P.T.O.	MODEL NO.	ADAPTER	SPACER	ROT	% ENG.
R.H.	Extra Heavy Duty	A22LP-C4-G	None	None	Eng.	SEE CHART
L.H.	Extra Heavy Duty	A22LP-C6-G	None	None	Eng.	

% ENG. & ENG. SPEED WITH TRANS. IN TORQUE CONVERTER RANGE (FORWARD, NEUTRAL OR REVERSE)

HORSE POWER	P.T.O. SHAFT SPEED RPM												
(A)	600	800	1000	1200	1400	1600	1800	2000	2200	2400	2600	2800	3000
5	(65) 920	(78) 1030											
10	(52) 1150	(67) 1200	(77) 1300	(83) 1440	(86) 1630	(86) 1850							
15	(46) 1320	(60) 1330	(71) 1410	(77) 1550	(81) 1740	(86) 1870	(86) 2100	(86) 2330	(86) 2570	(86) 2800	(86) 3020	(86) 3260	
20	(41) 1460	(55) 1450	(65) 1530	(74) 1630	(78) 1790	(82) 1960	(84) 2140	(86) 2330	(86) 2570	(86) 2800	(86) 3020	(86) 3260	
25													
30		(49) 1640	(61) 1650	(68) 1770	(74) 1880	(79) 2030	(82) 2200	(85) 2350	(86) 2570	(86) 2790	(86) 3020	(86) 3260	
35													
40			(55) 1810	(64) 1870	(70) 1990	(75) 2130	(80) 2250	(83) 2420	(86) 2570	(86) 2790	(86) 3020	(86) 3260	
45													
50				(60) 1990	(68) 2070	(73) 2180	(77) 2330	(81) 2470	(83) 2650	(85) 2830	(86) 3020	(86) 3260	
55													
60													
65													
70													
75						(68) 2370	(73) 2460	(77) 2600	(80) 2760	(82) 2940	(83) 3140	(85) 3320	
80													
85													
90													
95													
100									(77) 2870	(80) 3000	(83) 3190	(83) 3380	
105													
110													

NOTE: FOR OPERATING INSTRUCTIONS SEE PAGE 2 TRANSMISSION INDEX UNDER ALLISON.

(A) NUMBERS IN PARENTHESIS ARE % OF ENGINE SPEED, LOWER NUMBERS ARE ACTUAL ENGINE SPEEDS. HORSEPOWER IS BASED ON MAX. TORQUE 250 LBS. FT.

P.T.O. DRIVE GEAR DATA

R.H. R 57T 6P-20
L.H. R 57T 6P-20

MT-41, MT-42 with TC-370
Torque Converter

TRANS. SIDE	TYPE P.T.O.	MODEL NO.	ADAPTER	SPACER	ROT	% ENG.
R.H.	Extra Heavy Duty	A22LP-C4-G	None	None	Eng.	SEE CHART
L.H.	Extra Heavy Duty	A22LP-C6-G	None	None	Eng.	

% ENG. & ENG. SPEED WITH TRANS. IN TORQUE CONVERTER RANGE (FORWARD, NEUTRAL OR REVERSE)

HORSE POWER	P.T.O. SHAFT SPEED RPM												
(A)	600	800	1000	1200	1400	1600	1800	2000	2200	2400	2600	2800	3000
5	(74) 810	(83) 970	(86) 1170	(86) 1390	(87) 1610	(87) 1830	(87) 2070	(87) 2300	(84) 2630				
10	(64) 940	(76) 1050	(85) 1180	(86) 1400	(86) 1620	(87) 1840	(87) 2080	(87) 2310	(84) 2630				
15	(55) 1100	(70) 1150	(79) 1260	(85) 1410	(86) 1630	(86) 1850	(86) 2090	(86) 2320	(84) 2630				
20	(51) 1180	(66) 1220	(75) 1330	(82) 1460	(85) 1640	(86) 1860	(86) 2100	(86) 2330	(84) 2630				
25													
30		(58) 1380	(69) 1450	(76) 1580	(82) 1700	(86) 1870	(85) 2110	(85) 2340	(84) 2630				
35													
40			(65) 1540	(74) 1620	(80) 1760	(85) 1880	(85) 2120	(85) 2350	(84) 2630				
45													
50				(71) 1700	(77) 1830	(81) 1980	(85) 2130	(85) 2360	(84) 2360				
55													
60													
65													
70													
75						(77) 2080	(82) 2200	(84) 2380	(84) 2630				
80													
85													
90													
95													
100													
105													
110													

NOTE: FOR OPERATING INSTRUCTIONS SEE PAGE 2 TRANSMISSION INDEX UNDER ALLISON.

(A) NUMBERS IN PARENTHESIS ARE % OF ENGINE SPEED, LOWER NUMBERS ARE ACTUAL ENGINE SPEEDS. HORSEPOWER IS BASED ON MAX. TORQUE 250 LBS. FT.

DANA SPLIT 865 SHAFTS

PTO DRIVER GEAR DATA
R – Front 8 Bolt 43T Helical 1000 RPM or 1710 FPM
L – Front 8 Bolt 43T Helical 1000 RPM or 1710 FPM
T – Front 8 Bolt 43T Helical 1000 RPM or 1710 FPM

Pitch Line to Aperture Face
R – .808" | L & T – .808"

CHELSEA

SIDE	P.T.O. MODEL	P.T.O. Output Shaft Speeds & Direction in Relation to Engine				Filler Block	Adapter Assembly	Filler Block	Stud Kit Required		END YOKE
		Rotates	HIGH	LOW	Reverse						
		ONE SPEED - TWO GEAR - EXTRA HEAVY DUTY - SAE EIGHT HOLE									
R	820BHC-30-A	Eng.	62%	– –	– –	8-A-295	– – –	– – –	328170-7X	2	Not Required
L	820BHC-50-A	Eng.	62%	– –	– –	8-A-295	– – –	– – –	328170-7X	2	Not Required
T	820BHC-30-A	Eng.	62%	– –	– –	8-A-295	– – –	– – –	328170-7X	2	Not Required
R	820CHC-30-A	Eng.	69%	– –	– –	– – –	– – –	– – –	328170-8X	1	Not Required
L	820CHC-50-A	Eng.	69%	– –	– –	– – –	– – –	– – –	328170-8X	1	Not Required
T	820CHC-30-A	Eng.	69%	– –	– –	– – –	– – –	– – –	328170-8X	1	Not Required
R	820EHC-30-A	Eng.	82%	– –	– –	– – –	– – –	– – –	328170-8X	1	Not Required
L	820EHC-50-A	Eng.	82%	– –	– –	– – –	– – –	– – –	328170-8X	1	Not Required
T	820EHC-30-A	Eng.	82%	– –	– –	– – –	– – –	– – –	328170-8X	1	Not Required
R	820JHC-30-A	Eng.	105%	– –	– –	– – –	– – –	– – –	328170-8X	1	Not Required
L	820JHC-50-A	Eng.	105%	– –	– –	– – –	– – –	– – –	328170-8X	1	Not Required
T	820JHC-30-A	Eng.	105%	– –	– –	– – –	– – –	– – –	328170-8X	1	Not Required
R	820KHC-30-A	Eng.	123%	– –	– –	– – –	– – –	– – –	328170-8X	1	Not Required
L	820KHC-50-A	Eng.	123%	– –	– –	– – –	– – –	– – –	328170-8X	1	Not Required
T	820KHC-30-A	Eng.	123%	– –	– –	– – –	– – –	– – –	328170-8X	1	Not Required
R	840BHC-30-A	Eng.	62%	– –	– –	8-A-295	– – –	– – –	328170-7X	2	Not Required
L	840BHC-50-A	Eng.	62%	– –	– –	8-A-295	– – –	– – –	328170-7X	2	Not Required
T	840BHC-30-A	Eng.	62%	– –	– –	8-A-295	– – –	– – –	328170-7X	2	Not Required
R	840CHC-30-A	Eng.	64%	– –	– –	– – –	– – –	– – –	328170-8X	1	Not Required
L	840CHC-50-A	Eng.	64%	– –	– –	– – –	– – –	– – –	328170-8X	1	Not Required
T	840CHC-30-A	Eng.	64%	– –	– –	– – –	– – –	– – –	328170-8X	1	Not Required
R	840EHC-30-A	Eng.	82%	– –	– –	– – –	– – –	– – –	328170-8X	1	Not Required
L	840EHC-50-A	Eng.	82%	– –	– –	– – –	– – –	– – –	328170-8X	1	Not Required
T	840EHC-30-A	Eng.	82%	– –	– –	– – –	– – –	– – –	328170-8X	1	Not Required
R	840JHC-30-A	Eng.	105%	– –	– –	– – –	– – –	– – –	328170-8X	1	Not Required
L	840JHC-50-A	Eng.	105%	– –	– –	– – –	– – –	– – –	328170-8X	1	Not Required
T	840JHC-30-A	Eng.	105%	– –	– –	– – –	– – –	– – –	328170-8X	1	Not Required
R	840KHC-30-A	Eng.	123%	– –	– –	– – –	– – –	– – –	328170-8X	1	Not Required
L	840KHC-50-A	Eng.	123%	– –	– –	– – –	– – –	– – –	328170-8X	1	Not Required
T	840KHC-30-A	Eng.	123%	– –	– –	– – –	– – –	– – –	328170-8X	1	Not Required
R	850JHC-31-A	Eng.	105%	– –	– –	– – –	– – –	– – –	328170-8X	1	Not Required
L	850JHC-51-A	Eng.	105%	– –	– –	– – –	– – –	– – –	328170-8X	1	Not Required
T	850JHC-31-A	Eng.	105%	– –	– –	– – –	– – –	– – –	328170-8X	1	Not Required
R	850CHC-31-A	Eng.	64%	– –	– –	– – –	– – –	– – –	328170-8X	1	Not Required
L	850CHC-51-A	Eng.	64%	– –	– –	– – –	– – –	– – –	328170-8X	1	Not Required
T	850CHC-31-A	Eng.	64%	– –	– –	– – –	– – –	– – –	328170-8X	1	Not Required
		ONE SPEED FORWARD & REVERSE – EXTRA HEAVY DUTY – SAE EIGHT HOLE									
R	860CHC-50-A	Eng.	64%	– –	85%	– – –	– – –	– – –	328170-8X	1	Not Required
L	860CHC-50-A	Eng.	64%	– –	85%	– – –	– – –	– – –	328170-8X	1	Not Required
T	860CHC-50-A	Eng.	64%	– –	85%	– – –	– – –	– – –	328170-8X	1	Not Required

CHELSEA

PTO DRIVER GEAR DATA		Pitch Line to Aperture Face	
* R – Front 8 Bolt 47T 6P-20	522 RPM or 1070 FPM	R – 1.014"	L – *
L – Front 6 Bolt 25T 6P-17½	438 RPM or 478 FPM		

SPICER 866

SIDE	P.T.O. MODEL	P.T.O. Output Shaft Speeds & Direction in Relation to Engine				Filler Block	Adapter Assembly	Filler Block	Stud Kit Required		END YOKE
		Rotates	HIGH	LOW	Reverse						

* - Non-Standard 8 Bolt aperture - 6 Bolts not applicable
NOTE: On 7352A Transmissions, Constant Mesh P.T.O.'s applicable only.

	ONE SPEED - SINGLE GEAR - MEDIUM DUTY										
L	**A3MN-1-C** [2]	Opp.	46%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-63
	ONE MEDIUM SPEED - TWO GEAR - HEAVY DUTY										
L	**41C17-C5-G**	Eng.	55%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	**41D17-C5-G**	Eng.	65%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	**S400D17-C5-G** [3]	Eng.	56%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	**43D17-C5-G**	Eng.	65%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
	ONE HIGH SPEED - TWO GEAR - MEDIUM DUTY										
L	**41K17-C5-G**	Eng.	79%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	**43K17-C5-G**	Eng.	79%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
	ONE SPEED - DUAL SHAFT - HEAVY DUTY										
L	**S47D17-A1-G** [3]	Eng.	56%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
	ONE LOW SPEED - TWO GEAR - EXTRA HEAVY DUTY										
L	**42D17L-C5-G** [4]	Eng.	40%	– –	– –	– – –	– – –	– – –	Furnished	1	2-4-533
	ONE SPEED FORWARD & REVERSE - HEAVY DUTY										
L	**S37D17-B1-G** [3]	Eng.	56%	– –	72%	– – –	– – –	– – –	Furnished	1	10-4-123
	ONE SPEED FORWARD & REVERSE - HEAVY DUTY										
	(Speeds shown in parenthesis are accessory shaft speeds.)										
L	**SR37D17-A1-GC**	Eng.	56%	(62%)	72%	– – –	– – –	– – –	Furnished	1	10-4-123 & 63
	TWO SPEEDS FORWARD & TWO REVERSE - HEAVY DUTY										
	(Speeds shown in parenthesis are accessory shaft speeds.)										
L	**S57D17-B1-G** [3]	Eng.	56%	(20%)	72%(26%)	– – –	– – –	– – –	Furnished	1	10-4-123
	TWO SPEEDS FORWARD & REVERSE - HEAVY DUTY										
L	**S32D17-B1-G**	Eng.	73%	37%	52%	– – –	– – –	– – –	Furnished	1	10-4-123
L	**30D17S-A1-G**	Opp.	86%	35%	55%	7-A-187 [1]	– – –	– – –	Furnished	2	10-4-123
	ONE SPEED - SINGLE GEAR - EXTRA HEAVY DUTY - SAE EIGHT HOLE										
R	**81LD-30-D**	Eng.	63%	– –	– –	– – –	– – –	– – –	328170-10X	1	3-4-283
	ONE SPEED - TWO GEAR - EXTRA HEAVY DUTY - SAE EIGHT HOLE										
R	**D820CD-30-A**	Opp.	43%	– –	– –	– – –	– – –	8-A-500 & -190	328170-18X	3	Not Required
R	**D820ED-30-A**	Opp.	51%	– –	– –	– – –	– – –	8-A-500 & -190	328170-18X	3	Not Required
R	**D820FD-30-A**	Opp.	55%	– –	– –	– – –	– – –	8-A-500 & -190	328170-18X	3	Not Required
R	**D820JD-30-A**	Opp.	66%	– –	– –	– – –	– – –	8-A-500 & -190	328170-18X	3	Not Required
R	**D820KD-30-A**	Opp.	77%	– –	– –	– – –	– – –	8-A-500 & -190	328170-18X	3	Not Required
R	**D830RD-30-A**	Opp.	136%	– –	– –	– – –	– – –	8-A-500 & -190	328170-18X	3	Not Required

* Non-Standard Gear 3.181 Gear Center to Aperture Face.
NOTE: To Reverse Rotation L.H. Side, use Adapter 328548X. Mounting Kit furnished with Adapter.
[1] - Filler Block furnished with P.T.O.
[2] - Gear and Shaft Kit No. K * 2-P-406
[3] - Input Gear Part No. 5-P-215
[4] - Input Gear Part No. 5-P-427

SPICER 867

PTO DRIVER GEAR DATA
*R – Front 8 Bolt 47T 6P-20 628 RPM or 1070 FPM
L – Front 6 Bolt 25T 6P-17½ 528 RPM or 478 FPM

Pitch Line to Aperture Face
R – 1.014" | L – *

CHELSEA

SIDE	P.T.O. MODEL	P.T.O. Output Shaft Speeds & Direction in Relation to Engine				Filler Block	Adapter Assembly	Filler Block	Stud Kit Required		END YOKE
		Rotates	HIGH	LOW	Reverse						

* - Non-Standard 8 Bolt aperture - 6 Bolts not applicable.

		ONE SPEED - SINGLE GEAR - MEDIUM DUTY									
L	**A3MN-1-C** [2]	Opp.	55%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-63
		ONE MEDIUM SPEED - TWO GEAR - HEAVY DUTY									
L	**41C17-C5-G**	Eng.	66%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	**41D17-C5-G**	Eng.	78%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	**S400D17-C5-G** [3]	Eng.	67%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	**43D17-C5-G**	Eng.	78%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE HIGH SPEED - TWO GEAR - MEDIUM DUTY									
L	**41K17-C5-G**	Eng.	95%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	**43K17-C5-G**	Eng.	95%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE SPEED – DUAL SHAFT – HEAVY DUTY									
L	**S47D17-A1-G** [3]	Eng.	67%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE LOW SPEED - TWO GEAR - EXTRA HEAVY DUTY									
L	**42D17L-C5-G** [4]	Eng.	49%	– –	– –	– – –	– – –	– – –	Furnished	1	2-4-533
		ONE SPEED FORWARD & REVERSE - HEAVY DUTY									
L	**S37D17-B1-G** [3]	Eng.	67%	– –	87%	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE SPEED FORWARD & REVERSE - HEAVY DUTY									
		(Speeds shown in parenthesis are accessory shaft speeds.)									
L	**SR37D17-A1-GC**	Eng.	67%	(75%)	87%	– – –	– – –	– – –	Furnished	1	10-4-123 & 63
		TWO SPEEDS FORWARD & TWO REVERSE - HEAVY DUTY									
		(Speeds shown in parenthesis are accessory shaft speeds.)									
L	**S57D17-B1-G** [3]	Eng.	67%	(24%)	87%(31%)	– – –	– – –	– – –	Furnished	1	10-4-123
		TWO SPEEDS FORWARD & REVERSE - HEAVY DUTY									
L	**S32D17-B1-G**	Eng.	88%	45%	63%	– – –	– – –	– – –	Furnished	1	10-4-123
L	**30D17S-A1-G**	Opp.	104%	42%	66%	7-A-187 [1]	– – –	– – –	Furnished	2	10-4-123
		ONE SPEED - TWO GEAR - EXTRA HEAVY DUTY - SAE EIGHT HOLE									
R	**D820CD-30-A**	Opp.	52%	– –	– –	– – –	– – –	8-A-500 & -190	328170-18X	3	Not Required
R	**D820ED-30-A**	Opp.	61%	– –	– –	– – –	– – –	8-A-500 & -190	328170-18X	3	Not Required
R	**D820FD-30-A**	Opp.	67%	– –	– –	– – –	– – –	8-A-500 & -190	328170-18X	3	Not Required
R	**D820JD-30-A**	Opp.	79%	– –	– –	– – –	– – –	8-A-500 & -190	328170-18X	3	Not Required
R	**D820KD-30-A**	Opp.	92%	– –	– –	– – –	– – –	8-A-500 & -190	328170-18X	3	Not Required

* Non-Standard Gear 3.181 Gear Center to Aperture Face.

NOTE: To Reverse Rotation L.H. Side, use Adapter 328548X. Mounting Kit Furnished with Adapter.

1 - Filler Block furnished with P.T.O.

2 - Gear and Shaft Kit No. K * 2-P-406

3 - Input Gear Part No. 5-P-215

4 - Input Gear Part No. 5-P-427

CHELSEA

PTO DRIVER GEAR DATA		Pitch Line to Aperture Face	
R – Front 6 Bolt 35T Helical	395 RPM or 535 FPM	R – 1.083"	L – 1.083"
L – Rear 6 Bolt 35T Helical	395 RPM or 535 FPM		

NEW PROCESS 868

SIDE	P.T.O. MODEL	P.T.O. Output Shaft Speeds & Direction in Relation to Engine				Filler Block	Adapter Assembly	Filler Block	Stud Kit Required		END YOKE
		Rotates	HIGH	LOW	Reverse						

NOTE: With Transmission Case No. 96201 Non-Standard Gear location. One half inch gear engagement with P.T.O.'s. P.T.O. applications not recommended Left Side.

	ONE SPEED - SINGLE GEAR - MEDIUM DUTY										
R	**A2ARN-1-C** [2]	Eng.	53%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-63
L	**A2ARN-2-C** [2]	Eng.	53%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-63
	ONE MEDIUM SPEED - TWO GEAR - HEAVY DUTY										
R	**41CAH-C3-G**	Opp.	63%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	**41CAH-C6-G**	Opp.	63%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
R	**41DAH-C3-G**	Opp.	73%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	**41DAH-C6-G**	Opp.	73%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
R	**S380AR-C3-G** [3]	Opp.	61%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	**S380AR-C6-G** [3]	Opp.	61%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	**S380BR-C5-G** [4]	Eng.	61%	– –	– –	– – –	328147X	– – –	Furnished	4	10-4-123
	ONE HIGH SPEED - TWO GEAR - MEDIUM DUTY										
R	**41KAH-C3-G**	Opp.	86%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	**41KAH-C6-G**	Opp.	86%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
	ONE SPEED - DUAL SHAFT - HEAVY DUTY										
R	**S45AR-A1-G** [3]	Opp.	61%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	**S45AR-A2-G** [3]	Opp.	61%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	**S45BR-A1-G** [4]	Eng.	61%	– –	– –	– – –	328147X	– – –	Furnished	4	10-4-123
	ONE LOW SPEED - TWO GEAR - EXTRA HEAVY DUTY										
R	**42ARL-C3-G** [3]	Opp.	44%	– –	– –	– – –	– – –	– – –	Furnished	1	2-4-533
L	**42ARL-C6-G** [3]	Opp.	44%	– –	– –	– – –	– – –	– – –	Furnished	1	2-4-533
	ONE SPEED FORWARD & REVERSE - HEAVY DUTY										
R	**S35AR-A1-G** [3]	Opp.	61%	– –	79%	– – –	– – –	– – –	Furnished	1	10-4-123
L	**S35AR-A2-G** [3]	Opp.	61%	– –	79%	– – –	– – –	– – –	Furnished	1	10-4-123
	ONE SPEED FORWARD & REVERSE - HEAVY DUTY *(Speeds shown in parenthesis are accessory shaft speeds.)*										
R	**SR35AR-B1-GC**	Opp.	61%	(68%)	79%	– – –	– – –	– – –	Furnished	1	10-4-123 & 63
L	**SR35AR-A2-GC**	Opp.	61%	(68%)	79%	– – –	– – –	– – –	Furnished	1	10-4-123 & 63
	TWO SPEEDS FORWARD & TWO REVERSE - HEAVY DUTY *(Speeds shown in parenthesis are accessory shaft speeds.)*										
R	**S55AR-A1-G** [3]	Opp.	61%	(22%)	79%(28%)	– – –	– – –	– – –	Furnished	1	10-4-123
L	**S55AR-A2-G** [3]	Opp.	61%	(22%)	79%(28%)	– – –	– – –	– – –	Furnished	1	10-4-123
	TWO SPEEDS FORWARD & REVERSE - HEAVY DUTY										
R	**32AR-A1-G**	Opp.	86%	38%	59%	– – –	– – –	– – –	Furnished	1	10-4-123
L	**32AR-A2-G**	Opp.	86%	38%	59%	– – –	– – –	– – –	Furnished	1	10-4-123

1 - Filler Block furnished with P.T.O.
2 - Gear and Shaft Kit No. K * 2-P-411
3 - Input Gear Part No. 5-P-272
4 - Input Gear Part No. 5-P-310

FULLER 872

PTO DRIVER GEAR DATA

R – Front 6 Bolt 45T 6P-20 700 RPM or 1370 FPM

B – Front 8 Bolt 47T 6P-20 700 RPM or 1435 FPM

Pitch Line to Aperture Face

R – 1.085" | B – .805"

CHELSEA

SIDE	P.T.O. MODEL	P.T.O. Output Shaft Speeds & Direction in Relation to Engine				Filler Block	Adapter Assembly	Filler Block	Stud Kit Required		END YOKE
		Rotates	HIGH	LOW	Reverse						
		ONE SPEED - SINGLE GEAR - MEDIUM DUTY									
R	A3DN-1-C [3]	Eng.	131%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-63
B	A3DN-1-C [3]	Eng.	137%	– –	– –	– – –	310778-1X	– – –	Furnished	7	10-4-63
		ONE SPEED - TWO GEAR - MEDIUM DUTY									
R	14LRN-1-C	Opp.	94%	– –	– –	7-A-187 [1]	– – –	– – –	Furnished	2	10-4-63
		ONE LOW SPEED - TWO GEAR - EXTRA HEAVY DUTY									
R	42L-C3-G [4]	Opp.	108%	– –	– –	– – –	– – –	– – –	Furnished	1	2-4-533
B	D42L-C3-G [4]	Opp.	114%	– –	– –	– – –	328564X	– – –	Furnished	7	2-4-533
		ONE EXTRA LOW SPEED - TWO GEAR - EXTRA HEAVY DUTY									
R	26DD-C3-G	Opp.	43%	– –	– –	– – –	– – –	– – –	Furnished	1	2-4-533
R	A22L-C3-G	Opp.	67%	– –	– –	– – –	– – –	– – –	Furnished	1	2-4-533
B	DA22L-C3-G	Opp.	70%	– –	– –	– – –	328564X	– – –	Furnished	7	2-4-533
		ONE LOW SPEED FORWARD & REVERSE - EXTRA HEAVY DUTY									
R	34LD-B1-G	Opp.	69%	– –	75%	7-A-140 [1]	– – –	– – –	Furnished	2	2-4-533
B	34LD-B1-G	Opp.	72%	– –	79%	7-A-031 & -140 [2]	310778X	– – –	7170-1X	8	2-4-533
		TWO SPEEDS FORWARD & TWO REVERSE – HEAVY DUTY *(Speeds shown in parenthesis are accessory shaft speeds.)*									
R	S57D-A1-G [5]	Opp.	158%	(57%)	204% (74%)	– – –	– – –	– – –	Furnished	1	10-4-123
B	DS57D-B1-G [5]	Opp.	165%	(59%)	213% (77%)	– – –	328564X	– – –	Furnished	7	10-4-123
		ONE SPEED - SINGLE GEAR - EXTRA HEAVY DUTY - SAE EIGHT HOLE									
B	81AD-30-D	Eng.	91%	– –	– –	– – –	– – –	– – –	Furnished	1	3-4-283
B	81LD-30-D	Eng.	84%	– –	– –	8-A-248	– – –	– – –	328170-21X	2	3-4-283
		ONE SPEED - TWO GEAR - EXTRA HEAVY DUTY - SAE EIGHT HOLE									
B	820CD-30-A	Opp.	58%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
B	820ED-30-A	Opp.	69%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
B	820JD-30-A	Opp.	88%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
B	820KD-30-A	Opp.	103%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
		ONE SPEED FORWARD & REVERSE – EXTRA HEAVY DUTY – SAE EIGHT HOLE									
B	860CD-50-A	Opp.	58%	– –	71%	– – –	– – –	– – –	Furnished	1	Not Required

NOTE: Single Gear P.T.O. may not be used on Right Side Fuller T-955GL due to Output Shaft Interference.

NOTE: To Reverse Rotation R.H. Side, use Adapter 310374X. Mounting Kit furnished with Adapter.

1 - Filler Block furnished with P.T.O.

2 - Filler Block furnished with P.T.O. but not required.

3 - Gear and Shaft Kit No. K * 2-P-414

4 - Input Gear Part No. 5-P-326

5 - Input Gear Part No. 5-P-214

CHELSEA

PTO DRIVER GEAR DATA
R – Front 6 Bolt 45T 6P-20 865 RPM or 1697 FPM
B – Front 8 Bolt 47T 6P-20 865 RPM or 1774 FPM

Pitch Line to Aperture Face
R – 1.085" | B – .805"

FULLER 873

SIDE	P.T.O. MODEL	P.T.O. Output Shaft Speeds & Direction in Relation to Engine				Filler Block	Adapter Assembly	Filler Block	Stud Kit Required		END YOKE
		Rotates	HIGH	LOW	Reverse						
		ONE SPEED - TWO GEAR - MEDIUM DUTY									
R	**14LRN-1-C**	Opp.	117%	– –	– –	7-A-187 [1]	– – –	– – –	Furnished	2	10-4-63
		ONE LOW SPEED – TWO GEAR – EXTRA HEAVY DUTY									
R	**42L-C3-G** [3]	Opp.	140%	– –	– –	– – –	– – –	– – –	Furnished	1	2-4-533
R	**42L-C3-G** [3]	Eng.	140%	– –	– –	– – –	328530-1X	7-A-2000	7170-31X	5	2-4-533
		ONE EXTRA LOW SPEED - TWO GEAR - EXTRA HEAVY DUTY									
R	**26DD-C3-G**	Opp.	53%	– –	– –	– – –	– – –	– – –	Furnished	1	2-4-533
R	**A22L-C3-G**	Opp.	83%	– –	– –	– – –	– – –	– – –	Furnished	1	2-4-533
B	**DA22L-C3-G**	Opp.	86%	– –	– –	– – –	328564X	– – –	Furnished †	7	2-4-533
R	**A22L-C3-G**	Eng.	83%	– –	– –	– – –	328530-1X	7-A-2000	328170-100X	5	2-4-533
		ONE LOW SPEED FORWARD & REVERSE - EXTRA HEAVY DUTY									
R	**34LD-B1-G**	Opp.	85%	– –	93%	7-A-140 [1]	– – –	– – –	Furnished	2	2-4-533
B	**34LD-B1-G**	Opp.	89%	– –	98%	7-A-140 [2]	310778X	– – –	7170-1X †	7	2-4-533
		TWO SPEEDS FORWARD & TWO REVERSE – HEAVY DUTY *(Speeds shown in parenthesis are accessory shaft speeds.)*									
R	**S57D-A1-G** [4]	Opp.	195%	(70%)	252% (91%)	– – –	– – –	– – –	Furnished	1	10-4-123
B	**DS57D-B1-G** [4]	Opp.	204%	(74%)	264% (95%)	– – –	328564X	– – –	Furnished †	7	10-4-123
		ONE SPEED - SINGLE GEAR - EXTRA HEAVY DUTY - SAE EIGHT HOLE									
B	**81AD-30-D**	Eng.	113%	– –	– –	– – –	– – –	– – –	Furnished	1	3-4-283
B	**81LD-30-D**	Eng.	104%	– –	– –	8-A-248	– – –	– – –	328170-21X	2	3-4-283
		ONE SPEED - TWO GEAR - EXTRA HEAVY DUTY - SAE EIGHT HOLE									
B	**820CD-30-A**	Opp.	72%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
B	**820ED-30-A**	Opp.	85%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
B	**820JD-30-A**	Opp.	108%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
		ONE SPEED FORWARD & REVERSE – EXTRA HEAVY DUTY – SAE EIGHT HOLE									
B	**860CD-50-A**	Opp.	72%	– –	88%	– – –	– – –	– – –	Furnished	1	Not Required

† Stud Kit must be used for Bottom Mounts.
[1] - Filler Block furnished with P.T.O.
[2] - Filler Block furnished with P.T.O. but not required
[3] - Input Gear Part No. 5-P-326
[3] - Input Gear Part No. 5-P-214

SPICER 875

PTO DRIVER GEAR DATA
R – Front 8 Bolt 47T 6P-20 578 RPM or 1181 FPM
L – Front 6 Bolt 25T 6P-17½ 485 RPM or 529 FPM

Pitch Line to Aperture Face
R – 1.014" | L – *

CHELSEA

SIDE	P.T.O. MODEL	P.T.O. Output Shaft Speeds & Direction in Relation to Engine				Filler Block	Adapter Assembly	Filler Block	Stud Kit Required		END YOKE
		Rotates	HIGH	LOW	Reverse						
		ONE SPEED – SINGLE GEAR – MEDIUM DUTY									
L	**A3MN-1-C** [2]	Opp.	51%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-63
		ONE MEDIUM SPEED – TWO GEAR – HEAVY DUTY									
L	**41C17-C5-G**	Eng.	61%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	**41D17-C5-G**	Eng.	72%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	**S400D17-C5-G** [3]	Eng.	62%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	**43D17-C5-G**	Eng.	72%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE HIGH SPEED - TWO GEAR - MEDIUM DUTY									
L	**41K17-C5-G**	Eng.	87%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	**43K17-C5-G**	Eng.	88%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE SPEED - DUAL SHAFT - HEAVY DUTY									
L	**S47D17-A1-G** [3]	Eng.	62%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE LOW SPEED – TWO GEAR – EXTRA HEAVY DUTY									
L	**42D17L-C5-G** [4]	Eng.	44%	– –	– –	– – –	– – –	– – –	Furnished	1	2-4-533
		ONE SPEED FORWARD & REVERSE - HEAVY DUTY									
L	**S37D17-B1-G** [3]	Eng.	62%	– –	80%	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE SPEED FORWARD & REVERSE - HEAVY DUTY *(Speeds shown in parenthesis are accessory shaft speeds.)*									
L	**SR37D17-A1-GC**	Eng.	62%	(69%)	80%	– – –	– – –	– – –	Furnished	1	10-4-123 & 63
		TWO SPEEDS FORWARD & TWO REVERSE – HEAVY DUTY *(Speeds shown in parenthesis are accessory shaft speeds.)*									
L	**S57D17-B1-G** [3]	Eng.	62%	(22%)	80% (29%)	– – –	– – –	– – –	Furnished	1	10-4-123
		TWO SPEEDS FORWARD & REVERSE - HEAVY DUTY									
L	**S32D17-B1-G**	Eng.	81%	41%	58%	– – –	– – –	– – –	Furnished	1	10-4-123
L	**30D17S-A1-G**	Opp.	95%	39%	61%	7-A-187 [1]	– – –	– – –	Furnished	2	10-4-123
		ONE SPEED – SINGLE GEAR – EXTRA HEAVY DUTY – SAE EIGHT HOLE									
R	**81LD-30-D**	Eng.	70%	– –	– –	– – –	– – –	– – –	328170-10X	1	3-4-283
		ONE SPEED – TWO GEAR – EXTRA HEAVY DUTY – SAE EIGHT HOLE									
R	**D820CD-30-A**	Opp.	48%	– –	– –	– – –	– – –	8-A-500 & -190	328170-18X	3	Not Required
R	**D820ED-30-A**	Opp.	57%	– –	– –	– – –	– – –	8-A-500 & -190	328170-18X	3	Not Required
R	**D820FD-30-A**	Opp.	61%	– –	– –	– – –	– – –	8-A-500 & -190	328170-18X	3	Not Required
R	**D820JD-30-A**	Opp.	72%	– –	– –	– – –	– – –	8-A-500 & -190	328170-18X	3	Not Required
R	**D820KD-30-A**	Opp.	85%	– –	– –	– – –	– – –	8-A-500 & -190	328170-18X	3	Not Required

* Non-Standard Gear 3.181 Gear Center to Aperture Face.

NOTE: To Reverse Rotation L.H. Side, use Adapter 328548X. Mounting Kit furnished with Adapter.

* NOTE: On 7452E Transmission Constant Mesh P.T.O.'s only on R.H. Side due to interference with adjacent gear on this Transmission.

1 - Filler Block furnished with P.T.O.

2 - Gear and Shaft Kit No. K * 2-P-406

3 - Input Gear Part No. 5-P-215

4 - Input Gear Part No. 5-P-427

SIDE	P.T.O. MODEL	P.T.O. Output Shaft Speeds & Direction in Relation to Engine				Filler Block	Adapter Assembly	Filler Block	Stud Kit Required		END YOKE
		Rotates	HIGH	LOW	Reverse						

NOTE: This Application is for Transmissions with Case No. 218555 or 229882. For Applications with Case No. 231121 or 231122, refer to Application No. 950

	ONE SPEED – SINGLE GEAR – MEDIUM DUTY										
R	**A1CDRN-2-C** [2]	Opp.	80%	– –	– –	– – –	328530-3X	7-A-062	328291-7X	5	10-4-63
L	**A1CDRN-2-C** [2]	Opp.	80%	– –	– –	– – –	328530-3X	7-A-062	328291-7X	5	10-4-63
	ONE MEDIUM SPEED - TWO GEAR - HEAVY DUTY										
R	**41DRH-C4-G**	Eng.	103%	– –	– –	– – –	328530-3X	7-A-062	7170-16X	5	10-4-123
L	**41DRH-C6-G**	Eng.	103%	– –	– –	– – –	328530-3X	7-A-062	7170-16X	5	10-4-123
R	**S380CDR-C4-G** [3]	Eng.	89%	– –	– –	– – –	328530-3X	7-A-062	7170-16X	5	10-4-123
L	**S380CDR-C6-G** [3]	Eng.	89%	– –	– –	– – –	328530-3X	7-A-062	7170-16X	5	10-4-123
	ONE HIGH SPEED – TWO GEAR – MEDIUM DUTY										
R	**41KRH-C4-G**	Eng.	127%	– –	– –	– – –	328530-3X	7-A-062	7170-16X	5	10-4-123
L	**41KRH-C6-G**	Eng.	127%	– –	– –	– – –	328530-3X	7-A-062	7170-16X	5	10-4-123
	ONE SPEED - DUAL SHAFT - HEAVY DUTY										
R	**S45CDR-A2-G** [3]	Eng.	89%	– –	– –	– – –	328530-3X	7-A-062	7170-16X	5	10-4-123
L	**S45CDR-A2-G** [3]	Eng.	89%	– –	– –	– – –	328530-3X	7-A-062	7170-16X	5	10-4-123
	ONE LOW SPEED - TWO GEAR - EXTRA HEAVY DUTY										
R	**42LRH-C4-G** [4]	Eng.	66%	– –	– –	– – –	328530-3X	7-A-062	7170-16X	5	2-4-533
L	**42LRH-C6-G** [4]	Eng.	66%	– –	– –	– – –	328530-3X	7-A-062	7170-16X	5	2-4-533
	ONE SPEED FORWARD & REVERSE - HEAVY DUTY										
R	**S35CDR-B2-G** [3]	Eng.	89%	– –	114%	– – –	328530-3X	7-A-062	7170-16X	5	10-4-123
L	**S35CDR-A2-G** [3]	Eng.	89%	– –	114%	– – –	328530-3X	7-A-062	7170-16X	5	10-4-123
	ONE SPEED FORWARD & REVERSE – HEAVY DUTY										
	(Speeds shown in parenthesis are accessory shaft speeds.)										
R	**SR35CDR-A2-GC**	Eng.	89%	(99%)	114%	– – –	328530-3X	7-A-062	7170-16X	5	10-4-123 & 63
L	**SR35CDR-B2-GC**	Eng.	89%	(99%)	114%	– – –	328530-3X	7-A-062	7170-16X	5	10-4-123 & 63
	TWO SPEEDS FORWARD & TWO REVERSE - HEAVY DUTY										
	(Speeds shown in parenthesis are accessory shaft speeds.)										
R	**S55CDR-B2-G** [3]	Eng.	89%	(32%)	114%	(41%) – – –	328530-3X	7-A-062	7170-16X	5	10-4-123
L	**S55CDR-A2-G** [3]	Eng.	89%	(32%)	114%	(41%) – – –	328530-3X	7-A-062	7170-16X	5	10-4-123

* Non-Standard Gear 6.250 Gear to Aperture Face.

1 - Filler Block furnished with P.T.O.

2 - Gear and Shaft Kit No. K * 2-P-408

3 - Input Gear Part No. 5-P-345

4 - Input Gear Part No. 5-P-386

CLARK 885

PTO DRIVER GEAR DATA
R – Rear 6 Bolt 43T Helical 537 RPM or 868 FPM
L – Rear 6 Bolt 43T Helical 537 RPM or 868 FPM

Pitch Line to Aperture Face
R – * | L – *

CHELSEA

SIDE	P.T.O. MODEL	P.T.O. Output Shaft Speeds & Direction in Relation to Engine				Filler Block	Adapter Assembly	Filler Block	Stud Kit Required		END YOKE
		Rotates	HIGH	LOW	Reverse						
R	**A1CDRN-2-C** [2]	Opp.	86%	– –	– –	– – –	328530-3X	– – –	328291-7X	4	10-4-63
L	**A1CDRN-2-C** [2]	Opp.	86%	– –	– –	– – –	328530-3X	– – –	328291-7X	4	10-4-63
	ONE SPEED – SINGLE GEAR – MEDIUM DUTY										
R	**41DRH-C4-G**	Eng.	110%	– –	– –	– – –	328530-3X	– – –	7170-16X	4	10-4-123
L	**41DRH-C6-G**	Eng.	110%	– –	– –	– – –	328530-3X	– – –	7170-16X	4	10-4-123
R	**S380DR-C4-G** [3]	Eng.	95%	– –	– –	– – –	328530-3X	– – –	7170-16X	4	10-4-123
L	**S380CDR-C6-G** [3]	Eng.	95%	– –	– –	– – –	328530-3X	– – –	7170-16X	4	10-4-123
	ONE HIGH SPEED - TWO GEAR - MEDIUM DUTY										
R	**41KRH-C4-G**	Eng.	136%	– –	– –	– – –	328530-3X	– – –	7170-16X	4	10-4-123
L	**41KRH-C6-G**	Eng.	136%	– –	– –	– – –	328530-3X	– – –	7170-16X	4	10-4-123
	ONE SPEED - DUAL SHAFT - HEAVY DUTY										
R	**S45CDR-A2-G** [3]	Eng.	95%	– –	– –	– – –	328530-3X	– – –	7170-16X	4	10-4-123
L	**S45CDR-A2-G** [3]	Eng.	95%	– –	– –	– – –	328530-3X	– – –	7170-16X	4	10-4-123
	ONE LOW SPEED - TWO GEAR - EXTRA HEAVY DUTY										
R	**42LRH-C4-G** [4]	Eng.	71%	– –	– –	– – –	328530-3X	– – –	7170-16X	4	2-4-533
L	**42LRH-C6-G** [4]	Eng.	71%	– –	– –	– – –	328530-3X	– – –	7170-16X	4	2-4-533
	ONE SPEED FORWARD & REVERSE - HEAVY DUTY										
R	**S35CDR-B2-G** [3]	Eng.	95%	– –	122%	– – –	328530-3X	– – –	7170-16X	4	10-4-123
L	**S35CDR-A2G** [3]	Eng.	95%	– –	122%	– – –	328530-3X	– – –	7170-16X	4	10-4-123
	ONE SPEED FORWARD & REVERSE – HEAVY DUTY *(Speeds shown in parenthesis are accessory shaft speeds.)*										
R	**SR35CDR-A2-GC**	Eng.	95%	(106%)	122%	– – –	328530-3X	– – –	7170-16X	4	10-4-123 & 63
L	**SR35CDR-B2-GC**	Eng.	95%	(106%)	122%	– – –	328530-3X	– – –	7170-16X	4	10-4-123 & 63
	TWO SPEEDS FORWARD & TWO REVERSE - HEAVY DUTY *(Speeds shown in parenthesis are accessory shaft speeds.)*										
R	**S55CDR-B2-G** [3]	Eng.	95%	(34%)	122% (44%)	– – –	328530-3X	– – –	7170-16X	4	10-4-123
L	**S55CDR-A2-G** [3]	Eng.	95%	(34%)	122% (44%)	– – –	328530-3X	– – –	7170-16X	4	10-4-123

NOTE: This application is for Transmissions with Case No. 218555 or 229882. For Applications with Case No. 231121 or 231122, refer to Application No. 951.

* Non-Standard Gear 6.250 Gear to Aperture Face.

1 - Filler Block furnished with P.T.O.

2 - Gear and Shaft Kit No. K * 2-P-408

3 - Input Gear Part No. 5-P-345

4 - Input Gear Part No. 5-P-386

CHELSEA

PTO DRIVER GEAR DATA

R – Rear 6 Bolt 45T Helical 602 RPM or 1019 FPM

L – Rear 6 Bolt 45T Helical 602 RPM or 1019 FPM

Pitch Line to Aperture Face	
R – 3.035"	L – 3.035"

CLARK 886

SIDE	P.T.O. MODEL	P.T.O. Output Shaft Speeds & Direction in Relation to Engine				Filler Block	Adapter Assembly	Filler Block	Stud Kit Required		END YOKE
		Rotates	HIGH	LOW	Reverse						

NOTE: This application is for Transmissions with Case No. 218555 or 229882. For Transmissions with Case No. 231121 or 231122, refer to Application No. 952.

	ONE SPEED – SINGLE GEAR – MEDIUM DUTY										
R	**A1CDRN-2-C** [2]	Opp.	101%	– –	– –	– – –	328530-3X	7-A-062	328291-7X	5	10-4-63
L	**A1CDRN-2-C** [2]	Opp.	101%	– –	– –	– – –	328530-3X	7-A-062	328291-7X	5	10-4-63
	ONE MEDIUM SPEED - TWO GEAR - HEAVY DUTY										
R	**41DRH-C4-G**	Eng.	129%	– –	– –	– – –	328530-3X	7-A-062	7170-16X	5	10-4-123
L	**41DRH-C6-G**	Eng.	129%	– –	– –	– – –	328530-3X	7-A-062	7170-16X	5	10-4-123
R	**S380CDR-C4-G** [3]	Eng.	111%	– –	– –	– – –	328530-3X	7-A-062	7170-16X	5	10-4-123
L	**S380CDR-C6-G** [3]	Eng.	111%	– –	– –	– – –	328530-3X	7-A-062	7170-16X	5	10-4-123
	ONE SPEED - DUAL SHAFT - HEAVY DUTY										
L	**S45CDR-A2-G** [3]	Eng.	127%	– –	– –	– – –	328530-3X	7-A-062	7170-16X	5	10-4-123
L	**S45CDR-A2-G** [3]	Eng.	127%	– –	– –	– – –	328530-3X	7-A-062	7170-16X	5	10-4-123
	ONE LOW SPEED - TWO GEAR - EXTRA HEAVY DUTY										
R	**42LRH-C4-G** [4]	Eng.	83%	– –	– –	– – –	328530-3X	7-A-062	7170-16X	5	2-4-533
L	**42LRH-C6-G** [4]	Eng.	83%	– –	– –	– – –	328530-3X	7-A-062	7170-16X	5	2-4-533
	ONE SPEED FORWARD & REVERSE - HEAVY DUTY										
R	**S35CDR-B2-G** [3]	Eng.	111%	– –	144%	– – –	328530-3X	7-A-062	7170-16X	5	10-4-123
L	**S35CDR-A2-G** [3]	Eng.	111%	– –	144%	– – –	328530-3X	7-A-062	7170-16X	5	10-4-123
	ONE SPEED FORWARD & REVERSE – HEAVY DUTY *(Speeds shown in parenthesis are accessory shaft speeds.)*										
R	**SR35CDR-A2-GC**	Eng.	111%	(124%)	144%	– – –	328530-3X	7-A-062	7170-16X	5	10-4-123 & 63
L	**SR35CDR-B2-GC**	Eng.	111%	(124%)	144%	– – –	328530-3X	7-A-062	7170-16X	5	10-4-123 & 63
	TWO SPEEDS FORWARD & TWO REVERSE - HEAVY DUTY *(Speeds shown in parenthesis are accessory shaft speeds.)*										
R	**S55CDR-B2-G** [3]	Eng.	111%	(40%)	144%	(52%)	– – –	328530-3X	7-A-062	7170-16X	5	10-4-123
L	**S55CDR-A2-G** [3]	Eng.	111%	(40%)	144%	(52%)	– – –	328530-3X	7-A-062	7170-16X	5	10-4-123

1 - Filler Block furnished with P.T.O.
2 - Gear and Shaft Kit No. K * 2-P-408
3 - Input Gear Part No. 5-P-345
4 - Input Gear Part No. 5-P-386

CLARK 887

PTO DRIVER GEAR DATA
R – Rear 6 Bolt 47T Helical 538 RPM or 949 FPM
L – Rear 6 Bolt 47T Helical 538 RPM or 949 FPM

Pitch Line to Aperture Face	
R – *	L – *

CHELSEA

SIDE	P.T.O. MODEL	P.T.O. Output Shaft Speeds & Direction in Relation to Engine				Filler Block	Adapter Assembly	Filler Block	Stud Kit Required		END YOKE
		Rotates	HIGH	LOW	Reverse						

NOTE: This application is for Transmissions with Case No. 218555 or 229882. For applications with Case No. 231121 or 231122, refer to Application No. 953.

	ONE SPEED – SINGLE GEAR – MEDIUM DUTY										
R	**A1CDR-2-C** [2]	Opp.	94%	– –	– –	– – –	328530-3X	7-A-200	328291-8X	5	10-4-63
L	**A1CDR-2-C** [2]	Opp.	94%	– –	– –	– – –	328530-3X	7-A-200	328291-8X	5	10-4-63
	ONE MEDIUM SPEED - TWO GEAR - HEAVY DUTY										
R	**41DRH-C4-G**	Eng.	121%	– –	– –	– – –	328530-3X	7-A-200	7170-17X	5	10-4-123
L	**41DRH-C6-G**	Eng.	121%	– –	– –	– – –	328530-3X	7-A-200	7170-17X	5	10-4-123
R	**S380CDR-C4-G** [3]	Eng.	104%	– –	– –	– – –	328530-3X	7-A-200	7170-17X	5	10-4-123
L	**S380CDR-C6-G** [3]	Eng.	104%	– –	– –	– – –	328530-3X	7-A-200	7170-17X	5	10-4-123
	ONE SPEED – DUAL SHAFT – HEAVY DUTY										
R	**S45CDR-A2-G** [3]	Eng.	104%	– –	– –	– – –	328530-3X	7-A-200	7170-17X	5	10-4-123
L	**S45CDR-A2-G** [3]	Eng.	104%	– –	– –	– – –	328530-3X	7-A-200	7170-17X	5	10-4-123
	ONE LOW SPEED - TWO GEAR - EXTRA HEAVY DUTY										
R	**42LRH-C4-G** [4]	Eng.	77%	– –	– –	– – –	328530-3X	7-A-200	7170-17X	5	2-4-533
L	**42LRH-C6-G** [4]	Eng.	77%	– –	– –	– – –	328530-3X	7-A-200	7170-17X	5	2-4-533
	ONE SPEED FORWARD & REVERSE - HEAVY DUTY										
R	**S35CDR-B2-G** [3]	Eng.	104%	– –	134%	– – –	328530-3X	7-A-200	7170-17X	5	10-4-123
L	**S35CDR-A2-G** [3]	Eng.	104%	– –	134%	– – –	328530-3X	7-A-200	7170-17X	5	10-4-123
	ONE SPEED FORWARD & REVERSE – HEAVY DUTY *(Speeds shown in parenthesis are accessory shaft speeds.)*										
R	**SR35CDR-A2-GC**	Eng.	104%	(116%)	134%	– – –	328530-3X	7-A-200	7170-17X	5	10-4-123 & 63
L	**SR35CDR-B2-GC**	Eng.	104%	(116%)	134%	– – –	328530-3X	7-A-200	7170-17X	5	10-4-123 & 63
	TWO SPEEDS FORWARD & TWO REVERSE – HEAVY DUTY *(Speeds shown in parenthesis are accessory shaft speeds.)*										
R	**S55CDR-B2-G** [3]	Eng.	104%	(37%)	134%	(48%) – – –	328530-3X	7-A-200	7170-17X	5	10-4-123
L	**S55CDR-A2-G** [3]	Eng.	104%	(37%)	134%	(48%) – – –	328530-3X	7-A-200	7170-17X	5	10-4-123

* Non-Standard Gear 6.250 Gear to Aperture Face.

1 - Filler Block furnished with P.T.O.
2 - Gear and Shaft Kit No. K * 2-P-408
3 - Input Gear Part No. 5-P-345
4 - Input Gear Part No. 5-P-386

CHELSEA

PTO DRIVER GEAR DATA
R – Front 6 Bolt 45T 6P-20 533 RPM or 1047 FPM
B – Front 8 Bolt 47T 6P-20 533 RPM or 1094 FPM

Pitch Line to Aperture Face
R – 1.085" | B – .805"

FULLER 888

SIDE	P.T.O. MODEL	P.T.O. Output Shaft Speeds & Direction in Relation to Engine				Filler Block	Adapter Assembly	Filler Block	Stud Kit Required		END YOKE
		Rotates	HIGH	LOW	Reverse						
		ONE SPEED – SINGLE GEAR – MEDIUM DUTY									
R	A3DN-1-C [3]	Eng.	100%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-63
B	A3DN-1-C [3]	Eng.	104%	– –	– –	– – –	310778-1X	– – –	Furnished †	7	10-4-63
		ONE SPEED - TWO GEAR - MEDIUM DUTY									
R	14LRN-1-C	Opp.	72%	– –	– –	7-A-187	– – –	– – –	Furnished	2	10-4-63
R	14DRN-1-C	Opp.	133%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-63
		ONE MEDIUM SPEED - TWO GEAR - HEAVY DUTY									
R	41CD-C3-G	Opp.	120%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
B	D41CD-C3-G	Opp.	125%	– –	– –	– – –	328564X	– – –	Furnished †	7	10-4-123
R	S400D-C3-G [4]	Opp.	121%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
B	DS400D-C3-G [4]	Opp.	126%	– –	– –	– – –	328564X	– – –	Furnished †	7	10-4-123
		ONE SPEED - DUAL SHAFT - HEAVY DUTY									
R	S47D-A1-G [4]	Opp.	121%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
B	DS47D-A1-G [4]	Opp.	126%	– –	– –	– – –	328564X	– – –	Furnished †	7	10-4-123
		ONE LOW SPEED - TWO GEAR - EXTRA HEAVY DUTY									
R	42L-C3-G [5]	Opp.	86%	– –	– –	– – –	– – –	– – –	Furnished	1	2-4-533
B	D42L-C3-G [5]	Opp.	90%	– –	– –	– – –	328564X	– – –	Furnished †	7	2-4-533
		ONE EXTRA LOW SPEED - TWO GEAR - EXTRA HEAVY DUTY									
R	26DD-C3-G	Opp.	33%	– –	– –	– – –	– – –	– – –	Furnished	1	2-4-533
R	A22L-C3-G	Opp.	51%	– –	– –	– – –	– – –	– – –	Furnished	1	2-4-533
B	DA22L-C3-G	Opp.	53%	– –	– –	– – –	328564X	– – –	Furnished †	7	2-4-533
		ONE SPEED FORWARD & REVERSE - HEAVY DUTY									
R	S37D-A1-G [4]	Opp.	120%	– –	155%	– – –	– – –	– – –	Furnished	1	10-4-123
B	DS37D-B1-G [4]	Opp.	126%	– –	162%	– – –	328564X	– – –	Furnished †	7	10-4-123
		ONE LOW SPEED FORWARD & REVERSE - EXTRA HEAVY DUTY									
R	34LD-B1-G	Opp.	52%	– –	57%	7-A-140 [1]	– – –	– – –	Furnished	2	2-4-533
B	34LD-B1-G	Opp.	55%	– –	60%	7-A-032 & -140 [2]	310778X	– – –	7170-1X †	8	2-4-533
		ONE SPEED FORWARD & REVERSE – HEAVY DUTY *(Speeds shown in parenthesis are accessory shaft speeds.)*									
R	SR37D-B1-GC	Opp.	120%	(134%)	155%	– – –	– – –	– – –	Furnished	1	10-4-123 & 63
B	DSR37D-B1-GC	Opp.	126%	(140%)	162%	– – –	328564X	– – –	Furnished †	7	10-4-123 & 63
		TWO SPEEDS FORWARD & TWO REVERSE – HEAVY DUTY *(Speeds shown in parenthesis are accessory shaft speeds.)*									
R	S57D-A1-G [4]	Opp.	120%	(43%)	155%	(56%)	– – –	– – –	Furnished	1	10-4-123
B	DS57D-B1-G [4]	Opp.	126%	(45%)	162%	(59%)	– – –	328564X	– – –	Furnished †	7	10-4-123
		TWO SPEEDS FORWARD & REVERSE - HEAVY DUTY									
R	S32D-B1-G	Opp.	160%	81%	114%	– – –	– – –	– – –	Furnished	1	10-4-123
B	S32D-B1-G	Opp.	167%	84%	119%	– – –	328481X	– – –	Furnished †	7	10-4-123
R	30DDS-B1-G	Eng.	188%	76%	120%	7-A-187 [1]	– – –	– – –	Furnished	1	10-4-123
B	30DDS-B1-G	Eng.	197%	79%	125%	7-A-187 [2]	328564X	– – –	7170-1X †	7	10-4-123
		ONE SPEED - SINGLE GEAR - EXTRA HEAVY DUTY - SAE EIGHT HOLE									
B	81BD-30-D	Eng.	69%	– –	– –	– – –	– – –	– – –	Furnished	1	3-4-283
		ONE SPEED - TWO GEAR - EXTRA HEAVY DUTY - SAE EIGHT HOLE									
B	820KD-30-A	Opp.	78%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
B	820JD-30-A	Opp.	66%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
B	820CD-30-A	Opp.	44%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
		ONE SPEED FORWARD & REVERSE - EXTRA HEAVY DUTY - SAE EIGHT HOLE									
B	860CD-50-A	Opp.	44%	– –	54%	– – –	– – –	– – –	Furnished	1	Not Required

† Stud Kit must be used for Bottom Mounts.

NOTE: To Reverse Rotation R.H. Side, use Adapter 310374X. Mounting Kit furnished with Adapter.

1 - Filler Block furnished with P.T.O.

2 - Filler Block furnished with P.T.O. but not required.

3 - Gear and Shaft Kit No. K * 2-P-414

4 - Input Gear Part No. 5-P-214

5 - Input Gear Part No. 5-P-326

FULLER 889

PTO DRIVER GEAR DATA

R – Front 6 Bolt 45T 6P-20 533 RPM or 1045 FPM

B – Front 8 Bolt 47T 6P-20 533 RPM or 1095 FPM

Pitch Line to Aperture Face	
R – 1.085"	B – .805"

CHELSEA

SIDE	P.T.O. MODEL	P.T.O. Output Shaft Speeds & Direction in Relation to Engine				Filler Block	Adapter Assembly	Filler Block	Stud Kit Required		END YOKE
		Rotates	HIGH	LOW	Reverse						
		ONE SPEED – SINGLE GEAR – MEDIUM DUTY									
R	**A3DN-1-C** [3]	Opp.	100%	– –	– –	– – –	310374X	– – –	Furnished	4	10-4-63
B	**A3DN-1-C** [3]	Eng.	104%	– –	– –	– – –	310778-1X	– – –	Furnished †	7	10-4-63
		ONE MEDIUM SPEED - TWO GEAR - HEAVY DUTY									
B	**D41CD-C3-G**	Opp.	125%	– –	– –	– – –	328564X	– – –	Furnished †	7	10-4-123
R	**S400D-C3-G** [4]	Opp.	120%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
B	**DS400D-C3-G** [4]	Opp.	125%	– –	– –	– – –	328564X	– – –	Furnished †	7	10-4-123
		ONE SPEED - DUAL SHAFT - HEAVY DUTY									
R	**S47D-A1-G** [4]	Opp.	120%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
B	**DS47D-A1-G** [4]	Opp.	126%	– –	– –	– – –	328564X	– – –	Furnished †	7	10-4-123
		ONE LOW SPEED - TWO GEAR - EXTRA HEAVY DUTY									
R	**42L-C3-G** [5]	Opp.	82%	– –	– –	– – –	– – –	– – –	Furnished	1	2-4-533
B	**D42L-C3-G** [5]	Opp.	87%	– –	– –	– – –	328564X	– – –	Furnished †	7	2-4-533
		ONE EXTRA LOW SPEED - TWO GEAR - EXTRA HEAVY DUTY									
B	**DA22L-C3-G**	Opp.	53%	– –	– –	– – –	328564X	– – –	Furnished †	7	2-4-533
		ONE SPEED FORWARD & REVERSE - HEAVY DUTY									
R	**S37D-A1-G** [4]	Opp.	120%	– –	155%	– – –	– – –	– – –	Furnished	1	10-4-123
B	**DS37D-B1-G** [4]	Opp.	126%	– –	162%	– – –	328564X	– – –	Furnished †	7	10-4-123
		ONE LOW SPEED FORWARD & REVERSE - EXTRA HEAVY DUTY									
R	**34LD-B1-G**	Opp.	52%	– –	57%	7-A-140 [1]	– – –	– – –	Furnished	2	2-4-533
B	**34LD-B1-G**	Opp.	55%	– –	60%	7-A-032 & -140 [2]	310778X	– – –	7170-1X †	8	2-4-533
		ONE SPEED FORWARD & REVERSE – HEAVY DUTY									
		(Speeds shown in parenthesis are accessory shaft speeds.)									
R	**SR37D-B1-GC**	Opp.	120%	(134%)	155%	– – –	– – –	– – –	Furnished	1	10-4-123 & 63
B	**DSR37D-B1-GC**	Opp.	126%	(140%)	162%	– – –	328564X	– – –	Furnished †	7	10-4-123 & 63
		TWO SPEEDS FORWARD & TWO REVERSE - HEAVY DUTY									
		(Speeds shown in parenthesis are accessory shaft speeds.)									
R	**S57D-A1-G** [4]	Opp.	120%	(43%)	155%	(56%) – – –	– – –	– – –	Furnished	1	10-4-123
B	**DS57D-B1-G** [4]	Opp.	126%	(45%)	162%	(58%) – – –	328564X	– – –	Furnished †	7	10-4-123
		TWO SPEEDS FORWARD & REVERSE – HEAVY DUTY									
R	**S32D-B1-G**	Opp.	160%	81%	115%	– – –	– – –	– – –	Furnished	1	10-4-123
B	**S32D-B1-G**	Opp.	167%	85%	119%	– – –	328481X	– – –	Furnished †	7	10-4-123
R	**30DDS-B1-G**	Eng.	188%	76%	120%	7-A-187 [1]	– – –	– – –	Furnished	2	10-4-123
B	**30DDS-B1-G**	Eng.	198%	80%	125%	7-A-187 [2]	328564X	– – –	7170-1X †	7	10-4-123
		ONE SPEED - SINGLE GEAR - EXTRA HEAVY DUTY - SAE EIGHT HOLE									
B	**81BD-30-D**	Eng.	69%	– –	– –	– – –	– – –	– – –	Furnished	1	3-4-283
		ONE SPEED - TWO GEAR - EXTRA HEAVY DUTY - SAE EIGHT HOLE									
B	**820KD-30-A**	Opp.	78%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
B	**820JD-30-A**	Opp.	67%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
B	**820CD-30-A**	Opp.	45%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
		ONE SPEED FORWARD & REVERSE – EXTRA HEAVY DUTY – SAE EIGHT HOLE									
B	**860CD-50-A**	Opp.	45%	– –	54%	– – –	– – –	– – –	Furnished	1	Not Required

† Stud Kit must be used for Bottom Mounts.

NOTE: To Reverse Rotation R.H. Side, use Adapter 310374X. Mounting Kit furnished with Adapter.

[1] - Filler Block furnished with P.T.O.

[2] - Filler Block furnished with P.T.O. but not required.

[3] - Gear and Shaft Kit No. K * 2-P-414

[4] - Input Gear Part No. 5-P-214

[5] - Input Gear Part No. 5-P-326

CHELSEA

PTO DRIVER GEAR D...
R – Front 6 Bolt 45T 6... ... RPM or 1610 FPM
B – Front 8 Bolt 47T 6P-20 820 RPM or 1682 FPM

Pitch Line to Aperture Face: R – 1.085" | B – .805"

FULLER 890

SIDE	P.T.O. MODEL	P.T.O. Output Shaft Speeds & Direction in Relation to Engine: Rotates	HIGH	LOW	Reverse	Filler Block	Adapter Assembly	Filler Block	Stud Kit Required		END YOKE
		ONE LOW SPEED - TWO GEAR - EXTRA HEAVY DUTY									
R	**42L-C3-G** [3]	Opp.	133%	– –	– –	– – –	– – –	– – –	Furnished	1	2-4-533
B	**D42L-C3-G** [3]	Opp.	139%	– –	– –	– – –	328564X	– – –	Furnished †	7	2-4-533
R	**42L-C3-G** [3]	Eng.	133%	– –	– –	– – –	328530-1X	7-A-2000	7170-31X	5	2-4-533
		ONE EXTRA LOW SPEED - TWO GEAR - EXTRA HEAVY DUTY									
R	**A22L-C3-G**	Eng.	79%	– –	– –	– – –	328530-1X	7-A-2000	328170-100X	5	2-4-533
		ONE LOW SPEED FORWARD & REVERSE - EXTRA HEAVY DUTY									
R	**34LD-B1-G**	Opp.	80%	– –	89%	7-A-140 [1]	– – –	– – –	Furnished	2	2-4-533
B	**34LD-B1-G**	Opp.	84%	– –	92%	7-A-140 [2]	310778X	– – –	7170-1X †	7	2-4-533
		ONE SPEED - TWO GEAR - EXTRA HEAVY DUTY - SAE EIGHT HOLE									
B	**820KD-30-A**	Opp.	139%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
B	**820JD-30-A**	Opp.	103%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
B	**820CD-30-A**	Opp.	68%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
		ONE SPEED FORWARD & REVERSE - EXTRA HEAVY DUTY - SAE EIGHT HOLE									
B	**860CD-50-A**	Opp.	68%	– –	84%	– – –	– – –	– – –	Furnished	1	Not Required

† Stud Kit must be used for Bottom Mounts.
1 - Filler Block furnished with P.T.O.
2 - Filler Block furnished with P.T.O. but not required.
3 - Input Gear Part No. 5-P-326

FULLER 891

PTO DRIVER GEAR DATA
R – Front 6 Bolt 45T 6P-20 619 RPM or 1216 FPM
B – Front 8 Bolt 47T 6P-20 619 RPM or 1269 FPM

Pitch Line to Aperture Face
R – 1.085" | B – .805"

CHELSEA

SIDE	P.T.O. MODEL	P.T.O. Output Shaft Speeds & Direction in Relation to Engine				Filler Block	Adapter Assembly	Filler Block	Stud Kit Required		END YOKE
		Rotates	HIGH	LOW	Reverse						
		ONE SPEED – SINGLE GEAR – MEDIUM DUTY									
R	**A3DN-1-C** [3]	Opp.	116%	– –	– –	– – –	310374X	– – –	Furnished	4	10-4-63
		ONE LOW SPEED - TWO GEAR - EXTRA HEAVY DUTY									
R	**42L-C3-G** [4]	Opp.	95%	– –	– –	– – –	– – –	– – –	Furnished	1	2-4-533
B	**D42L-C3-G** [4]	Opp.	101%	– –	– –	– – –	328564X	– – –	Furnished †	7	2-4-533
		ONE LOW SPEED FORWARD & REVERSE – EXTRA HEAVY DUTY									
R	**34LD-B1-G**	Opp.	61%	– –	67%	7-A-140 [1]	– – –	– – –	Furnished	2	2-4-533
B	**34LD-B1-G**	Opp.	64%	– –	70%	7-A-140 [2]	310778X	– – –	7170-1X †	7	2-4-533
		TWO SPEEDS FORWARD & TWO REVERSE - HEAVY DUTY									
		(Speeds shown in parenthesis are accessory shaft speeds.)									
B	**DS57D-B1-G** [5]	Opp.	146%	(52%)	188%	(68%) – – –	328564X	– – –	Furnished †	7	10-4-123
		TWO SPEEDS FORWARD & REVERSE - HEAVY DUTY									
R	**S32D-B1-G**	Opp.	186%	95%	132%	– – –	– – –	– – –	Furnished	1	10-4-123
B	**S32D-B1-G**	Opp.	194%	99%	138%	– – –	328481X	– – –	Furnished †	7	10-4-123
R	**30DDS-B1-G**	Eng.	219%	88%	139%	7-A-187 [1]	– – –	– – –	Furnished	2	10-4-123
B	**30DDS-B1-G**	Eng.	229%	92%	145%	7-A-187 [2]	328564X	– – –	7170-1X †	7	10-4-123
		ONE SPEED - TWO GEAR - EXTRA HEAVY DUTY - SAE EIGHT HOLE									
B	**820KD-30-A**	Opp.	91%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
B	**820CD-30-A**	Opp.	51%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
B	**820CD-30-A**	Opp.	51%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
		ONE SPEED FORWARD & REVERSE - EXTRA HEAVY DUTY - SAE EIGHT HOLE									
B	**860CD-50-A**	Opp.	51%	– –	63%	– – –	– – –	– – –	Furnished	1	Not Required

† Stud Kit must be used for Bottom Mounts.

NOTE: To Reverse Rotation R.H. Side, use Adapter 310374X. Mounting Kit furnished with Adapter.

1 - Filler Block furnished with P.T.O.

2 - Filler Block furnished with P.T.C. but not required

3 - Gear and Shaft Kit No. K * 2-P-414

4 - Input Gear Part No. 5-P-326

5 - Input Gear Part No. 5-P-214

CHELSEA

PTO DRIVER GEAR DATA
L – No P.T.O. OPENING
R – Front 6 Bolt 33T Helical 579 RPM or 738 FPM

Pitch Line to Aperture Face
R – 1.222" L – **

NEW PROCESS 901

SIDE	P.T.O. MODEL	P.T.O. Output Shaft Speeds & Direction in Relation to Engine				Filler Block	Adapter Assembly	Filler Block	Stud Kit Required		END YOKE
		Rotates	HIGH	LOW	Reverse						
R	**D41CAH-C3-G**	Opp.	87%	– –	– –	7-A-093	– – –	– – –	7170-1X	2	10-4-123
R	**D41DAH-C3-G**	Opp.	100%	– –	– –	7-A-093	– – –	– – –	7170-1X	2	10-4-123
R	**DS380AR-C3-G** [2]	Opp.	84%	– –	– –	7-A-093	– – –	– – –	7170-1X	2	10-4-123
	ONE MEDIUM SPEED - TWO GEAR - HEAVY DUTY										
R	**D41KAH-C3-G**	Opp.	119%	– –	– –	7-A-093	– – –	– – –	7170-1X	2	10-4-123
	ONE HIGH SPEED - TWO GEAR - MEDIUM DUTY										
R	**DS45AR-A1-G** [2]	Opp.	60%	– –	– –	7-A-093	– – –	– – –	7170-1X	2	10-4-123
	ONE SPEED - DUAL SHAFT - HEAVY DUTY										
R	**D42ARL-C3-G** [3]	Opp.	60%	– –	– –	7-A-093	– – –	– – –	7170-1X	2	2-4-533
	ONE LOW SPEED - TWO GEAR - EXTRA HEAVY DUTY										
R	**DS35AR-A1-G** [2]	Opp.	84%	– –	109%	7-A-093	– – –	– – –	7170-1X	2	10-4-123
	ONE SPEED FORWARD & REVERSE - HEAVY DUTY										
	(Speeds shown in parenthesis are accessory shaft speeds.)										
R	**DSR35AR-B1-GC**	Opp.	84%	(94%)	109%	7-A-093	– – –	– – –	7170-1X	2	10-4-123 & 63
	TWO SPEEDS FORWARD & TWO REVERSE - HEAVY DUTY										
	(Speeds shown in parenthesis are accessory shaft speeds.)										
R	**DS55AR-A1-G** [2]	Opp.	84%	(30%)	109%	(39%) 7-A-093	– – –	– – –	7170-1X	2	10-4-123

**NOTE: With Transmission Case No. 96201 Non-Standard Gear Location. One Half inch gear engagement with P.T.O.'s. P.T.O. applications not recommended Left Side.

NOTE: No deep mount Adapters available to reverse rotation.

1 - Filler Block furnished with P.T.O. but not required.

2 - Input Gear Part No. 5-P-272

3 - Input Gear Part No. 5-P-432

SPICER 902

PTO DRIVER GEAR DATA
R – Front 6 Bolt 21T Helical 522 RPM or 535 FPM
L – Front 6 Bolt 25T 6P-17½ 438 RPM or 478 FPM

Pitch Line to Aperture Face
R – 1.173" | L – *

CHELSEA

SIDE	P.T.O. MODEL	P.T.O. Output Shaft Speeds & Direction in Relation to Engine				Filler Block	Adapter Assembly	Filler Block	Stud Kit Required		END YOKE
		Rotates	HIGH	LOW	Reverse						
		ONE SPEED – SINGLE GEAR – MEDIUM DUTY									
L	A3MN-1-C [3]	Opp.	46%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-63
		ONE MEDIUM SPEED - TWO GEAR - HEAVY DUTY									
L	41C17-C5-G	Eng.	58%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	41D17-C5-G	Eng.	64%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
R	DS380HP-C3-G [4]	Opp.	58%	– –	– –	7-A-140	– – –	– – –	7170-2X	2	10-4-123
L	S400D17-C5-G [5]	Eng.	55%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	43D17-C5-G	Eng.	64%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE HIGH SPEED - TWO GEAR - MEDIUM DUTY									
L	41K17-C5-G	Eng.	78%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	43K17-C5-G	Eng.	78%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE SPEED - DUAL SHAFT - HEAVY DUTY									
R	DS45HP-A1-G [4]	Opp.	58%	– –	– –	7-A-140	– – –	– – –	7170-2X	2	10-4-123
L	S47D17-A1-G [5]	Eng.	55%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE LOW SPEED - TWO GEAR - EXTRA HEAVY DUTY									
R	D42HPL-C3-G [6]	Opp.	41%	– –	– –	7-A-140	– – –	– – –	7170-2X	2	2-4-533
L	42D17L-C5-G [7]	Eng.	39%	– –	– –	– – –	– – –	– – –	Furnished	1	2-4-533
		ONE SPEED FORWARD & REVERSE - HEAVY DUTY									
R	DS35HP-A1-G [4]	Opp.	58%	– –	75%	7-A-140	– – –	– – –	7170-2X	2	10-4-123
L	S37D17-B1-G [5]	Eng.	55%	– –	71%	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE SPEED FORWARD & REVERSE – HEAVY DUTY									
		(Speeds shown in parenthesis are accessory shaft speeds.)									
R	DSR35HP-B1-GC	Opp.	58%	(65%)	75%	7-A-140	– – –	– – –	7170-2X	2	10-4-123 & 63
L	SR37D17-A1-GC	Eng.	55%	(62%)	71%	– – –	– – –	– – –	Furnished	1	10-4-123 & 63
		TWO SPEEDS FORWARD & TWO REVERSE - HEAVY DUTY									
		(Speeds shown in parenthesis are accessory shaft speeds.)									
R	DS55HP-A1-G [4]	Opp.	58%	(21%)	75% (27%)	7-A-140	– – –	– – –	7170-2X	2	10-4-123
L	S57D17-B1-G [5]	Eng.	55%	(19%)	71% (26%)	– – –	– – –	– – –	Furnished	1	10-4-123
		TWO SPEEDS FORWARD & REVERSE - HEAVY DUTY									
L	S32D17-B1-G	Eng.	73%	37%	52%	– – –	– – –	– – –	Furnished	1	10-4-123
L	30D17S-A1-G	Opp.	86%	35%	55%	7-A-187 [1]	– – –	– – –	Furnished	2	10-4-123

* Non-Standard Gear 3.181 Gear Center to Aperture Face.

NOTE: To Reverse Rotation L.H. Side, use Adapter 328548X. Mounting Kit furnished with Adapter. No adapter available R.H. Side.

1 - Filler Block furnished with P.T.O.
2 - Filler Block furnished with P.T.O. but not required.
3 - Gear and Shaft Kit No. K * 2-P-406
4 - Input Gear Part No. 5-P-216
5 - Input Gear Part No. 5-P-215
6 - Input Gear Part No. 5-P-434
7 - Input Gear Part No. 5-P-427

CHELSEA

PTO DRIVER GEAR DATA
R – Front 6 Bolt 21T Helical 567 RPM or 580 FPM
L – Front 6 Bolt 25T 6P-17½ 477 RPM or 520 FPM

Pitch Line to Aperture Face
R – 1.173" | L – *

SPICER 903

SIDE	P.T.O. MODEL	P.T.O. Output Shaft Speeds & Direction in Relation to Engine				Filler Block	Adapter Assembly	Filler Block	Stud Kit Required		END YOKE
		Rotates	HIGH	LOW	Reverse						
	ONE SPEED – SINGLE GEAR – MEDIUM DUTY										
L	A3MN-1-C [3]	Opp.	50%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-63
	ONE MEDIUM SPEED - TWO GEAR - HEAVY DUTY										
L	41C17-C5-G	Eng.	63%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	41D17-C5-G	Eng.	70%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
R	DS380HP-C3-G [4]	Opp.	63%	– –	– –	7-A-140	– – –	– – –	7170-2X	2	10-4-123
L	S400D17-C5-G [5]	Eng.	60%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	43D17-C5-G	Eng.	70%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
	ONE HIGH SPEED - TWO GEAR - MEDIUM DUTY										
L	41K17-C5-G	Eng.	85%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	43K17-C5-G	Eng.	85%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
	ONE SPEED - DUAL SHAFT - HEAVY DUTY										
R	DS45HP-A1-G [4]	Opp.	63%	– –	– –	7-A-140	– – –	– – –	7170-2X	2	10-4-123
L	S47D17-A1-G [5]	Eng.	60%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
	ONE LOW SPEED - TWO GEAR - EXTRA HEAVY DUTY										
R	D42HPL-C3-G [6]	Opp.	45%	– –	– –	7-A-140	– – –	– – –	7170-2X	2	2-4-533
L	42D17L-C5-G [7]	Eng.	42%	– –	– –	– – –	– – –	– – –	Furnished	1	2-4-533
	ONE SPEED FORWARD & REVERSE - HEAVY DUTY										
R	DS35HP-A1-G [4]	Opp.	63%	– –	81%	7-A-140	– – –	– – –	7170-2X	2	10-4-123
L	S37D17-B1-G [5]	Eng.	60%	– –	77%	– – –	– – –	– – –	Furnished	1	10-4-123
	ONE SPEED FORWARD & REVERSE – HEAVY DUTY *(Speeds shown in parenthesis are accessory shaft speeds.)*										
R	DSR35HP-B1-GC	Opp.	63%	(70%)	81%	7-A-140	– – –	– – –	7170-2X	2	10-4-123 & 63
L	SR37D17-A1-GC	Eng.	60%	(67%)	77%	– – –	– – –	– – –	Furnished	1	10-4-123 & 63
	TWO SPEEDS FORWARD & TWO REVERSE - HEAVY DUTY *(Speeds shown in parenthesis are accessory shaft sppeds.)*										
R	DS55HP-A1-G [4]	Opp.	63%	(23%)	81%	(29% 7-A-140	– – –	– – –	7170-2X	2	10-4-123
L	S57D17-B1-G [5]	Eng.	60%	(21%)	78%	(28%) – – –	– – –	– – –	Furnished	1	10-4-123
	TWO SPEEDS FORWARD & REVERSE - HEAVY DUTY										
L	S32D17-B1-G	Eng.	80%	40%	57%	– – –	– – –	– – –	Furnished	1	10-4-123
L	30D17S-A1-G	Opp.	93%	38%	60%	7-A-187 [1]	– – –	– – –	Furnished	2	10-4-123

* Non-Standard Gear 3.181 Gear Center to Aperture Face.
NOTE: For Spicer 6852 M multiply speeds by 1.86 for correct percentage.
NOTE: To Reverse Rotation L.H. Side, use Adapter 328548X. Mounting Kit furnished with Adapter.
1 - Filler Block furnished with P.T.O.
2 - Filler Block furnished with P.T.O. but not required
3 - Gear and Shaft Kit No. K * 2-P-406
4 - Input Gear Part No. 5-P-216
5 - Input Gear Part No. 5-P-215
6 - Input Gear Part No. 5-P-434
7 - Input Gear Part No. 5-P-427

FULLER 912

PTO DRIVER GEAR DATA
R – Rear 6 Bolt 33T 6P-20 723 RPM or 1040 FPM
B – Rear 8 Bolt 33T 6P-20 723 RPM or 1040 FPM

Pitch Line to Aperture Face
R – 1.085" B – .805"

CHELSEA

SIDE	P.T.O. MODEL	P.T.O. Output Shaft Speeds & Direction in Relation to Engine				Filler Block	Adapter Assembly	Filler Block	Stud Kit Required		END YOKE
		Rotates	HIGH	LOW	Reverse						
	ONE SPEED – SINGLE GEAR – MEDIUM DUTY										
R	**A3DN-2-C** [3]	Opp.	99%	– –	– –	– – –	310374X	– – –	Furnished	4	10-4-63
B	**A3DN-2-C** [3]	Eng.	99%	– –	– –	– – –	310778-1X	– – –	Furnished †	7	10-4-63
	ONE SPEED - TWO GEAR - MEDIUM DUTY										
R	**14LLN-2-C**	Opp.	72%	– –	– –	7-A-187 [1]	– – –	– – –	Furnished	2	10-4-63
	ONE MEDIUM SPEED - TWO GEAR - HEAVY DUTY										
R	**41CD-C6-G**	Opp.	119%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
B	**D41CD-C6-G**	Opp.	119%	– –	– –	– – –	328564X	– – –	Furnished †	7	10-4-123
R	**41DD-C6-G**	Opp.	140%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
B	**D41DD-C6-G**	Opp.	140%	– –	– –	– – –	328564X	– – –	Furnished †	7	10-4-123
R	**S400D-C6-G** [4]	Opp.	119%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
B	**DS400D-C6-G** [4]	Opp.	119%	– –	– –	– – –	328564X	– – –	Furnished †	7	10-4-123
R	**43D-C6-G**	Opp.	140%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
B	**D43D-C6-G**	Opp.	140%	– –	– –	– – –	328564X	– – –	Furnished †	7	10-4-123
	ONE SPEED - DUAL SHAFT - HEAVY DUTY										
R	**S47D-A2-G** [4]	Eng.	119%	– –	– –	– – –	310374X	– – –	Furnished	4	10-4-123
B	**DS47D-A2-G** [4]	Opp.	119%	– –	– –	– – –	328564X	– – –	Furnished †	7	10-4-123
	ONE LOW SPEED - TWO GEAR - EXTRA HEAVY DUTY										
R	**42L-C6-G** [5]	Opp.	86%	– –	– –	– – –	– – –	– – –	Furnished	1	2-4-533
B	**D42L-C6-G** [5]	Opp.	86%	– –	– –	– – –	328564X	– – –	Furnished †	7	2-4-533
	ONE EXTRA LOW SPEED – TWO GEAR – EXTRA HEAVY DUTY										
R	**A22L-C6-G**	Opp.	51%	– –	– –	– – –	– – –	– – –	Furnished	1	2-4-533
B	**DA22L-C6-G**	Cpp.	51%	– –	– –	– – –	328564X	– – –	Furnished †	7	2-4-533
	ONE SPEED FORWARD & REVERSE - HEAVY DUTY										
R	**S37D-A2-G** [4]	Opp.	119%	– –	155%	– – –	– – –	– – –	Furnished	1	10-4-123
B	**DS37D-A2-G** [4]	Opp.	119%	– –	155%	– – –	328564X	– – –	Furnished †	7	10-4-123
	ONE LOW SPEED FORWARD & REVERSE - EXTRA HEAVY DUTY										
R	**34LD-B2-G**	Eng.	52%	– –	57%	7-A-140 [1]	310374X	– – –	Furnished	14	2-4-533
B	**34LD-B2-G**	Opp.	52%	– –	57%	7-A-632 & -140 [2]	310778X	– – –	Furnished †	8	2-4-533
	ONE SPEED FORWARD & REVERSE – HEAVY DUTY *(Speeds shown in parenthesis are accessory shaft speeds.)*										
R	**SR37D-A2-GC**	Eng.	119%	(134%)	155%	– – –	310374X	– – –	Furnished	4	10-4-123 & 63
B	**DSR37D-B2-GC**	Opp.	119%	(134%)	155%	– – –	328564X	– – –	Furnished †	7	10-4-123 & 63
	TWO SPEEDS FORWARD & TWO REVERSE - HEAVY DUTY *(Speeds shown in parenthesis are accessory shaft speeds.)*										
R	**S57D-B2-G** [4]	Eng.	119%	(43%)	155% (56%)	– – –	310374X	– – –	Furnished	4	10-4-123
B	**S57D-A2-G** [4]	Opp.	119%	(43%)	155% (56%)	– – –	328564X	– – –	Furnished †	7	10-4-123
	TWO SPEEDS FORWARD & REVERSE - HEAVY DUTY										
R	**S32D-B2-G**	Eng.	159%	81%	113%	– – –	310374X	– – –	Furnished	4	10-4-123
B	**S32D-B2-G**	Opp.	159%	81%	113%	– – –	328481X	– – –	Furnished †	7	10-4-123
R	**30DDS-A2-G**	Opp.	188%	76%	119%	7-A-187 [1]	310374X	– – –	Furnished	14	10-4-123
B	**30DDS-B2-G**	Eng.	188%	76%	119%	7-A-187 [2]	328564X	– – –	Furnished †	7	10-4-123
	ONE SPEED - SINGLE GEAR - EXTRA HEAVY DUTY - SAE EIGHT HOLE										
B	**81AD-40-D**	Eng.	66%	– –	– –	– – –	– – –	– – –	Furnished	1	3-4-283
B	**81LD-40-D**	Eng.	61%	– –	– –	8-A-248	– – –	– – –	328170-21X	2	3-4-283
	ONE SPEED - TWO GEAR - EXTRA HEAVY DUTY - SAE EIGHT HOLE										
B	**820KD-60-A**	Opp.	75%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
B	**820CD-60-A**	Opp.	42%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
B	**830RD-60-A**	Opp.	132%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
	ONE SPEED FORWARD & REVERSE - EXTRA HEAVY DUTY - SAE EIGHT HOLE										
B	**860CD-40-A**	Opp.	42%	– –	52%	– – –	– – –	– – –	Furnished	1	Not Required

† Stud Kit must be used for Bottom Mounts.

NOTE: To Reverse Rotation R.H. Side, use Adapter 310374X. Mounting Kit furnished with Adapter.

1 - Filler Block furnished with P.T.O.
2 - Filler Block furnished with P.T.O. but not required.
3 - Gear and Shaft Kit No. K * 2-P-414
4 - Input Gear Part No. 5-P-214
5 - Input Gear Part No. 5-P-326

CHELSEA

PTO DRIVER GEAR DATA

R – Front 6 Bolt 36T Helical 539 RPM or 737 FPM

Pitch Line to Aperture Face: R – 1.056" | L –

NEW PROCESS 915

SIDE	P.T.O. MODEL	P.T.O. Output Shaft Speeds & Direction in Relation to Engine				Filler Block	Adapter Assembly	Filler Block	Stud Kit Required		END YOKE
		Rotates	HIGH	LOW	Reverse						
		ONE SPEED – SINGLE GEAR – MEDIUM DUTY									
R	**A2GDN-1-C** [2]	Eng.	74%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-63
		ONE MEDIUM SPEED - TWO GEAR - HEAVY DUTY									
R	**41DGH-C3-G**	Opp.	97%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
R	**S380GD-C3-G**	Opp.	86%	– –	– –	7-A-093	– – –	– – –	7170-3X	2	10-4-123
		ONE HIGH SPEED - TWO GEAR - MEDIUM DUTY									
R	**41KGH-C3-G**	Opp.	114%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE SPEED - DUAL SHAFT - HEAVY DUTY									
R	**S45GD-A1-G** [5]	Opp.	86%	– –	– –	7-A-093	– – –	– – –	7170-3X	2	10-4-123
		ONE LOW SPEED - TWO GEAR - EXTRA HEAVY DUTY									
R	**42GDL-C3-G** [4]	Opp.	61%	– –	– –	– – –	– – –	– – –	Furnished	1	2-4-533
		ONE SPEED FORWARD & REVERSE - HEAVY DUTY									
R	**S35GD-A1-G** [5]	Opp.	86%	– –	111%	7-A-093	– – –	– – –	7170-3X	2	10-4-123
		ONE SPEED FORWARD & REVERSE – HEAVY DUTY *(Speeds shown in parenthesis are accessory shaft speeds.)*									
R	**SR35GD-B1-GC**	Opp.	86%	(96%)	111%	7-A-093	– – –	– – –	7170-3X	2	10-4-123 & 63
		TWO SPEEDS FORWARD & TWO REVERSE - HEAVY DUTY *(Speeds shown in parenthesis are accessory shaft speeds.)*									
R	**S55GD-A1-G** [5]	Opp.	86%	(31%)	111%	(40%) 7-A-093	– – –	– – –	7170-3X	2	10-4-123
		TWO SPEEDS FORWARD & REVERSE - HEAVY DUTY									
R	**32GD-A1-G**	Opp.	121%	53%	82%	7-A-062	– – –	– – –	7170-2X	2	10-4-123

NOTE: No Adapters available to Reverse Rotation

1 - Filler Block furnished with P.T.O.

2 - Gear and Shaft Kit No. K * 2-P-405

3 - Input Gear Part No. 5-P-447

4 - Input Gear Part No. 5-P-446

5 - Input Gear Part No. 5-P-332

WARNER 916

PTO DRIVER GEAR DATA		Pitch Line to Aperture Face	
R – Rear 6 Bolt 32T Helical	622 RPM or 744 FPM	R – 1.371"	L – 1.371"
L – Rear 6 Bolt 32T Helical	622 RPM or 744 FPM		

CHELSEA

SIDE	P.T.O. MODEL	P.T.O. Output Shaft Speeds & Direction in Relation to Engine				Filler Block	Adapter Assembly	Filler Block	Stud Kit Required		END YOKE
		Rotates	HIGH	LOW	Reverse						
		ONE MEDIUM SPEED - TWO GEAR - HEAVY DUTY									
R	DS380CG-C4-G [1]	Opp.	81%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	DS380CG-C6-G [1]	Opp.	81%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE SPEED - DUAL SHAFT - HEAVY DUTY									
R	DS45CG-A2-G [1]	Opp.	81%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	DS45CG-A2-G [1]	Opp.	81%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE SPEED FORWARD & REVERSE - HEAVY DUTY									
R	DS35CG-B2-G [1]	Opp.	81%	– –	105%	– – –	– – –	– – –	Furnished	1	10-4-123
L	DS35CG-A2-G [1]	Opp.	81%	– –	105%	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE SPEED FORWARD & REVERSE – HEAVY DUTY *(Speeds shown in parenthesis are accessory shaft speeds.)*									
R	DSR35CG-A2-GC	Opp.	81%	(91%)	105%	– – –	– – –	– – –	Furnished	1	10-4-123 & 63
L	DSR35CG-B2-GC	Opp.	81%	(91%)	105%	– – –	– – –	– – –	Furnished	1	10-4-123 & 63

NOTE: No Adapters available to reverse rotation.

1 - Input Gear Part No. 5-P-363

CHELSEA

PTO DRIVER GEAR DATA	Pitch Line to Aperture Face	
L – No P.T.O. OPENING		
R – Front 6 Bolt 39T Helical 1050 RPM or 1520 FPM	R – 1.287"	L –

SPICER 918

SIDE	P.T.O. MODEL	P.T.O. Output Shaft Speeds & Direction in Relation to Engine				Filler Block	Adapter Assembly	Filler Block	Stud Kit Required		END YOKE
		Rotates	HIGH	LOW	Reverse						

NOTE: Applications shown below are for Rear Section of Compound Box.

ONE EXTRA LOW SPEED – TWO GEAR – EXTRA HEAVY DUTY

R	**QA22L16-C3-G**	Opp.	103%	– –	– –	– – –	– – –	– – –	Furnished	1	2-4-533

NOTE: Extra Deep Mount Housing required for application.

NOTE: No Adapters available to reverse rotation.

SPICER 919

PTO DRIVER GEAR DATA

R – Rear 6 Bolt 46T 6P-20 600 RPM or 1200 FPM

L – Rear 6 Bolt 46T 6P-20 600 RPM or 1200 FPM

Pitch Line to Aperture Face: R – * | L – 1.287"

CHELSEA

SIDE	P.T.O. MODEL	P.T.O. Output Shaft Speeds & Direction in Relation to Engine				Filler Block	Adapter Assembly	Filler Block	Stud Kit Required		END YOKE
		Rotates	HIGH	LOW	Reverse						

NOTE: Applications shown below are for Front Sections of Compound Box.

		ONE SPEED – SINGLE GEAR – MEDIUM DUTY									
R	**A3DN-2-C** [3]	Opp.	115%	– –	– –	– – –	328544-1X	– – –	7170-18X	4	10-4-63
L	**A3DN-2-C** [3]	Opp.	115%	– –	– –	– – –	328530-1X	7-A-1805	7170-46X	5	10-4-63
		ONE MEDIUM SPEED - TWO GEAR - HEAVY DUTY									
R	**41CD-C4-G**	Eng.	138%	– –	– –	– – –	– – –	– – –	7170-10X	1	10-4-123
L	**41CD-C6-G**	Eng.	138%	– –	– –	– – –	328530-1X	7-A-1805	7170-30X	5	10-4-123
R	**S400D-C4-G** [4]	Eng.	139%	– –	– –	– – –	328544-1X	– – –	7170-10X	4	10-4-123
L	**DS400D-C6-G** [4]	Opp.	139%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	**S40D-C6-G** [2]	Eng.	139%	– –	– –	– – –	328530-1X	7-A-1805	7170-30X	5	10-4-123
		ONE SPEED - DUAL SHAFT - HEAVY DUTY									
R	**S47D-A2-G** [4]	Eng.	139%	– –	– –	– – –	328544-1X	– – –	7170-10X	4	10-4-123
L	**DS47D-A2-G** [4]	Opp.	139%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
L	**S47D-A2-G** [4]	Eng.	139%	– –	– –	– – –	328530-1X	7-A-1805	7170-30X	5	10-4-123
		ONE LOW SPEED - TWO GEAR - EXTRA HEAVY DUTY									
R	**42L-C4-G** [5]	Eng.	99%	– –	– –	– – –	328544-1X	– – –	7170-10X	4	2-4-533
L	**D42L-C6-G** [5]	Opp.	99%	– –	– –	– – –	– – –	– – –	Furnished	1	2-4-533
L	**42L-C6-G** [5]	Eng.	99%	– –	– –	– – –	328530-1X	7-A-1805	7170-30X	5	2-4-533
		ONE EXTRA LOW SPEED – TWO GEAR – EXTRA HEAVY DUTY									
R	**A22L-C4-G**	Eng.	59%	– –	– –	– – –	328544-1X	– – –	328170-4X	4	2-4-533
L	**DA22L-C6-G**	Opp.	59%	– –	– –	– – –	– – –	– – –	Furnished	1	2-4-533
L	**A22L-C6-G**	Eng.	59%	– –	– –	– – –	328530-1X	7-A-1805	328170-36X	5	2-4-533
		ONE SPEED FORWARD & REVERSE - HEAVY DUTY									
R	**S37D-B2-G** [4]	Eng.	139%	– –	179%	– – –	328544-1X	– – –	7170-10X	4	10-4-123
L	**DS37D-A2-G** [4]	Opp.	139%	– –	179%	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE LOW SPEED FORWARD & REVERSE – EXTRA HEAVY DUTY									
R	**34LD-B2-G**	Eng.	60%	– –	66%	7-A-140 [1]	328544-1X	– – –	7170-10X	14	2-4-533
L	**34LD-B2-G**	Eng.	60%	– –	66%	7-A-140 [1]	328530-1X	7-A-1805	7170-30X	11	2-4-533
		TWO SPEEDS FORWARD & TWO REVERSE - HEAVY DUTY									
		(Speeds shown in parenthesis are accessory shaft speeds.)									
R	**S57D-B2-G** [4]	Eng.	139%	(50%)	179% (64%)	– – –	328544-1X	– – –	7170-10X	4	10-4-123
L	**DS57D-A2-G** [4]	Opp.	139%	(50%)	179% (64%)	– – –	– – –	– – –	Furnished	1	10-4-123
		TWO SPEEDS FORWARD & REVERSE - HEAVY DUTY									
R	**S32D-B2-G**	Eng.	184%	94%	131%	– – –	328544-1X	– – –	7170-9X	4	10-4-123
L	**S32D-B2-G**	Eng.	184%	94%	131%	– – –	328530-1X	7-A-1805	7170-29X	5	10-4-123
R	**30DDS-A2-G**	Opp.	216%	88%	138%	7-A-187 [1]	328544-1X	– – –	7170-10X	5	10-4-123
L	**30DDS-B2-G**	Eng.	216%	88%	138%	7-A-187 [2]	– – –	– – –	7170-2X	1	10-4-123

* Non-Standard Gear 7.758 Gear Center to Aperture Face.

1 - Filler Block furnished with P.T.O.

2 - Filler Block furnished with P.T.O. but not required

3 - Gear and Shaft Kit No. K * 2-P-414

4 - Input Gear Part No. 5-P-214

5 - Input Gear Part No. 5-P-326

CHELSEA

PTO DRIVER GEAR DATA

R – Rear 6 Bolt 46T 6P-20 715 RPM or 1430 FPM

L – Rear 6 Bolt 46T 6P-20 715 RPM or 1430 FPM

Pitch Line to Aperture Face	
R – *	L – 1.287"

SPICER 920

SIDE	P.T.O. MODEL	P.T.O. Output Shaft Speeds & Direction in Relation to Engine				Filler Block	Adapter Assembly	Filler Block	Stud Kit Required		END YOKE
		Rotates	HIGH	LOW	Reverse						
		ONE SPEED – SINGLE GEAR – MEDIUM DUTY									
R	**A3DN-2-C** [3]	Opp.	137%	– –	– –	– – –	328544-1X	– – –	7170-18X	4	10-4-63
L	**A3DN-2-C** [3]	Opp.	137%	– –	– –	– – –	328530-1X	7-A-1805	7170-46X	5	10-4-63
		ONE LOW SPEED - TWO GEAR - EXTRA HEAVY DUTY									
R	**42L-C4-G** [4]	Eng.	119%	– –	– –	– – –	328544-1X	– – –	7170-10X	4	2-4-533
L	**D42L-C6-G** [4]	Opp.	119%	– –	– –	– – –	– – –	– – –	Furnished	1	2-4-533
L	**42L-C6-G** [4]	Eng.	119%	– –	– –	– – –	328530-1X	7-A-1805	7170-30X	5	2-4-533
		ONE EXTRA LOW SPEED – TWO GEAR – EXTRA HEAVY DUTY									
R	**A22L-C4-G**	Eng.	70%	– –	– –	– – –	328544-1X	– – –	328170-4X	4	2-4-533
L	**DA22L-C6-G**	Opp.	70%	– –	– –	– – –	– – –	– – –	Furnished	1	2-4-533
L	**A22L-C6-G**	Eng.	70%	– –	– –	– – –	328530-1X	7-A-1805	328170-36X	5	2-4-533
		ONE LOW SPEED FORWARD & REVERSE – EXTRA HEAVY DUTY									
R	**34LD-B2-G**	Eng.	72%	– –	79%	7-A-140 [1]	328544-1X	– – –	7170-10X	14	2-4-533
L	**34LD-B2-G**	Eng.	72%	– –	79%	7-A-140 [1]	328530-1X	7-A-1805	7170-30X	11	2-4-533
		TWO SPEEDS FORWARD & TWO REVERSE - HEAVY DUTY									
		(Speeds shown in parenthesis are accessory shaft speeds.)									
R	**S57D-B2-G** [5]	Eng.	166%	(60%)	214% (77%)	– – –	328544-1X	– – –	7170-10X	4	10-4-123
L	**DS57D-A2-G** [5]	Opp.	166%	(60%)	214% (77%)	– – –	– – –	– – –	Furnished	1	10-4-123

* Non-Standard Gear 4.070 Gear to Aperture Face.

1 - Filler Block furnished with P.T.O.

2 - Filler Block furnished with P.T.O. but not required.

3 - Gear and Shaft Kit No. K * 2-P-414

4 - Input Gear Part No. 5-P-326

5 - Input Gear Part No. 5-P-214

924 WARNER GEAR

PTO DRIVER GEAR DATA	Pitch Line to Aperture Face	
R – Rear 6 Bolt 32T Helical 579 RPM or 693 FPM	R – 1.371"	L –

CHELSEA

SIDE	P.T.O. MODEL	P.T.O. Output Shaft Speeds & Direction in Relation to Engine				Filler Block	Adapter Assembly	Filler Block	Stud Kit Required		END YOKE
		Rotates	HIGH	LOW	Reverse						
		ONE MEDIUM SPEED - TWO GEAR - HEAVY DUTY									
R	**DS380CG-C4-G** [1]	Opp.	76%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE SPEED - DUAL SHAFT - HEAVY DUTY									
R	**DS45CG-A2-G** [1]	Opp.	76%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE SPEED FORWARD & REVERSE - HEAVY DUTY									
R	**DS35CG-B2-G** [1]	Opp.	76%	– –	98%	– – –	– – –	– – –	Furnished	1	10-4-123
		ONE SPEED FORWARD & REVERSE – HEAVY DUTY									
		(Speeds shown in parenthesis are accessory shaft speeds.)									
R	**DSR35CG-A2-GC**	Opp.	76%	(85%)	98%	– – –	– – –	– – –	Furnished	1	10-4-123 & 63

NOTE: No Adapters available to Reverse Rotation

1 - Input Gear Part No. 5-P-363

CHELSEA

PTO DRIVER GEAR DATA
R – Front 6 Bolt 45T 6P-20 511 RPM or 1002 FPM
B – Front 8 Bolt 47T 6P-20 511 RPM or 1002 FPM

Pitch Line to Aperture Face
R – 1.085" | B – .805"

FULLER 928

SIDE	P.T.O. MODEL	P.T.O. Output Shaft Speeds & Direction in Relation to Engine				Filler Block	Adapter Assembly	Filler Block	Stud Kit Required		END YOKE
		Rotates	HIGH	LOW	Reverse						
		ONE SPEED – SINGLE GEAR – MEDIUM DUTY									
R	**A3DN-1-C** [3]	Opp.	96%	– –	– –	– – –	310374X	– – –	Furnished	4	10-4-63
B	**A3DN-1-C** [3]	Eng.	100%	– –	– –	– – –	310778-1X	– – –	Furnished †	7	10-4-63
		ONE MEDIUM SPEED – TWO GEAR – HEAVY DUTY									
B	**D41CD-C3-G**	Opp.	120%	– –	– –	– – –	328564X	– – –	Furnished †	7	10-4-123
R	**S400D-C3-G** [4]	Opp.	116%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
B	**DS400D-C3-G** [4]	Opp.	121%	– –	– –	– – –	328564X	– – –	Furnished †	7	10-4-123
		ONE SPEED – DUAL SHAFT – HEAVY DUTY									
R	**S47D-A1-G** [4]	Opp.	115%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
B	**DS47D-A1-G** [4]	Opp.	120%	– –	– –	– – –	328564X	– – –	Furnished †	7	10-4-123
		ONE LOW SPEED – TWO GEAR – EXTRA HEAVY DUTY									
R	**42L-C3-G** [5]	Opp.	83%	– –	– –	– – –	– – –	– – –	Furnished	1	2-4-533
B	**D42L-C3-G** [5]	Opp.	86%	– –	– –	– – –	328564X	– – –	Furnished †	7	2-4-533
		ONE EXTRA LOW SPEED – TWO GEAR – EXTRA HEAVY DUTY									
B	**DA22L-C3-G**	Opp.	51%	– –	– –	– – –	328564X	– – –	Furnished †	7	2-4-533
		ONE SPEED FORWARD & REVERSE - HEAVY DUTY									
R	**S37D-A1-G** [4]	Opp.	115%	– –	149%	– – –	– – –	– – –	Furnished	1	10-4-123
B	**DS37D-B1-G** [4]	Opp.	120%	– –	156%	– – –	328564X	– – –	Furnished †	7	10-4-123
		ONE LOW SPEED FORWARD & REVERSE – EXTRA HEAVY DUTY									
R	**34LD-B1-G**	Opp.	50%	– –	55%	7-A-140 [1]	– – –	– – –	Furnished	2	2-4-533
B	**34LD-B1-G**	Opp.	52%	– –	57%	7-A-140 [2]	310778X	– – –	7170-1X †	8	2-4-533
		ONE SPEED FORWARD & REVERSE – HEAVY DUTY *(Speeds shown in parenthesis are accessory shaft speeds.)*									
R	**SR37D-B1-GC**	Opp.	115%	(128%)	149%	– – –	– – –	– – –	Furnished	1	10-4-123 & 63
B	**DSR37D-B1-GC**	Opp.	120%	(134%)	156%	– – –	328564X	– – –	Furnished †	7	10-4-123 & 63
		TWO SPEEDS FORWARD & TWO REVERSE – HEAVY DUTY *(Speeds shown in parenthesis are accessory shaft speeds.)*									
R	**S57D-A1-G** [4]	Opp.	115%	(41%)	149% (54%)	– – –	– – –	– – –	Furnished	1	10-4-123
B	**DS57D-B1-G** [4]	Opp.	120%	(43%)	156% (56%)	– – –	328564X	– – –	Furnished †	7	10-4-123
		TWO SPEEDS FORWARD & REVERSE – HEAVY DUTY									
R	**S32D-B1-G**	Opp.	153%	78%	110%	– – –	– – –	– – –	Furnished	1	10-4-123
B	**S32D-B1-G**	Opp.	160%	81%	114%	– – –	328481X	– – –	Furnished †	7	10-4-123
R	**30DDS-B1-G**	Eng.	181%	73%	115%	7-A-187 [1]	– – –	– – –	Furnished	2	10-4-123
B	**30DDS-B1-G**	Eng.	187%	76%	120%	7-A-187 [2]	328564X	– – –	7170-1X †	7	10-4-123
		ONE SPEED - SINGLE GEAR - EXTRA HEAVY DUTY - SAE EIGHT HOLE									
B	**81BD-30-D**	Eng.	67%	– –	– –	– – –	– – –	– – –	Furnished	1	3-4-283
		ONE SPEED - TWO GEAR - EXTRA HEAVY DUTY - SAE EIGHT HOLE									
B	**820KD-30-A**	Opp.	75%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
B	**820JD-30-A**	Opp.	64%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
B	**820CD-30-A**	Opp.	42%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
		ONE SPEED FORWARD & REVERSE – EXTRA HEAVY DUTY – SAE EIGHT HOLE									
B	**860CD-50-A**	Opp.	42%	– –	52%	– – –	– – –	– – –	Furnished	1	Not Required

† Stud Kit must be used for Bottom Mounts.

NOTE: To Reverse Rotation R.H. Side, use Adapter 310374X. Mounting Kit furnished with Adapter. Adapters to Reverse Rotation not recommended on bottom 8-Bolt opening.

1 - Filler Block furnished with P.T.O.

2 - Filler Block furnished with P.T.O. but not required.

3 - Gear and Shaft Kit No. K * 2-P-414

4 - Input Gear Part No. 5-P-214

5 - Input Gear Part No. 5-P-326

FULLER 929

PTO DRIVER GEAR DATA
R – Front 6 Bolt 45T 6P-20 605 RPM or 1187 FPM
B – Front 8 Bolt 47T 6P-20 605 RPM or 1240 FPM

Pitch Line to Aperture Face
R – 1.085" | B – .805"

CHELSEA

SIDE	P.T.O. MODEL	P.T.O. Output Shaft Speeds & Direction in Relation to Engine				Filler Block	Adapter Assembly	Filler Block	Stud Kit Required		END YOKE
		Rotates	HIGH	LOW	Reverse						
		ONE SPEED – SINGLE GEAR – MEDIUM DUTY									
R	**A3DN-1-C** [3]	Opp.	113%	– –	– –	– – –	310374X	– – –	Furnished	1	10-4-63
		ONE LOW SPEED – TWO GEAR – EXTRA HEAVY DUTY									
R	**42L-C3-G** [4]	Opp.	94%	– –	– –	– – –	– – –	– – –	Furnished	1	2-4-283
B	**D42L-C3-G** [4]	Opp.	99%	– –	– –	– – –	328564X	– – –	Furnished †	7	2-4-533
		ONE LOW SPEED FORWARD & REVERSE – EXTRA HEAVY DUTY									
R	**34LD-B1-G**	Opp.	59%	– –	65%	7-A-140 [1]	– – –	– – –	Furnished	2	2-4-533
B	**34LD-B1-G**	Opp.	62%	– –	68%	7-A-032 & -140 [2]	310778X	– – –	7170-1X †	8	2-4-533
		TWO SPEEDS FORWARD & TWO REVERSE – HEAVY DUTY *(Speeds shown in parenthesis are accessory shaft speeds.)*									
B	**DS57D-B1-G** [5]	Opp.	142%	(51%)	184 (66%)	– – –	328564X	– – –	Furnished †	7	10-4-123
		TWO SPEEDS FORWARD & REVERSE – HEAVY DUTY									
R	**S32D-B1-G**	Opp.	182%	92%	130%	– – –	– – –	– – –	Furnished	1	10-4-123
B	**S32D-B1-G**	Opp.	189%	96%	135%	– – –	328481X	– – –	Furnished †	7	10-4-123
		ONE SPEED - TWO GEAR - EXTRA HEAVY DUTY - SAE EIGHT HOLE									
B	**820KD-30-A**	Opp.	89%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
B	**820JD-30-A**	Opp.	76%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
B	**820CD-30-A**	Opp.	50%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
		ONE SPEED FORWARD & REVERSE – EXTRA HEAVY DUTY – SAE EIGHT HOLE									
B	**860CD-50-A**	Opp.	50%	– –	62%	– – –	– – –	– – –	Furnished	1	Not Required

† Stud Kit must be used for Bottom Mounts.

NCTE: To Reverse Rotation R.H. Side, use Adapter 310374X. Mounting Kit furnished with Adapter. Adapters to Reverse Rotation not recommended on bottom 8 Bolt opening.

1 - Filler Block furnished with P.T.O.

2 - Filler Block furnished with P.T.O. but not required.

3 - Gear and Shaft Kit No. K * 2-P-414

4 - Input Gear Part No. 5-P-326

5 - Input Gear Part No. 5-P-214

CHELSEA

PTO DRIVER GEAR DATA
R – Front 6 Bolt 45T 6P-20 619 RPM or 1210 FPM
B – Front 8 Bolt 47T 6P-20 619 RPM or 1270 FPM

Pitch Line to Aperture Face
R – 1.085" | B – .805"

FULLER 930

SIDE	P.T.O. MODEL	P.T.O. Output Shaft Speeds & Direction in Relation to Engine				Filler Block	Adapter Assembly	Filler Block	Stud Kit Required		END YOKE
		Rotates	HIGH	LOW	Reverse						
	ONE SPEED – SINGLE GEAR – MEDIUM DUTY										
R	**A3DN-1-C** [3]	Eng.	116%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-63
B	**A3DN-1-C** [3]	Eng.	121%	– –	– –	– – –	310778-1X	– – –	Furnished †	7	10-4-63
	ONE SPEED – TWO GEAR – MEDIUM DUTY										
R	**14LRN-1-C**	Opp.	84%	– –	– –	7-A-187 [1]	– – –	– – –	Furnished	2	10-4-63
	ONE MEDIUM SPEED – TWO GEAR – HEAVY DUTY										
R	**41CD-C3-G**	Opp.	138%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
R	**S400D-C3-G** [4]	Opp.	140%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
	ONE SPEED – DUAL SHAFT – HEAVY DUTY										
R	**S47D-A1-G** [4]	Opp.	140%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
	ONE LOW SPEED – TWO GEAR – EXTRA HEAVY DUTY										
	42L-C3-G [5]	Opp.	100%	– –	– –	– – –	– – –	– – –	Furnished	1	2-4-533
B	**D42L-C3-G** [5]	Opp.	105%	– –	– –	– – –	328564X	– – –	Furnished †	7	2-4-533
	ONE EXTRA LOW SPEED – TWO GEAR – EXTRA HEAVY DUTY										
R	**26DD-C3-G**	Opp.	38%	– –	– –	– – –	– – –	– – –	Furnished	1	2-4-533
R	**A22L-C3-G**	Opp.	59%	– –	– –	– – –	– – –	– – –	Furnished	1	2-4-533
B	**DA22L-C3-G**	Opp.	62%	– –	– –	– – –	328564X	– – –	Furnished †	7	2-4-533
	ONE LOW SPEED FORWARD & REVERSE – EXTRA HEAVY DUTY										
R	**34LD-B1-G**	Opp.	61%	– –	67%	7-A-140 [1]	– – –	– – –	Furnished	2	2-4-533
B	**34LD-B1-G**	Opp.	63%	– –	70%	7-A-140 [2]	310778X	– – –	7170-1X †	7	2-4-533
	TWO SPEEDS FORWARD & TWO REVERSE – HEAVY DUTY *(Speeds shown in parenthesis are accessory shaft speeds.)*										
R	**S57D-A1-G** [4]	Opp.	140%	(50%)	180% (65%)	– – –	– – –	– – –	Furnished	1	10-4-123
B	**DS57D-B1-G** [4]	Opp.	146%	(52%)	188% (68%)	– – –	328564X	– – –	Furnished †	7	10-4-123
	TWO SPEEDS FORWARD & REVERSE – HEAVY DUTY										
R	**S32D-B1-G**	Opp.	186%	95%	132%	– – –	– – –	– – –	Furnished	1	10-4-123
B	**S32D-B1-G**	Opp.	194%	99%	138%	– – –	328481X	– – –	Furnished †	7	10-4-123
R	**30DDS-B1-G**	Eng.	219%	88%	139%	7-A-187 [1]	– – –	– – –	Furnished	2	10-4-123
	ONE SPEED - SINGLE GEAR - EXTRA HEAVY DUTY - SAE EIGHT HOLE										
B	**81AD-30-D**	Eng.	81%	– –	– –	– – –	– – –	– – –	Furnished	1	3-4-283
B	**81LD-30-D**	Eng.	75%	– –	– –	8-A-248	– – –	– – –	328170-21X	2	3-4-283
	ONE SPEED - TWO GEAR - EXTRA HEAVY DUTY - SAE EIGHT HOLE										
B	**820KD-30-A**	Opp.	91%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
B	**820JD-30-A**	Opp.	78%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
B	**820CD-30-A**	Opp.	51%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
B	**820ED-30-A**	Opp.	61%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
	ONE SPEED FORWARD & REVERSE – EXTRA HEAVY DUTY – SAE EIGHT HOLE										
B	**860CD-50-A**	Opp.	51%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required

† Stud Kit must be used for Bottom Mounts.

NOTE: To Reverse Rotation R.H. Side, use Adapter 310374X. Mounting Kit furnished with Adapter. Adapter for Reverse Rotation not recommended for bottom 8-Bolt opening.

1 - Filler Block furnished with P.T.O.

2 - Filler Block furnished with P.T.O. but not required.

3 - Gear and Shaft Kit No. K * 2-P-414

4 - Input Gear Part No. 5-P-214

5 - Input Gear Part No. 5-P-326

FULLER 931

PTO DRIVER GEAR DATA

R – Front 6 Bolt 45T 6P-20 820 RPM or 1610 FPM

B – Front 8 Bolt 47T 6P-20 820 RPM or 1682 FPM

Pitch Line to Aperture Face

R – 1.085" B – .805"

CHELSEA

SIDE	P.T.O. MODEL	P.T.O. Output Shaft Speeds & Direction in Relation to Engine				Filler Block	Adapter Assembly	Filler Block	Stud Kit Required		END YOKE
		Rotates	HIGH	LOW	Reverse						
		ONE MEDIUM SPEED – TWO GEAR – HEAVY DUTY									
R	**S400D-C3-G** [3]	Eng.	185%	– –	– –	– – –	328530-1X	7-A-2000	7170-31X	5	10-4-123
		ONE LOW SPEED – TWO GEAR – EXTRA HEAVY DUTY									
R	**42L-C3-G** [4]	Opp.	133%	– –	– –	– – –	– – –	– – –	Furnished	1	2-4-533
R	**42L-C3-G** [4]	Eng.	133%	– –	– –	– – –	328530-1X	7-A-2000	7170-31X	5	2-4-533
B	**D42L-C3-G** [4]	Opp.	139%	– –	– –	– – –	328564X	– – –	Furnished †	7	2-4-533
		ONE EXTRA LOW SPEED – TWO GEAR – EXTRA HEAVY DUTY									
B	**DA22L-C3-G**	Opp.	81%	– –	– –	– – –	328564X	– – –	Furnished †	7	2-4-533
R	**A22L-C3-G**	Eng.	79%	– –	– –	– – –	328530-1X	7-A-2000	328170-100X	5	2-4-533
		ONE LOW SPEED FORWARD & REVERSE – EXTRA HEAVY DUTY									
R	**34LD-B1-G**	Opp.	80%	– –	88%	7-A-140 [1]	– – –	– – –	Furnished	2	2-4-533
B	**34LD-B1-G**	Opp.	84%	– –	92%	7-A-140 [2]	310778X	– – –	7170-1X †	7	2-4-533
		TWO SPEEDS FORWARD & TWO REVERSE – HEAVY DUTY *(Speeds shown in parenthesis are accessory shaft speeds.)*									
R	**S57D-A1-G** [3]	Opp.	185%	(67%)	239%	(87%)	– – –	– – –	– – –	Furnished	1	10-4-123
B	**DS57D-B1-G** [3]	Opp.	193%	(69%)	250%	(90%)	– – –	328564X	– – –	Furnished †	7	10-4-123
		ONE SPEED - SINGLE GEAR - EXTRA HEAVY DUTY - SAE EIGHT HOLE									
B	**81AD-30-D**	Eng.	107%	– –	– –	– – –	– – –	– – –	Furnished	1	3-4-283
B	**81LD-30-D**	Eng.	99%	– –	– –	8-A-248	– – –	– – –	328170-21X	2	3-4-533
		ONE SPEED - TWO GEAR - EXTRA HEAVY DUTY - SAE EIGHT HOLE									
B	**820KD-30-A**	Opp.	120%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
B	**820JD-30-A**	Opp.	103%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
B	**820CD-30-A**	Opp.	68%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
B	**820ED-30-A**	Opp.	80%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
		ONE SPEED FORWARD & REVERSE – EXTRA HEAVY DUTY – SAE EIGHT HOLE									
B	**860CD-50-A**	Opp.	68%	– –	84%	– – –	– – –	– – –	Furnished	1	Not Required

† Stud Kit must be used for Bottom Mounts.

NOTE: Use only Constant Mesh P.T.O.'s on right hand side.

1 - Filler Block furnished with P.T.O.

2 - Filler Block furnished with P.T.O. but not required

3 - Input Gear Part No. 5-P-214

4 - Input Gear Part No. 5-P-326

CHELSEA

PTO DRIVER GEAR DATA
R – Front 6 Bolt 45T 6P-20 510 RPM or 1002 FPM
B – Front 8 Bolt 47T 6P-20 510 RPM or 1047 FPM

Pitch Line to Aperture Face
R – 1.085" | B – .805"

FULLER 932

SIDE	P.T.O. MODEL	P.T.O. Output Shaft Speeds & Direction in Relation to Engine				Filler Block	Adapter Assembly	Filler Block	Stud Kit Required		END YOKE
		Rotates	HIGH	LOW	Reverse						
	ONE SPEED – SINGLE GEAR – MEDIUM DUTY										
R	A3DN-1-C [3]	Eng.	96%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-63
B	A3DN-1-C [3]	Eng.	100%	– –	– –	– – –	310778-1X	– – –	Furnished	7	10-4-63
	ONE SPEED – TWO GEAR – MEDIUM DUTY										
R	14LRN-1-C	Opp.	69%	– –	– –	7-A-187 [1]	– – –	– – –	Furnished	2	10-4-63
R	14DRN-1-C	Opp.	128%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-63
	ONE MEDIUM SPEED – TWO GEAR – HEAVY DUTY										
R	41CD-C3-G	Opp.	114%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
B	D41CD-C3-G	Opp.	120%	– –	– –	– – –	328564X	– – –	Furnished	7	10-4-123
R	41DD-C3-G	Opp.	135%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
R	S400D-C3-G [4]	Opp.	115%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
B	DS400D-C3-G [4]	Opp.	120%	– –	– –	– – –	328564X	– – –	Furnished	7	10-4-123
R	43D-C3-G	Opp.	135%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
	ONE SPEED – DUAL SHAFT – HEAVY DUTY										
R	S47D-A1-G [4]	Opp.	115%	– –	– –	– – –	– – –	– – –	Furnished	1	10-4-123
B	DS47D-A1-G [4]	Opp.	121%	– –	– –	– – –	328564X	– – –	Furnished	7	10-4-123
	ONE LOW SPEED – TWO GEAR – EXTRA HEAVY DUTY										
R	42L-C3-G [5]	Opp.	78%	– –	– –	– – –	– – –	– – –	Furnished	1	2-4-533
B	D42L-C3-G [5]	Opp.	83%	– –	– –	– – –	328564X	– – –	Furnished	7	2-4-533
	ONE EXTRA LOW SPEED – TWO GEAR – EXTRA HEAVY DUTY										
R	A22L-C3-G	Opp.	47%	– –	– –	– – –	– – –	– – –	Furnished	1	2-4-533
B	DA22L-C3-G	Opp.	51%	– –	– –	– – –	328564X	– – –	Furnished	7	2-4-533
	ONE SPEED FORWARD & REVERSE – HEAVY DUTY										
R	S37D-A1-G [4]	Opp.	115%	– –	149%	– – –	– – –	– – –	Furnished	1	10-4-123
B	DS37D-B1-G [4]	Opp.	121%	– –	156%	– – –	328564X	– – –	Furnished	7	10-4-123
	ONE LOW SPEED FORWARD & REVERSE – EXTRA HEAVY DUTY										
R	34LD-B1-G	Opp.	50%	– –	55%	7-A-140 [1]	– – –	– – –	Furnished	2	2-4-533
B	34LD-B1-G	Opp.	52%	– –	57%	7-A-140 [2]	310778X	– – –	7170-1X	7	2-4-533
	ONE SPEED FORWARD & REVERSE – HEAVY DUTY *(Speeds shown in parenthesis are accessory shaft speeds.)*										
R	SR37D-B1-GC	Opp.	115%	(128%)	149%	– – –	– – –	– – –	Furnished	1	10-4-123 & 63
B	DSR37D-B1-GC	Opp.	121%	(134%)	156%	– – –	328564X	– – –	Furnished	7	10-4-123 & 63
	TWO SPEEDS FORWARD & TWO REVERSE – HEAVY DUTY *(Speeds shown in parenthesis are accessory shaft speeds.)*										
R	S57D-A1-G [4]	Opp.	115%	(41%)	149% (54%)	– – –	– – –	– – –	Furnished	1	10-4-123
B	DS57D-B1-G [4]	Opp.	121%	(43%)	156% (56%)	– – –	328564X	– – –	Furnished	7	10-4-123
	TWO SPEEDS FORWARD & REVERSE – HEAVY DUTY										
R	S32D-B1-G	Opp.	153%	78%	109%	– – –	– – –	– – –	Furnished	1	10-4-123
B	S32D-B1-G	Opp.	160%	81%	114%	– – –	328481X	– – –	Furnished	7	10-4-123
R	30DDS-B1-G	Eng.	180%	73%	115%	7-A-187 [1]	– – –	– – –	Furnished	2	10-4-123
B	30DDS-B1-G	Eng.	189%	76%	120%	7-A-187 [2]	328564X	– – –	7170-1X	7	10-4-123
	ONE SPEED - SINGLE GEAR - EXTRA HEAVY DUTY - SAE EIGHT HOLE										
B	81BD-30-D	Eng.	67%	– –	– –	– – –	– – –	– – –	Furnished	1	3-4-283
	ONE SPEED - TWO GEAR - EXTRA HEAVY DUTY - SAE EIGHT HOLE										
B	820KD-30-A	Opp.	75%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
B	820JD-30-A	Opp.	64%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
B	820CD-30-A	Opp.	42%	– –	– –	– – –	– – –	– – –	Furnished	1	Not Required
	ONE SPEED FORWARD & REVERSE – EXTRA HEAVY DUTY – SAE EIGHT HOLE										
B	860CD-50-A	Opp.	42%	– –	52%	– – –	– – –	– – –	Furnished	1	Not Required

NOTE: To Reverse Rotation R.H. Side, use Adapter 310374X. Mounting Kit furnished with Adapter. Adapter to Reverse Rotation not recommended on bottom 8-Bolt opening.

1 - Filler Block furnished with P.T.O.

2 - Filler Block furnished with P.T.O. but not required.

3 - Gear and Shaft Kit No. K * 2-P-414

4 - Input Gear Part No. 5-P-214

5 - Input Gear Part No. 5-P-326