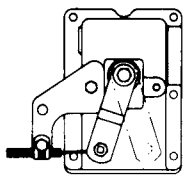
# CABLE SHIFT *INSTALLATION INSTRUCTIONS*

**CABLE SHIFT**
**TG SERIES PTO**



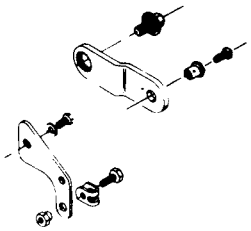
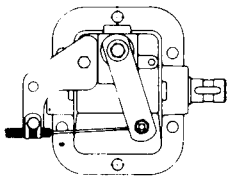


FIG. 1

**SG SERIES PTO**



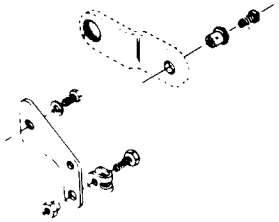
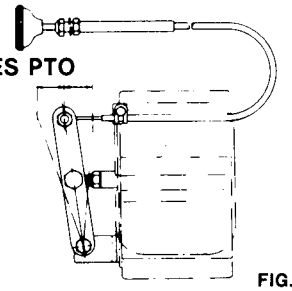


FIG. 2

**RG SERIES PTO**



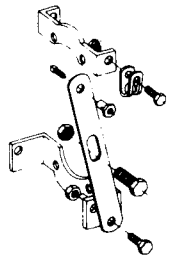
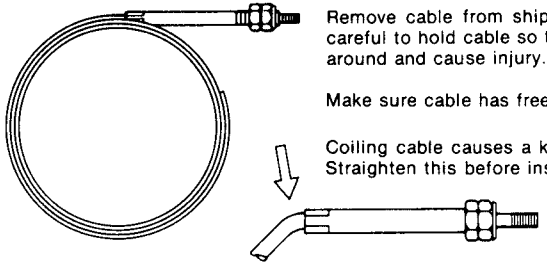


FIG. 3

**WARNING: All cable shift controlled PTO's are designed to be shifted only by wire cable. The unauthorized attachment of lever control linkage to cable control mechanism may cause damage to shifting components and, subsequently, the transmission. The unauthorized attachment of lever control linkage to cable control mechanism may cause PTO to engage unintentionally due to linkage bounce or flail.**

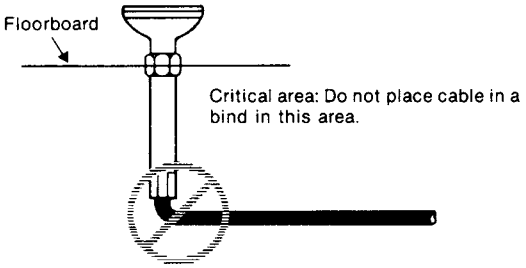
**Be sure vehicle engine is not running when installing or adjusting cable control.** After removing cable from shipping liner (being very careful to hold cable so that it cannot flip around and cause injury) straighten cable at crimp that has resulted from being coiled. Make sure cable has free travel before installing.



Remove cable from shipping liner, being careful to hold cable so that it cannot flip around and cause injury.

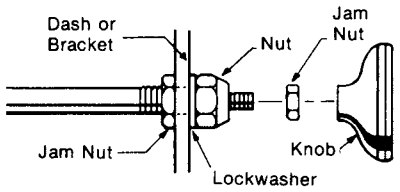
Make sure cable has free travel.

Coiling cable causes a kink at the crimp. Straighten this before installing cable.




1. Find a suitable location for the control cable and the indicator light. The cable control should be installed so that the operator has easy access to push in and pull out the control without obstruction or interference by other controls or components in the cab.

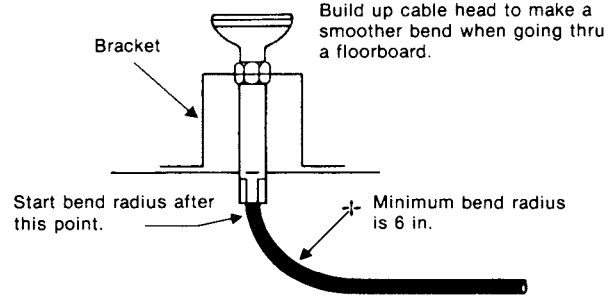
2. Drill a 1/2″ hole in dash or control bracket (not provided).




3. Install the control head through the hole and attach with the lockwasher and nuts provided.

4. Knob can be screwed into place.

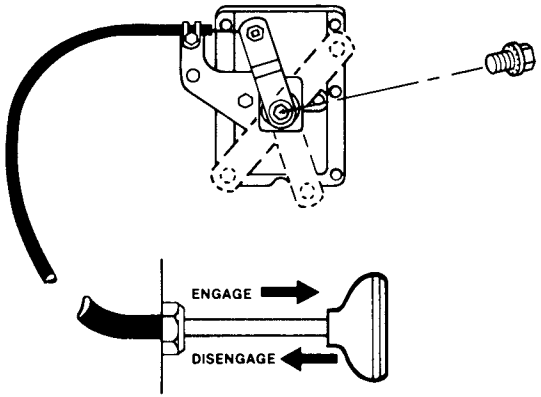
5. Route the length of the cable through the floorboard or firewall and to the PTO. The cable needs to be routed clear of manifold, exhaust systems, and rotating and moving components. When routing the control cable avoid kinking the control cable and do not bend in a radius less than 6″.



6. The lever on the PTO shifter assembly is designed so that it can be moved to allow the cable approach to be from the front or the back of the PTO. This should be determined by the routing method causing the least amount of bends and the shortest cable length.

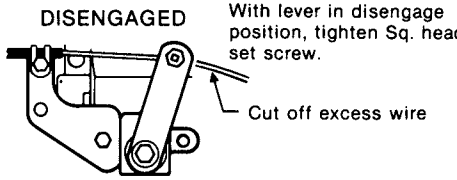
7. The lever, also, must be positioned so that when you pull on the control knob that the PTO engages and when you push the knob all the way in, the PTO is disengaged. (The RG Series should have a detent position for neutral, instead of pushing all the way in for neutral. The installer must install this detent.)

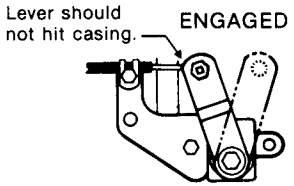
8. To adjust the lever, mark the position of the lever where it's engaged when the cable would pull the lever. Remove the shift cover from the PTO. Remove the locking capscrew from the control lever. Lift the lever from the serrated post. Line up the lever with your mark. Line up serrated hole and post making sure that the poppet and the shift plate are in their respective positions. Replace locking capscrew and torque to 18 lb.-ft. Re-install shift cover assembly. Double check the installation by referring back to Step 7 .



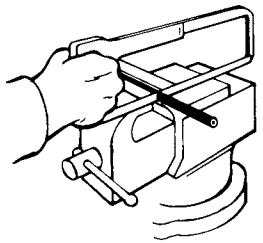

Install cable so that you pull to engage, and fully pushed in to disengage.

9. Referring to Figs. 1, 2 or 3, install the appropriate brackets, clamps, and hardware.




If the cable is too long, then remove the inner wire and cut casing (Only) to length with a hacksaw or large side cutters.



If a longer cable is required— they are available from your nearest Muncie Authorized Distributor.

10. It is recommended that the control cable casing be securely anchored, with cable clamps, approximately every 30″, to the frame and/or cab to prevent movement during shifting. Cable mounting clamps can be purchased from your nearest Muncie Authorized Distributor. (i.e. MT 306-4)

Muncie® Power Products

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