

CHEVROLET 934

PTO DRIVER GEAR DATA

R - Rear 6 Bolt 36T Helical 425 RPM or 596 FPM
L - Rear 6 Bolt 36T Helical 425 RPM or 596 FPM

Pitch Line to
Aperture Face

R - 1.085" L - 1.085"

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 
		Ro- tates	HIGH	LOW	Re- verse					

ONE SPEED - SINGLE GEAR - MEDIUM DUTY

R A2MHN-2-C ² Eng. 57% --- --- --- --- 8000-4X 1 10-4-63

ONE MEDIUM SPEED - TWO GEAR - HEAVY DUTY

R 41CMH-C4-G	Opp.	73%	--	--	----	----	----	328170-76X	1	10-4-123
L 41CMH-C6-G	Opp.	73%	--	--	----	----	----	328170-76X	1	10-4-123
R 41DMH-C4-G	Opp.	81%	--	--	----	----	----	328170-76X	1	10-4-123
L 41DMH-C6-G	Opp.	81%	--	--	----	----	----	328170-76X	1	10-4-123
R S390MH-C4-G ³	Opp.	68%	--	--	----	----	----	328170-76X	1	10-4-123
L S390MH-C6-G ³	Opp.	68%	--	--	----	----	----	328170-76X	1	10-4-123
R S390MHR-C3-G ⁴	Eng.	68%	--	--	----	328532X	----	Furnished	4	10-4-123
L S390MHR-C5-G ⁴	Eng.	68%	--	--	----	328555X	----	Furnished	4	10-4-123

ONE HIGH SPEED - TWO GEAR - MEDIUM DUTY

R 41KMH-C4-G	Opp.	96%	--	--	----	----	----	328170-76X	1	10-4-123
L 41KMH-C6-G	Opp.	96%	--	--	----	----	----	328170-76X	1	10-4-123

ONE SPEED - DUAL SHAFT - HEAVY DUTY

R S46MH-A2-G ³	Opp.	68%	--	--	----	----	----	7170-2X	1	10-4-123
L S46MH-A2-G ³	Opp.	68%	--	--	----	----	----	7170-2X	1	10-4-123
R S46MHR-A1-G ⁴	Eng.	68%	--	--	----	328532X	----	Furnished	4	10-4-123
L S46MHR-A1-G ⁴	Eng.	68%	--	--	----	328555X	----	Furnished	4	10-4-123

ONE LOW SPEED - TWO GEAR - EXTRA HEAVY DUTY

R 42LMH-C4-G ⁵	Opp.	48%	--	--	----	----	----	328170-78X	1	2-4-533
L 42LMH-C6-G ⁵	Opp.	48%	--	--	----	----	----	328170-78X	1	2-4-533

ONE SPEED FORWARD & REVERSE - HEAVY DUTY

R S36MH-B2-G ³	Opp.	68%	--	88%	----	----	----	7170-2X	1	10-4-123
L S36MH-A2-G ³	Opp.	68%	--	88%	----	----	----	7170-2X	1	10-4-123
R	Eng.	84%	--	67%	7-A-187 ¹	----	----	7170-2X	2	10-4-123
L	Eng.	84%	--	67%	7-A-187 ¹	----	----	7170-2X	2	10-4-123
R S36MHR-C3-G ⁴	Eng.	68%	--	88%	----	328532X	----	Furnished	4	10-4-123
L S36MHR-C5-G ⁴	Eng.	68%	--	88%	----	328555X	----	Furnished	4	10-4-123

ONE SPEED FORWARD & REVERSE - HEAVY DUTY

(Speeds shown in parenthesis are accessory shaft speeds.)

R SR36MH-A2-GC	Opp.	68%	(76%)	88%	----	----	----	7170-2X	1	10-4-123 & 63
L SR36MH-B2-GC	Opp.	68%	(76%)	88%	----	----	----	7170-2X	1	10-4-123 & 63

TWO SPEEDS FORWARD & TWO REVERSE - HEAVY DUTY

(Speeds shown in parenthesis are accessory shaft speeds.)

R S56MH-B2-G ³	Opp.	68%	(24%)	88% (31%)	----	----	----	7170-2X	1	10-4-123
L S56MH-A2-G ³	Opp.	68%	(24%)	88% (31%)	----	----	----	7170-2X	1	10-4-123

TWO SPEEDS FORWARD & REVERSE - HEAVY DUTY

R 32MH-B2-G	Opp.	96%	43%	65%	----	----	----	7170-1X	1	10-4-123
L 32MH-A2-G	Opp.	96%	43%	65%	----	----	----	7170-1X	1	10-4-123
R 32MHR-B2-G	Eng.	96%	43%	65%	----	328532X	----	Furnished	4	10-4-123
L 32MHR-A2-G	Eng.	96%	43%	65%	----	328555X	----	Furnished	4	10-4-123

NOTE: Single Gear P.T.O.'s removed from left side due to interference with drive gear.

¹ - Filler Block furnished with P.T.O.² - Gear and Shaft Kit No. K * 2-P-354³ - Input Gear Part No. 5-P-359⁴ - Input Gear Part No. 5-P-360⁵ - Input Gear Part No. 5-P-358

CHEVROLET 934



PTO DRIVER GEAR DATA

R - Front 6 Bolt 45T 6P-20 789 RPM or 1550 FPM
B - Front 8 Bolt 47T 6P-20 789 RPM or 1619 FPM

Pitch Line to
Aperture Face

R - 1.085" L - .805"

FULLER
935

S I D E	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 
		Ro- tates	HIGH	LOW	Re- verse					

ONE LOW SPEED - TWO GEAR - EXTRA HEAVY DUTY

R	42L-C3-G ³	Opp.	128%	--	--	--	--	--	Furnished	1	2-4-533
R	42L-C3-G ³	Eng.	128%	--	--	--	328530-1X	7-A-2000	7170-31X	5	2-4-533
B	D42L-C3-G ³	Opp.	134%	--	--	--	328564X	--	Furnished †	7	2-4-533

ONE EXTRA LOW SPEED - TWO GEAR - EXTRA HEAVY DUTY

R	A22L-C3-G	Eng.	76%	--	--	--	328530-1X	7-A-2000	328170-100X	5	2-4-533
B	DA22L-C3-G	Opp.	79%	--	--	--	328564X	--	Furnished †	7	2-4-533

ONE LOW SPEED FORWARD & REVERSE - EXTRA HEAVY DUTY

R	34LD-B1-G	Opp.	78%	--	85%	7-A-140 ¹	--	--	Furnished	2	2-4-533
B	34LD-B1-G	Opp.	81%	--	90%	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.	178%	(64%)	230%(83%)	--	--	--	Furnished	1	10-4-123
B	DS57D-B1-G ⁴	Opp.	186%	(67%)	240%(87%)	--	328564X	--	Furnished †	7	10-4-123

ONE SPEED - SINGLE GEAR - EXTRA HEAVY DUTY - SAE EIGHT HOLE

B	81AD-30-D	Eng.	103%	--	--	--	--	--	Furnished	1	3-4-283
B	81LD-30-D	Eng.	95%	--	--	8-A-248	--	--	328170-21X	2	3-4-283

ONE SPEED - TWO GEAR - EXTRA HEAVY DUTY - SAE EIGHT HOLE

B	820KD-30-A	Opp.	116%	--	--	--	--	--	Furnished	1	Not Required
B	820JD-30-A	Opp.	98%	--	--	--	--	--	Furnished	1	Not Required
B	820CD-30-A	Opp.	65%	--	--	--	--	--	Furnished	1	Not Required
B	820ED-30-A	Opp.	77%	--	--	--	--	--	Furnished	1	Not Required

ONE SPEED FORWARD & REVERSE - EXTRA HEAVY DUTY - SAE EIGHT HOLE

B	860CD-50-A	Opp.	65%	80%	--	--	--	--	Furnished	1	Not Required
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NOTE: Only Constant Mesh Type P.T.O.'s available for R.H. Side. O.D. of adjacent gear on C'T' Shaft interferes with Neutral Position of P.T.O. Input Gear.

† Stud Kit must be used for Bottom Mounts.

NOTE: Adapters to Reverse Rotation not recommended on bottom 8-Bolt.

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

⁴ - Input Gear Part No. 5-P-214



PTO DRIVER GEAR DATA

R - Rear 8 Bolt 52T 6P-25 1000 RPM or 2269 FPM
T - Rear 8 Bolt 43T 6P-25 1210 RPM or 2270 FPM

Pitch Line to
Aperture Face

R - .810" T - .810"

ALLISON
937

S I D E	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 
		Ro- tates	HIGH	LOW	Re- verse					

ONE EXTRA LOW SPEED - TWO GEAR - EXTRA HEAVY DUTY

T	DA22MLP-C6-G	Opp.	111%	--	--	----	328564X	----	Furnished	7	2-4-533
R	DA22MLP-C4-G	Eng.	111%	--	--	----	328564X	----	Furnished	7	2-4-533
T	DA22MLLP-C6-G	Opp.	100%	--	--	----	328564X	----	Furnished	7	2-4-533
R	DA22MLLP-C4-G	Eng.	100%	--	--	----	328564X	----	Furnished	7	2-4-533

ONE SPEED - TWO GEAR - EXTRA HEAVY DUTY - SAE EIGHT HOLE

T	820JM-68-A	Opp.	139%	--	--	----	----	----	Furnished	1	Not Required
T	820FM-68-A	Opp.	118%	--	--	----	----	----	Furnished	1	Not Required
T	820EM-68-A	Opp.	108%	--	--	----	----	----	Furnished	1	Not Required
T	820CM-68-A	Opp.	92%	--	--	----	----	----	Furnished	1	Not Required
R	820CM-48-A	Eng.	92%	--	--	----	----	----	Furnished	1	Not Required
T	820JM-68-H	Opp.	139%	--	--	----	----	----	Furnished	1	Not Required
T	820FM-68-H	Opp.	118%	--	--	----	----	----	Furnished	1	Not Required
T	820EM-68-H	Opp.	108%	--	--	----	----	----	Furnished	1	Not Required
T	820CM-68-H	Opp.	92%	--	--	----	----	----	Furnished	1	Not Required
R	820CM-48-H	Eng.	92%	--	--	----	----	----	Furnished	1	Not Required
T	840JM-68-A	Opp.	138%	--	--	----	----	----	Furnished	1	Not Required
T	840FM-68-A	Opp.	118%	--	--	----	----	----	Furnished	1	Not Required
T	840EM-68-A	Opp.	108%	--	--	----	----	----	Furnished	1	Not Required
T	840CM-68-A	Opp.	92%	--	--	----	----	----	Furnished	1	Not Required
R	840CM-48-A	Eng.	92%	--	--	----	----	----	Furnished	1	Not Required
T	840JM-68-H	Opp.	138%	--	--	----	----	----	Furnished	1	Not Required
T	840FM-68-H	Opp.	118%	--	--	----	----	----	Furnished	1	Not Required
T	840EM-68-H	Opp.	108%	--	--	----	----	----	Furnished	1	Not Required
T	840CM-68-H	Opp.	92%	--	--	----	----	----	Furnished	1	Not Required
R	840CM-48-H	Eng.	92%	--	--	----	----	----	Furnished	1	Not Required
T	850JM-61-A	Opp.	138%	--	--	----	----	----	Furnished	1	Not Required
T	850FM-61-A	Opp.	110%	--	--	----	----	----	Furnished	1	Not Required
T	850CM-61-A	Opp.	91%	--	--	----	----	----	Furnished	1	Not Required
R	850CM-41-A	Eng.	91%	--	--	----	----	----	Furnished	1	Not Required
T	850JM-61-H	Opp.	138%	--	--	----	----	----	Furnished	1	Not Required
T	850FM-61-H	Opp.	110%	--	--	----	----	----	Furnished	1	Not Required
T	850CM-61-H	Opp.	91%	--	--	----	----	----	Furnished	1	Not Required
R	850CM-41-H	Eng.	91%	--	--	----	----	----	Furnished	1	Not Required

NOTE: Right hand opening is optional - Opening is not SAE Standard 8 Bolt opening. Input Gear interference on Models 820 J, 820 K, 820 F, & 820 E.

ALLISON 937

**FULLER
938****PTO DRIVER GEAR DATA**

R - Front 6 Bolt 47T 6P-20 533 RPM or 1090 FPM
 L - Front 6 Bolt 47T 6P-20 533 RPM or 1090 FPM

**Pitch Line to
Aperture Face**

R - 1.085" L - 3.085"

CHELSEA

S I D E	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 
		Ro- tates	HIGH	LOW	Re- verse					

ONE SPEED - SINGLE GEAR - MEDIUM DUTY

R	A3DN-1-C ²	Opp.	104%	--	--	----	310374X	----	Furnished	4	10-4-63
L	A3DN-1-C ²	Opp.	104%	--	--	----	328530-1X	----	328291-7X	4	10-4-63

ONE SPEED - TWO GEAR - MEDIUM DUTY

R	14LRN-1-C	Opp.	75%	--	--	7-A-187 ¹	----	----	328170-73X	2	10-4-63
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ONE MEDIUM SPEED - TWO GEAR - HEAVY DUTY

R	S400D-C3-G ³	Opp.	125%	--	--	----	----	----	328170-76X	1	10-4-123
L	S400D-C5-G ³	Eng.	125%	--	--	----	328530-1X	----	7170-16X	4	10-4-123

ONE SPEED - DUAL SHAFT - HEAVY DUTY

R	S47D-A1-G ³	Opp.	125%	--	--	----	----	----	7170-2X	1	10-4-123
L	S47D-A1-G ³	Eng.	125%	--	--	----	328530-1X	----	7170-16X	4	10-4-123

ONE LOW SPEED - TWO GEAR - EXTRA HEAVY DUTY

R	42L-C3-G ⁴	Opp.	89%	--	--	----	----	----	328170-78X	1	2-4-533
L	42L-C5-G ⁴	Eng.	89%	--	--	----	328530-1X	----	7170-16X	4	2-4-533

ONE EXTRA LOW SPEED - TWO GEAR - EXTRA HEAVY DUTY

R	A22L-C3-G	Opp.	56%	--	--	----	----	----	328170-1X	1	2-4-533
L	A22L-C5-G	Eng.	56%	--	--	----	328530-1X	----	328170-83X	4	2-4-533

ONE SPEED FORWARD & REVERSE - HEAVY DUTY

R	S37D-A1-G ³	Opp.	125%	--	164%	----	----	----	7170-2X	1	10-4-123
L	S37D-B1-G ³	Eng.	125%	--	164%	----	328530-1X	----	7170-16X	4	10-4-123

ONE LOW SPEED FORWARD & REVERSE - EXTRA HEAVY DUTY

R	34LD-B1-G	Opp.	55%	--	60%	7-A-140 ¹	----	----	7170-3X	2	2-4-533
L	34LD-B1-G	Eng.	55%	--	60%	7-A-140 ¹	328530-1X	----	7170-16X	14	2-4-533

ONE SPEED FORWARD & REVERSE - HEAVY DUTY*(Speeds shown in parenthesis are accessory shaft speeds.)*

R	SR37D-B1-GC	Opp.	125%	(140%)	164%	----	----	----	7170-2X	1	10-4-123 & 63
L	SR37D-A1-GC	Eng.	125%	(140%)	164%	----	328530-1X	----	7170-16X	4	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.	125%	(45%)	164% (58%)	----	----	----	7170-2X	1	10-4-123
L	S57D-B1-G ³	Eng.	125%	(45%)	164% (58%)	----	328530-1X	----	7170-16X	4	10-4-123

TWO SPEEDS FORWARD & REVERSE - HEAVY DUTY

R	S32D-B1-G	Opp.	166%	84%	118%	----	----	----	7170-1X		10-4-123
L	S32D-B1-G	Eng.	166%	84%	118%	----	328530-1X	----	7170-15X		10-4-123
R	30DDS-A1-G	Eng.	196%	78%	125%	7-A-187 ¹	----	----	7170-2X	2	10-4-123
L	30DDS-B1-G	Opp.	196%	78%	125%	7-A-187 ¹	328530-1X	----	7170-14X	14	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 - Gear and Shaft Kit No. K * 2-P-414³ - Input Gear Part No. 5-P-214⁴ - Input Gear Part No. 5-P-326**FULLER 938**



PTO DRIVER GEAR DATA

R - Front 6 Bolt 47T 6P-20 468 RPM or 955 FPM
L - Front 6 Bolt 47T 6P-20 468 RPM or 955 FPM

Pitch Line to
Aperture Face

R - 1.085" L - 3.085"

FULLER
939

S I D E	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 
		Ro- tates	HIGH	LOW	Re- verse						
ONE SPEED – SINGLE GEAR – MEDIUM DUTY											
R	A3DN-1-C ²	Opp.	92%	--	--	----	310374X	----	Furnished	4	10-4-63
L	A3DN-1-C ²	Opp.	92%	--	--	----	328530-1X	----	328291-7X	4	10-4-63
ONE SPEED – TWO GEAR – MEDIUM DUTY											
R	14LRN-1-C	Opp.	67%	--	--	7-A-187	----	----	328170-73X	2	10-4-63
ONE MEDIUM SPEED – TWO GEAR – HEAVY DUTY											
R	41DD-C3-G	Opp.	129%	--	--	----	----	----	328170-76X	1	10-4-123
L	41DD-C5-G	Eng.	129%	--	--	----	328530-1X	----	7170-16X	4	10-4-123
R	S400D-C3-G ³	Opp.	110%	--	--	----	----	----	328170-76X	1	10-4-123
L	S400D-C5-G ³	Eng.	110%	--	--	----	328530-1X	----	7170-16X	4	10-4-123
R	43D-C3-G	Opp.	129%	--	--	----	----	----	328170-78X	1	10-4-123
L	43D-C5-G	Eng.	129%	--	--	----	328530-1X	----	7170-16X	4	10-4-123
ONE SPEED – DUAL SHAFT – HEAVY DUTY											
R	S47D-A1-G ³	Opp.	110%	--	--	----	----	----	7170-2X	1	10-4-123
L	S47D-A1-G ³	Eng.	110%	--	--	----	328530-1X	----	7170-16X	4	10-4-123
ONE LOW SPEED – TWO GEAR – EXTRA HEAVY DUTY											
R	42L-C3-G ⁴	Opp.	79%	--	--	----	----	----	328170-78X	1	2-4-533
L	42L-C5-G ⁴	Eng.	79%	--	--	----	328530-1X	----	7170-16X	4	2-4-533
ONE EXTRA LOW SPEED – TWO GEAR – EXTRA HEAVY DUTY											
R	A22L-C3-G	Opp.	49%	--	--	----	----	----	328170-1X	1	2-4-533
L	A22L-C5-G	Eng.	49%	--	--	----	328530-1X	----	328170-83X	4	2-4-533
ONE SPEED FORWARD & REVERSE – HEAVY DUTY											
R	S37D-A1-G ³	Opp.	110%	--	144%	----	----	----	7170-2X	1	10-4-123
L	S37D-B1-G ³	Eng.	110%	--	144%	----	328530-1X	----	7170-16X	4	10-4-123
ONE LOW SPEED FORWARD & REVERSE – EXTRA HEAVY DUTY											
R	34LD-B1-G	Opp.	48%	--	53%	7-A-140	----	----	7170-3X	2	2-4-533
L	34LD-B1-G	Eng.	48%	--	53%	7-A-140	328530-1X	--	7170-16X	14	2-4-533
ONE SPEED FORWARD & REVERSE – HEAVY DUTY (Speeds shown in parenthesis are accessory shaft speeds.)											
R	SR37D-B1-GC	Opp.	110%	(123%)	144%	----	----	----	7170-2X	1	10-4-123 & 6C
L	SR37D-A1-GC	Eng.	110%	(123%)	144%	----	328530-1X	----	7170-16X	4	10-4-123 & 6C
TWO SPEEDS FORWARD & TWO REVERSE – HEAVY DUTY (Speeds shown in parenthesis are accessory shaft speeds.)											
R	S57D-A1-G ³	Opp.	110%	(39%)	144% (51%)	----	----	----	7170-2X	1	10-4-123
L	S57D-B1-G ³	Eng.	110%	(39%)	144% (51%)	----	328530-1X	----	7170-16X	4	10-4-123
TWO SPEEDS FORWARD & REVERSE – HEAVY DUTY											
R	S32D-B1-G	Opp.	146%	74%	104%	----	----	----	7170-1X	1	10-4-123
L	S32D-B1-G	Eng.	146%	74%	104%	----	328530-1X	----	7170-15X	4	10-4-123
R	30DDS-B1-G	Eng.	173%	70%	110%	7-A-187	----	----	7170-2X	2	10-4-123
L	30DDS-A1-G	Opp.	173%	70%	110%	7-A-187	328530-1X	----	7170-14X	14	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 - 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

FULLER 939

**FULLER
940****PTO DRIVER GEAR DATA**

R - Front 6 Bolt 47T 6P-20 591 RPM or 1210 FPM
 L - Front 6 Bolt 47T 6P-20 591 RPM or 1210 FPM

Pitch Line to
Aperture Face

R - 1.085" L - 3.085"

CHELSEA

S I D E	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
		Ro- tates	HIGH	LOW	Re- verse						
ONE SPEED — SINGLE GEAR — MEDIUM DUTY											
R	A3DN-1-C ²	Opp.	116%	--	--	---	310374X	---	Furnished	4	10-4-63
L	A3DN-1-C ²	Opp.	116%	--	--	---	328530-1X	---	328291-7X	4	10-4-63
ONE SPEED — TWO GEAR — MEDIUM DUTY											
R	14LRN-1-C	Opp.	84%	--	--	7-A-187 ¹	---	---	328170-73X	2	10-4-63
ONE MEDIUM SPEED — TWO GEAR — HEAVY DUTY											
R	S400D-C3-G ³	Opp.	139%	--	--	---	---	---	328170-76X	1	10-4-123
L	S400D-C5-G ³	Eng.	139%	--	--	---	328530-1X	---	7170-16X	4	10-4-123
ONE SPEED — DUAL SHAFT — HEAVY DUTY											
R	S47D-A1-G ³	Opp.	139%	--	--	---	---	---	7170-3X	1	10-4-123
L	S47D-A1-G ³	Eng.	139%	--	--	---	328530-1X	---	7170-16X	4	10-4-123
ONE LOW SPEED — TWO GEAR — EXTRA HEAVY DUTY											
R	42L-C3-G ⁴	Opp.	99%	--	--	---	---	---	328170-78X	1	2-4-533
L	42L-C5-G ⁴	Eng.	99%	--	--	---	328530-1X	---	7170-16X	4	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.	62%	--	--	---	---	---	328170-1X	1	2-4-533
L	A22L-C5-G	Eng.	62%	--	--	---	328530-1X	---	328170-83X	4	2-4-533
ONE LOW SPEED FORWARD & REVERSE — EXTRA HEAVY DUTY											
R	34LD-B1-G	Opp.	61%	--	67%	7-A-140 ¹	---	---	7170-3X	2	2-4-533
L	34LD-B1-G	Eng.	61%	--	67%	7-A-140 ¹	328530-1X	---	7170-16X	14	2-4-533
TWO SPEEDS FORWARD & TWO REVERSE — HEAVY DUTY (Speeds shown in parenthesis are accessory shaft speeds.)											
R	S57D-A1-G ³	Opp.	139%	(50%)	182% (65%)	---	---	---	7170-2X	1	10-4-123
L	S57D-B1-G ³	Eng.	139%	(50%)	182% (65%)	---	328530-1X	---	7170-16X	4	10-4-123
TWO SPEEDS FORWARD & REVERSE — HEAVY DUTY											
R	S32D-B1-G	Opp.	185%	94%	131%	---	---	---	7170-1X	1	10-4-123
L	S32D-B1-G	Eng.	185%	94%	131%	---	328530-1X	---	7170-15X	4	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 - 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

FULLER 940



PTO DRIVER GEAR DATA

R - Front 6 Bolt 40T Helical 456 RPM or 682 FPM
L - Rear 6 Bolt 20T 6P-20 433 RPM or 378 FPM

Pitch Line to
Aperture Face

R - .945" L - 1.085"

CLARK 944

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 
		Ro- tates	HIGH	LOW	Re- verse					

NOTE: Application 944 for Case No. 230790 on 280V Series.

ONE SPEED - SINGLE GEAR - MEDIUM DUTY										
R	A1CDN-1-C ²	Eng.	68%	--	--	7-A-093	---	---	8000-4X	2 10-4-63
L	A3DN-2-C ³	Cop.	36%	--	--	---	---	---	Furnished	1 10-4-63
ONE SPEED - TWO GEAR - MEDIUM DUTY										
L	14KLN-2-C	Eng.	72%	--	--	---	---	---	Furnished	1 10-4-63
ONE MEDIUM SPEED - TWO GEAR - HEAVY DUTY										
L	41CD-C6-G	Eng.	43%	--	--	---	---	---	Furnished	1 10-4-123
R	41DDH-C3-G	Opp.	87%	--	--	7-A-093	---	---	7170-3X	2 10-4-123
L	41DD-C6-G	Eng.	51%	--	--	---	---	---	Furnished	1 10-4-123
R	S380CD-C3-G ⁴	Cop.	78%	--	--	7-A-125	---	---	7170-3X	2 10-4-123
L	S400D-C6-G ⁵	Eng.	43%	--	--	---	---	---	Furnished	1 10-4-123
L	43D-C6-G	Eng.	51%	--	--	---	---	---	Furnished	1 10-4-123
ONE HIGH SPEED - TWO GEAR - MEDIUM DUTY										
R	41KDH-C3-G	Opp.	107%	--	--	7-A-093	---	---	7170-3X	2 10-4-123
L	41K-C6-G	Eng.	62%	--	--	---	---	---	Furnished	1 10-4-123
L	43K-C6-G	Eng.	62%	--	--	---	---	---	Furnished	1 10-4-123
ONE SPEED - DUAL SHAFT - HEAVY DUTY										
R	S45CD-A1-G ⁴	Cop.	78%	--	--	7-A-125	---	---	7170-3X	2 10-4-123
L	S47D-A2-G ⁵	Eng.	43%	--	--	---	---	---	Furnished	1 10-4-123
ONE LOW SPEED - TWO GEAR - EXTRA HEAVY DUTY										
R	42LDH-C3-G ⁶	Opp.	56%	--	--	7-A-125	---	---	7170-3X	2 2-4-533
ONE SPEED FORWARD & REVERSE - HEAVY DUTY										
R	S35CD-A1-G ⁴	Opp.	78%	--	100%	7-A-125	---	---	7170-3X	2 10-4-123
L	S37D-A2-G ⁵	Eng.	43%	--	56%	---	---	---	Furnished	1 10-4-123
ONE SPEED FORWARD & REVERSE - HEAVY DUTY (Speeds shown in parenthesis are accessory shaft speeds.)										
R	SR35CD-B1-GC	Opp.	78%	(87%)	100%	7-A-125	---	---	7170-3X	2 10-4-123 & 63
L	SR37D-B2-GC	Eng.	43%	(49%)	56%	---	---	---	Furnished	1 10-4-123 & 63
TWO SPEEDS FORWARD & TWO REVERSE - HEAVY DUTY (Speeds shown in parenthesis are accessory shaft speeds.)										
R	S55CD-A1-G ⁴	Opp.	78%	(28%)	100% (36%)	7-A-125	---	---	7170-3X	2 10-4-123
L	S57D-A2-G ⁵	Eng.	43%	(16%)	56% (20%)	---	---	---	Furnished	1 10-4-123
TWO SPEEDS FORWARD & REVERSE - HEAVY DUTY										
R	32HD-B1-G	Opp.	114%	48%	78%	7-A-200	---	---	7170-3X	2 10-4-123
L	S32D-B2-G	Eng.	58%	30%	41%	---	---	---	Furnished	1 10-4-123

NOTE: To Reverse Rotation L.H. Side, use Adapter 310374X. Mounting Kit furnished with Adapter. To Reverse Rotation R.H. Side, use Adapter 328448X with 7-A-165 Filler Block, Stud Kit 328170-70X. Change P.T.O.'s to 6P-20° Spur Gear Models same Assy. Arrangement.

- 1 - Filler Block furnished with P.T.O.
- 2 - Gear and Shaft Kit No. K * 2-P-409
- 3 - Gear and Shaft Kit No. K * 2-P-414
- 4 - Input Gear Part No. 5-P-208
- 5 - Input Gear Part No. 5-P-214
- 6 - Input Gear Part No. 5-P-411
- 7 - Check for interference between P.T.O. Thrust Plate and Transmission Case @ Mounting Pad. May require rework.

CLARK 944

**CLARK
945****PTO DRIVER GEAR DATA**

R - Front 6 Bolt 42T Helical 489 RPM or 768 FPM
 L - Rear 6 Bolt 20T 6P-20 464 RPM or 405 FPM

Pitch Line to
Aperture Face

R - .753" L - 1.085"



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 
		Ro- tates	HIGH	LOW	Re- verse					

NOTE: Application 945 for Case No. 230790 on 282V Series.

ONE SPEED - SINGLE GEAR - MEDIUM DUTY

R	A1CDN-1-C ²	Eng.	75%	--	--	7-A-300	----	----	7170-13X	2	10-4-63
L	A3DN-2-C ³	Opp.	39%	--	--	----	----	----	Furnished	1	10-4-63

ONE MEDIUM SPEED - TWO GEAR - HEAVY DUTY

L	41CD-C6-G	Eng.	46%	--	--	----	----	----	Furnished	1	10-4-123
R	41DDH-C3-G	Opp.	98%	--	--	7-A-300	----	----	7170-5X	2	10-4-123
L	41DD-C6-G	Eng.	55%	--	--	----	----	----	Furnished	1	10-4-123
R	S380CD-C3-G ⁴	Opp.	87%	--	--	7-A-300	----	----	7170-5X	2	10-4-123
L	S400D-C6-G ⁵	Eng.	47%	--	--	----	----	----	Furnished	1	10-4-123
L	43D-C6-G	Eng.	55%	--	--	----	----	----	Furnished	1	10-4-123

ONE HIGH SPEED - TWO GEAR - MEDIUM DUTY

R	41KDH-C3-G	Opp.	121%	--	--	7-A-300	----	----	7170-5X	2	10-4-123
L	41K-C6-G	Eng.	66%	--	--	----	----	----	Furnished	1	10-4-123
L	43K-C6-G	Eng.	66%	--	--	----	----	----	Furnished	1	10-4-123

ONE SPEED - DUAL SHAFT - HEAVY DUTY

R	S45CD-A1-G ⁴	Opp.	87%	--	--	7-A-300	----	----	7170-5X	2	10-4-123
L	S47D-A2-G ⁵	Eng.	47%	--	--	----	----	----	Furnished	1	10-4-123

ONE LOW SPEED - TWO GEAR - EXTRA HEAVY DUTY

R	42LDH-C3-G ⁶	Opp.	62%	--	--	7-A-300	----	----	7170-5X	2	2-4-533
---	-------------------------	------	-----	----	----	---------	------	------	---------	---	---------

ONE SPEED FORWARD & REVERSE - HEAVY DUTY

R	S35CD-A1-G ⁴	Opp.	87%	--	113%	7-A-300	----	----	7170-4X	2	10-4-123
L	S37D-A2-G ⁵	Eng.	47%	--	60%	----	----	----	Furnished	1	10-4-123

ONE SPEED FORWARD & REVERSE - HEAVY DUTY*(Speeds shown in parenthesis are accessory shaft speeds.)*

R	SR35CD-B1-GC	Opp.	87%	(98%)	113%	7-A-300	----	----	7170-4X	2	10-4-123 & 63
L	SR37D-A2-GC	Eng.	47%	(52%)	60%	----	----	----	Furnished	1	10-4-123 & 63

TWO SPEEDS FORWARD & TWO REVERSE - HEAVY DUTY*(Speeds shown in parenthesis are accessory shaft speeds.)*

R	S55CD-A1-G ⁴	Opp.	87%	(32%)	113% (41%)	7-A-300	----	----	7170-4X	2	10-4-123
L	S57D-A2-G ⁵	Eng.	47%	(17%)	60% (22%)	----	----	----	Furnished	1	10-4-123

TWO SPEEDS FORWARD & REVERSE - HEAVY DUTY

R	32HD-B1-G	Opp.	128%	54%	87%	7-A-400	----	----	7170-4X	2	10-4-123
L	S32D-B2-G	Eng.	62%	32%	44%	----	----	----	Furnished	1	10-4-123
L	30DDS-B2-G	Opp.	73%	30%	47%	7-A-187	----	----	Furnished	2	10-4-123

NOTE: To Reverse Rotation L.H. Side, use Adapter 310374X. Mounting Kit furnished with Adapter. To Reverse Rotation R.H. Side, use Adapter 328448X with 7-A-350 Filler Block, Stud Kit 328170-68X. Change P.T.O.'s to 6P-20° Spur Gear Models same Assembly arrangement.

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

2 - Gear and Shaft Kit No. K * 2-P-409

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

4 - Input Gear Part No. 5-P-208

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

6 - Input Gear Part No. 5-P-411

7 - Check for interference between P.T.O. Thrust Plate and Transmission Case @ Mtg. Pad. May require rework.

CLARK 945



PTO DRIVER GEAR DATA

R - Front 6 Bolt 39T Helical 489 RPM or 713 FPM
L - Rear 6 Bolt 20T 6P-20 464 RPM or 405 FPM

Pitch Line to
Aperture Face

R - 1.025" L - 1.085"

**CLARK
946**

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
		Ro- tates	HIGH	LOW	Re- verse					

NOTE: Application 946 for Case No. 230790 on 285V Series.

ONE SPEED - SINGLE GEAR - MEDIUM DUTY

R	A1CDN-1-C ²	Eng.	71%	--	--	7-A-032	----	----	Furnished	2	10-4-63
L	A3DN-2-C ³	Opp.	39%	--	--	----	----	----	Furnished	1	10-4-63

ONE SPEED - TWO GEAR - MEDIUM DUTY

L	14KLN-2-C	Eng.	77%	--	--	----	----	----	Furnished	1	10-4-63
---	-----------	------	-----	----	----	------	------	------	-----------	---	---------

ONE MEDIUM SPEED - TWO GEAR - HEAVY DUTY

L	41CD-C6-G	Eng.	46%	--	--	----	----	----	Furnished	1	10-4-123
R	41DDH-C3-G	Opp.	91%	--	--	----	----	----	Furnished	1	10-4-123
L	41DD-C6-G	Eng.	55%	--	--	----	----	----	Furnished	1	10-4-123
R	S380CD-C3-G ⁴	Opp.	81%	--	--	7-A-062	----	----	7170-3X	2	10-4-123
L	S400D-C6-G ⁵	Eng.	47%	--	--	----	----	----	Furnished	1	10-4-123
L	43D-C6-G	Eng.	55%	--	--	----	----	----	Furnished	1	10-4-123

ONE HIGH SPEED - TWO GEAR - MEDIUM DUTY

R	41KDH-C3-G	Opp.	112%	--	--	7-A-032	----	----	Furnished	2	10-4-123
L	41K-C6-G	Eng.	66%	--	--	----	----	----	Furnished	1	10-4-123
L	43K-C6-G	Eng.	66%	--	--	----	----	----	Furnished	1	10-4-123

ONE SPEED - DUAL SHAFT - HEAVY DUTY

R	S45CD-A1-G ⁴	Opp.	81%	--	--	7-A-062	----	----	7170-3X	2	10-4-123
L	S47D-A2-G ⁵	Eng.	47%	--	--	----	----	----	Furnished	1	10-4-123

ONE LOW SPEED - TWO GEAR - EXTRA HEAVY DUTY

R	42LDH-C3-G ⁶	Opp.	58%	--	--	7-A-062	----	----	7170-3X	2	2-4-533
---	-------------------------	------	-----	----	----	---------	------	------	---------	---	---------

ONE SPEED FORWARD & REVERSE - HEAVY DUTY

R	S35CD-A1-G ⁴	Opp.	81%	--	105%	7-A-062	----	----	7170-3X	2	10-4-123
L	S37D-A2-G ⁵	Eng.	47%	--	60%	----	----	----	Furnished	1	10-4-123

ONE SPEED FORWARD & REVERSE - HEAVY DUTY

(Speeds shown in parenthesis are accessory shaft speeds.)

R	SR35CD-B1-GC	Opp.	81%	(91%)	105%	7-A-062	----	----	7170-3X	2	10-4-123 & 63
L	SR37D-A2-GC	Eng.	47%	(52%)	60%	----	----	----	Furnished	1	10-4-123 & 63

TWO SPEEDS FORWARD & TWO REVERSE - HEAVY DUTY

(Speeds shown in parenthesis are accessory shaft speeds.)

R	S55CD-A1-G ⁴	Opp.	81%	(29%)	105% (38%)	7-A-062	----	----	7170-3X	2	10-4-123
L	S57D-A2-G ⁵	Eng.	47%	(17%)	60% (22%)	----	----	----	Furnished	1	10-4-123

TWO SPEEDS FORWARD & REVERSE - HEAVY DUTY

R	32HD-B1-G	Opp.	119%	50%	81%	7-A-140	----	----	7170-2X	2	10-4-123
L	S32D-B2-G	Eng.	62%	32%	44%	----	----	----	Furnished	1	10-4-123
L	30DDS-B2-G	Opp.	85%	35%	54%	7-A-187 ⁷	----	----	Furnished	2	10-4-123

NOTE: To Reverse Rotation L.H. Side, use Adapter 310374X. Mounting Kit furnished with Adapter. To Reverse Rotation R.H. Side, use Adapter 328448X with 7-A-093 Filler Block, Stud Kit 328170-70X. Change P.T.O.'s to 6P-20° Spur Gear Models same assembly arrangement.

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

2 - Gear and Shaft Kit No. K * 2-P-409

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

4 - Input Gear Part No. 5-P-208

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

6 - Input Gear Part No. 5-P-411

7 - Check for interference between P.T.O. Thrust Plate and Transmission Case @ Mtg. Pad. May require rework.

CLARK 946

**CLARK
947****PTO DRIVER GEAR DATA**R - Front 6 Bolt 37T Helical 571 RPM or 790 FPM
L - Rear 6 Bolt 20T 6P-20 542 RPM or 473 FPMPitch Line to
Aperture Face

R - 1.130" L - 1.085"



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
		Ro- tates	HIGH	LOW	Re- verse					

NOTE: Application 947 for Case No. 230790 on 288V Series.

ONE SPEED - TWO GEAR - MEDIUM DUTY										
L	14KLN-2-C	Eng.	90%	--	--	--	--	--	Furnished	1 10-4-63
ONE MEDIUM SPEED - TWO GEAR - HEAVY DUTY										
L	41CD-C6-G	Eng.	54%	--	--	--	--	--	Furnished	1 10-4-123
R	D41DDH-C3-G	Opp.	101%	--	--	7-A-165	--	--	7170-2X	2 10-4-123
L	41DD-C6-G	Eng.	64%	--	--	--	--	--	Furnished	1 10-4-123
R	S380CD-C3-G ³	Opp.	90%	--	--	--	--	--	Furnished	1 10-4-123
L	S400D-C6-G ⁴	Eng.	54%	--	--	--	--	--	Furnished	1 10-4-123
L	43D-C6-G	Eng.	64%	--	--	--	--	--	Furnished	1 10-4-123
ONE HIGH SPEED - TWO GEAR - MEDIUM DUTY										
R	D41KDH-C3-G	Opp.	124%	--	--	7-A-165	--	--	7170-2X	2 10-4-123
L	41K-C6-G	Eng.	77%	--	--	--	--	--	Furnished	1 10-4-123
L	43K-C6-G	Eng.	77%	--	--	--	--	--	Furnished	1 10-4-123
ONE SPEED - DUAL SHAFT - HEAVY DUTY										
R	S45CD-A1-G ³	Opp.	90%	--	--	--	--	--	Furnished	1 10-4-123
L	S47D-A2-G ⁴	Eng.	54%	--	--	--	--	--	Furnished	1 10-4-123
ONE LOW SPEED - TWO GEAR - EXTRA HEAVY DUTY										
R	42LDH-C3-G ⁵	Opp.	64%	--	--	--	--	--	Furnished	1 2-4-533
L	42L-C6-G ⁶	Eng.	39%	--	--	--	--	--	Furnished	1 2-4-533
ONE SPEED FORWARD & REVERSE - HEAVY DUTY										
R	S35CD-A1-G ³	Opp.	90%	--	116%	--	--	--	Furnished	1 10-4-123
L	S37D-A2-G ⁴	Eng.	54%	--	70%	--	--	--	Furnished	1 10-4-123
ONE SPEED FORWARD & REVERSE - HEAVY DUTY (Speeds shown in parenthesis are accessory shaft speeds.)										
R	SR35CD-B1-GC	Opp.	90%	(100%)	116%	--	--	--	Furnished	1 10-4-123 & 63
L	SR35D-A2-GC	Eng.	54%	(61%)	70%	--	--	--	Furnished	1 10-4-123 & 63
TWO SPEEDS FORWARD & TWO REVERSE - HEAVY DUTY (Speeds shown in parenthesis are accessory shaft speeds.)										
R	S55CD-A1-G ³	Opp.	90%	(32%)	116% (42%)	--	--	--	Furnished	1 10-4-123
L	S57D-A2-G ⁴	Eng.	54%	(20%)	70% (26%)	--	--	--	Furnished	1 10-4-123
TWO SPEEDS FORWARD & REVERSE - HEAVY DUTY										
R	32HD-B1-G	Opp.	132%	56%	90%	7-A-093	--	--	7170-2X	2 10-4-123
L	S32D-B2-G	Eng.	73%	38%	51%	--	--	--	Furnished	1 10-4-123
L	30DDS-B2-G	Opp.	85%	35%	54%	7-A-187	--	--	Furnished	2 10-4-123

NOTE: To Reverse Rotation L.H. Side, use Adapter 310374X. Mounting Kit furnished with Adapter. To Reverse Rotation R.H. Side, use Adapter 328448X with 7-A-032 Filler Block, Stud Kit 328170-70X. Change P.T.O.'s to 6P-20° Spur Models same Assembly arrangement.

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-208

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

5 - Input Gear Part No. 5-P-411

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

7 - Check for interference between P.T.O. Thrust Plate and Transmission Case @ Mtg. Pad. May require rework.

CLARK 947

		PTO DRIVER GEAR DATA				Pitch Line to Aperture Face		CLARK 948		
						R — Front 6 Bolt 40T Helical 571 RPM or 854 FPM	R — .954"			L — 1.085"
		L — Rear 6 Bolt 20T 6P-20 542 RPM or 473 FPM								
S I D E	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
		Ro- tates	HIGH	LOW	Re- verse					

NOTE: Application 948 for Case No. 230790 on 289V Series.

ONE SPEED - SINGLE GEAR - MEDIUM DUTY

R	A1CDN-1-C ²	Eng.	84%	--	--	7-A-093	----	----	8000-4X	2	10-4-63
L	A3DN-2-C ³ ⁶	Opp.	45%	--	--	----	----	----	Furnished	1	10-4-63

ONE SPEED - TWO GEAR - MEDIUM DUTY

L	14KLN-2-C	Eng.	90%	--	--	----	----	----	Furnished	1	10-4-63
---	-----------	------	-----	----	----	------	------	------	-----------	---	---------

ONE MEDIUM SPEED - TWO GEAR - HEAVY DUTY

L	41CD-C6-G	Eng.	54%	--	--	----	----	----	Furnished	1	10-4-123
R	41DDH-C3-G	Opp.	109%	--	--	7-A-093	----	----	7170-3X	2	10-4-123
L	41DD-C6-G	Eng.	65%	--	--	----	----	----	Furnished	1	10-4-123
R	S380CD-C3-G ⁴	Opp.	97%	--	--	7-A-125	----	----	7170-3X	2	10-4-123
L	S400D-C6-G ⁵	Eng.	54%	--	--	----	----	----	Furnished	1	10-4-123
L	43D-C6-G	Eng.	64%	--	--	----	----	----	Furnished	1	10-4-123

ONE HIGH SPEED - TWO GEAR - MEDIUM DUTY

R	41KDH-C3-G	Opp.	134%	--	--	7-A-093	----	----	7170-3X	2	10-4-123
L	41K-C6-G	Eng.	77%	--	--	----	----	----	Furnished	1	10-4-123
L	43K-C6-G	Eng.	77%	--	--	----	----	----	Furnished	1	10-4-123

ONE SPEED - DUAL SHAFT - HEAVY DUTY

R	S45CD-A1-G ⁴	Opp.	97%	--	--	7-A-125	----	----	7170-3X	2	10-4-123
L	S47D-A2-G ⁵	Eng.	54%	--	--	----	----	----	Furnished	1	10-4-123

ONE LOW SPEED - TWO GEAR - EXTRA HEAVY DUTY

R	42LDH-C3-G ⁶	Opp.	69%	--	--	7-A-125	----	----	7170-3X	2	2-4-533
L	42L-C6-G ⁷	Eng.	39%	--	--	----	----	----	Furnished	1	2-4-533

ONE SPEED FORWARD & REVERSE - HEAVY DUTY

R	S35CD-A1-G ⁴	Opp.	97%	--	125%	7-A-125	----	----	7170-3X	2	10-4-123
L	S37D-A2-G ⁵	Eng.	54%	--	70%	----	----	----	Furnished	1	10-4-123

ONE SPEED FORWARD & REVERSE - HEAVY DUTY

(Speeds shown in parenthesis are accessory shaft speeds.)

R	SR35CD-B1-GC	Opp.	97%	(108%)	125%	7-A-125	----	----	7170-3X	2	10-4-123 & 63
L	SR37D-A2-GC	Eng.	54%	(61%)	70%	----	----	----	Furnished	1	10-4-123 & 63

TWO SPEEDS FORWARD & TWO REVERSE - HEAVY DUTY

(Speeds shown in parenthesis are accessory shaft speeds.)

R	S55CD-A1-G ⁴	Opp.	97%	(35%)	125% (45%)	7-A-125	----	----	7170-3X	2	10-4-123
L	S57D-A2-G ⁵	Eng.	54%	(20%)	70% (26%)	----	----	----	Furnished	1	10-4-123

TWO SPEEDS FORWARD & REVERSE - HEAVY DUTY

R	32HD-B1-G	Opp.	142%	60%	97%	7-A-200	----	----	7170-3X	2	10-4-123
L	S32D-B2-G	Eng.	73%	38%	51%	----	----	----	Furnished	1	10-4-123
L	30DDS-A1-G	Opp.	86%	35%	55%	7-A-187	----	----	Furnished	2	10-4-123

NOTE: To Reverse Rotation L.H. Side, use Adapter 310374X. Mounting Kit furnished with Adapter. To Reverse Rotation R.H. Side, use Adapter 328448X with 7-A-165 Filler Block, Stud Kit 328170-70X. Change P.T.O.'s to 6P-20° Spur Models

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

2 - Gear and Shaft Kit No. K * 2-P-409

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

4 - Input Gear Part No. 5-P-208

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

6 - Input Gear Part No. 5-P-411

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

8 - Check for Interference between P.T.O. Thrust Plate and Transmission Case @ Mtg. Pad. May require rework

**CLARK
949****PTO DRIVER GEAR DATA**

R - Front 6 Bolt 46T Helical 571 RPM or 982 FPM
 L - Rear 6 Bolt 20T 6P-20 542 RPM or 473 FPM

**Pitch Line to
Aperture Face**

R - .525" L - 1.085"



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 
		Ro- tates	HIGH	LOW	Re- verse					

NOTE: Application 949 for Case No. 230790 on 280VO Series.

ONE SPEED - SINGLE GEAR - MEDIUM DUTY

R	A1CDN-1-C ²	Eng.	97%	--	--	7-A-500	---	---	7170-15X	2	10-4-63
L	A3DN-2-C ³	Opp.	45%	--	--	---	---	---	Furnished	1	10-4-63

ONE SPEED - TWO GEAR - MEDIUM DUTY

L	14KLN-2-C	Eng.	90%	--	--	---	---	---	Furnished	1	10-4-63
---	-----------	------	-----	----	----	-----	-----	-----	-----------	---	---------

ONE MEDIUM SPEED - TWO GEAR - HEAVY DUTY

L	41CD-C6-G	Eng.	54%	--	--	---	---	---	Furnished	1	10-4-123
R	41DDH-C3-G	Opp.	125%	--	--	7-A-500	---	---	7170-6X	2	10-4-123
L	41DD-C6-G	Opp.	64%	--	--	---	---	---	Furnished	1	10-4-123
R	S380CD-C3-G ⁴	Opp.	112%	--	--	7-A-550	---	---	7170-7X	2	10-4-123
L	S400D-C6-G ⁵	Eng.	54%	--	--	---	---	---	Furnished	1	10-4-123
L	43D-C6-G	Eng.	64%	--	--	---	---	---	Furnished	1	10-4-123

ONE HIGH SPEED - TWO GEAR - MEDIUM DUTY

L	41K-C6-G	Eng.	77%	--	--	---	---	---	Furnished	1	10-4-123
L	43K-C6-G	Eng.	77%	--	--	---	---	---	Furnished	1	10-4-123

ONE SPEED - DUAL SHAFT - HEAVY DUTY

R	S45CD-A1-G ⁴	Opp.	112%	--	--	7-A-550	---	---	7170-7X	2	10-4-123
L	S47D-A2-G ⁵	Eng.	54%	--	--	---	---	---	Furnished	1	10-4-123

ONE LOW SPEED - TWO GEAR - EXTRA HEAVY DUTY

R	42LDH-C3-G ⁶	Opp.	80%	--	--	7-A-500	---	---	7170-6X	2	2-4-533
L	42L-C6-G ⁷	Eng.	39%	--	--	---	---	---	Furnished	1	2-4-533

ONE SPEED FORWARD & REVERSE - HEAVY DUTY

R	S35CD-A1-G ⁴	Opp.	112%	--	144%	7-A-550	---	---	7170-7X	2	10-4-123
L	S37D-A2-G ⁵	Eng.	54%	--	70%	---	---	---	Furnished	1	10-4-123

ONE SPEED FORWARD & REVERSE - HEAVY DUTY

(Speeds shown in parenthesis are accessory shaft speeds.)

R	SR35CD-B1-GC	Opp.	112%	(125%)	144%	7-A-550	---	---	7170-7X	2	10-4-123 & 63
L	SR37D-A2-GC	Eng.	54%	(61%)	70%	---	---	---	Furnished	1	10-4-123 & 63

TWO SPEEDS FORWARD & TWO REVERSE - HEAVY DUTY

(Speeds shown in parenthesis are accessory shaft speeds.)

R	S55CD-A1-G ⁴	Opp.	112%	(40%)	144%(52%)	7-A-550	---	---	7170-7X	2	10-4-123
L	S57D-A2-G ⁵	Eng.	54%	(20%)	70%(26%)	---	---	---	Furnished	1	10-4-123

TWO SPEEDS FORWARD & REVERSE - HEAVY DUTY

R	32HD-B1-G	Opp.	164%	69%	112%	7-A-625	---	---	7170-6X	2	10-4-123
L	S32D-B2-G	Eng.	73%	38%	51%	---	---	---	Furnished	1	10-4-123
L	30DDS-B2-G	Opp.	85%	35%	54%	7-A-187	---	---	Furnished	2	10-4-123

NOTE: To Reverse Rotation L.H. Side, use Adapter 310374X. Mounting Kit furnished with Adapter. To Reverse Rotation R.H. Side, use Adapter 328448X with 7-A-600 Filler Block, Stud Kit 328170-56X. Change P.T.O.'s to 6P-20 Spur Gear Models same assembly arrangement.

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

2 - Gear and Shaft Kit K * 2-P-409

3 - Gear and Shaft Kit K * 2-P-414

4 - Input Gear Part No. 5-P-208

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

6 - Input Gear Part No. 5-P-411

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

8 - Check for interference between P.T.O. Thrust Plate and Transmission Case @ Mtg. Pad. May require rework.



PTO DRIVER GEAR DATA

R - Front 6 Bolt 45T Helical 481 RPM or 810 FPM
L - Rear 6 Bolt 22T 6P-20 459 RPM or 441 FPM

Pitch Line to
Aperture Face

R - .983"

L - 1.085"

CLARK 950

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
		Ro- tates	HIGH	LOW	Re- verse					

NOTE: This Application is for Transmissions with Case No's. 231121 or 231122. For Transmissions with Case No's 218555 or 229882, refer to application No. 883.

ONE SPEED - SINGLE GEAR - MEDIUM DUTY

R	A1CDN-1-C ²	Eng.	81%	--	--	7-A-062	---	---	Furnished	2	10-4-63
L	A3DN-2-C ³ ⁴	Opp.	42%	--	--	---	---	---	Furnished	1	10-4-63

ONE SPEED - TWO GEAR - MEDIUM DUTY

L	14DLN-2-C	Eng.	56%	--	--	---	---	---	Furnished	1	10-4-63
L	14KLN-2-C	Eng.	84%	--	--	---	---	---	Furnished	1	10-4-63

ONE MEDIUM SPEED - TWO GEAR - HEAVY DUTY

L	41CD-C6-G	Eng.	50%	--	--	---	---	---	Furnished	1	10-4-123
R	41DDH-C3-G	Opp.	103%	--	--	7-A-062	---	---	Furnished	2	10-4-123
L	41DD-C6-G	Eng.	59%	--	--	---	---	---	Furnished	1	10-4-123
R	S380CD-C3-G ⁴	Opp.	92%	--	--	7-A-062	---	---	Furnished	2	10-4-123
L	S400D-C6-G ⁵	Eng.	51%	--	--	---	---	---	Furnished	1	10-4-123
L	43D-C6-G	Eng.	59%	--	--	---	---	---	Furnished	1	10-4-123

ONE HIGH SPEED - TWO GEAR - MEDIUM DUTY

R	41KDH-C3-G	Opp.	127%	--	--	7-A-062	---	---	Furnished	2	10-4-123
L	41K-C6-G	Eng.	72%	--	--	---	---	---	Furnished	1	10-4-123
L	43K-C6-G	Eng.	72%	--	--	---	---	---	Furnished	1	10-4-123

ONE SPEED - DUAL SHAFT - HEAVY DUTY

R	S45CD-A1-G ⁴	Opp.	92%	--	--	7-A-062	---	---	Furnished	2	10-4-123
L	S47D-A2-G ⁵	Eng.	51%	--	--	---	---	---	Furnished	1	10-4-123

ONE LOW SPEED - TWO GEAR - EXTRA HEAVY DUTY

R	42LDH-C3-G ⁶	Opp.	66%	--	--	7-A-093	---	---	7170-3X	2	2-4-533
L	42L-C6-G ⁷	Eng.	36%	--	--	---	---	---	Furnished	1	2-4-533

ONE SPEED FORWARD & REVERSE - HEAVY DUTY

R	S35CD-A1-G ⁴	Opp.	92%	--	119%	7-A-093	---	---	7170-3X	2	10-4-123
L	S37D-A1-G ⁵	Eng.	51%	--	66%	---	---	---	Furnished	1	10-4-123

ONE LOW SPEED FORWARD & REVERSE - EXTRA HEAVY DUTY

L	34LD-B2-G	Eng.	39%	--	42%	7-A-140 ¹	---	---	Furnished	2	2-4-533
---	-----------	------	-----	----	-----	----------------------	-----	-----	-----------	---	---------

ONE SPEED FORWARD & REVERSE - HEAVY DUTY

(Speeds shown in parenthesis are accessory shaft speeds.)

R	SR35CD-B1-GC	Opp.	92%	(103%)	119%	7-A-093	---	---	7170-3X	2	10-4-123 & 63
L	SR37D-A2-GC	Eng.	51%	(57%)	66%	---	---	---	Furnished	1	10-4-123 & 63

TWO SPEEDS FORWARD & TWO REVERSE - HEAVY DUTY

(Speeds shown in parenthesis are accessory shaft speeds.)

R	S55CD-A1-G ⁴	Opp.	92%	(33%)	119% (43%)	7-A-093	---	---	7170-3X	2	10-4-123
L	S57D-A2-G ⁵	Eng.	51%	(18%)	66% (24%)	---	---	---	Furnished	1	10-4-123

TWO SPEEDS FORWARD & REVERSE - HEAVY DUTY

R	32HD-B1-G	Opp.	135%	57%	92%	7-A-200	---	---	7170-3X	2	10-4-123
L	S32D-B2-G	Eng.	67%	34%	48%	---	---	---	Furnished	1	10-4-123
L	30DDS-B2-G	Opp.	80%	32%	51%	7-A-187 ¹	---	---	Furnished	2	10-4-123

NOTE: To Reverse Rotation L.H. Side, use Adapter 310374X. Mounting Kit furnished with Adapter. To Reverse Rotation R.H. Side, use Adapter 328448X with 7-A-140 Filler Block, Stud Kit 328170-70X. Change P.T.O.'s to 6P-20 Spur Gear Models same Assembly arrangements.

¹ - Filler Block furnished with P.T.O.⁵ - Input Gear Part No. 5-P-214⁸ - Check for interference between P.T.O. Thrust Plate and Transmission Case @ Mtg. Pad. May require rework.² - Gear and Shaft Kit No. K * 2-P-409⁶ - Input Gear Part No. 5-P-411³ - Gear and Shaft Kit No. K * 2-P-414⁷ - Input Gear Part No. 5-P-326⁴ - Input Gear Part No. 5-P-208

CLARK 950

**CLARK
951****PTO DRIVER GEAR DATA**R - Front 6 Bolt 43T Helical 540 RPM or 868 FPM
L - Rear 6 Bolt 22T 6P-20 515 RPM or 494 FPMPitch Line to
Aperture Face

R - 1.115" L - 1.085"



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 
		Ro- tates	HIGH	LOW	Re- verse					

NOTE: This Application is for Transmissions with Case Nos. 231121 or 231122. For Transmissions with Case Nos. 218555 or 229882, refer to application No. 885.

ONE SPEED - SINGLE GEAR - MEDIUM DUTY										
L	A3DN-2-C ^{2 7}	Opp.	47%	--	--	----	----	----	Furnished	1 10-4-63
ONE SPEED - TWO GEAR - MEDIUM DUTY										
L	14KLN-2-C	Eng.	94%	--	--	----	----	----	Furnished	1 10-4-63
ONE MEDIUM SPEED - TWO GEAR - HEAVY DUTY										
L	41CD-C6-G	Eng.	57%	--	--	----	----	----	Furnished	1 10-4-123
R	D41DDH-C3-G	Opp.	111%	--	--	7-A-165	----	----	7170-2X	2 10-4-123
L	41DD-C6-G	Eng.	67%	--	--	----	----	----	Furnished	1 10-4-123
R	S380CD-C3-G ³	Opp.	99%	--	--	----	----	----	Furnished	1 10-4-123
L	S400D-C6-G ⁴	Eng.	57%	--	--	----	----	----	Furnished	1 10-4-123
L	43D-C6-G	Eng.	67%	--	--	----	----	----	Furnished	1 10-4-123
ONE HIGH SPEED - TWO GEAR - MEDIUM DUTY										
R	D41KDH-C3-G	Opp.	137%	--	--	7-A-165	----	----	7170-2X	2 10-4-123
L	41K-C6-G	Eng.	81%	--	--	----	----	----	Furnished	1 10-4-123
L	43K-C6-G	Eng.	81%	--	--	----	----	----	Furnished	1 10-4-123
ONE SPEED - DUAL SHAFT - HEAVY DUTY										
R	S45CD-A1-G ³	Opp.	99%	--	--	----	----	----	Furnished	1 10-4-123
L	S47D-A2-G ⁴	Eng.	57%	--	--	----	----	----	Furnished	1 10-4-123
ONE LOW SPEED - TWO GEAR - EXTRA HEAVY DUTY										
R	42LDH-C3-G ⁵	Opp.	71%	--	--	----	----	----	Furnished	1 2-4-533
L	42L-C6-G ⁶	Eng.	41%	--	--	----	----	----	Furnished	1 2-4-533
ONE SPEED FORWARD & REVERSE - HEAVY DUTY										
R	S35CD-A1-G ³	Opp.	99%	--	128%	----	----	----	Furnished	1 10-4-123
L	S37D-A2-G ⁴	Eng.	57%	--	74%	----	----	----	Furnished	1 10-4-123
ONE SPEED FORWARD & REVERSE - HEAVY DUTY (Speeds shown in parenthesis are accessory shaft speeds.)										
R	SR35CD-B1-GC	Opp.	99%	(111%)	128%	----	----	----	Furnished	1 10-4-123 & 63
L	SR37D-A2-GC	Eng.	57%	(64%)	74%	----	----	----	Furnished	1 10-4-123 & 63
TWO SPEEDS FORWARD & TWO REVERSE - HEAVY DUTY (Speeds shown in parenthesis are accessory shaft speeds.)										
R	S55CD-A1-G ³	Opp.	99%	(36%)	127% (46%)	----	----	----	Furnished	1 10-4-123
L	S57D-A2-G ⁴	Eng.	57%	(20%)	74% (26%)	----	----	----	Furnished	1 10-4-123
TWO SPEEDS FORWARD & REVERSE - HEAVY DUTY										
R	32HD-B1-G	Opp.	145%	61%	98%	7-A-093	----	----	7170-2X	2 10-4-123
L	S32D-B2-G	Eng.	76%	39%	54%	----	----	----	Furnished	1 10-4-123
L	30DDS-B2-G	Opp.	89%	36%	57%	7-A-187 ¹	----	----	Furnished	2 10-4-123

NOTE: To Reverse Rotation L.H. Side, use Adapter 310374X Mounting Kit furnished with Adapter. To Reverse Rotation R.H. Side, use Adapter 328448X with 7-A-032 Filler Block, Stud Kit 328170-70X. Change P.T.O.'s to 6P-20 Spur Gear Models same Assembly arrangements.

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-208

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

5 - Input Gear Part No. 5-P-411

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

7 - Check for interference between P.T.O. Thrust Plate and Transmission Case @ Mtg. Pad. May require rework

CLARK 951



PTO DRIVER GEAR DATA

R - Front 6 Bolt 45T Helical 604 RPM or 1017 FPM
L - Rear 6 Bolt 22T 6P-20 577 RPM or 554 FPM

Pitch Line to
Aperture Face

R - .983" L - 1.085"

**CLARK
952**

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 
		Ro- tates	HIGH	LOW	Re- verse					

NOTE: This Application is for Transmissions with Case. Nos. 231121 or 231122. For Transmissions with Case Nos. 218555 or 229882, refer to Application No. 886.

ONE SPEED - SINGLE GEAR - MEDIUM DUTY										
R	A1CDN-1-C ²	Eng.	101%	--	--	7-A-062	---	---	Furnished	2 10-4-63
L	A3DN-2-C ³ ⁶	Opp.	53%	--	--	---	---	---	Furnished	1 10-4-63
ONE SPEED - TWO GEAR - MEDIUM DUTY										
L	14DLN-2-C	Eng.	71%	--	--	---	---	---	Furnished	1 10-4-63
L	14KLN-2-C	Eng.	106%	--	--	---	---	---	Furnished	1 10-4-63
ONE MEDIUM SPEED - TWO GEAR - HEAVY DUTY										
L	41CD-C6-G	Eng.	63%	--	--	---	---	---	Furnished	1 10-4-123
R	41DDH-C3-G	Opp.	129%	--	--	7-A-062	---	---	Furnished	2 10-4-123
L	41DD-C6-G	Eng.	75%	--	--	---	---	---	Furnished	1 10-4-123
R	S380CD-C3-G ⁴	Opp.	116%	--	--	7-A-093	---	---	7170-3X	2 10-4-123
L	S400D-C6-G ⁵	Eng.	64%	--	--	---	---	---	Furnished	1 10-4-123
L	43D-C6-G	Eng.	75%	--	--	---	---	---	Furnished	1 10-4-123
ONE HIGH SPEED - TWO GEAR - MEDIUM DUTY										
L	41K-C6-G	Eng.	91%	--	--	---	---	---	Furnished	1 10-4-123
L	43K-C6-G	Eng.	91%	--	--	---	---	---	Furnished	1 10-4-123
ONE SPEED - DUAL SHAFT - HEAVY DUTY										
R	S45CD-A1-G ⁴	Opp.	116%	--	--	7-A-093	---	---	7170-3X	2 10-4-123
L	S47D-A2-G ⁵	Eng.	64%	--	--	---	---	---	Furnished	1 10-4-123
ONE LOW SPEED - TWO GEAR - EXTRA HEAVY DUTY										
R	42LDH-C3-G ⁶	Opp.	83%	--	--	7-A-093	---	---	7170-3X	2 2-4-533
L	42L-C6-G ⁷	Eng.	46%	--	--	---	---	---	Furnished	1 2-4-533
ONE SPEED FORWARD & REVERSE - HEAVY DUTY										
R	S35CD-A1-G ⁴	Opp.	116%	--	149%	7-A-093	---	---	7170-3X	2 10-4-123
L	S37D-A2-G ⁵	Eng.	64%	--	82%	---	---	---	Furnished	1 10-4-123
ONE SPEED FORWARD & REVERSE - HEAVY DUTY (Speeds shown in parenthesis are accessory shaft speeds.)										
R	SR35CD-B1-GC	Opp.	116%	(129%)	149%	7-A-093	---	---	7170-3X	2 10-4-123 & 63
L	SR37D-A2-GC	Eng.	64%	(71%)	82%	---	---	---	Furnished	1 10-4-123 & 63
TWO SPEEDS FORWARDS & TWO REVERSE - HEAVY DUTY (Speeds shown in parenthesis are accessory shaft speeds.)										
R	S55CD-A1-G ⁴	Opp.	116%	(42%)	149% (54%)	7-A-093	---	---	7170-3X	2 10-4-123
L	S57D-A2-G ⁵	Eng.	64%	(23%)	82% (30%)	---	---	---	Furnished	1 10-4-123
TWO SPEEDS FORWARD & REVERSE - HEAVY DUTY										
R	32HD-B1-G	Opp.	170%	71%	115%	7-A-200	---	---	7170-3X	2 10-4-123
L	S32D-B2-G	Eng.	85%	43%	60%	---	---	---	Furnished	1 10-4-123
L	30DDS-B2-G	Opp.	100%	40%	64%	7-A-187 ¹	---	---	Furnished	2 10-4-123

NOTE: To Reverse Rotation L.H. Side, use Adapter 310374X. Mounting Kit furnished with Adapter. To Reverse Rotation R.H. Side, use Adapter 328448X with 7-A-140 Filler Block, Stud Kit 328170-70X. Change P.T.O.'s to 6P-20 Spur Gear Models same Assembly arrangements.

1 - Filler Block furnished with Adapter.

2 - Gear and Shaft Kit No. K * 2-P-409

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

4 - Input Gear Part No. 5-P-208

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

6 - Input Gear Part No. 5-P-411

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

8 - Check for interference between P.T.O. Thrust Plate and Transmission Case @ Mtg. Pad. May require rework.

CLARK 952

**CLARK
953****PTO DRIVER GEAR DATA**

R - Front 6 Bolt 47T Helical 540 RPM or 949 FPM
 L - Rear 6 Bolt 22T 6P-20 515 RPM or 494 FPM

Pitch Line to
Aperture Face

R - .841" L - 1.085"

CHELSEA

S I D E	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 
		Ro- tates	HIGH	LOW	Re- verse					

NOTE: This Application is for Transmissions with Case Nos. 231121 or 231122. For Transmissions with Case Nos. 218555 or 229882, refer to Application No. 887.

ONE SPEED - SINGLE GEAR - MEDIUM DUTY

R	A1CDN-1-C ²	Eng.	94%	--	--	7-A-240	----	----	328291-2X	2	10-4-63
L	A3DN-2-C ³	Opp.	47%	--	--	----	----	----	Furnished	1	10-4-63

ONE SPEED - TWO GEAR - MEDIUM DUTY

L	14KLN-2-C	Eng.	94%	--	--	----	----	----	Furnished	1	10-4-63
---	-----------	------	-----	----	----	------	------	------	-----------	---	---------

ONE MEDIUM SPEED - TWO GEAR - HEAVY DUTY

L	41CD-C6-G	Eng.	57%	--	--	----	----	----	Furnished	1	10-4-123
R	41DDH-C3-G	Opp.	121%	--	--	7-A-200	----	----	7170-4X	2	10-4-123
L	41DD-C6-G	Eng.	67%	--	--	----	----	----	Furnished	1	10-4-123
R	S380CD-C3-G ⁴	Opp.	108%	--	--	7-A-200	----	----	7170-4X	2	10-4-123
L	S400D-C6-G ⁵	Eng.	57%	--	--	----	----	----	Furnished	1	10-4-123
L	43D-C6-G	Eng.	67%	--	--	----	----	----	Furnished	1	10-4-123

ONE HIGH SPEED - TWO GEAR - MEDIUM DUTY

L	41K-C6-G	Eng.	81%	--	--	----	----	----	Furnished	1	10-4-123
L	43K-C6-G	Eng.	81%	--	--	----	----	----	Furnished	1	10-4-123

ONE SPEED - DUAL SHAFT - HEAVY DUTY

R	S45CD-A1-G ⁴	Opp.	108%	--	--	7-A-250	----	----	7170-4X	2	10-4-123
L	S47D-A2-G ⁵	Eng.	57%	--	--	----	----	----	Furnished	1	10-4-123

ONE LOW SPEED - TWO GEAR - EXTRA HEAVY DUTY

R	42LDH-C3-G ⁶	Opp.	77%	--	--	7-A-250	----	----	7170-4X	2	2-4-533
L	42L-C6-G ⁷	Eng.	41%	--	--	----	----	----	Furnished	1	2-4-533

ONE SPEED FORWARD & REVERSE - HEAVY DUTY

R	S35CD-A1-G ⁴	Opp.	108%	--	140%	7-A-250	----	----	7170-4X	2	10-4-123
L	S37D-A2-G ⁵	Eng.	57%	--	74%	----	----	----	Furnished	1	10-4-123

ONE SPEED FORWARD & REVERSE - HEAVY DUTY*(Speeds shown in parenthesis are accessory shaft speeds.)*

R	SR35CD-B1-GC	Opp.	108%	(121%)	140%	7-A-250	----	----	7170-4X	2	10-4-123 & 63
L	SR37D-A2-GC	Eng.	57%	(64%)	74%	----	----	----	Furnished	1	10-4-123 & 63

TWO SPEEDS FORWARD & TWO REVERSE - HEAVY DUTY*(Speeds shown in parenthesis are accessory shaft speeds.)*

R	S55CD-A1-G ⁴	Opp.	108%	(40%)	140%(50%)	7-A-250	----	----	7170-4X	2	10-4-123
L	S57D-A2-G ⁵	Eng.	57%	(20%)	74%(26%)	----	----	----	Furnished	1	10-4-123

TWO SPEEDS FORWARD & REVERSE - HEAVY DUTY

R	32HD-B1-G	Opp.	159%	66%	108%	7-A-350	----	----	7170-4X	2	10-4-123
L	S32D-B2-G	Eng.	76%	39%	54%	----	----	----	Furnished	1	10-4-123
L	30DDS-B2-G	Opp.	89%	36%	57%	7-A-187	----	----	Furnished	2	10-4-123

NOTE: To Reverse Rotation L.H. Side, use Adapter 310374X. Mounting Kit furnished with Adapter. To Reverse Rotation R.H. Side, use Adapter 328448X with Filler Block 7-A-270, Stud Kit 328170-68X. Change P.T.O.'s to 6P-20 Spur Gear Models same Assembly Arrangements.

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

2 - Gear and Shaft Kit No. K * 2-P-409

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

4 - Input Gear Part No. 5-P-208

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

6 - Input Gear Part No. 5-P-411

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

8 - Check for interference between P.T.O. Thrust Plate and Transmission Case @ Mtg. Pad. May require rework.

CLARK 953



PTO DRIVER GEAR DATA

R - Front 6 Bolt 52T Helical 604 RPM or 1175 FPM
L - Rear 6 Bolt 22T 6P-20 577 RPM or 554 FPM

Pitch Line to
Aperture Face

R - .546" L - 1.085"

**CLARK
954**

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 
		Ro- tates	HIGH	LOW	Re- verse					

NOTE: This Application is for Transmissions with Case Nos. 231121 or 231122. For Transmissions with Case Nos. 218555 or 229882, refer to Application No. 884.

ONE SPEED - SINGLE GEAR - MEDIUM DUTY

R	A1CDN-1-C ²	Eng.	116%	--	--	7-A-500	---	---	7170-14X	2	10-4-63
L	A3DN-2-C ³ ⁶	Opp.	53%	--	--	---	---	---	Furnished	1	10-4-63

ONE SPEED - TWO GEAR - MEDIUM DUTY

L	14KLN-2-C	Eng.	106%	--	--	---	---	---	Furnished	1	10-4-63
---	-----------	------	------	----	----	-----	-----	-----	-----------	---	---------

ONE MEDIUM SPEED - TWO GEAR - HEAVY DUTY

L	41CD-C6-G	Eng.	63%	--	--	---	---	---	Furnished	1	10-4-123
L	41DD-C6-G	Eng.	75%	--	--	---	---	---	Furnished	1	10-4-123
R	S380CD-C3-G ⁴	Opp.	134%	--	--	7-A-500	---	---	7170-6X	2	10-4-123
L	S400D-C6-G ⁵	Eng.	64%	--	--	---	---	---	Furnished	1	10-4-123
L	43D-C6-G	Eng.	75%	--	--	---	---	---	Furnished	1	10-4-123

ONE HIGH SPEED - TWO GEAR - MEDIUM DUTY

L	41K-C6-G	Eng.	91%	--	--	---	---	---	Furnished	1	10-4-123
L	43K-C6-G	Eng.	91%	--	--	---	---	---	Furnished	1	10-4-123

ONE SPEED - DUAL SHAFT - HEAVY DUTY

R	S45CD-A1-G ⁴	Opp.	134%	--	--	7-A-500	---	---	7170-6X	2	10-4-123
L	S47D-A2-G ⁵	Eng.	64%	--	--	---	---	---	Furnished	1	10-4-123

ONE LOW SPEED - TWO GEAR - EXTRA HEAVY DUTY

R	42LDH-C3-G ⁶	Opp.	96%	--	--	7-A-550	---	---	7170-6X	2	2-4-533
L	42L-C6-G ⁷	Eng.	46%	--	--	---	---	---	Furnished	1	2-4-533

ONE SPEED FORWARD & REVERSE - HEAVY DUTY

L	S37D-A2-G ⁵	Eng.	64%	--	82%	---	---	---	Furnished	1	10-4-123
---	------------------------	------	-----	----	-----	-----	-----	-----	-----------	---	----------

ONE SPEED FORWARD & REVERSE - HEAVY DUTY

(Speeds shown in parenthesis are accessory shaft speeds.)

L	SR37D-A2-GC	Eng.	64%	(71%)	82%	---	---	---	Furnished	1	10-4-123 & 6
---	-------------	------	-----	-------	-----	-----	-----	-----	-----------	---	--------------

TWO SPEEDS FORWARD & TWO REVERSE - HEAVY DUTY

(Speeds shown in parenthesis are accessory shaft speeds.)

R	S55CD-A1-G ⁴	Opp.	134%	(48%)	173% (60%)	7-A-600	---	---	7170-7X	2	10-4-123
L	S57D-A2-G ⁵	Eng.	64%	(23%)	82% (30%)	---	---	---	Furnished	1	10-4-123

TWO SPEEDS FORWARD & REVERSE - HEAVY DUTY

R	32HD-B1-G	Opp.	196%	82%	133%	7-A-600	---	---	7170-6X	2	10-4-123
L	S32D-B2-G	Eng.	85%	43%	60%	---	---	---	Furnished	1	10-4-123
L	30DDS-B2-G	Opp.	100%	41%	64%	7-A-187	---	---	Furnished	2	10-4-123

NOTE: To Reverse Rotation L.H. Side, use Adapter 310374X. Mounting Kit furnished with Adapter. To Reverse Rotation R.H. Side, use Adapter 328448X with 7-A-562 Filler Block, Stud Kit 328170-56X. Change P.T.O.'s to 6P-20 Spur Gear Models require same Assembly arrangement.

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

2 - Gear and Shaft Kit No. K * 2-P-409

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

4 - Input Gear Part No. 5-P-208

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

6 - Input Gear Part No. 5-P-411

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

8 - Check for interference between P.T.O. Thrust Plate and Transmission Case @ Mtg. pad. May require rework.

CLARK 954

**FULLER
955****PTO DRIVER GEAR DATA**

R - Front 6 Bolt 38T 6P-20 965 RPM or 1600 FPM

B - Front 8 Bolt 36T 6P-20 965 RPM or 1516 FPM

Pitch Line to
Aperture Face

R - 1.085"

B - .805"

CHELSEA

S I D E	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 
		Ro- tates	HIGH	LOW	Re- verse					

ONE SPEED - TWO GEAR - MEDIUM DUTY

R	14LRN-1-C	Opp.	110%	--	--	7-A-187 †	---	---	Furnished	2	10-4-63
---	-----------	------	------	----	----	-----------	-----	-----	-----------	---	---------

ONE LOW SPEED - TWO GEAR - EXTRA HEAVY DUTY

R	42L-C3-G ³	Opp.	132%	--	--	---	---	---	Furnished	1	2-4-533
R	42L-C3-G ³	Eng.	132%	--	--	---	328530-1X	7-A-2000	7170-31X †	5	2-4-533
B	D42L-C3-G ³	Opp.	125%	--	--	---	328564X	---	Furnished	7	2-4-533

ONE EXTRA LOW SPEED - TWO GEAR - EXTRA HEAVY DUTY

R	26DD-C3-G	Opp.	50%	--	--	---	---	---	Furnished †	1	2-4-533
B	DA22L-C3-G	Opp.	74%	--	--	---	328564X	---	Furnished	7	2-4-533
R	A22L-C3-G	Eng.	79%	--	--	---	328530-1X	7-A-2000	328170-100X	5	2-4-533
R	A22L-C3-G	Opp.	79%	--	--	---	---	---	Furnished	1	2-4-533

ONE LOW SPEED FORWARD & REVERSE - EXTRA HEAVY DUTY

R	34LD-B1-G	Opp.	80%	--	88%	7-A-140 †	---	---	Furnished †	2	2-4-533
B	34LD-B1-G	Opp.	76%	--	83%	7-A-032 & -140 ‡ 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 ⁴	Opp.	184%	(66%)	239% (86%)	---	---	---	Furnished †	1	10-4-123
B	DS57D-B1-G ⁴	Opp.	175%	(63%)	226% (81%)	---	328564X	---	Furnished	7	10-4-123

ONE SPEED - SINGLE GEAR - EXTRA HEAVY DUTY - SAE EIGHT HOLE

B	81BD-30-D	Eng.	97%	--	--	---	---	---	Furnished	1	3-4-283
---	-----------	------	-----	----	----	-----	-----	-----	-----------	---	---------

ONE SPEED - TWO GEAR - EXTRA HEAVY DUTY - SAE EIGHT HOLE

B	820KD-30-A	Opp.	109%	--	--	---	---	---	Furnished	1	Not Required
B	820JD-30-A	Opp.	92%	--	--	---	---	---	Furnished	1	Not Required
B	820CD-30-A	Opp.	61%	--	--	---	---	---	Furnished	1	Not Required

ONE SPEED FORWARD & REVERSE - EXTRA HEAVY DUTY - SAE EIGHT HOLE

B	860CD-50-A	Opp.	61%	--	76%	---	---	---	Furnished	1	Not Required
---	------------	------	-----	----	-----	-----	-----	-----	-----------	---	--------------

† Stud Kit must be used for Bottom Mounts.

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

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

‡ - Input Gear Part No. 5-P-326

‡ - Input Gear Part No. 5-P-214



PTO DRIVER GEAR DATA

R - Front 6 Bolt 38T 6P-20 1110 RPM or 1842 FPM
 B - Front 8 Bolt 36T 6P-20 1110 RPM or 1745 FPM

Pitch Line to
Aperture Face

R - 1.085" B - .805"

FULLER
956

S I D E	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 
		Ro- tates	HIGH	LOW	Re- verse					

ONE EXTRA LOW SPEED - TWO GEAR - EXTRA HEAVY DUTY

R	A22L-C3-G	Eng.	90%	--	--	----	328530-1X	7-A-2000	328170-100X	5	2-4-533
B	DA22L-C3-G	Opp.	85%	--	--	----	328564X	---	Furnished †	7	2-4-533

ONE LOW SPEED FORWARD & REVERSE - EXTRA HEAVY DUTY

R	34LD-B1-G	Opp.	92%	--	101%	7-A-140 1	----	---	Furnished	2	2-4-533
B	34LD-B1-G	Opp.	87%	--	96%	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.)

R	S57D-A1-G 3	Opp.	212%	(76%)	274% (99%)	----	----	---	Furnished	1	10-4-123
B	DS57D-B1-G 3	Opp.	201%	(71%)	260% (93%)	----	328564X	---	Furnished †	7	10-4-123

ONE SPEED - SINGLE GEAR - EXTRA HEAVY DUTY - SAE EIGHT HOLE

B	81BD-30-D	Eng.	112%	--	--	----	----	---	Furnished	1	3-4-283
---	------------------	------	------	----	----	------	------	-----	-----------	---	---------

ONE SPEED - TWO GEAR - EXTRA HEAVY DUTY - SAE EIGHT HOLE

B	820KD-30-A	Opp.	125%	--	--	----	----	---	Furnished	1	Not Required
B	820JD-30-A	Opp.	106%	--	--	----	----	---	Furnished	1	Not Required
B	820CD-30-A	Opp.	70%	--	--	----	----	---	Furnished	1	Not Required

ONE SPEED FORWARD & REVERSE - EXTRA HEAVY DUTY - SAE EIGHT HOLE

B	860CD-50-A	Opp.	70%	--	87%	----	----	---	Furnished	1	Not Required
---	-------------------	------	-----	----	-----	------	------	-----	-----------	---	--------------

NOTE: Constant Mesh P.T.O.'s only on right hand side - Due to interference with adjacent Gear.

† 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-214

FULLER 956

**FULLER
957****PTO DRIVER GEAR DATA**

R - Front 6 Bolt 38T 6P-20 1187 RPM or 1968 FPM

B - Front 8 Bolt 36T 6P-20 1187 RPM or 1865 FPM

**Pitch Line to
Aperture Face**

R - 1.085"

B - .805"



S I D E	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 
		Ro- tates	HIGH	LOW	Re- verse					

ONE EXTRA LOW SPEED - TWO GEAR - EXTRA HEAVY DUTY

R	A22L-C3-G	Eng.	96%	--	--	--	328530-1X	7-A-2000	328170-100X	5	2-4-533
B	DA22L-C3-G	Opp.	91%	--	--	--	328564X	--	Furnished †	7	2-4-533

ONE LOW SPEED FORWARD & REVERSE - EXTRA HEAVY DUTY

R	34LD-B1-G	Opp.	98%	--	108%	7-A-140 1	--	--	Furnished	2	2-4-533
B	34LD-B1-G	Opp.	94%	--	102%	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.)*

R	S57D-A1-G ³	Opp.	227%	(81%)	294% (106%)	--	--	--	Furnished	1	10-4-123
B	DS57D-B1-G ³	Opp.	215%	(78%)	278% (99%)	--	328564X	--	Furnished †	7	10-4-123

ONE SPEED - SINGLE GEAR - EXTRA HEAVY DUTY - SAE EIGHT HOLE

B	81BD-30-D	Eng.	119%	--	--	--	--	--	Furnished	1	3-4-283
---	-----------	------	------	----	----	----	----	----	-----------	---	---------

ONE SPEED - TWO GEAR - EXTRA HEAVY DUTY - SAE EIGHT HOLE

B	820KD-30-A	Opp.	134%	--	--	--	--	--	Furnished	1	Not Required
B	820JD-30-A	Opp.	113%	--	--	--	--	--	Furnished	1	Not Required
B	820CD-30-A	Opp.	75%	--	--	--	--	--	Furnished	1	Not Required

ONE SPEED FORWARD & REVERSE - EXTRA HEAVY DUTY - SAE EIGHT HOLE

B	860CD-50-A	Opp.	75%	--	94%	--	--	--	Furnished	1	Not Required
---	------------	------	-----	----	-----	----	----	----	-----------	---	--------------

NOTE: Constant Mesh P.T.O.'s only on right hand side -- Due to interference with adjacent Gear.

† 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-214



PTO DRIVER GEAR DATA

R - Front 8 Bolt 41T Helical 490 RPM or 850 FPM
L - Front 6 Bolt 24T 6P-17½ 408 RPM or 425 FPM

Pitch Line to
Aperture Face

R - .470" L - 1.085"

**SPICER
959**

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 
		Ro- tates	HIGH	LOW	Re- verse					

ONE SPEED - SINGLE GEAR - MEDIUM DUTY

R	A3UHN-1-C ²	Eng.	84%	--	--	7-A-125	328564X	---	8000-4X	8	10-4-63
L	A3MN-1-C ³	Opp.	41%	--	--	---	---	---	Furnished	1	10-4-63

ONE MEDIUM SPEED - TWO GEAR - HEAVY DUTY

L	41C17-C5-G	Eng.	52%	--	--	---	---	---	Furnished	1	10-4-123
R	41DUH-C3-G	Opp.	111%	--	--	7-A-125 ¹	328564X	---	7170-4X	8	10-4-123
L	41D17-C5-G	Eng.	58%	--	--	---	---	---	Furnished	1	10-4-123
R	S380UH-C3-G ⁴	Opp.	93%	--	--	7-A-200	328564X	---	7170-4X	8	10-4-123
L	S400D17-C5-G ⁵	Eng.	49%	--	--	---	---	---	Furnished	1	10-4-123
L	43D17-C5-G	Eng.	58%	--	--	---	---	---	Furnished	1	10-4-123

ONE HIGH SPEED - TWO GEAR - MEDIUM DUTY

L	41K17-C5-G	Eng.	70%	--	--	---	---	---	Furnished	1	10-4-123
L	43K17-C5-G	Eng.	70%	--	--	---	---	---	Furnished	1	10-4-123

ONE SPEED - DUAL SHAFT - HEAVY DUTY

R	S45UH-A1-G ⁴	Opp.	93%	--	--	7-A-200	328564X	---	7170-4X	8	10-4-123
L	S47D17-A1-G ⁵	Eng.	49%	--	--	---	---	---	Furnished	1	10-4-123

ONE LOW SPEED - TWO GEAR - EXTRA HEAVY DUTY

R	42LUH-C3-G ⁶	Opp.	69%	--	--	7-A-125	328564X	---	7170-4X	8	2-4-533
L	42D17L-C5-G ⁷	Eng.	35%	--	--	---	---	---	Furnished	1	2-4-533

ONE SPEED FORWARD & REVERSE - HEAVY DUTY

R	S35UH-A1-G ⁴	Opp.	93%	--	120%	7-A-200	328564X	---	7170-4X	8	10-4-123
L	S37D17-B1-G ⁵	Eng.	49%	--	64%	---	---	---	Furnished	1	10-4-123

ONE SPEED FORWARD & REVERSE - HEAVY DUTY

(Speeds shown in parenthesis are accessory shaft speeds.)

R	SR35UH-B1-GC	Opp.	93%	(103%)	120%	7-A-200	328564X	---	7170-4X	8	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	S55UH-A1-G ⁴	Opp.	93%	(33%)	120% (43%)	7-A-200	328564X	---	7170-4X	8	10-4-123
L	S57D17-B1-G ⁵	Eng.	49%	(18%)	64% (23%)	---	---	---	Furnished	1	10-4-123

TWO SPEEDS FORWARD & REVERSE - HEAVY DUTY

L	S32D17-B1-G	Eng.	65%	33%	47%	---	---	---	Furnished	1	10-4-123
L	30D17S-A1-G	Opp.	77%	31%	49%	7-A-187 ¹	---	---	Furnished	2	10-4-123

ONE SPEED - SINGLE GEAR - EXTRA HEAVY DUTY - SAE EIGHT HOLE

R	81AUH-30-D	Eng.	54%	--	--	8-A-295	---	---	328170-21X	2	3-4-283
---	------------	------	-----	----	----	---------	-----	-----	------------	---	---------

ONE SPEED - TWO GEAR - EXTRA HEAVY DUTY - SAE EIGHT HOLE

R	820CUH-30-A	Opp.	34%	--	--	8-A-295	---	---	328170-14X	2	Not Required
R	D830NUH-30-A	Opp.	84%	--	--	8-A-375 & -375	---	---	328170-17X	2	Not Required

ONE SPEED FORWARD & REVERSE - EXTRA HEAVY DUTY - SAE EIGHT HOLE

R	860CUH-50-A	Opp.	34%	--	42%	8-A-295	---	---	328170-14X	2	Not Required
---	-------------	------	-----	----	-----	---------	-----	-----	------------	---	--------------

NOTE: To reverse rotation L.H. side use adaptor 328548X. Mounting Kit furnished with adaptor. No Adapter available R.H. Side.

¹ - Filler Block furnished with P.T.O.² - Gear and Shaft Kit No. K * 2-P-393³ - Gear and Shaft Kit No. K * 2-P-406⁴ - Input Gear Part No. 5-P-419⁵ - Input Gear Part No. 5-P-215⁶ - Input Gear Part No. 5-P-420⁷ - Input Gear Part No. 5-P-427

SPICER 959

**SPICER
960****PTO DRIVER GEAR DATA**

R - Front 8 Bolt 39T Helical 490 RPM or 808 FPM
 L - Front 6 Bolt 24T 6P-17½ 408 RPM or 427 FPM

**Pitch Line to
Aperture Face**

R - .630" L - 1.085"



S I D E	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	
		Ro- tates	HIGH	LOW	Re- verse						
ONE SPEED - SINGLE GEAR - MEDIUM DUTY											
R	A3UHN-1-C ³	Eng.	80%	--	--	7-A-062	310778X	---	Furnished	8	10-4-63
L	A3MN-1-C ⁴	Opp.	41%	--	--	---	---	---	Furnished	1	10-4-63
ONE MEDIUM SPEED - TWO GEAR - HEAVY DUTY											
L	41C17-C5-G	Eng.	51%	--	--	---	---	---	Furnished	1	10-4-123
R	41DUH-C3-G	Opp.	106%	--	--	7-A-062	310778X	---	Furnished	8	10-4-123
L	41D17-C5-G	Eng.	58%	--	--	---	---	---	Furnished	1	10-4-123
R	S380UH-C3-G ⁵	Opp.	88%	--	--	7-A-032	328564X	---	Furnished	8	10-4-123
L	S400D17-C5-G ⁶	Eng.	49%	--	--	---	---	---	Furnished	1	10-4-123
L	43D17-C5-G	Eng.	58%	--	--	---	---	---	Furnished	1	10-4-123
ONE HIGH SPEED - TWO GEAR - MEDIUM DUTY											
L	41K17-C5-G	Eng.	70%	--	--	---	---	---	Furnished	1	10-4-123
L	43K17-C5-G	Eng.	70%	--	--	---	---	---	Furnished	1	10-4-123
ONE SPEED - DUAL SHAFT - HEAVY DUTY											
R	S45UH-A1-G ⁵	Opp.	88%	--	--	7-A-032	328564X	---	Furnished	8	10-4-123
L	S47D17-A1-G ⁶	Eng.	49%	--	--	---	---	---	Furnished	1	10-4-123
ONE LOW SPEED - TWO GEAR - EXTRA HEAVY DUTY											
R	42LUH-C3-G ⁷	Opp.	66%	--	--	7-A-062	310778X	---	Furnished	8	2-4-533
L	42D17L-C5-G ⁸	Eng.	35%	--	--	---	---	---	Furnished	1	2-4-533
ONE SPEED FORWARD & REVERSE - HEAVY DUTY											
R	S35UH-A1-G ⁵	Opp.	88%	--	114%	7-A-032	328564X	---	Furnished	8	10-4-123
L	S37D17-B1-G ⁶	Eng.	49%	--	64%	---	---	---	Furnished	1	10-4-123
ONE SPEED FORWARD & REVERSE - HEAVY DUTY (Speeds shown in parenthesis are accessory shaft speeds.)											
R	SR35UH-B1-GC	Opp.	88%	(98%)	114%	7-A-032	328564X	---	Furnished	8	10-4-123 & 63
L	SR37D17-A1-GC	Eng.	49%	(55%)	64%	---	---	---	Furnished	1	10-4-123 & 63
TWO SPEEDS FORWARD & TWO REVERSE - HEAVY DUTY (Speeds shown in parenthesis are accessory shaft speeds.)											
R	S55UH-A1-G ⁵	Opp.	88%	(32%)	114% (41%)	7-A-032	328564X	---	Furnished	8	10-4-123
L	S57D17-B1-G ⁶	Eng.	49%	(18%)	64% (23%)	---	---	---	Furnished	1	10-4-123
TWO SPEEDS FORWARD & REVERSE - HEAVY DUTY											
L	S32D17-B1-G	Eng.	65%	33%	47%	---	---	---	Furnished	1	10-4-123
L	30D17S-A1-G	Opp.	77%	31%	49%	7-A-187	---	---	Furnished	2	10-4-123
ONE SPEED - SINGLE GEAR - EXTRA HEAVY DUTY - SAE EIGHT HOLE											
R	81AUH-30-D	Eng.	52%	--	--	8-A-165	---	---	328170-21X	2	3-4-283
ONE SPEED - TWO GEAR - EXTRA HEAVY DUTY - SAE EIGHT HOLE											
R	D830NUH-30-A	Opp.	80%	--	--	8-A-600	---	---	328170-16X	2	Not Required
ONE SPEED FORWARD & REVERSE - EXTRA HEAVY DUTY - SAE EIGHT HOLE											
R	860CUH-50-A	Opp.	33%	--	40%	8-A-165	---	---	328170-15X	2	Not Required

NOTE: To reverse rotation L.H. side use adaptor 328548X. Mounting Kit furnished with adaptor. No Adapters available R.H. Side.

- Filler Block furnished with P.T.O.
- Filler Block furnished with P.T.Q. but not required
- Gear and Shaft Kit No. K * 2-P-393
- Gear and Shaft Kit No. K * 2-P-406
- Input Gear Part No. 5-P-419
- Input Gear Part No. 5-P-215
- Input Gear Part No. 5-P-420
- Input Gear Part No. 5-P-427



PTO DRIVER GEAR DATA

R - Front 8 Bolt 39T Helical 570 RPM or 939 FPM
L - Front 6 Bolt 24T 6P-17½ 475 RPM or 496 FPM

Pitch Line to
Aperture Face

R - .630" L - 1.085"

**SPICER
961**

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	
		Ro- tates	HIGH	LOW	Re- verse						

ONE SPEED - SINGLE GEAR - MEDIUM DUTY

R	A3UHN-1-C ³	Eng.	92%	--	--	7-A-062	310778-X	--	Furnished	8	10-4-63
L	A3MN-1-C ⁴	Opp.	47%	--	--	--	--	--	Furnished	1	10-4-63

ONE MEDIUM SPEED - TWO GEAR - HEAVY DUTY

L	41C17-C5-G	Eng.	60%	--	--	--	--	--	Furnished	1	10-4-123
R	41DUH-C3-G	Opp.	123%	--	--	7-A-062	310778-X	--	Furnished	8	10-4-123
L	41D17-C5-G	Eng.	67%	--	--	--	--	--	Furnished	1	10-4-123
R	S380UH-C3-G ⁵	Opp.	102%	--	--	7-A-032	328564X	--	Furnished	8	10-4-123
L	S400D17-C5-G ⁶	Eng.	57%	--	--	--	--	--	Furnished	1	10-4-123
L	43D17-C5-G	Eng.	67%	--	--	--	--	--	Furnished	1	10-4-123

ONE HIGH SPEED - TWO GEAR - MEDIUM DUTY

L	41K17-C5-G	Eng.	81%	--	--	--	--	--	Furnished	1	10-4-123
L	43K17-C5-G	Eng.	81%	--	--	--	--	--	Furnished	1	10-4-123

ONE SPEED - DUAL SHAFT - HEAVY DUTY

R	S45UH-A1-G ⁵	Opp.	102%	--	--	7-A-032	328564X	--	Furnished	8	10-4-123
L	S47D17-A1-G ⁶	Eng.	57%	--	--	--	--	--	Furnished	1	10-4-123

ONE LOW SPEED - TWO GEAR - EXTRA HEAVY DUTY

R	42LUH-C3-G ⁷	Opp.	76%	--	--	7-A-062	310778X	--	Furnished	8	2-4-533
L	42D17-C5-G ⁸	Eng.	41%	--	--	--	--	--	Furnished	1	2-4-533

ONE SPEED FORWARD & REVERSE - HEAVY DUTY

R	S35UH-A1-G ⁵	Opp.	102%	--	132%	7-A-032	328564X	--	Furnished	8	10-4-123
L	S37D17-B1-G ⁶	Eng.	57%	--	74%	--	--	--	Furnished	1	10-4-123

ONE SPEED FORWARD & REVERSE - HEAVY DUTY

(Speeds shown in parenthesis are accessory shaft speeds.)

R	SR35UH-B1-GC	Opp.	102%	(114%)	132%	7-A-032	328564X	--	Furnished	8	10-4-123 & 63
L	SR37D17-A1-GC	Eng.	57%	(64%)	74%	--	--	--	Furnished	1	10-4-123 & 63

TWO SPEEDS FORWARD & TWO REVERSE - HEAVY DUTY

(Speeds shown in parenthesis are accessory shaft speeds.)

R	S55UH-A1-G ⁵	Opp.	102%	(38%)	132% (48%)	7-A-032	328564X	--	Furnished	8	10-4-123
L	S57D17-B1-G ⁶	Eng.	57%	(21%)	74% (27%)	--	--	--	Furnished	1	10-4-123

TWO SPEEDS FORWARD & REVERSE - HEAVY DUTY

L	S32D17-B1-G	Eng.	76%	39%	54%	--	--	--	Furnished	1	10-4-123
L	30D17S-A1-G	Opp.	89%	36%	57%	7-A-187 ¹	--	--	Furnished	2	10-4-123

ONE SPEED - SINGLE GEAR - EXTRA HEAVY DUTY - SAE EIGHT HOLE

R	81AUH-30-D	Eng.	60%	--	--	8-A-165	--	--	328170-21X	2	3-4-283
---	------------	------	-----	----	----	---------	----	----	------------	---	---------

ONE SPEED - TWO GEAR - EXTRA HEAVY DUTY - SAE EIGHT HOLE

R	820CUH-30-A	Opp.	38%	--	--	8-A-165	--	--	328170-15X	2	Not Required
R	D830NUH-30-A	Opp.	92%	--	--	8-A-600	--	--	328170-16X	2	Not Required

ONE SPEED FORWARD & REVERSE - EXTRA HEAVY DUTY - SAE EIGHT HOLE

R	860CUH-50-A	Opp.	38%	--	47%	8-A-165	--	--	328170-15X	2	Not Required
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NOTE: To reverse rotation L.H. side use adaptor 328548X. Mounting kit furnished with adaptor. No Adapters 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-393⁴ - Gear and Shaft Kit No. K * 2-P-406⁵ - Input Gear Part No. 5-P-419⁶ - Input Gear Part No. 5-P-215⁷ - Input Gear Part No. 5-P-420⁸ - Input Gear Part No. 5-P-427

SPICER 961

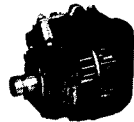
**SPICER
962****PTO DRIVER GEAR DATA**

R - Front 8 Bolt 42T Helical 570 RPM or 1012 FPM
 L - Front 6 Bolt 24T 6P-17½ 475 RPM or 496 FPM

**Pitch Line to
Aperture Face**

R - .395" L - 1.085"

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 
		Ro- tates	HIGH	LOW	Re- verse					

ONE SPEED - SINGLE GEAR - MEDIUM DUTY

R	A3UHN-1-C ²	Eng.	99%	--	--	7-A-200	328564X	---	7170-12X	8	10-4-63
L	A3MN-1-C ³	Opp.	47%	--	--	---	---	---	Furnished	1	10-4-63

ONE MEDIUM SPEED - TWO GEAR - HEAVY DUTY

L	41C17-C5-G	Eng.	60%	--	--	---	---	---	Furnished	1	10-4-123
R	41DUH-C3-G	Opp.	133%	--	--	7-A-200	328564X	---	7170-4X	8	10-4-123
L	41D17-C5-G	Eng.	67%	--	--	---	---	---	Furnished	1	10-4-123
R	S380UH-C3-G ⁴	Opp.	110%	--	--	7-A-270	328564X	---	7170-4X	8	10-4-123
L	S400D17-C5-G ⁵	Eng.	57%	--	--	---	---	---	Furnished	1	10-4-123
L	43D17-C5-G	Eng.	67%	--	--	---	---	---	Furnished	1	10-4-123

ONE HIGH SPEED - TWO GEAR - MEDIUM DUTY

L	41K17-C5-G	Eng.	81%	--	--	---	---	---	Furnished	1	10-4-123
L	43K17-C5-G	Eng.	81%	--	--	---	---	---	Furnished	1	10-4-123

ONE SPEED - DUAL SHAFT - HEAVY DUTY

R	S45UH-A1-G ⁴	Opp.	110%	--	--	7-A-270	328564X	---	7170-4X	8	10-4-123
L	S47D17-A1-G ⁵	Eng.	57%	--	--	---	---	---	Furnished	1	10-4-123

ONE LOW SPEED - TWO GEAR - EXTRA HEAVY DUTY

R	42LUH-C3-G ⁶	Opp.	82%	--	--	7-A-200	328564X	---	7170-4X	8	2-4-533
L	42D17L-C5-G ⁷	Eng.	41%	--	--	---	---	---	Furnished	1	2-4-533

ONE SPEED FORWARD & REVERSE - HEAVY DUTY

R	S35UH-A1-G ⁴	Opp.	110%	--	142%	7-A-270	328564X	---	7170-4X	8	10-4-123
L	S37D17-B1-G ⁵	Eng.	57%	--	74%	---	---	---	Furnished	1	10-4-123

ONE SPEED FORWARD & REVERSE - HEAVY DUTY*(Speeds shown in parenthesis are accessory shaft speeds.)*

R	SR35UH-B1-GC	Opp.	110%	(123%)	147%	7-A-270	328564X	---	7170-4X	8	10-4-123 & 63
L	SR37D17-A1-GC	Eng.	57%	(64%)	74%	---	---	---	Furnished	1	10-4-123 & 63

TWO SPEEDS FORWARD & TWO REVERSE - HEAVY DUTY*(Speeds shown in parenthesis are accessory shaft speeds.)*

R	S55UH-A1-G ⁴	Opp.	110%	(39%)	142%(51%)	7-A-270	328564X	---	7170-4X	8	10-4-123
L	S57D17-B1-G ⁵	Eng.	57%	(21%)	74%(27%)	---	---	---	Furnished	1	10-4-123

TWO SPEEDS FORWARD & REVERSE - HEAVY DUTY

L	S32D17-B1-G	Eng.	76%	39%	54%	---	---	---	Furnished	1	10-4-123
L	30D17S-A1-G	Opp.	89%	36%	57%	7-A-187 ¹	---	---	Furnished	2	10-4-123

ONE SPEED - SINGLE GEAR - EXTRA HEAVY DUTY - SAE EIGHT HOLE

R	81AUH-30-D	Eng.	64%	--	--	8-A-410	---	---	328170-20X	2	3-4-283
---	------------	------	-----	----	----	---------	-----	-----	------------	---	---------

ONE SPEED - TWO GEAR - EXTRA HEAVY DUTY - SAE EIGHT HOLE

R	820CUH-30-A	Opp.	41%	--	--	8-A-410	---	---	328170-16X	2	Not Required
R	D830NUH-30-A	Opp.	99%	--	--	8-A-600 & -248	---	---	328170-18X	2	Not Required

ONE SPEED FORWARD & REVERSE - EXTRA HEAVY DUTY - SAE EIGHT HOLE

R	860CUH-50-A	Opp.	41%	--	50%	8-A-410	---	---	328170-16X	2	Not Required
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NOTE: To reverse rotation L.H. side use adaptor 328548X. Mounting Kit furnished with adaptor. No Adapters available R.H. Side

- ¹ - Filler Block furnished with P.T.O.
- ² - Gear and Shaft Kit No. K * 2-P-393
- ³ - Gear and Shaft Kit No. K * 2-P-406
- ⁴ - Input Gear part No. 5-P-419
- ⁵ - Input Gear part No. 5-P-215
- ⁶ - Input Gear part No. 5-P-420
- ⁷ - Input Gear part No. 5-P-427



PTO DRIVER GEAR DATA

R - Front 8 Bolt 43T Helical 533 RPM or 972 FPM
L - Front 6 Bolt 24T 6P-17½ 444 RPM or 465 FPM

Pitch Line to
Aperture Face

R - .290" L - 1.085"

SPICER
963

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
		Ro- tates	HIGH	LOW	Re- verse					

ONE SPEED - SINGLE GEAR - MEDIUM DUTY

R	A3UHN-1-C ²	Eng.	96%	--	--	7-A-300	328564X	--	7170-13X	8	10-4-63
L	A3MN-1-C ³	Opp.	44%	--	--	----	----	--	Furnished	1	10-4-63

ONE MEDIUM SPEED - TWO GEAR - HEAVY DUTY

L	41C17-C5-G	Eng.	54%	--	--	----	----	--	Furnished	1	10-4-123
R	41DUH-C3-G	Opp.	127%	--	--	7-A-300	328564X	--	7170-5X	8	10-4-123
L	41D17-C5-G	Eng.	63%	--	--	----	----	--	Furnished	1	10-4-123
R	S380UH-C3-G ⁴	Opp.	106%	--	--	7-A-350	328564X	--	7170-6X	8	10-4-123
L	S400D17-C5-G ⁵	Eng.	54%	--	--	----	----	--	Furnished	1	10-4-123
L	43D17-C5-G	Eng.	63%	--	--	----	----	--	Furnished	1	10-4-123

ONE HIGH SPEED - TWO GEAR - MEDIUM DUTY

L	41K17-C5-G	Eng.	76%	--	--	----	----	--	Furnished	1	10-4-123
L	43K17-C5-G	Eng.	76%	--	--	----	----	--	Furnished	1	10-4-123

ONE SPEED - DUAL SHAFT - HEAVY DUTY

R	S45UH-A1-G ⁴	Opp.	106%	--	--	7-A-350	328564X	--	7170-6X	8	10-4-123
L	S47D17-A1-G ⁵	Eng.	54%	--	--	----	----	--	Furnished	1	10-4-123

ONE LOW SPEED - TWO GEAR - EXTRA HEAVY DUTY

R	42LUH-C3-G ⁶	Opp.	79%	--	--	7-A-350	328564X	--	7170-5X	8	2-4-533
L	42D17L-C5-G ⁷	Eng.	38%	--	--	----	----	--	Furnished	1	2-4-533

ONE SPEED FORWARD & REVERSE - HEAVY DUTY

R	S35UH-A1-G ⁴	Opp.	106%	--	137%	7-A-350	328564X	--	7170-6X	8	10-4-123
L	S37D17-B1-G ⁵	Eng.	54%	--	69%	----	----	--	Furnished	1	10-4-123

ONE SPEED FORWARD & REVERSE - HEAVY DUTY

(Speeds shown in parenthesis are accessory shaft speeds.)

R	SR35UH-B1-GC	Opp.	106%	(118%)	137%	7-A-350	328564X	--	7170-6X	8	10-4-123 & 6
L	SR37D17-A1-GC	Eng.	54%	(60%)	69%	----	----	--	Furnished	1	10-4-123 & 6

TWO SPEEDS FORWARD & TWO REVERSE - HEAVY DUTY

(Speeds shown in parenthesis are accessory shaft speeds.)

R	S55UH-A1-G ⁴	Opp.	106%	(38%)	137% (49%)	7-A-350	328564X	--	7170-6X	8	10-4-123
L	S57D17-B1-G ⁵	Eng.	54%	(19%)	69% (25%)	----	----	--	Furnished	1	10-4-123

TWO SPEEDS FORWARD & REVERSE - HEAVY DUTY

L	S32D17-B1-G	Eng.	71%	36%	51%	----	----	--	Furnished	1	10-4-123
L	30D17S-A1-G	Opp.	83%	33%	53%	7-A-187	----	--	Furnished	2	10-4-123

ONE SPEED - SINGLE GEAR - EXTRA HEAVY DUTY - SAE EIGHT HOLE

R	81AUH-30-D	Eng.	62%	--	--	8-A-500	----	--	328170-20X	2	3-4-283
---	------------	------	-----	----	----	---------	------	----	------------	---	---------

ONE SPEED - TWO GEAR - EXTRA HEAVY DUTY - SAE EIGHT HOLE

R	820CUH-30-A	Opp.	39%	--	--	8-A-500	----	--	328170-16X	2	Not Required
R	D830NUH-30-A	Opp.	96%	--	--	8-A-942	----	--	328170-12X	2	Not Required

ONE SPEED FORWARD & REVERSE - EXTRA HEAVY DUTY - SAE EIGHT HOLE

R	860CUH-50-A	Opp.	39%	--	48%	8-A-500	----	--	328170-16X	2	Not Required
---	-------------	------	-----	----	-----	---------	------	----	------------	---	--------------

NOTE: To reverse rotation L.H. side use adaptor 328548X. Mounting Kit furnished with adaptor. No Adapters available R.H. Side

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

2 - Gear and Shaft Kit No. K * 2-P-393

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

4 - Input Gear part No. 5-P-419

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

6 - Input Gear part No. 5-P-420

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

SPICER 963

SPICER 964

PTO DRIVER GEAR DATA

R - Front 6 Bolt 51T 6P-20 500 RPM or 1113 FPM
B - Front 8 Bolt 51T 6P-20 500 RPM or 1113 FPM

Pitch Line to Aperture Face

R - 1.287" B - .810"



S I D E	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	
		Ro- tates	HIGH	LOW	Re- verse						
ONE SPEED - SINGLE GEAR - MEDIUM DUTY											
B	A3DN-1-C ²	Eng.	106%	--	--	----	310778-1X	----	Furnished †	7	10-4-63
ONE MEDIUM SPEED - TWO GEAR - HEAVY DUTY											
R	D41CD-C3-G	Opp.	127%	--	--	----	----	----	Furnished	1	10-4-123
B	D41CD-C5-G	Opp.	127%	--	--	----	328564X	----	Furnished †	7	10-4-123
R	DS400D-C3-G ³	Opp.	128%	--	--	----	----	----	Furnished	1	10-4-123
B	DS400D-C5-G ³	Opp.	128%	--	--	----	328564X	----	Furnished †	7	10-4-123
ONE SPEED - DUAL SHAFT - HEAVY DUTY											
R	DS47D-A1-G ³	Opp.	128%	--	--	----	----	----	Furnished	1	10-4-123
B	DS47D-A1-G ³	Opp.	128%	--	--	----	328564X	----	Furnished †	7	10-4-123
ONE LOW SPEED - TWO GEAR - EXTRA HEAVY DUTY											
R	D42L-C3-G ⁴	Opp.	92%	--	--	----	----	----	Furnished	1	2-4-533
B	D42L-C5-G ⁴	Opp.	92%	--	--	----	328564X	----	Furnished †	7	2-4-533
ONE EXTRA LOW SPEED - TWO GEAR - EXTRA HEAVY DUTY											
R	DA22L-C3-G	Opp.	55%	--	--	----	----	----	Furnished	1	2-4-533
B	DA22L-C5-G	Opp.	55%	--	--	----	328564X	----	Furnished †	7	2-4-533
ONE SPEED FORWARD & REVERSE - HEAVY DUTY											
R	DS37D-A1-G ³	Opp.	128%	--	166%	----	----	----	Furnished	1	10-4-123
B	DS37D-B1-G ³	Opp.	128%	--	166%	----	328564X	----	Furnished †	7	10-4-123
ONE LOW SPEED FORWARD & REVERSE - EXTRA HEAVY DUTY											
B	34LD-B1-G	Opp.	55%	--	61%	7-A-140 †	310778X	----	7170-1X †	7	2-4-533
TWO SPEEDS FORWARD & TWO REVERSE - HEAVY DUTY (Speeds shown in parenthesis are accessory shaft speeds.)											
R	DS57D-A1-G ³	Opp.	128%	(46%)	166% (60%)	----	----	----	Furnished	1	10-4-123
B	DS57D-B1-G ³	Opp.	128%	(46%)	166% (60%)	----	328564X	----	Furnished †	7	10-4-123
TWO SPEEDS FORWARD & REVERSE - HEAVY DUTY											
B	S32D-B1-G	Opp.	170%	87%	121%	----	328481X	----	Furnished	7	10-4-123
R	30DDS-B1-G	Eng.	200%	81%	127%	7-A-187 †	----	----	7170-1X	1	10-4-123
B	30DDS-B1-G	Eng.	200%	81%	127%	7-A-187 †	328564X	----	7170-1X	7	10-4-123
ONE SPEED - SINGLE GEAR - EXTRA HEAVY DUTY - SAE EIGHT HOLE											
B	81BD-30-D	Eng.	71%	--	--	----	----	----	Furnished	1	3-4-283
ONE SPEED - TWO GEAR - EXTRA HEAVY DUTY - SAE EIGHT HOLE											
B	820KD-30-A	Opp.	80%	--	--	----	----	----	Furnished	1	Not Required
B	820JD-30-A	Opp.	68%	--	--	----	----	----	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%	--	55%	----	----	----	Furnished	1	Not Required

† Stud Kit must be used for Bottom Mounts.

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

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

- Input Gear part No. 5-P-214

- Input Gear part No. 5-P-326



PTO DRIVER GEAR DATA

R - Front 6 Bolt 51T 6P-20 571 RPM or 1272 FPM

B - Front 8 Bolt 51T 6P-20 571 RPM or 1272 FPM

Pitch Line to
Aperture Face

R - 1.287" B - .810"

SPICER
965

S I D E	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
		Ro- tates	HIGH	LOW	Re- verse						
B	A3DN-1-C ²	ONE SPEED – SINGLE GEAR – MEDIUM DUTY									
		Eng.	121%	--	--	---	310778-1X	---	Furnished †	7	10-4-63
R	D42L-C3-G ³	ONE LOW SPEED – TWO GEAR – EXTRA HEAVY DUTY									
B	D42L-C5-G ³	Opp.	105%	--	--	---	328564X	---	Furnished †	7	2-4-533
R	DA22L-C3-G	ONE EXTRA LOW SPEED – TWO GEAR – EXTRA HEAVY DUTY									
B	DA22L-C5-G	Opp.	63%	--	--	---	328564X	---	Furnished †	7	2-4-533
B	34LD-B1-G	ONE LOW SPEED FORWARD & REVERSE – EXTRA HEAVY DUTY									
		Opp.	64%	--	70%	7-A-140 †	310778X	---	7170-1X †	7	2-4-533
R	DS57D-A1-G ⁴	TWO SPEEDS FORWARD & TWO REVERSE – HEAVY DUTY (Speeds shown in parenthesis are accessory shaft speeds.)									
B	DS57D-B1-G ⁴	Opp.	146%	(53%)	189% (68%)	---	328564X	---	Furnished †	7	10-4-123
B	S32D-B1-G	TWO SPEEDS FORWARD & REVERSE – HEAVY DUTY									
		Opp.	194%	99%	138%	---	328481X	---	Furnished †	7	10-4-123
B	81BD-30-D	ONE SPEED - SINGLE GEAR - EXTRA HEAVY DUTY - SAE EIGHT HOLE									
		Eng.	81%	--	--	---	---	---	Furnished	1	3-4-283
B	820KD-30-A	ONE SPEED - TWO GEAR - EXTRA HEAVY DUTY - SAE EIGHT HOLE									
B	820JD-30-A	Opp.	91%	--	--	---	---	---	Furnished	1	Not Required
B	820CD-30-A	Opp.	78%	--	--	---	---	---	Furnished	1	Not Required
B	860CD-50-A	Opp.	51%	--	63%	---	---	---	Furnished	1	Not Required

† Stud Kit must be used for Bottom Mounts.

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

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

3 - Input Gear part No. 5-P-326

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

SPICER 965

966 NEW PROCESS

PTO DRIVER GEAR DATA				Pitch Line to Aperture Face	
R — No. P.T.O. OPENING				R —	L — 1.085"
L — Rear 6 Bolt 35T Helical 510 RPM or 800 FPM					



S I D E	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 
		Ro- tates	HIGH	LOW	Re- verse					
L	A1KHN-2-C ¹	ONE SPEED — SINGLE GEAR — MEDIUM DUTY							Furnished	1 10-4-63
		Opp.	77%	--	--	---	---	---		
L	S380KH-C6-G ²	ONE MEDIUM SPEED — TWO GEAR — HEAVY DUTY							7170-3X	2 10-4-123
		Eng.	86%	--	--	7-A-093	---	---		
L	S45KH-A2-G ²	ONE SPEED — DUAL SHAFT — HEAVY DUTY							7170-3X	2 10-4-123
		Eng.	86%	--	--	7-A-093	---	---		
L	42LKH-C6-G ³	ONE LOW SPEED — TWO GEAR — EXTRA HEAVY DUTY							Furnished	1 2-4-533
		Eng.	64%	--	--	---	---	---		
L	S35KH-A2-G ²	ONE SPEED FORWARD & REVERSE — HEAVY DUTY							7170-3X	2 10-4-123
		Eng.	86%	--	111%	7-A-093	---	---		
L	SR35KH-B2-GC	ONE SPEED FORWARD & REVERSE — HEAVY DUTY (Speeds shown in parenthesis are accessory shaft speeds.)							7170-3X	2 10-4-123 & 63
		Eng.	86%	(96%)	111%	7-A-093	---	---		
L	S55KH-A2-G ²	TWO SPEEDS FORWARD & TWO REVERSE — HEAVY DUTY (Speeds shown in parenthesis are accessory shaft speeds.)							7170-3X	2 10-4-123
		Eng.	86%	(31%)	111% (40%)	7-A-093	---	---		

NOTE: No adaptors available to reverse rotation.

¹ - Gear and Shaft Kit No. K * 2-P-367

² - Input Gear part No. 5-P-449

³ - Input Gear part No. 5-P-466

NEW PROCESS 966



PTO DRIVER GEAR DATA

R - Rear 8 Bolt 52T 6P-25 1135 RPM or 2575 FPM
T - Rear 8 Bolt 39T 6P-25 1515 RPM or 2578 FPM

Pitch Line to
Aperture Face

R - .810" T - .810"

ALLISON
967

S I D E	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 
		Ro- tates	HIGH	LOW	Re- verse					

ONE EXTRA LOW SPEED - TWO GEAR - EXTRA HEAVY DUTY

T	DA22MLP-C6-G	Opp.	126%	--	--	----	328564X	----	Furnished	7	2-4-533
R	DA22MLP-C4-G	Eng.	126%	--	--	----	328564X	----	Furnished	7	2-4-533
T	DA22MLLP-C6-G	Opp.	113%	--	--	----	328564X	----	Furnished	7	2-4-533
R	DA22MLLP-C4-G	Eng.	113%	--	--	----	328564X	----	Furnished	7	2-4-533

ONE SPEED - TWO GEAR - EXTRA HEAVY DUTY - SAE EIGHT HOLE

T	820FM-58-A	Opp.	133%	--	--	----	----	----	Furnished	1	Not Required
T	820EM-68-A	Opp.	123%	--	--	----	----	----	Furnished	1	Not Required
T	820CM-68-A	Opp.	104%	--	--	----	----	----	Furnished	1	Not Required
R	820CM-48-A	Eng.	104%	--	--	----	----	----	Furnished	1	Not Required
T	820FM-68-H	Opp.	133%	--	--	----	----	----	Furnished	1	Not Required
T	820EM-68-H	Opp.	123%	--	--	----	----	----	Furnished	1	Not Required
T	820CM-68-H	Opp.	104%	--	--	----	----	----	Furnished	1	Not Required
R	820CM-48-H	Eng.	104%	--	--	----	----	----	Furnished	1	Not Required
T	840FM-68-A	Opp.	133%	--	--	----	----	----	Furnished	1	Not Required
T	840EM-68-A	Opp.	123%	--	--	----	----	----	Furnished	1	Not Required
T	840CM-68-A	Opp.	104%	--	--	----	----	----	Furnished	1	Not Required
R	840CM-48-A	Eng.	104%	--	--	----	----	----	Furnished	1	Not Required
T	840FM-68-H	Opp.	133%	--	--	----	----	----	Furnished	1	Not Required
T	840EM-68-H	Opp.	123%	--	--	----	----	----	Furnished	1	Not Required
T	840CM-68-H	Opp.	104%	--	--	----	----	----	Furnished	1	Not Required
R	840CM-48-H	Eng.	104%	--	--	----	----	----	Furnished	1	Not Required
T	850FM-61-A	Opp.	133%	--	--	----	----	----	Furnished	1	Not Required
T	850CM-61-A	Opp.	103%	--	--	----	----	----	Furnished	1	Not Required
R	850CM-41-A	Eng.	103%	--	--	----	----	----	Furnished	1	Not Required
T	850FM-61-H	Opp.	133%	--	--	----	----	----	Furnished	1	Not Required
T	850CM-61-H	Opp.	103%	--	--	----	----	----	Furnished	1	Not Required
R	850CM-41-H	Eng.	103%	--	--	----	----	----	Furnished	1	Not Required

NOTE: Right hand opening optional - Opening is not SAE Standard 8 Bolt opening. Input Gear interference on Models 820 E, 820 F, 820 J & 820 K.

ALLISON 967

**FULLER
969****PTO DRIVER GEAR DATA**

R - Front 6 Bolt 38T 6P-20 965 RPM or 1600 FPM
 B - Front 8 Bolt 36T 6P-20 965 RPM or 1516 FPM

**Pitch Line to
Aperture Face**

R - 1.085" B - .805"



S I D E	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	
		Ro- tates	HIGH	LOW	Re- verse						
ONE LOW SPEED – TWO GEAR – EXTRA HEAVY DUTY											
R	42L-C3-G ³	Opp.	132%	--	--	----	----	----	Furnished	1	2-4-533
R	42L-C3-G ³	Eng.	132%	--	--	----	328563X	7-A-2000	7170-26X	5	2-4-533
B	D42L-C3-G ³	Opp.	125%	--	--	----	328564X	----	Furnished †	7	2-4-533
ONE EXTRA LOW SPEED – TWO GEAR – EXTRA HEAVY DUTY											
R	A22L-C3-G	Eng.	79%	--	--	----	328563X	7-A-2000	328170-27X	5	2-4-533
B	DA22L-C3-G	Opp.	74%	--	--	----	328564X	----	Furnished †	7	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.	76%	--	83%	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.)											
R	S57D-A1-G ⁴	Opp.	184%	(66%)	239%(86%)	----	----	----	Furnished	1	10-4-123
B	DS57D-B1-G ⁴	Opp.	175%	(63%)	226%(81%)	----	328564X	----	Furnished †	7	10-4-123
ONE SPEED - SINGLE GEAR - EXTRA HEAVY DUTY - SAE EIGHT HOLE											
B	81BD-30-D	Eng.	97%	--	--	----	----	----	Furnished	1	3-4-283
ONE SPEED – TWO GEAR – EXTRA HEAVY DUTY – SAE EIGHT HOLE											
B	820KD-30-A	Opp.	109%	--	--	----	----	----	Furnished	1	Not Required
B	820JD-30-A	Opp.	92%	--	--	----	----	----	Furnished	1	Not Required
B	820CD-30-A	Opp.	61%	--	--	----	----	----	Furnished	1	Not Required
ONE SPEED FORWARD & REVERSE - EXTRA HEAVY DUTY - SAE EIGHT HOLE											
B	860CD-50-A	Opp.	61%	--	76%	----	----	----	Furnished	1	Not Required

NOTE: Constant Mesh P.T.O.'s right hand side due to Gear interference.

† 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

⁴ - Input Gear Part No. 5-P-214

FULLER 969



PTO DRIVER GEAR DATA

R - Front 6 Bolt 45T 6P-20 944 RPM or 1850 FPM
 B - Front 8 Bolt 47T 6P-20 944 RPM or 1930 FPM

Pitch Line to
Aperture Face

R - 1.085" B - .805"

FULLER

970

S I D E	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 
		Ro- tates	HIGH	LOW	Re- verse					

ONE SPEED - TWO GEAR - MEDIUM DUTY										
R	14LRN-1-C	Opp.	127%	--	--	7-A-187 ¹	---	---	Furnished	2 10-4-63
ONE EXTRA LOW SPEED - TWO GEAR - EXTRA HEAVY DUTY										
R	26DD-C3-G	Opp.	58%	--	--	---	---	---	Furnished	1 2-4-533
R	A22L-C3-G	Eng.	90%	--	--	---	328530-1X	7-A-2000	328170-100X	2 2-4-533
R	A22L-C3-G	Opp.	90%	--	--	---	---	---	Furnished	1 2-4-533
R	DA22L-C3-G	Opp.	94%	--	--	---	328564X	---	Furnished	7 2-4-533
ONE LOW SPEED FORWARD & REVERSE - EXTRA HEAVY DUTY										
R	34LD-B1-G	Opp.	93%	--	101%	7-A-140 ¹	---	---	Furnished	2 2-4-533
B	34LD-B1-G	Opp.	97%	--	107%	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 ³	Opp.	213%	(76%)273%(100%)	---	---	---	---	Furnished	1 10-4-123
B	DS57D-B1-G ³	Opp.	221%	(80%)287%(104%)	---	328564X	---	---	Furnished [†]	7 10-4-123
ONE SPEED - SINGLE GEAR - EXTRA HEAVY DUTY - SAE EIGHT HOLE										
B	81AD-30-D	Eng.	123%	--	--	---	---	---	Furnished	1 3-4-283
B	81LD-30-D	Eng.	113%	--	--	8-A-248	---	---	328170-21X	2 3-4-283
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.	119%	--	--	---	---	---	Furnished	1 Not Required
B	820CD-30-A	Opp.	78%	--	--	---	---	---	Furnished	1 Not Required
B	820ED-30-A	Opp.	93%	--	--	---	---	---	Furnished	1 Not Required
ONE SPEED FORWARD & REVERSE - EXTRA HEAVY DUTY - SAE EIGHT HOLE										
B	860CD-50-A	Opp.	78%	--	96%	---	---	---	Furnished	1 Not Required

NOTE: Single Gear Unit not applicable on right hand side due to Output Shaft interference with Lo Ratio Housing.

[†] 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-214

FULLER 970

**MACK
971**
PTO DRIVER GEAR DATA

R — Rear 6 Bolt 38T 5P-20 660 RPM or 1310 FPM
L — Rear 6 Bolt 38T 5P-20 660 RPM or 1310 FPM

Pitch Line to
Aperture Face

R — 3.050" L — 3.050"



S I D E	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 
		Ro- tates	HIGH	LOW	Re- verse					

ONE SPEED — SINGLE GEAR — MEDIUM DUTY

R	A3CN-2-C	³	Opp.	125%	—	—	—	—	328530-2X	7-A-032	328291-17X	12	10-4-63
L	A3CN-2-C	³	Opp.	125%	—	—	—	—	328530-2X	7-A-032	328291-17X	12	10-4-63

ONE LOW SPEED — TWO GEAR — EXTRA HEAVY DUTY

R	42CL-C4-G	⁴	Eng.	105%	—	—	—	—	328530-2X	7-A-032	7170-16X	12	2-4-533
L	42CL-C6-G	⁴	Eng.	105%	—	—	—	—	328530-2X	7-A-032	7170-16X	12	2-4-533

ONE EXTRA LOW SPEED — TWO GEAR — EXTRA HEAVY DUTY

R	A22CL-C4-G		Eng.	64%	—	—	—	—	328530-2X	7-A-032	328170-83X	12	2-4-533
L	A22CL-C6-G		Eng.	64%	—	—	—	—	328530-2X	7-A-032	328170-83X	12	2-4-533

ONE LOW SPEED FORWARD & REVERSE — EXTRA HEAVY DUTY

R	34LC-B2-G		Eng.	66%	—	—	73%	7-A-140	328530-2X	7-A-032	7170-16X	16	2-4-533
L	34LC-B2-G		Eng.	66%	—	—	73%	7-A-140	328530-2X	7-A-032	7170-16X	16	2-4-533

TWO SPEEDS FORWARD & TWO REVERSE — HEAVY DUTY
(Speeds shown in parenthesis are accessory shaft speeds.)

R	S57C-B2-G	⁵	Eng.	146%	(53%)	189%	(69%)	—	—	328530-2X	7-A-032	7170-16X	12	10-4-123
L	S57C-A2-G	⁵	Eng.	146%	(53%)	189%	(69%)	—	—	328530-2X	7-A-032	7170-16X	12	10-4-123

TWO SPEEDS FORWARD & REVERSE — HEAVY DUTY

R	S32C-B2-G		Eng.	201%	93%	139%	—	—	—	328530-2X	7-A-032	7170-15X	12	10-4-123
L	S32C-B2-G		Eng.	201%	93%	139%	—	—	—	328530-2X	7-A-032	7170-15X	12	10-4-123

NOTE: For Overdrive Ratio Transmissions with 25 Tooth P.T.O. Drive Gear. Refer to Application No. 589.

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-413

⁴ - Input Gear part No. 5-P-428

⁵ - Input Gear part No. 5-P-213

MACK 971



PTO DRIVER GEAR DATA

R - Front 6 Bolt 45T 6P-20 790 RPM or 1550 FPM
 B - Front 8 Bolt 47T 6P-20 790 RPM or 1620 FPM

Pitch Line to
Aperture Face

R - 1.085" B - .805"

**FULLER
972**

S I D E	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 
		Ro- tates	HIGH	LOW	Re- verse					

ONE LOW SPEED - TWO GEAR - EXTRA HEAVY DUTY

R	42L-C3-G ³	Opp.	128%	--	--	--	--	--	Furnished	1	2-4-533
B	D42L-C3-G ³	Opp.	134%	--	--	--	328564X	--	Furnished	7	2-4-533

ONE LOW SPEED FORWARD & REVERSE - EXTRA HEAVY DUTY

R	34LD-B1-G	Opp.	77%	--	84%	7-A-140 ¹	--	--	Furnished	2	2-4-533
B	34LD-B1-G	Opp.	80%	--	88%	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 ⁴	Opp.	178%	(64%)	230% (83%)	--	--	--	Furnished	1	10-4-123
B	DS57D-B1-G ⁴	Opp.	186%	(67%)	240% (86%)	--	328564X	--	Furnished	7	10-4-123

ONE SPEED - TWO GEAR - EXTRA HEAVY DUTY - SAE EIGHT HOLE

B	820KD-30-A	Opp.	116%	--	--	--	--	--	Furnished	1	Not Required
B	820JD-30-A	Opp.	99%	--	--	--	--	--	Furnished	1	Not Required
B	820CD-30-A	Opp.	65%	--	--	--	--	--	Furnished	1	Not Required
B	820ED-30-A	Opp.	77%	--	--	--	--	--	Furnished	1	Not Required

ONE SPEED FORWARD & REVERSE - EXTRA HEAVY DUTY - SAE EIGHT HOLE

B	860CD-50-A	Opp.	65%	--	81%	--	--	--	Furnished	1	Not Required
---	------------	------	-----	----	-----	----	----	----	-----------	---	--------------

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

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 - Input Gear part No. 5-P-326⁴ - Input Gear part No. 5-P-214

FULLER 972

ALLISON 973



P.T.O. DRIVE GEAR DATA

R.H. (R) 57T 6/8P-20 (Spur)

L.H. (R) 57T 6/8P-20 (Spur)

MT-40, MT-41, MT-42 W/TC-360

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

% 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
	(69)	(78)	(83)	(85)	(86)								
5	875	1025	1210	1420	1620								
	(61)	(71)	(77)	(81)	(85)	(86)							
10	980	1120	1295	1475	1655	1890							
	(51)	(66)	(74)	(79)	(82)	(84)							
15	1180	1215	1345	1515	1700	1910							
	(48)	(62)	(71)	(77)	(81)	(82)							
20	1250	1295	1400	1550	1735	1950							
25													
		(56)	(66)	(73)	(78)	(81)							
30		1435	1515	1645	1800	1975							
35													
			(61)	(69)	(76)	(80)	(82)	(85)	(86)				
40			1640	1735	1850	2000	2190	2350	2550				
45													
				(66)	(72)	(77)	(81)	(83)	(85)	(87)	(87)		
50				1820	1935	2075	2220	2400	2590	2760	3000		
55													
60													
65													
70													
						(73)	(72)	(81)	(83)	(85)	(86)		
75						2200	2490	2480	2645	2815	3030		
80													
85													
90													
95													
								(79)	(83)	(84)			
100								2770	2900	3090			
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.

ALLISON 973


**ALLISON
974**
P.T.O. DRIVE GEAR DATA

 R.H. (R) 57T 6/8P-20 (Spur)
 L.H. (R) 57T 6/8P-20 (Spur)

 MT Series
 W/TC-360

TRANS. SIDE	TYPE P.T.O.	MODEL NO.	ADAPTER	SPACER	ROT	% ENG.
R.H. L.H.	Extra Heavy Duty Extra Heavy Duty	A22LLP-C4-G A22LLP-C6-G	None	None	Eng.	SEE CHART

**% 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	(64) 940	(70) 1145	(74) 1350										
10	(56) 1075	(65) 1240	(70) 1425	(73) 1650									
15	(51) 1185	(60) 1325	(67) 1500	(70) 1710	(73) 1925	(75) 2125							
20	(47) 1290	(58) 1380	(65) 1550	(69) 1750	(72) 1950	(75) 2145							
25													
30		(52) 1525	(61) 1650	(66) 1830	(69) 2020	(72) 2230	(73) 2450						
35													
40		(46) 1725	(57) 1750	(63) 1910	(67) 2090	(70) 2300	(72) 2500	(73) 2725					
45													
50			(53) 1875	(61) 1970	(66) 2135	(69) 2315	(71) 2535	(72) 2765	(73) 2985				
55													
60													
65													
70													
75					(62) 2270	(66) 2430	(68) 2630	(70) 2840	(72) 3055	(73) 3280	(74) 3490		
80													
85													
90													
95													
100							(69) 2910	(70) 3125	(72) 3335	(73) 3550			
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.**

ALLISON 974

ALLISON 975



P.T.O. DRIVE GEAR DATA

R.H. (F) 55T 6/8P-20 (Spur)

AT-540

TRANS. SIDE	TYPE P.T.O.	MODEL NO.	ADAPTER	SPACER	ROT	% ENG.
R.H.	Extra Heavy	26DD-C3-G	None	None	Eng.	SEE CHART

% 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	(68) 880	(71) 1120	(73) 1375	(74) 1625									
10	(59) 1020	(70) 1140	(71) 1400	(73) 1640	(73) 1910								
15	(53) 1125	(65) 1225	(70) 1425	(71) 1680	(73) 1920								
20	(48) 1255	(61) 1310	(68) 1460	(71) 1690	(72) 1940	(73) 2180	(74) 2440	(74) 2710					
25													
30		(55) 1460	(65) 1540	(70) 1725	(71) 1965	(72) 2220	(73) 2470	(73) 2730					
35													
40		(54) 1480	(61) 1645	(68) 1775	(70) 1990	(71) 2240	(72) 2490	(73) 2750	(73) 3000	(74) 3260			
45													
50			(57) 1740	(65) 1840	(69) 2020	(71) 2260	(72) 2510	(72) 2760	(73) 3015	(73) 3280	(74) 3530	(74) 3790	
55													
60													
65													
70													
75						(70) 2300	(71) 2550	(72) 2790	(72) 3045	(73) 3300	(73) 3550	(73) 3810	
80													
85													
90													
95													
100							(71) 2820	(72) 3075	(72) 3330	(73) 3580	(73) 3840		
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.

ALLISON 975


**ALLISON
975A**
P.T.O. DRIVE GEAR DATA

R.H. (F) 55T 6/8P-20° (Spur)

TRANSMISSION: Allison AT-540

TRANS. SIDE	TYPE P.T.O.	MODEL NO.	ADAPTER	SPACER	ROT	% ENG.
R.H.	Hydraulic Shift	27DD-C3-G	None	None	Eng.	SEE CHART

**% ENG. & ENG. SPEED WITH TRANS. INTORQUE 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	(68) 880	(71) 1120	(73) 1375	(74) 1625									
10	(59) 1020	(70) 1140	(71) 1400	(73) 1640	(73) 1910								
15	(53) 1125	(65) 1225	(70) 1425	(71) 1680	(73) 1920								
20	(48) 1255	(61) 1310	(68) 1460	(71) 1690	(72) 1940	(73) 2180	(74) 2440	(74) 2710					
25													
30		(55) 1460	(65) 1540	(70) 1725	(71) 1965	(72) 2220	(73) 2470	(73) 2730					
35													
40		(54) 1480	(61) 1645	(68) 1775	(70) 1990	(71) 2240	(72) 2490	(73) 2750	(73) 3000	(74) 3260			
45													
50			(57) 1740	(65) 1840	(69) 2020	(71) 2260	(72) 2510	(72) 2760	(73) 3015	(73) 3280	(74) 3530	(74) 3790	
55													
60													
65													
70													
75						(70) 2300	(71) 2550	(72) 2790	(72) 3045	(73) 3300	(73) 3550	(73) 3810	
80													
85													
90													
95													
100							(71) 2820	(72) 3075	(72) 3330	(73) 3580	(73) 3840		
105													
110													

ALLISON 975A

SPICER 976

PTO DRIVER GEAR DATA

R - Front 6 Bolt 51T 6P-20 482 RPM or 1072 FPM

B - Front 8 Bolt 51T 6P-20 482 RPM or 1072 FPM

Pitch Line to
Aperture Face

R - 1.287"

B - .810"



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 
		Ro- tates	HIGH	LOW	Re- verse					

ONE SPEED - SINGLE GEAR - MEDIUM DUTY										
B	A3DN-1-C ²	Eng.	102%	--	--	----	310778-1X	----	Furnished †	7 10-4-63
ONE MEDIUM SPEED - TWO GEAR - HEAVY DUTY										
R	D41CD-C3-G	Opp.	123%	--	--	----	----	----	Furnished	1 10-4-123
B	D41CD-C5-G	Opp.	123%	--	--	----	328564X	----	Furnished †	7 10-4-123
R	DS400D-C3-G ³	Opp.	123%	--	--	----	----	----	Furnished	1 10-4-123
B	DS400D-C5-G ³	Opp.	123%	--	--	----	328564X	----	Furnished †	7 10-4-123
ONE SPEED - DUAL SHAFT - HEAVY DUTY										
R	DS47D-A1-G ³	Opp.	123%	--	--	----	----	----	Furnished	1 10-4-123
B	DS47D-A1-G ³	Opp.	123%	--	--	----	328564X	----	Furnished †	7 10-4-123
ONE LOW SPEED - TWO GEAR - EXTRA HEAVY DUTY										
R	D42L-C3-G ⁴	Opp.	88%	--	--	----	----	----	Furnished	1 2-4-533
B	D42L-C5-G ⁴	Opp.	88%	--	--	----	328564X	----	Furnished †	7 2-4-533
ONE EXTRA LOW SPEED - TWO GEAR - EXTRA HEAVY DUTY										
R	DA22L-C3-G	Opp.	52%	--	--	----	----	----	Furnished	1 2-4-533
B	DA22L-C5-G	Opp.	52%	--	--	----	328564X	----	Furnished †	7 2-4-533
ONE SPEED FORWARD & REVERSE - HEAVY DUTY										
R	DS37D-A1-G ³	Opp.	123%	--	159%	----	----	----	Furnished	1 10-4-123
B	DS37D-B1-G ³	Opp.	123%	--	159%	----	328564X	----	Furnished †	7 10-4-123
ONE LOW SPEED FORWARD & REVERSE - EXTRA HEAVY DUTY										
B	34LD-B1-G	Opp.	53%	--	58%	7-A-140 1	310778X	----	7170-1X †	7 2-4-533
ONE SPEED FORWARD & REVERSE - HEAVY DUTY (Speeds shown in parenthesis are accessory shaft speeds.)										
R	DSR37D-B1-GC	Opp.	123%	(137%)	159%	----	----	----	Furnished	1 10-4-123 & 63
B	DSR37D-A1-GC	Opp.	123%	(137%)	159%	----	328564X	----	Furnished †	7 10-4-123 & 63
TWO SPEEDS FORWARD & REVERSE - HEAVY DUTY										
B	S32D-B1-G	Opp.	163%	83%	116%	----	328481X	----	Furnished †	7 10-4-123
R	30DDS-B1-G	Eng.	191%	77%	122%	7-A-187 1	----	----	7170-1X	1 10-4-123
B	30DDS-B1-G	Eng.	191%	77%	122%	7-A-187 1	328564X	----	7170-1X †	7 10-4-123
ONE SPEED - SINGLE GEAR - EXTRA HEAVY DUTY - SAE EIGHT HOLE										
B	81BD-30-D	Eng.	68%	--	--	----	----	----	Furnished	1 3-4-283
ONE SPEED - TWO GEAR - EXTRA HEAVY DUTY - SAE EIGHT HOLE										
B	820KD-30-A	Opp.	77%	--	--	----	----	----	Furnished	1 Not Required
B	820JD-30-A	Opp.	65%	--	--	----	----	----	Furnished	1 Not Required
B	820CD-30-A	Opp.	43%	--	--	----	----	----	Furnished	1 Not Required
ONE SPEED FORWARD & REVERSE - EXTRA HEAVY DUTY - SAE EIGHT HOLE										
B	860CD-50-A	Opp.	43%	--	54%	----	----	----	Furnished	1 Not Required

NOTE: Speed shown is for low range, for high range, multiply speeds shown by 1.27.

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

2 - Gear & Shaft Kit No. 2-P-414

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

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

SPICER 976



PTO DRIVER GEAR DATA

R - Front 6 Bolt 33T Helical 579 RPM or 738 FPM
 L - Front 6 Bolt 33T Helical 579 RPM or 738 FPM

Pitch Line to
Aperture Face

R - 1.222" L - 1.222"

NEW PROCESS 977

S I D E	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 
		Ro- tates	HIGH	LOW	Re- verse					

ONE MEDIUM SPEED - TWO GEAR - HEAVY DUTY

R	D41CAH-C3-G	Opp.	87%	--	--	7-A-093	---	---	7170-1X	2	10-4-123
L	D41CAH-C5-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
L	D41DAH-C5-G	Opp.	100%	--	--	7-A-093	---	---	7170-1X	2	10-4-123
R	D2380AR-C3-G ²	Opp.	84%	--	--	7-A-093	---	---	7170-1X	2	10-4-123
L	DS380AR-C5-G ²	Opp.	84%	--	--	7-A-093	---	---	7170-1X	2	10-4-123

ONE HIGH SPEED - TWO GEAR - MEDIUM DUTY

R	D41KAH-C3-G	Opp.	119%	--	--	7-A-093	---	---	7170-1X	2	10-4-123
L	D41KAH-C5-G	Opp.	119%	--	--	7-A-093	---	---	7170-1X	2	10-4-123

ONE SPEED - DUAL SHAFT - HEAVY DUTY

R	DS45AR-A1-G ²	Opp.	60%	--	--	7-A-093	---	---	7170-1X	2	10-4-123
L	DS45AR-A1-G ²	Opp.	60%	--	--	7-A-093	---	---	7170-1X	2	10-4-123

ONE LOW SPEED - TWO GEAR - EXTRA HEAVY DUTY

R	D42ARL-C3-G ³	Opp.	60%	--	--	7-A-093	---	---	7170-1X	2	2-4-533
L	D42ARL-C5-G ³	Opp.	60%	--	--	7-A-093	---	---	7170-1X	2	2-4-533

ONE SPEED FORWARD & REVERSE - HEAVY DUTY

R	DS35AR-A1-G ²	Opp.	84%	--	109%	7-A-093	---	---	7170-1X	2	10-4-123
L	DS35AR-B1-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 & 6
L	DSR35AR-A1-GC	Opp.	84%	(94%)	109%	7-A-093	---	---	7170-1X	2	10-4-123 & 6

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
L	DS55AR-B1-G ²	Opp.	84%	(30%)	109%(39%)	7-A-093	---	---	7170-1X	2	10-4-123

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

NEW PROCESS 977

978 NEW PROCESS

PTO DRIVER GEAR DATA

R - Front 6 Bolt 35T Helical 395 RPM
L - Front 6 Bolt 35T Helical 395 RPM

Pitch Line to
Aperture Face

R - 1.083" L - 1.083"



S I D E	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 
		Ro- tates	HIGH	LOW	Re- verse					

R	A2ARN-1-C ³	ONE SPEED - SINGLE GEAR - MEDIUM DUTY							Furnished	1	10-4-63
		Eng.	53%	--	--						
R	41CAH-C3-G	ONE MEDIUM SPEED - TWO GEAR - HEAVY DUTY							Furnished	1	10-4-123
		Opp.	63%	--	--						
L	41CAH-C5-G	Opp.	63%	--	--				Furnished	1	10-4-123
R	41DAH-C3-G	Opp.	73%	--	--				Furnished	1	10-4-123
L	41DAH-C5-G	Opp.	73%	--	--				Furnished	1	10-4-123
R	S380AR-C3-G ⁵	Opp.	61%	--	--				Furnished	1	10-4-123
L	S380AR-C5-G ⁵	Opp.	61%	--	--				Furnished	1	10-4-123
L	S380BR-C5-G ⁶	Eng.	61%	--	--	7-A-1180 ²	328565X		7170-12X	10	10-4-123
R	41KAH-C3-G	ONE HIGH SPEED - TWO GEAR - MEDIUM DUTY							Furnished	1	10-4-123
		Opp.	86%	--	--						
L	41KAH-C5-G	Opp.	86%	--	--				Furnished	1	10-4-123
R	S45AR-A1-G ⁵	ONE SPEED - DUAL SHAFT - HEAVY DUTY							Furnished	1	10-4-123
		Opp.	61%	--	--						
L	S45AR-A1-G ⁵	Opp.	61%	--	--				Furnished	1	10-4-123
L	S45BR-A1-G ⁶	Eng.	61%	--	--	7-A-1180 ²	328565X		7170-12X	10	10-4-123
R	42ARL-C3-G ⁷	ONE LOW SPEED - TWO GEAR - EXTRA HEAVY DUTY							Furnished	1	2-4-533
		Opp.	44%	--	--						
L	42ARL-C5-G ⁷	Opp.	44%	--	--				Furnished	1	2-4-533
R	S35AR-A1-G ⁵	ONE SPEED FORWARD & REVERSE - HEAVY DUTY							Furnished	1	10-4-123
		Opp.	61%	--	79%						
L	S35AR-B1-G ⁵	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-A1-GC	Opp.	61%	(68%)	79%				Furnished	1	10-4-123 & 63
R	S55AR-A1-G ⁵	TWO SPEEDS FORWARD & TWO REVERSE - HEAVY DUTY							Furnished	1	10-4-123
		Opp.	61%	(22%)	79%(28%)						
L	S55AR-B1-G ⁵	Opp.	61%	(22%)	79%(28%)				Furnished	1	10-4-123
		TWO SPEEDS FORWARD & TWO REVERSE - HEAVY DUTY									
R	32AR-A1-G	Opp.	86%	38%	59%				Furnished	1	10-4-123
L	32AR-B1-G	Opp.	86%	38%	59%				Furnished	1	10-4-123

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

2 - Filler Block 7-A-1180 furnished with Adapter

3 - Gear & Shaft Kit No. K * 2-P-411

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

6 - Input Gear Part No. 5-P-310

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



PTO DRIVER GEAR DATA

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

Pitch Line to
Aperture Face

R - 1.066" L - 1.066"

NEW **979**
PROCESS

S I D E	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 
		Ro- tates	HIGH	LOW	Re- verse					
ONE SPEED – SINGLE GEAR – MEDIUM DUTY										
R	A2GDN-1-C ³	Eng.	75%	--	--	----	----	----	Furnished	1 10-4-63
ONE MEDIUM SPEED – TWO GEAR – HEAVY DUTY										
R	41DGH-C3-G	Opp.	97%	--	--	----	----	----	Furnished	1 10-4-123
L	41DGH-C5-G	Opp.	97%	--	--	----	----	----	Furnished	1 10-4-123
R	S380GD-C3-G ⁴	Opp.	86%	--	--	7-A-093	----	----	7170-3X	2 10-4-123
L	S380GD-C5-G ⁴	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
L	41KGH-C5-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
L	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-C5-G ⁶	Opp.	61%	--	--	----	----	----	Furnished	1 2-4-533
L	42GDL-C5-G ⁶	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
L	S35GD-B1-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 & 6
L	SR35GD-A1-GC	Opp.	86%	(96%)	111%	7-A-093	----	----	7170-3X	2 10-4-123 & 6
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
L	S55GD-B1-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
L	32GD-B1-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.

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

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

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

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

**I.H.C.
980****PTO DRIVER GEAR DATA**

R — No P.T.O. OPENING

L — Rear 6 Bolt 35T Helical 395 RPM or 535 FPM

Pitch Line to
Aperture Face

L — 1.083"



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 
		Ro- tates	HIGH	LOW	Re- verse					

ONE MEDIUM SPEED — TWO GEAR — HEAVY DUTY

L	41CAH-C6-G	Opp.	63%	--	--	----	----	----	Furnished	1	10-4-123
L	41DAH-C6-G	Opp.	73%	--	--	----	----	----	Furnished	1	10-4-123
L	S380AR-C6-G ³	Opp.	61%	--	--	----	----	----	Furnished	1	10-4-123
L	S380BR-C6-G ⁴	Eng.	61%	--	--	7-A-1180 ²	328565X	----	7170-12X	10	10-4-123

ONE HIGH SPEED — TWO GEAR — MEDIUM DUTY

L	41KAH-C6-G	Opp.	86%	--	--	----	----	----	Furnished	1	10-4-123
---	------------	------	-----	----	----	------	------	------	-----------	---	----------

ONE SPEED — DUAL SHAFT — HEAVY DUTY

L	S45AR-A2-G ³	Opp.	61%	--	--	----	----	----	Furnished	1	10-4-123
L	S45BR-A2-G ⁴	Eng.	61%	--	--	7-A-1180 ²	328565X	----	7170-12X	10	10-4-123

ONE LOW SPEED — TWO GEAR — EXTRA HEAVY DUTY

L	42ARL-C6-G ⁵	Opp.	44%	--	--	----	----	----	Furnished	1	2-4-533
---	-------------------------	------	-----	----	----	------	------	------	-----------	---	---------

ONE SPEED FORWARD & REVERSE — HEAVY DUTY

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.)*

L	SR35AR-B2-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.)*

L	S55AR-A2-G ³	Opp.	61%	(22%)	79% (28%)	----	----	----	Furnished	1	10-4-123
---	-------------------------	------	-----	-------	-----------	------	------	------	-----------	---	----------

TWO SPEEDS FORWARD & REVERSE — HEAVY DUTY

L	32AR-A2-G	Opp.	86%	38%	59%	----	----	----	Furnished	1	10-4-123
---	-----------	------	-----	-----	-----	------	------	------	-----------	---	----------

¹ - Filler Block furnished with P.T.O.² - Filler Block 7-A-1180 furnished with adapter.³ - Input Gear Part No. 5-P-272⁴ - Input Gear Part No. 5-P-310⁵ - Input Gear Part No. 5-P-432



PTO DRIVER GEAR DATA

R - Front 6 Bolt 37T 6P-20 1054 RPM or 1700 FPM
 L - Front 8 Bolt 37T 6P-20 1054 RPM or 1700 FPM

Pitch Line to
Aperture Face

R - 2.834" L - .570"

MACK
982

S I D E	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 	
		Ro- tates	HIGH	LOW	Re- verse						
ONE LOW SPEED – TWO GEAR – EXTRA HEAVY DUTY											
R	42L-C3-G ²	Eng.	139%	--	--	----	328530-1X	7-A-240	7170-18X	5	2-4-533
L	42L-C5-G ²	Opp.	139%	--	--	----	328564X	---	328170-90X	7	2-4-533
ONE EXTRA LOW SPEED – TWO GEAR – EXTRA HEAVY DUTY											
R	A22L-C3-G	Eng.	83%	--	--	----	328530-1X	7-A-240	328170-32X	5	2-4-533
L	A22L-C5-G	Opp.	83%	--	--	----	328564X	---	328170-93X	7	2-4-533
ONE LOW SPEED FORWARD & REVERSE – EXTRA HEAVY DUTY											
R	34LD-B1-G	Eng.	84%	--	92%	7-A-140 1	328530-1X	7-A-240	7170-18X	16	2-4-533
L	34LD-B1-G	Opp.	84%	--	92%	7-A-140 1	328564X	---	328170-90X	7	2-4-533
TWO SPEEDS FORWARD & TWO REVERSE – HEAVY DUTY (Speeds shown in parenthesis are accessory shaft speeds.)											
R	S57D-A1-G ³	Eng.	195%	(70%)	252% (92%)	----	328530-1X	7-A-240	7170-18X	5	10-4-123
L	S57D-B1-G ³	Opp.	195%	(70%)	252% (92%)	----	328564X	---	328170-90X	7	10-4-123
ONE SPEED - TWO GEAR - EXTRA HEAVY DUTY - SAE EIGHT HOLE											
L	820KD-30-A	Opp.	122%	--	--	----	----	8-A-190	328170-16X	2	Not Required
L	820JD-30-A	Opp.	104%	--	--	----	----	8-A-190	328170-16X	2	Not Required
L	820ED-30-A	Opp.	81%	--	--	----	----	8-A-190	328170-16X	2	Not Required
L	820CD-30-A	Opp.	69%	--	--	----	----	8-A-190	328170-16X	2	Not Required
ONE SPEED FORWARD & REVERSE - EXTRA HEAVY DUTY - SAE EIGHT HOLE											
L	860CD-51-A	Opp.	69%	--	85%	----	----	8-A-190	328170-16X	2	Not Required

NOTE: Speed shown is with Transmission in 5th Speed. Multiply speed shown by following for 1st .116, 2nd .200, 3rd .353 & 4th .603.

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

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

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

MACK 982

SPICER 984

PTO DRIVER GEAR DATA

R - Front 6 Bolt 44T 6P-20 540 RPM or 1034 FPM
B - Front 8 Bolt 44T 6P-20 540 RPM or 1034 FPM

Pitch Line to Aperture Face

R - 1.870" B - 1.399"

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 
		Ro- tates	HIGH	LOW	Re- verse					
R	A3DN-1-C ²	ONE SPEED - SINGLE GEAR - MEDIUM DUTY					328530-1X	7-A-1078	7170-20X	5 10-4-63
		Opp.	99%	--	--					
R	41CD-C3-G	ONE MEDIUM SPEED - TWO GEAR - HEAVY DUTY					328530-1X	7-A-1078	7170-24X	5 10-4-123
R	41DD-C3-G	Eng.	118%	--	--		328530-1X	7-A-1078	7170-24X	5 10-4-123
R	S400D-C3-G ³	Eng.	139%	--	--		328530-1X	7-A-1078	7170-24X	5 10-4-123
		Eng.	118%	--	--					
R	S47D-A1-G ³	ONE SPEED - DUAL SHAFT - HEAVY DUTY					328530-1X	7-A-1078	7170-24X	5 10-4-123
		Eng.	118%	--	--					
R	42L-C3-G ⁴	ONE LOW SPEED - TWO GEAR - EXTRA HEAVY DUTY					328530-1X	7-A-1078	7170-24X	5 2-4-533
		Eng.	85%	--	--					
R	A22L-C3-G	ONE EXTRA LOW SPEED - TWO GEAR - EXTRA HEAVY DUTY					328530-1X	7-A-1078	328170-5X	5 2-4-533
		Eng.	51%	--	--					
R	S37D-A1-G ³	ONE SPEED FORWARD & REVERSE - HEAVY DUTY					328530-1X	7-A-1078	7170-24X	5 10-4-123
		Eng.	119%	--	154%					
R	34LD-B1-G	ONE LOW SPEED FORWARD & REVERSE - EXTRA HEAVY DUTY					328530-1X	7-A-1078	7170-24X	16 2-4-533
		Eng.	51%	--	56%	7-A-140 ¹				
R	SR37D-B1-GC	ONE SPEED FORWARD & REVERSE - HEAVY DUTY (Speeds shown in parenthesis are accessory shaft speeds.)					328530-1X	7-A-1078	7170-24X	5 10-4-123 & 63
		Eng.	119%	(133%)	154%					
R	S57D-A1-G ³	TWO SPEEDS FORWARD & TWO REVERSE - HEAVY DUTY (Speeds shown in parenthesis are accessory shaft speeds.)					328530-1X	7-A-1078	7170-24X	5 10-4-123
		Eng.	119%	(43%)	154% (55%)					
R	S32D-B1-G	TWO SPEEDS FORWARD & REVERSE - HEAVY DUTY					328530-1X	7-A-1078	7170-24X	5 10-4-123
		Eng.	158%	81%	113%					
R	30DDS-B1-G	Opp.	186%	75%	118%	7-A-187 ¹	328530-1X	7-A-1078	7170-24X	16 10-4-123
B	D820KD-30-A	ONE SPEED - TWO GEAR - EXTRA HEAVY DUTY - SAE EIGHT HOLE							328170-8X	1 Not Required
		Opp.	74%	--	--					
B	D820JD-30-A	Opp.	63%	--	--				328170-8X	1 Not Required
		Opp.	42%	--	--				328170-8X	1 Not Required
B	D820CD-30-A	Opp.	132%	--	--				328170-8X	1 Not Required
		Opp.		--	--					

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

² - Gear & Shaft Kit No. K * 2-P-414

³ - Input Gear Part No. 5-P-214

⁴ - Input Gear Part No. 5-P-326



PTO DRIVER GEAR DATA

R - Front 6 Bolt 51T 6P-20 680 RPM or 1515 FPM
B - Front 8 Bolt 51T 6P-20 680 RPM or 1515 FPM

Pitch Line to
Aperture Face

R - 1.287" B - .816"

**SPICER
985**

S I D E	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 
		Ro- tates	HIGH	LOW	Re- verse						
ONE LOW SPEED – TWO GEAR – EXTRA HEAVY DUTY											
R	D42L-C5-G ³	Eng.	125%	--	--	----	328530-1X	7-A-1750	7170-30X	5	2-4-533
B	D42L-C5-G ³	Opp.	125%	--	--	----	328481X	---	Furnished	7	2-4-533
ONE EXTRA LOW SPEED – TWO GEAR – EXTRA HEAVY DUTY											
R	DA22L-C3-G	Opp.	74%	--	--	----	---	---	Furnished	1	2-4-533
B	DA22L-C5-G	Opp.	74%	--	--	----	328481X	---	Furnished	7	2-4-533
R	DA23D-C3-G	Opp.	100%	--	--	----	---	---	Furnished	1	2-4-533
B	DA23D-C5-G	Opp.	100%	--	--	----	328481X	---	Furnished	7	2-4-533
ONE LOW SPEED FORWARD & REVERSE – EXTRA HEAVY DUTY											
R	34LD-B1-G	Eng.	75%	--	82%	7-A-140 1	328530-1X	7-A-1750	7170-30X	16	2-4-533
TWO SPEEDS FORWARD & TWO REVERSE – HEAVY DUTY (Speeds shown in parenthesis are accessory shaft speeds.)											
R	S57D-A1-G ⁴	Eng.	174%	(63%)	225% (81%)	----	328530-1X	7-A-1750	7170-30X	5	10-4-123
B	DS57D-B1-G ⁴	Opp.	174%	(63%)	225% (81%)	----	328481X	---	Furnished	7	10-4-123
ONE SPEED - SINGLE GEAR - EXTRA HEAVY DUTY - SAE EIGHT HOLE											
B	81AD-30-D	Eng.	96%	--	--	----	----	---	328170-10X	1	3-4-283
ONE SPEED - TWO GEAR - EXTRA HEAVY DUTY - SAE EIGHT HOLE											
B	D820KD-30-A	Opp.	108%	--	--	----	----	8-A-375 & -295	328170-18X	3	Not Required
B	D820JD-30-A	Opp.	93%	--	--	----	----	8-A-375 & -295	328170-18X	3	Not Required
B	D820CD-30-A	Opp.	61%	--	--	----	----	8-A-375 & -295	328170-18X	3	Not Required

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

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

**SPICER
986****PTO DRIVER GEAR DATA**

R - Front 6 Bolt 55T 6P-20 680 RPM or 1632 FPM

B - Front 8 Bolt 55T 6P-20 680 RPM or 1632 FPM

Pitch Line to
Aperture Face

R - .954"

B - .483"



S I D E	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 
		Ro- tates	HIGH	LOW	Re- verse					

ONE LOW SPEED - TWO GEAR - EXTRA HEAVY DUTY

R	42L-C3-G ³	Opp.	135%	--	--	----	----	----	Furnished	1	2-4-533
R	42L-C3-G ³	Eng.	135%	--	--	----	328530-1X	7-A-2000	7170-31X	5	2-4-533
B	D42L-C5-G ³	Opp.	135%	--	--	----	328564X	----	Furnished †	7	2-4-533

ONE EXTRA LOW SPEED - TWO GEAR - EXTRA HEAVY DUTY

R	26DD-C3-G	Opp.	51%	--	--	----	----	----	Furnished	1	2-4-533
R	A22L-C3-G	Opp.	80%	--	--	----	----	----	Furnished	1	2-4-533
R	A22L-C3-G	Eng.	80%	--	--	----	328530-1X	7-A-2000	328170-100X	5	2-4-533
B	DA22L-C5-G	Opp.	80%	--	--	----	328564X	----	Furnished †	7	2-4-533
R	A23D-C3-G	Opp.	108%	--	--	----	----	----	Furnished	1	2-4-533
R	A23D-C3-G	Eng.	108%	--	--	----	328530-1X	7-A-2000	328170-100X	5	2-4-533
B	DA23D-C5-G	Opp.	108%	--	--	----	328564X	----	Furnished †	7	2-4-533
R	26DD-C3-G	Opp.	51%	--	--	----	----	----	Furnished	1	2-4-533

ONE LOW SPEED FORWARD & REVERSE - EXTRA HEAVY DUTY

R	34LD-B1-G	Opp.	81%	--	89%	7-A-140 ¹	----	----	Furnished	2	2-4-533
B	34LD-B1-G	Opp.	81%	--	89%	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.	188%	(68%)	243% (87%)	----	----	----	Furnished	1	10-4-123
B	DS57D-B1-G ⁴	Opp.	188%	(68%)	243% (87%)	----	328564X	----	Furnished †	7	10-4-123

ONE SPEED - SINGLE GEAR - EXTRA HEAVY DUTY - SAE EIGHT HOLE

B	81AD-30-D	Eng.	104%	--	--	----	----	8-A-190	328170-21X	2	3-4-283
---	-----------	------	------	----	----	------	------	---------	------------	---	---------

ONE SPEED - TWO GEAR - EXTRA HEAVY DUTY - SAE EIGHT HOLE

B	820KD-30-A	Opp.	117%	--	--	----	----	8-A-190	328170-14X	1	Not Required
B	820JD-30-A	Opp.	100%	--	--	----	----	8-A-190	328170-14X	1	Not Required
B	820CD-30-A	Opp.	66%	--	--	----	----	8-A-190	328170-14X	1	Not Required

ONE SPEED FORWARD & REVERSE - EXTRA HEAVY DUTY - SAE EIGHT HOLE

B	860CD-50-A	Opp.	66%	--	81%	----	----	8-A-190	328170-14X	1	Not Required
---	------------	------	-----	----	-----	------	------	---------	------------	---	--------------

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-326⁴ - Input Gear Part No. 5-P-214



PTO DRIVER GEAR DATA

R - Front 8 Bolt 38T Helical 558 RPM or 830 FPM

L - Front 6 Bolt 38T Helical 558 RPM or 830 FPM

Pitch Line to
Aperture Face

R - .810"

L - 1.085"

NEW **989**
PROCESS

S I D E	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 	
		Ro- tates	HIGH	LOW	Re- verse						
ONE SPEED – SINGLE GEAR – MEDIUM DUTY											
R	A2ARN-1-C ³	Eng.	82%	--	--	---	310778-1X	7-A-032	Furnished	7	10-4-63
ONE MEDIUM SPEED – TWO GEAR – HEAVY DUTY											
R	D41CAH-C3-G	Opp.	96%	--	--	---	328564X	7-A-032	Furnished	7	10-4-123
L	41CAH-C5-G	Opp.	96%	--	--	---	---	7-A-032	Furnished	2	10-4-123
R	D41DAH-C3-G	Opp.	111%	--	--	---	328564X	7-A-032	Furnished	7	10-4-123
L	41DAH-C5-G	Opp.	111%	--	--	---	---	7-A-032	Furnished	2	10-4-123
R	DS380AR-C3-G ⁴	Opp.	94%	--	--	---	328564X	7-A-032	Furnished	7	10-4-123
L	S380AR-C3-G ⁴	Opp.	94%	--	--	---	---	7-A-032	Furnished	2	10-4-123
L	S380AR-C3-G ⁵	Eng.	94%	--	--	7-A-1180 ⁸	328565X	---	7170-12X	14	10-4-123
ONE HIGH SPEED – TWO GEAR – MEDIUM DUTY											
R	D41KAH-C3-G	Opp.	132%	--	--	---	328564X	7-A-032	Furnished	7	10-4-123
L	41KAH-C5-G	Opp.	132%	--	--	---	---	7-A-032	Furnished	2	10-4-123
ONE SPEED – DUAL SHAFT – HEAVY DUTY											
R	DS45AR-A1-G ⁴	Opp.	94%	--	--	---	328564X	7-A-032	Furnished	7	10-4-123
L	S45AR-A1-G ⁴	Opp.	94%	--	--	---	---	7-A-032	Furnished	2	10-4-123
L	S45BR-A1-G ⁵	Eng.	94%	--	--	7-A-1180 ⁸	328565X	---	7170-12X	14	10-4-123
ONE LOW SPEED – TWO GEAR – EXTRA HEAVY DUTY											
R	D42ARL-C3-G ⁶	Opp.	67%	--	--	---	328564X	7-A-032	Furnished	7	2-4-533
L	42ARL-C5-G ⁶	Opp.	67%	--	--	---	---	7-A-032	Furnished	2	2-4-533
ONE SPEED FORWARD & REVERSE – HEAVY DUTY											
R	DS35AR-A1-G ⁴	Opp.	94%	--	116%	---	328564X	7-A-032	Furnished	7	10-4-123
L	S35AR-B1-G ⁴	Opp.	94%	--	116%	---	---	7-A-032	Furnished	2	10-4-123
ONE SPEED FORWARD & REVERSE – HEAVY DUTY <i>(Speeds shown in parenthesis are accessory shaft speeds.)</i>											
R	DSR35AR-B1-GC	Opp.	94%	(124%)	116%	---	328564X	7-A-032	Furnished	7	10-4-123 & 63
L	SR35AR-A1-GC	Opp.	94%	(124%)	116%	---	---	7-A-032	Furnished	2	10-4-123 & 63
TWO SPEEDS FORWARD & TWO REVERSE – HEAVY DUTY <i>(Speeds shown in parenthesis are accessory shaft speeds.)</i>											
R	DS55AR-A1-G ⁴	Opp.	94%	(34%)	116%(41%)	---	328564X	7-A-032	Furnished	7	10-4-123
L	S55AR-B1-G ⁴	Opp.	94%	(34%)	116%(41%)	---	---	7-A-032	Furnished	2	10-4-123
TWO SPEED FORWARD & REVERSE – HEAVY DUTY											
R	32AR-B1-G	Opp.	132%	57%	84%	---	328481X	7-A-093	7170-2X	7	10-4-123
L	32AR-A1-G	Opp.	132%	57%	84%	---	---	7-A-093	7170-2X	2	10-4-123
ONE SPEED – TWO GEAR – EXTRA HEAVY DUTY – SAE EIGHT HOLE											
R	820KAR-30-A ⁷	Opp.	59%	--	--	---	---	---	Furnished	1	Not Required
R	830AR-30-A ⁷	Opp.	106%	--	--	---	---	---	Furnished	1	Not Required

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-411

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

5 - Input Gear Part No. 5-P-310

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

7 - Additional Gaskets of approximately .045" required for this application.

8 - Filler Block 7-A-1180 furnished with Adapter.

NEW PROCESS 989

**990 NEW
PROCESS****PTO DRIVER GEAR DATA**

R - Front 8 Bolt 38T Helical 457 RPM or 680 FPM
 L - Front 6 Bolt 38T Helical 457 RPM or 680 FPM

Pitch Line to
Aperture Face

R - .810" L - 1.085"



S I D E	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 
		Ro- tates	HIGH	LOW	Re- verse					

ONE SPEED - SINGLE GEAR - MEDIUM DUTY

R **A2ARN-1-C** ³ Eng. 67% -- -- -- 310778-1X -- -- -- Furnished 7 10-4-63

ONE MEDIUM SPEED - TWO GEAR - HEAVY DUTY

R **D41CAH-C3-G** Opp. 79% -- -- -- 328564X -- -- -- Furnished 7 10-4-123
 L **41CAH-C5-G** Opp. 79% -- -- -- -- -- -- -- -- -- -- -- -- -- 1 10-4-123
 R **D41DAH-C3-G** Opp. 91% -- -- -- 328564X -- -- -- Furnished 7 10-4-123
 L **41DAH-C5-G** Opp. 91% -- -- -- -- -- -- -- -- -- -- -- -- -- 1 10-4-123
 R **DS380AR-C3-G** ⁴ Opp. 77% -- -- -- 328564X -- -- -- Furnished 7 10-4-123
 L **S380AR-C5-G** ⁴ Opp. 77% -- -- -- -- -- -- -- -- -- -- -- -- -- 1 10-4-123
 L **S380BR-C5-G** ⁵ Eng. 77% -- -- -- 7-A-1180 ⁷ 328565X -- -- -- 7170-12X 14 10-4-123

ONE HIGH SPEED - TWO GEAR - MEDIUM DUTY

R **D41KAH-C3-G** Opp. 108% -- -- -- 328564X -- -- -- Furnished 7 10-4-123
 L **41KAH-C3-G** Opp. 108% -- -- -- -- -- -- -- -- -- -- -- -- -- 1 10-4-123

ONE SPEED - DUAL SHAFT - HEAVY DUTY

R **DS45AR-A1-G** ⁴ Opp. 77% -- -- -- 328564X -- -- -- Furnished 7 10-4-123
 L **S45AR-A1-G** ⁴ Opp. 77% -- -- -- -- -- -- -- -- -- -- -- -- -- 1 10-4-123
 L **S45BR-A1-G** ⁵ Eng. 77% -- -- -- 7-A-1180 ⁷ 328565X -- -- -- 7170-12X 14 10-4-123

ONE LOW SPEED - TWO GEAR - EXTRA HEAVY DUTY

R **D42ARL-C3-G** ⁶ Opp. 55% -- -- -- 328564X -- -- -- Furnished 7 2-4-533
 L **42ARL-C5-G** ⁶ Opp. 55% -- -- -- -- -- -- -- -- -- -- -- -- -- 1 2-4-533

ONE SPEED FORWARD & REVERSE - HEAVY DUTY

R **DS35AR-A1-G** ⁴ Opp. 77% -- -- 95% -- -- 328564X -- -- -- Furnished 7 10-4-123
 L **S35AR-B1-G** ⁴ Opp. 77% -- -- 95% -- -- -- -- -- -- -- -- -- -- -- -- -- 1 10-4-123

ONE SPEED FORWARD & REVERSE - HEAVY DUTY

(Speeds shown in parenthesis are accessory shaft speeds.)

R **DSR35AR-B1-GC** Opp. 77% (102%) 95% -- -- 328564X -- -- -- Furnished 7 10-4-123 & 63
 L **SR35AR-A1-GC** Opp. 77% (102%) 95% -- -- 328564X -- -- -- Furnished 1 10-4-123 & 63

TWO SPEEDS FORWARD & TWO REVERSE - HEAVY DUTY

(Speeds shown in parenthesis are accessory shaft speeds.)

R **DS55AR-A1-G** ⁴ Opp. 77% (28%) 95% (34%) -- -- 328564X -- -- -- Furnished 7 10-4-123
 L **S55AR-B1-G** ⁴ Opp. 77% (28%) 95% (34%) -- -- -- -- -- -- -- -- -- -- -- -- -- 1 10-4-123

TWO SPEEDS FORWARD & REVERSE - HEAVY DUTY

R **32AR-B1-G** Opp. 108% 47% 69% -- -- 328481X 7-A-032 Furnished 7 10-4-123
 L **32AR-A1-G** Opp. 108% 47% 69% -- -- -- -- 7-A-032 Furnished 1 10-4-123

ONE SPEED - TWO GEAR - EXTRA HEAVY DUTY - SAE EIGHT HOLE

R **820KAR-30-A** Opp. 48% -- -- -- -- -- -- -- -- -- -- -- -- -- 1 Not Required
 R **830AR-30-A** Opp. 87% -- -- -- -- -- -- -- -- -- -- -- -- -- 1 Not Required

- 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-411.
- 4 - Input Gear Part No. 5-P-272.
- 5 - Input Gear Part No. 5-P-310.
- 5 - Input Gear Part No. 5-P-436.
- 7 - Filler Block 7-A-1180 furnished with Adapter.

NEW PROCESS 990


**ALLISON
999**
P.T.O. DRIVE GEAR DATA

 R.H. (R) 57T 6/8P-20* (Spur)
 L.H. (R) 57T 6/8P-20* (Spur)

 TRANSMISSION: Allison MT-40, MT-41, & MT-42
 W/TC-340 or TC-350

TRANS. SIDE	TYPE P.T.O.	MODEL NO.	ADAPTER	SPACER	ROT	% ENG.
R.H. L.H.	Hydraulic Shift	27DD-C4G 27DD-C6G	None None	None None	Eng. Eng.	SEE CHART

 % ENG. & ENG. SPEED WITH TRANS. INTORQUE 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	(50) 1195	(53) 1510	(54) 1850										
10	(46) 1310	(51) 1580	(53) 1890	(54) 2210	(55) 2560								
15													
20	(40) 1510	(47) 1690	(51) 1970	(53) 2270	(54) 2610	(54) 2950							
25													
30	(36) 1690	(44) 1830	(49) 2050	(52) 2330	(53) 2650	(54) 2990	(54) 3320						
35													
40		(41) 1940	(47) 2130	(50) 2390	(52) 2690	(53) 3010	(54) 3350	(54) 3680					
45													
50			(45) 2210	(49) 2440	(51) 2730	(53) 3040	(53) 3370	(54) 3710					
55													
60				(48) 2510	(51) 2770	(52) 3070	(53) 3400	(53) 3740					
65													
70													
75													
80						(51) 3130	(52) 3450	(53) 3770					
85													
90													
95													
100								(52) 3810					
105													
110													

ALLISON 999

ALLISON 1000



P.T.O. DRIVE GEAR DATA

R.H. (R) 57T 6/8P-20° (Spur)
L.H. (R) 6/8P-20° (Spur)

TRANSMISSION: Allison MT-40, MT-41, & MT-42
W/TC-360

TRANS. SIDE	TYPE P.T.O.	MODEL NO.	ADAPTER	SPACER	ROT	% ENG.
R.H. L.H.	Hydraulic Shift	27DD-C4G 27DD-C6G	None None	None None	Eng. Eng.	SEE CHART

% ENG. & ENG. SPEED WITH TRANS. INTORQUE 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	(53) 1140	(55) 1450											
10	(50) 1190	(54) 1490	(55) 1820										
15													
20	(46) 1310	(51) 1560	(53) 1870	(55) 2200									
25													
30	(42) 1420	(49) 1630	(52) 1910	(54) 2230	(55) 2560								
35													
40		(47) 1690	(51) 1950	(53) 2270	(54) 2590	(55) 2920							
45													
50			(50) 1990	(52) 2290	(54) 2610	(54) 2940	(55) 3280						
55													
60			(52) 2310	(53) 2640	(54) 2970	(54) 3310	(55) 3650						
65													
70													
75													
80				(53) 3000	(54) 3340	(55) 3660							
85													
90													
95													
100						(54) 3680							
105													
110													


**ALLISON
1001**
P.T.O. DRIVE GEAR DATA

 R.H. (R) 57T 6/8P-20° (Spur)
 L.H. (R) 57T 6/8P-20° (Spur)

 TRANSMISSION: Allison MT-40, MT-41, & MT-42
 W/TC-370

TRANS. SIDE	TYPE P.T.O.	MODEL NO.	ADAPTER	SPACER	ROT	% ENG.
R.H. L.H.	Hydraulic Shift	27DD-C4G 27DD-C6G	None None	None None	Eng. Eng.	SEE CHART

 % ENG. & ENG. SPEED WITH TRANS. INTORQUE 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	(54) 1110	(57) 1410											
10	(52) 1150	(54) 1480	(55) 1830										
15													
20	(48) 1250	(52) 1530	(54) 1850	(55) 2200									
25													
30	(44) 1370	(51) 1570	(53) 1880	(54) 2210									
35													
40		(49) 1630	(53) 1890	(54) 2230	(55) 2560								
45													
50			(52) 1910	(53) 2250	(54) 2580	(55) 2920							
55													
60				(53) 2270	(54) 2610	(54) 2940	(55) 3280						
65													
70													
75													
80					(54) 2970	(55) 3300	(55) 3640						
85													
90													
95													
100						(54) 3310	(55) 3660						
105													
110													

ALLISON 1001

ALLISON 1002



P.T.O. DRIVE GEAR DATA

R.H. (F) 55T 6/8P-20° (Spur)

TRANSMISSION: Allison AT-540

TRANS. SIDE	TYPE P.T.O.	MODEL NO.	ADAPTER	SPACER	ROT	% ENG.
R.H.	Power Shift	27KD-C5G	None	None	Eng.	SEE CHART

% ENG. & ENG. SPEED WITH TRANS. INTORQUE 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	(75) 800	(89) 893	(93) 1080	(94) 1270									
10	(61) 990	(77) 1035	(88) 1140	(92) 1310	(94) 1490	(95) 1690							
15	(54) 1120	(70) 1140	(82) 1215	(90) 1340	(92) 1520	(93) 1720	(95) 1900	(95) 2100					
20	(48) 1260	(63) 1260	(77) 1300	(86) 1390	(91) 1540	(92) 1740	(94) 1920	(95) 2110	(95) 2310	(96) 2510			
25													
30		(56) 1420	(69) 1440	(80) 1500	(88) 1600	(90) 1770	(92) 1950	(93) 2140	(94) 2340	(95) 2520	(95) 2730	(96) 2920	
35													
40			(64) 1570	(75) 1600	(83) 1680	(88) 1820	(91) 1980	(92) 2170	(93) 2370	(94) 2540	(95) 2750	(95) 2940	
45													
50				(70) 1720	(79) 1780	(85) 1880	(90) 2010	(91) 2200	(92) 2390	(94) 2560	(94) 2770	(95) 2960	
55													
60													
65													
70													
75							(85) 2110	(89) 2250	(90) 2440	(92) 2600	(93) 2800	(93) 3000	
80													
85													
90													
95													
100									(89) 2470	(91) 2650	(92) 2830	(92) 3030	
105													
110													


**ALLISON
1003**
P.T.O. DRIVE GEAR DATA

 R.H. (R) 57T 6/8P-20° (Spur)
 L.H. (R) 57T 6/8P-20° (Spur)

 TRANSMISSION: Allison MT-40, MT-41, & MT-42
 W/TC-340- or TC-350

TRANS. SIDE	TYPE P.T.O.	MODEL NO.	ADAPTER	SPACER	ROT	% ENG.
R.H. L.H.	Power Shift	27KD-C4G 27KD-C6G	None None	None None	Eng. Eng.	SEE CHART

 % ENG. & ENG. SPEED WITH TRANS. INTORQUE 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	(63) 950	(68) 1170											
10	(52) 1150	(62) 1300	(66) 1520	(70) 1710									
15	(45) 1320	(56) 1430	(63) 1580	(67) 1790	(70) 2000								
20	(42) 1440	(53) 1510	(60) 1670	(65) 1840	(69) 2040	(70) 2300							
25													
30		(49) 1640	(57) 1750	(62) 1930	(66) 2110	(69) 2310							
35													
40			(53) 1890	(60) 2010	(65) 2160	(68) 2340							
45													
50				(58) 2075	(62) 2250	(65) 2460							
55													
60													
65													
70													
75						(63) 2550							
80													
85													
90													
95													
100													
105													
110													

ALLISON 1003

**ALLISON
1004****P.T.O. DRIVE GEAR DATA**

R.H. (R) 57T 6/8P-20° (Spur)
L.H. (R) 6/8P-20° (Spur)

TRANSMISSION: Allison MT-40, MT-41, & MT-42
WC/TC-360

TRANS. SIDE	TYPE P.T.O.	MODEL NO.	ADAPTER	SPACER	ROT	% ENG.
R.H. L.H.	Power Shift	27KD-C4G 27KD-C6G	None None	None None	Eng. Eng.	SEE CHART

% ENG. & ENG. SPEED WITH TRANS. INTORQUE 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	(62) 975	(67) 1200	(69) 1450										
10	(57) 1060	(64) 1250	(66) 1510	(67) 1780									
15													
20	(48) 1260	(58) 1390	(63) 1590	(66) 1810	(67) 2100								
25													
30		(53) 1520	(60) 1660	(63) 1900	(65) 2140	(68) 2350							
35													
40			(57) 1750	(62) 1940	(65) 2150	(67) 2380							
45													
50				(60) 2000	(64) 2200	(66) 2410							
55													
60													
65													
70													
75						(65) 2440							
80													
85													
90													
95													
100													
105													
110													



**ALLISON
1005**

P.T.O. DRIVE GEAR DATA

R.H. (R) 57T 6/8P-20° (Spur)
L.H. (R) 57T 6/8P-20° (Spur)

TRANSMISSION: Allison MT-40, MT-41, & MT-42
W/TC-370

TRANS. SIDE	TYPE P.T.O.	MODEL NO.	ADAPTER	SPACER	ROT	% ENG.
R.H. L.H.	Power Shift	27KD-C4G 27KD-C6G	None None	None None	Eng. Eng.	SEE CHART

**% ENG. & ENG. SPEED WITH TRANS. INTORQUE 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	(70) 1150											
10	(61) 990	(67) 1200											
15	(54) 1120	(63) 1280	(68) 1475										
20	(50) 1210	(60) 1340	(66) 1520	(69) 1730	(70) 2010	(70) 2280							
25													
30		(56) 1440	(63) 1580	(67) 1790	(69) 2020	(70) 2300							
35													
40			(61) 1650	(65) 1840	(67) 2075	(69) 2320							
45													
50				(63) 1920	(65) 2150	(67) 2390							
55													
60													
65													
70													
75						(64) 2490							
80													
85													
90													
95													
100													
105													
110													

ALLISON 1005

**SPICER
1006****PTO DRIVER GEAR DATA**

R-Rear 6 Bolt 39T 5P-20 884 RPM or 1804 FPM

L-Rear *8 Bolt 39T 5P-20 884 RPM or 1804 FPM

**Pitch Line to
Aperture Face**

R - .946"

L - .675"

CHELSEA

S I D E	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 	
		Ro- tates	HIGH	LOW	Re- verse						
R	A3CN-2-C	Eng.	172%	--	--	----	----	7-A-125	7170-11X	2	10-4-63
L	A3CN-2-C	Eng.	172%	--	--	----	310778-1X	7-A-125	7170-11X	8	10-4-63
R	41DC-C4-G	Opp.	246%	--	--	----	----	7-A-093	7170-3X	2	10-4-123
L	D41DC-C6-G	Opp.	246%	--	--	----	328564X	7-A-093	7170-2X	8	10-4-123
R	41CC-C4-G	Opp.	215%	--	--	----	----	7-A-093	7170-3X	2	10-4-123
L	D41CC-C6-G	Opp.	215%	--	--	----	328564X	7-A-093	7170-2X	8	10-4-123
R	4000C-C4-G	Opp.	200%	--	--	----	----	7-A-093	7170-3X	2	10-4-123
L	D400C-C6-G	Opp.	200%	--	--	----	328564X	7-A-093	7170-2X	8	10-4-123
R	42CL-C4-G	Opp.	143%	--	--	----	----	7-A-093	7170-3X	2	2-4-533
L	D42CL-C6-G	Opp.	143%	--	--	----	328564X	7-A-093	7170-2X	8	2-4-533
R	A22CL-C4-G	Opp.	88%	--	--	----	----	7-A-093	328170-102X	2	2-4-533
L	DA22CL-C6-G	Opp.	88%	--	--	----	328564X	7-A-093	328170-1X	8	2-4-533
R	A22CLL-C4-G	Opp.	79%	--	--	----	----	7-A-093	328170-102X	2	2-4-533
L	DA22CLL-C6-G	Opp.	79%	--	--	----	328564X	7-A-093	328170-1X	8	2-4-933
R	S47C-A2-G	Opp.	200%	--	--	----	----	7-A-093	7170-3X	2	10-4-123
L	SD47C-A2-G	Opp.	200%	--	--	----	328564X	7-A-093	7170-2X	8	10-4-123
R	SR37C-A2-GC	Opp.	200%	--	258%	----	----	7-A-093	7170-3X	2	10-4-123 & 63
L	SDR37C-B2-GC	Opp.	200%	--	258%	----	328564X	7-A-093	7170-2X	8	10-4-123 & 63
R	S37C-B2-G	Opp.	200%	--	258%	----	----	7-A-093	7170-3X	2	10-4-123
L	SD37C-A2-G	Opp.	200%	--	258%	----	----	7-A-093	7170-2X	8	10-4-123
R	34LC-B2-G	Opp.	90%	--	100%	----	(C) ----	7-A-187	7170-2X	2	2-4-533
L	34LC-B2-G	Opp.	90%	--	100%	----	(D) 328564X	----	7170-1X	7	2-4-533
R	S57C-B2-G	Opp.	200%	--	258%	----	----	7-A-093	7170-3X	2	10-4-123
L	SD57C-A2-G	Opp.	200%	--	258%	----	----	7-A-093	7170-2X	8	10-4-123
R	S32C-B2-G	Opp.	287%	128%	190%	----	----	7-A-125	7170-2X	2	10-4-123
L	S32C-B2-G	Opp.	287%	128%	190%	----	310778X	----	7170-1X	7	10-4-123
R	30DCS-A2-G	Eng.	303%	133%	202%	----	(A) ----	7-A-250	7170-3X	2	10-4-123
L	30DCS-B2-G	Eng.	303%	133%	202%	----	(B) 328564X	7-A-062	7170-1X	8	10-4-123
L	81C-40D	Eng.	115%	--	--	----	----	8-A-062	328170-21X	2	3-4-283
L	820CC-60A	Opp.	72%	--	--	----	----	8-A-062	328170-15X	2	Not required
L	840CC-60A	Opp.	72%	--	--	----	----	8-A-062	328170-15X	2	Not required
L	860CC-40A	Opp.	72%	--	--	----	----	8-A-062	328170-15X	2	Not required

A: 7-A-187 Filler Block furnished with P.T.O. not adequate. Use Filler Block shown.

B: 7-A-187 Filler Block normally furnished, not used this application.

C: 7-A-140 Filler Block furnished with P.T.O. not adequate. Use Filler Block shown.

D: 7-A-140 Filler Block normally furnished, not used this application.

SPICER 1006



PTO DRIVER GEAR DATA

R — Rear 8 Bolt 33T 5P-17½ N.P.A.
1062 RPM or 2022 FPM

Pitch Line to
Aperture Face

R — .900" L —

**SPICER
1007**

S I D E	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 
		Ro- tates	HIGH	LOW	Re- verse						
R	D42LN05-C4-G	Opp.	163%	--	--	---	310778X	7-A-032	328170-79X	8	2-4-533
R	820CN05-40A	Opp.	76%	--	--	---	---	8-A-165	328170-15X	2	Not required
R	840CN05-40A	Opp.	76%	--	--	---	---	8-A-165	328170-15X	2	Not required
R	860CN05-40A	Opp.	76%	--	94%	---	---	8-A-165	328170-15X	2	Not required

NOTE: Helical Gear — 5N.D.P., 24° 48' 42" R.H. Helix

8-Bolt aperture — non-standard mounting depth

All speeds shown are with main transmission in direct drive. Other P.T.O. speeds available by dividing shown speeds by transmission ratios.

SPICER 1007

**SPICER
1008****PTO DRIVER GEAR DATA**

R — Rear 34T 5P-17½ 1062 RPM or 2084 FPM
 L — None

Pitch Line to
 Aperture Face

R — .790"

L —



S I D E	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 
		Ro- tates	HIGH	LOW	Re- verse						
R	D42LN05-C4-G	Opp.	168%	--	--	----	328564X	----	328170-79X	7	2-4-533

R	820CN05-40A	Opp.	78%	--	--	----	----	8-A-190	328170-14X	2	Not required
R	840CN05-40A	Opp.	78%	--	--	----	----	8-A-190	328170-14X	2	Not required
R	860CN05-40A	Opp.	78%	--	97%	----	----	8-A-190	328170-14X	2	Not required

NOTE: Helical Gear — 5N.D.P., 24° 48' 42" R.H. Helix
 8-Bolt aperture non-standard mounting depth

SPICER 1008



PTO DRIVER GEAR DATA

R — Rear 6 Bolt 5P-17½ 1062 RPM or 2145 FPM
L — None

Pitch Line to
Aperture Face

R — .680"

L — None

SPICER
1009

S I D E	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 
		Ro- tates	HIGH	LOW	Re- verse					
R	D42CN05-C4	Opp.	173%	--	--	7-A-093	328564X	---	7170-1X	8 2-4-533

R	820CN05-40A	Opp.	80%	--	--	---	---	8-A-295	328170-14X	2 Not required
R	840CN05-40A	Opp.	80%	--	--	---	---	8-A-295	328170-14X	2 Not required
R	860CN05-40A	Opp.	80%	--	106%	---	---	8-A-295	328170-14X	2 Not required

NOTE: Helical Gear — 5N.D.P., 24° 48' 42" R.H. Helix
8-Bolt aperture non-standard mounting depth.

PTO DRIVER GEAR DATA
R – Front 6 Bolt 32T 5P-17½
1063 RPM or 1860 FPM
L – None

Pitch Line to Aperture Face

R - 1.357"	L - None
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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	Illustration See Section 3	END YOKE
		Ro- tates	HIGH	LOW	Re- verse						
R	DA22LNA5-C3-G Opp.	91%	--	--	--	--	--	--	Furnished	1	2-4-533

Example: R8516-3A 1st = $(91 \div 6.53 = 14\%)$ 2nd = $(91 \div 3.42 = 27\%)$ 3rd = $(91 \div 1.86 = 49\%)$
4th = $(91 \div 1.00 = 91\%)$

SPICER 1010