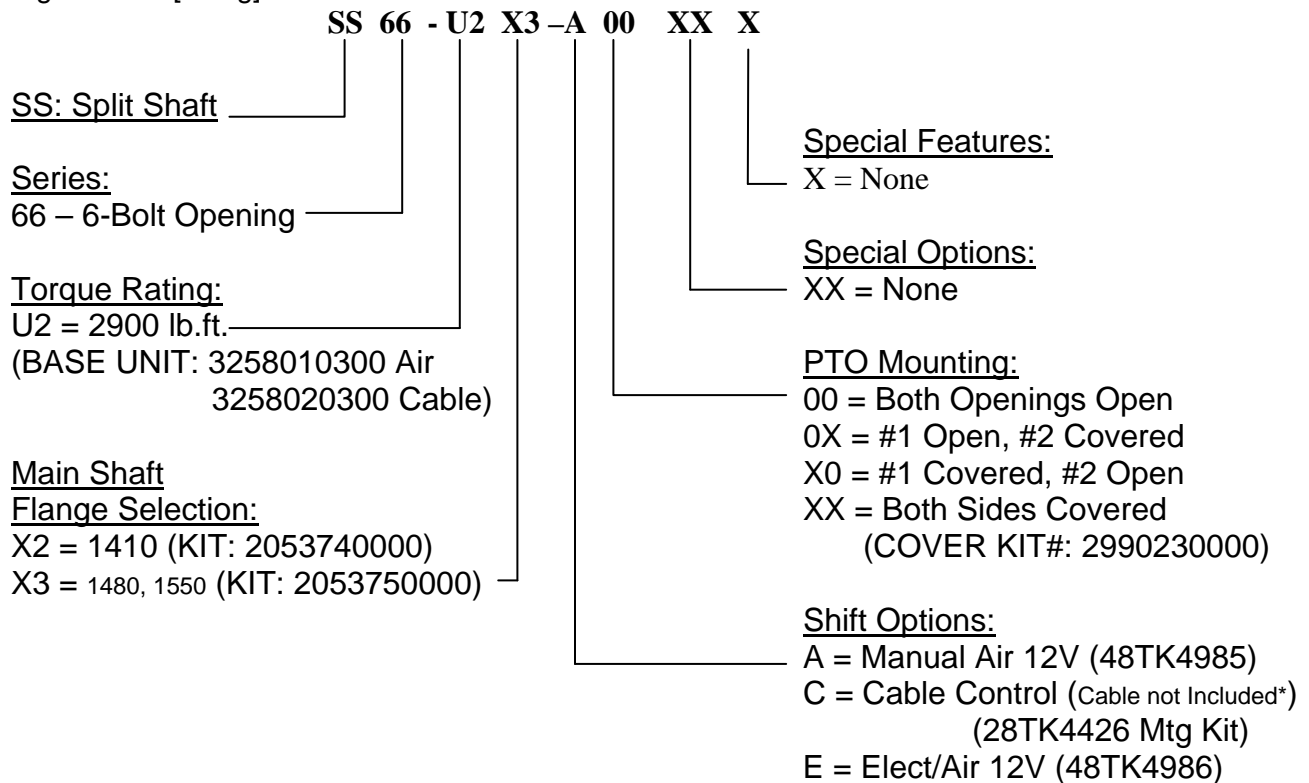
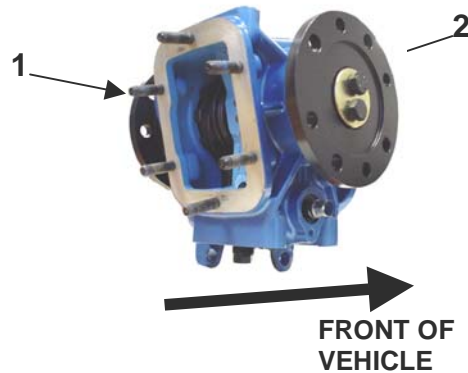


SS66 SPLIT SHAFT POWER TAKE OFF

- Installs in the drive shaft between the transmission and the rear axle.
- Throughput torque: 2900 Lb.Ft. [400 Kgm]
- Compact design with aluminum casting keeps weight to a minimum.
- SAE 6-bolt openings to accept one or two side mounted PTOs to drive heavy duty auxiliary equipment.
- Wide selection of PTOs available. PTO series, ratio, and output can be different for each side. PTOs must be ordered separately. Refer to Muncie application page MUNC-1 located in the Quick Reference catalog.
- Auxiliary power can be transmitted while vehicle is in motion.
- Main drive to the rear axle is controlled by air or cable independently of PTO operation.
- Dry Weight: 20 lb. [9.1kg]



* Order Control cable separately 55 series, 2" travel, Bulkhead Mount, ex.: KB55-BM-2-xxx

Throughput torque: 2900 Lb.Ft. [400 Kgm]

Calculating Throughput Torque: Multiply Max engine torque by the deepest transmission ratio.

Example:

Ford Super Duty F-450

Engine = 7.3L Diesel Engine 235GHP @ 2600 RPM 500 Ft.Lb. @ 1800 RPM

Transmission = ZF S6-650 6 Speed OD

1 st	2 nd	3 rd	4 th	5 th	6 th	Rev
5.79	3.31	2.10	1.31	1.00	0.72	5.23

Through Torque = 500 Ft.Lb. X 5.79 Ratio = 2,895 Ft.Lb.

SPLIT-SHAFT INSTALLATION

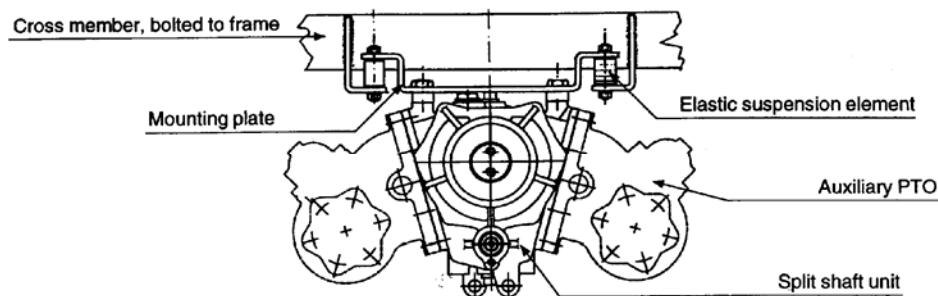
SPLIT-SHAFT UNIT POSITIONING

The Muncie split-shaft unit should be located between the transmission and the rear axle, as near as possible to the transmission output flange. If possible locate the split-shaft unit in place of the midship bearing. Elastic suspension elements is recommended and is to be fitted between the split-shaft and the truck chassis.

Note: The SS66 Series is not available with a driveline brake. Vehicles with a driveline brake (parking brake) attached to the rear of the transmission will need to have this brake moved to the rear of the splitshaft or have a parking brake installed for use with stationary PTO applications.

MOUNTING THE SPLIT-SHAFT UNIT TO THE TRUCK FRAME

Welding to frame or cross members is not allowed. All brackets should be fastened to the truck frame using bolts. Existing holes should be used. Additional holes should only be made with the approval of the truck manufacturer. Mounting components are not provided with this unit and are the responsibility of the installer.



DRIVE SHAFTS

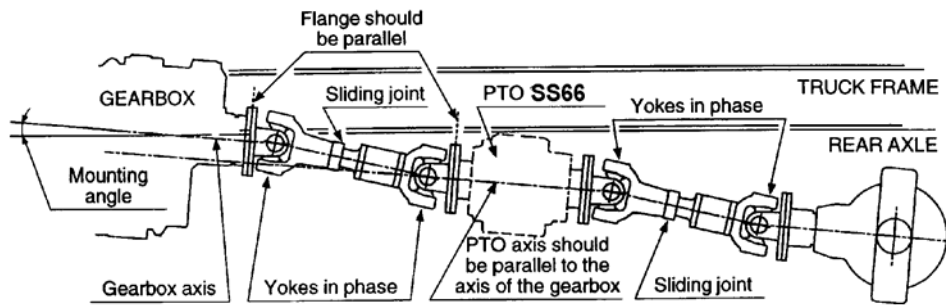
Contact your local Driveline shop for driveshafts and driveshaft alterations. All shafts used in the vehicle's drive line should be the same size and quality as the original ones. The same applies to flanges, bolts, and nuts. Self locking nuts should never be used twice and should be replaced by new ones.

Balance

All drive shafts should be statically and dynamically balanced.

Angles

To prevent vibration and noise during operation all drive flanges must be parallel. Therefore it is necessary to incline the split-shaft unit and all other driven equipment at the same angle to the truck frame as the transmission. This angle varies with the truck model. Information should be obtained from the truck manufacturer.

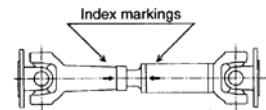


Phase

Drivelines with slip joints should be used. Make sure that enough compensation is allowed for length changes. When assembling make sure that all U-joints are correctly phased by ensuring that index markings are correctly aligned.

Protection

For safety reasons it is highly recommended to provide all accessible Drivelines with protection covers.



ENGAGING THE SPLIT SHAFT (MANUAL TRANSMISSION)

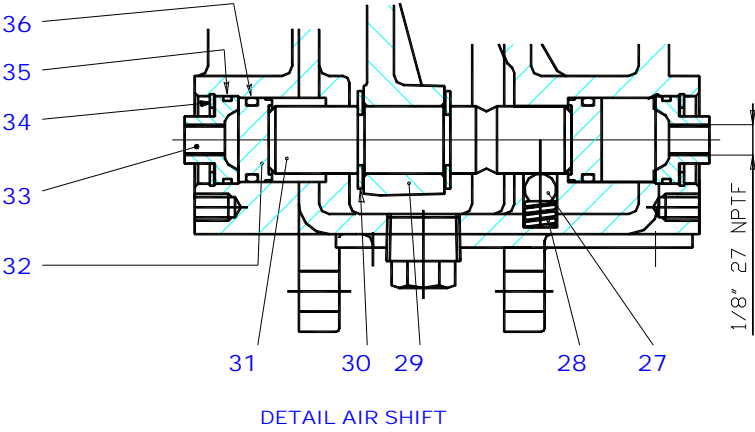
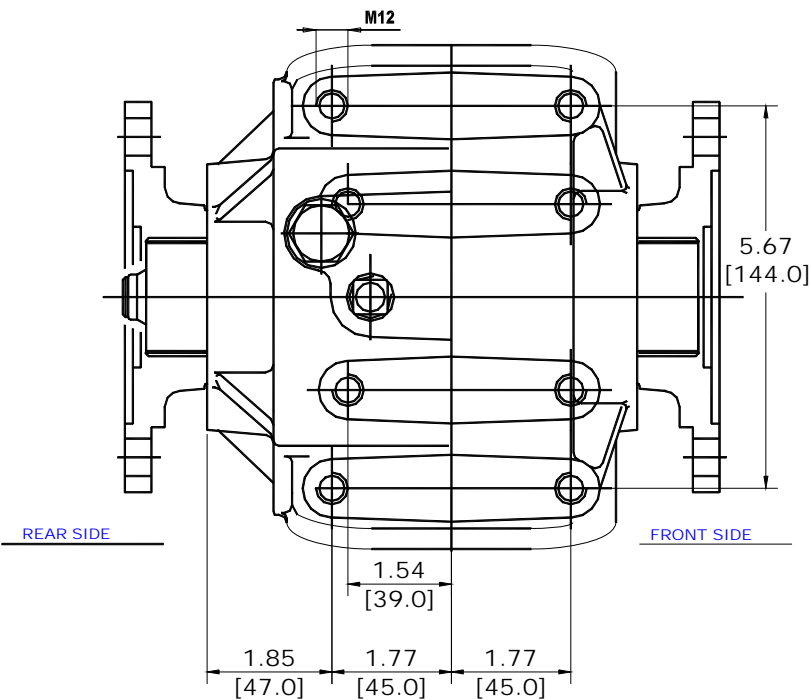
1. Stop the vehicle and put the transmission in neutral.
2. Apply the parking brake and block wheels (if the unit is to operate while the vehicle is stationary).
3. For stationary operation: Shift the main shaft air control (double acting) to disconnect the drive to the rear axle.
4. With the engine at idle; engage the required PTO output(s) by operating the relevant air control(s).
5. Depress the clutch pedal and select the required gear. The output shaft speeds are dependent on the main transmission gear selection. Use caution if placing the transmission into reverse as it may cause damage to the driven component(s).
6. Slowly release the clutch pedal. If Split Shaft is not disengaged from the rear axle, release parking brake to allow vehicle to be driven at application rate.
7. For stationary operation: Set the engine speed to the required R.P.M.

DISENGAGING THE SPLIT SHAFT

1. Return the engine speed to idle.
2. Depress the clutch pedal and place the transmission in neutral.
3. Set the parking brake if vehicle has been used in mobile application.
4. Disengage the PTO output(s) by operating the relevant air control(s).
5. Shift the main air control (double acting) to re-engage the drive to the rear axle.
6. Remove the wheel blocks, if stationary application.
7. All PTO outputs are now disengaged. The vehicle can be driven as normal.

ENGAGING THE SPLIT SHAFT (AUTOMATIC TRANSMISSION)

1. Stop the vehicle and put the transmission in neutral.
2. Apply the parking brake and block wheels (if the unit is to operate while the vehicle is stationary).
3. For stationary operation: Shift the main shaft air control (double acting) to disconnect the drive to the rear axle.
4. Engage the required PTO output(s) by operating the relevant air control(s).
5. Shift transmission into the required gear selection. Use caution if placing the transmission into reverse as it may cause damage to the driven component(s).
6. Stationary application: Using a method specified by the transmission manufacturer, shift transmission into direct drive.
Mobile application: If Split Shaft is not disengaged from the rear axle, release parking brake to allow vehicle to be driven at application rate.



PARTS LIST SS66 SPLITSHAFT PTO

REF	CODE	DESCRIPTION	QT.
1	1010501100	Housing	1
2	1130115800	Shaft	1
3	120103800	Filler-breather	1
4	1170207900	Shifter sleeve	1
5	100601800	Needle	1
6	70204400	Snapring	1
7	100101600	Bearing	1
8	1110310800	Gear 23 T	1
9	100100300	Bearing	2
10	70202900	Snapring	3
11	80108100	Seal 65x85x10	2
12	1130115900	Shaft	1
13	120104900	Plug M18 x 1.5	2
14	40400400	Washer	1
15	10102700	Capscrew M6x20	1
16	1990024900	Lever	1
17	1140307400	Shaft	1
18	1990008100	Poppet	1
19	1280104900	Poppet spring	1
20	120100200	Plug , Magnetic M22x1.5	1
21	70300600	Snapring	2
22	1990026500	Barrel	1
23	70102700	Snapring	2
24	80100400	Seal 15x26x7	2
25	70500500	Snapring	2
26	1990025100	Rubber boot	2
27	110100200	Ball 3/8"	1
28	1280100300	Coil spring	1
29	1220104500	Fork	1
30	70300100	Snapring	2
31	1140307600	Shaft	1
32	1210201600	Piston	2
33	1240106700	Cover	2
34	70203400	Snapring	2
35	80206700	O-Ring	2
36	80201400	O-Ring	2

ON REQUEST: COVER KIT SAE 6 BOLT 2990230000

37	1290100100	Gasket	1
38	40200300	Lockwasher	6
39	10100300	Capscrew M10x16	6
40	990000500	SAE Cover	1

Muncie Power Products, Inc.

CABLE SHIFT

SS66-U2X2-CXXXXX

SS66 SERIES W/1410 FLANGES + BOTH OPENINGS COVERED

1 ea	3258020300	BASE UNIT AIR SHIFT
2	2053740000	1410 THRU FLANGE
2	2990230000	COVER KIT
1	28TK4426	Mtg Kit

SS66-U2X2-C0XXXX

SS66 SERIES W/1410 FLANGES + #1 OPENING OPEN #2 OPENING COVERED

1 ea	3258020300	BASE UNIT AIR SHIFT
2	2053740000	1410 THRU FLANGE
1	2990230000	COVER KIT
1	28TK4426	Mtg Kit

SS66-U2X2-CX0XXX

SS66 SERIES W/1410 FLANGES + #2 OPENING OPEN #1 OPENING COVERED

1 ea	3258020300	BASE UNIT AIR SHIFT
2	2053740000	1410 THRU FLANGE
1	2990230000	COVER KIT
1	28TK4426	Mtg Kit

SS66-U2X2-C00XXX

SS66 SERIES W/1410 FLANGES + BOTH OPENINGS OPEN

1 ea	3258020300	BASE UNIT AIR SHIFT
2	2053740000	1410 THRU FLANGE
1	28TK4426	Mtg Kit

SS66-U2X3-CXXXXX

SS66 SERIES W/1550 FLANGES + BOTH OPENINGS COVERED

1 ea	3258020300	BASE UNIT AIR SHIFT
2	2053750000	1550 THRU FLANGE
2	2990230000	COVER KIT
1	28TK4426	Mtg Kit

SS66-U2X3-C0XXXX

SS66 SERIES W/1550 FLANGES + #1 OPENING OPEN #2 OPENING COVERED

1 ea	3258020300	BASE UNIT AIR SHIFT
2	2053750000	1550 THRU FLANGE
1	2990230000	COVER KIT
1	28TK4426	Mtg Kit

SS66-U2X3-CX0XXX

SS66 SERIES W/1550 FLANGES + #2 OPENING OPEN #1 OPENING COVERED

1 ea	3258020300	BASE UNIT AIR SHIFT
2	2053750000	1550 THRU FLANGE
1	2990230000	COVER KIT
1	28TK4426	Mtg Kit

SS66-U2X3-C00XXX

SS66 SERIES W/1550 FLANGES + BOTH OPENINGS OPEN

1 ea	3258020300	BASE UNIT AIR SHIFT
2	2053750000	1510 THRU FLANGE
1	28TK4426	Mtg Kit

Order Control Cable Separately, 55 series, 2" travel, Bulkhead mount:

1	KB55-2-120	CABLE
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AIR SHIFT

SS66-U2X2-AXXXXX

SS66 SERIES W/1410 FLANGES + BOTH OPENINGS COVERED

1 ea	3258010300	BASE UNIT AIR SHIFT
2	2053740000	1410 THRU FLANGE
2	2990230000	COVER KIT
1	48TK4985	ACTIVATION KIT

SS66-U2X2-A0XXXX

SS66 SERIES W/1410 FLANGES + #1 OPENING OPEN #2 OPENING COVERED

1 ea	3258010300	BASE UNIT AIR SHIFT
2	2053740000	1410 THRU FLANGE
1	2990230000	COVER KIT
1	48TK4985	ACTIVATION KIT

SS66-U2X2-AX0XXX

SS66 SERIES W/1410 FLANGES + #2 OPENING OPEN #1 OPENING COVERED

1 ea	3258010300	BASE UNIT AIR SHIFT
2	2053740000	1410 THRU FLANGE
1	2990230000	COVER KIT
1	48TK4985	ACTIVATION KIT

SS66-U2X2-A00XXX

SS66 SERIES W/1410 FLANGES + BOTH OPENINGS OPEN

1 ea	3258010300	BASE UNIT AIR SHIFT
2	2053740000	1410 THRU FLANGE
1	48TK4985	ACTIVATION KIT

SS66-U2X3-AXXXXX

SS66 SERIES W/1550 FLANGES + BOTH OPENINGS COVERED

1 ea	3258010300	BASE UNIT AIR SHIFT
2	2053750000	1550 THRU FLANGE
2	2990230000	COVER KIT
1	48TK4985	ACTIVATION KIT

SS66-U2X3-A0XXXX

SS66 SERIES W/1550 FLANGES + #1 OPENING OPEN #2 OPENING COVERED

1 ea	3258010300	BASE UNIT AIR SHIFT
2	2053750000	1550 THRU FLANGE
1	2990230000	COVER KIT
1	48TK4985	ACTIVATION KIT

SS66-U2X3-AX0XXX

SS66 SERIES W/1550 FLANGES + #2 OPENING OPEN #1 OPENING COVERED

1 ea	3258010300	BASE UNIT AIR SHIFT
2	2053750000	1550 THRU FLANGE
1	2990230000	COVER KIT
1	48TK4985	ACTIVATION KIT

SS66-U2X3-A00XXX

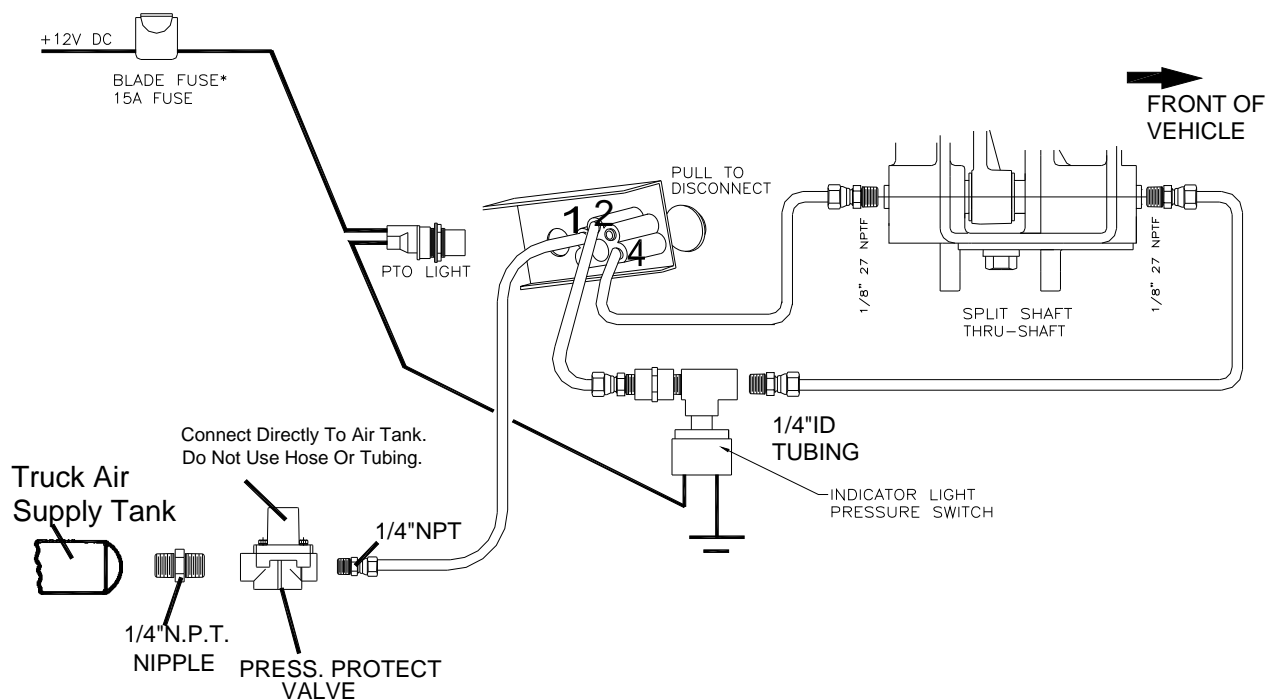
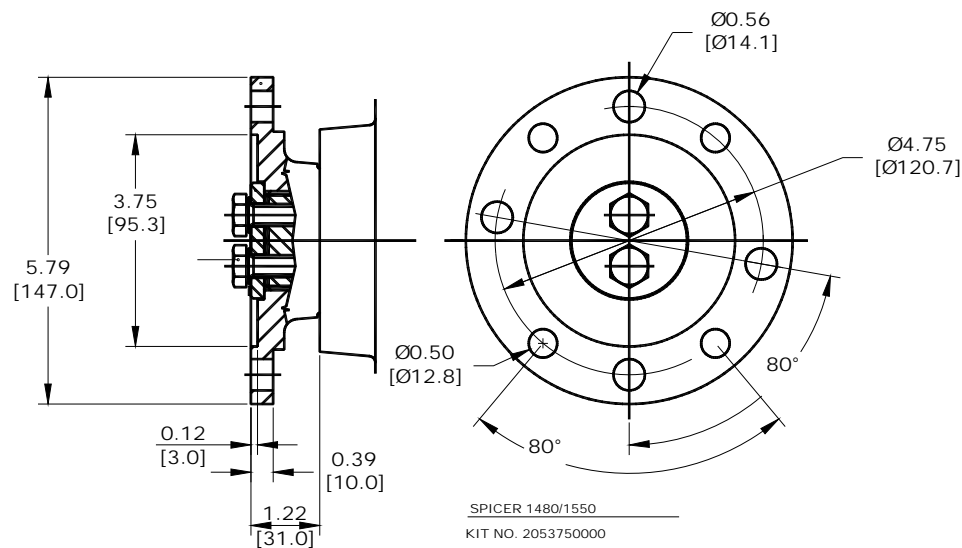
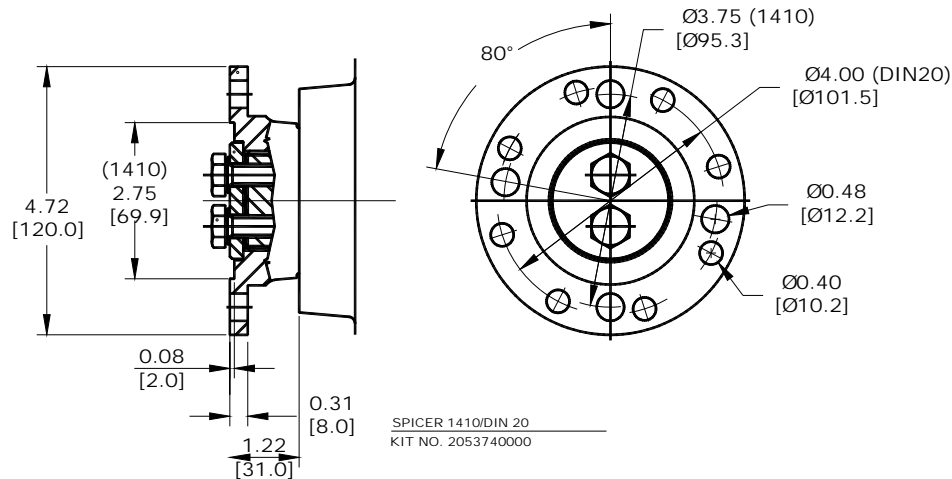
SS66 SERIES W/1550 FLANGES + BOTH OPENINGS OPEN

1 ea	3258010300	BASE UNIT AIR SHIFT
2	2053750000	1510 THRU FLANGE
1	48TK4985	ACTIVATION KIT

OPTIONAL ELECTRIC/AIR:

Change "A" shift option to "E"

1	48TK4986	ACTIVATION KIT
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SPLITSHAFT THROUGH SHAFT ACTIVATION SYSTEM (E OPTION)
48TK4986 (12v Light)

