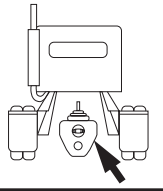

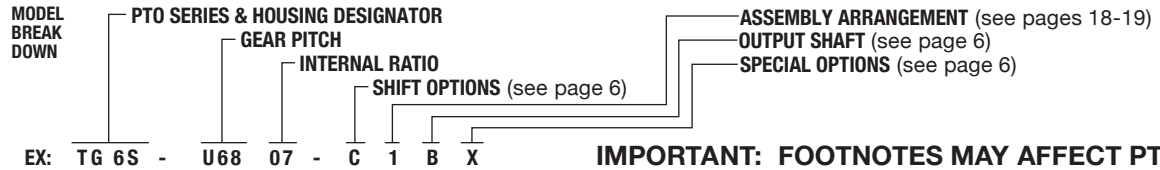


CAUTION: MAXIMUM OUTPUT SHAFT SPEED NOT TO EXCEED 2,500 RPM.

ALLISON TRANSMISSION								RIGHT SIDE ONLY (LEFT SIDE TURN PAGE)				
 <b>1000***, 2000***</b> <b>*** (EVS, RDS, SPS) (MHS, BUS, TRV Optional)</b> Footnote (1, 2, 3, 10, 11, 12, 14) (HINO Chassis see ALLI-13) (GM or CV Chassis 1700, 2700 see ALLI-15)								SAE 6-BOLT OPENING				
								PTO DRIVE GEAR DATA:				
								64T 6.86P 20° PA Spur		PLMF: 1.085		
								LOCATION: Front		RPM: 1,000		
								PLV: 2441 FPM				
6-BOLT TYPE	PTO MODEL NUMBER	FOOT NOTES	SHAFT ROTATION	ENGINE %			ADAPTER	SPACER	STUD KIT	SHIFT TYPE	INTERMITTENT RATING @ 1,000 RPM of PTO	
				HI	LO	REV					TORQUE	HP
SINGLE GEAR												
SINGLE SPEED MULTI GEAR	TG6B-A6904-Z1BX	4, 8	Crnk	77					Included	Cable	250	48
	TG6B-A6905-Z1BX	4, 8	Crnk	100					Included	Cable	210	40
	TG6B-A6906-Z1BX	4, 8	Crnk	131					Included	Cable	160	30
	TG6B-A6907-Z1BX	4, 8	Crnk	154					Included	Cable	160	30
SH SERIES												
CLUTCH SHIFT	CS6B-A6703-S1BP	2, 5, 6, 7	Crnk	82					Included	Power	300	57
	CS6B-A6704-S1BP	2, 5, 6, 7	Crnk	107					Included	Power	250	48
	CS6B-A6705-S1BP	2, 5, 6, 7	Crnk	117					Included	Power	210	40
	CS6B-A6707-S1BP	2, 5, 6, 7, 9	Crnk	149					Included	Power	160	30
1 FWD. 1 REV.												
ADAPTER TO CHANGE ROTATION		13	40TA6855-1 - CS6S only					REFER TO ADAPTER GEAR ASSEMBLIES IN INDEX				

8-BOLT TYPE	PTO MODEL NUMBER	FOOT NOTES	SHAFT ROTATION	ENGINE %			ADAPTER	SPACER	STUD KIT	SHIFT TYPE	INTERMITTENT RATING @ 1,000 RPM of PTO	
				HI	LO	REV					TORQUE	HP
SINGLE SPEED MULTI GEAR												
1 FWD. 1 REV.												



**IMPORTANT: FOOTNOTES MAY AFFECT PTO SELECTION**

**FOOTNOTES:**

SEE REVERSE SIDE FOR FOOTNOTES

## IMPORTANT: FOOTNOTES MAY AFFECT PTO SELECTION

### FOOTNOTES FOR APPL# ALLI-09 RIGHT SIDE ONLY:

- 1 PTO speeds shown are with transmission torque converter in lock-up. To obtain lock-up, the PTO must be installed with a connection to the Allison "PTO Enable" circuit and the converter turbine speed must be above 1,100 RPM. Typically the best method is shown in the vehicle's Body Builders information.
- 2 a GM may have a special order option required for PTO operation. 2001 - 2006 RPO "M1F" and "PTO" must be ordered on vehicles 2007 and later RPO "PTO" must be ordered. This option is not available on crew cab.
  - b GM Pick Up Chassis may not be installable.
  - c C/K 1 ton cab-chassis 2001-2009 with gas engine. 2001 & later diesel engine can install CS6B PTO's with PF Series pumps on this opening with RPO "PTO" & RPO "M1F" ordered with vehicle. 2007-2014 add wire harness 34T40692. For 2015 & later add wire harness 34T43471 for "H" shift option, or 34T43466 for "S" shift option.
  - d When using the GM C4500-C8500MY2001-2010 order 34TK4504 harness kit for CS6, for "S" shift use 34TK5172 or 34TK4505 harness kit for TG6 for the GM supplied PTO option.
  - e On C4500 and C5500 Series Top Kick or Kodiak chassis the PTO interferes with exhaust.
  - f On C6500 thru C8500 chassis MY2001-2010 the PTO is installable.
  - g Pressure lubrication on CS Series use 43TK5157 sold separately.
- 3 PTO torque ratings shown are derated to the Transmission drive gear limit of 250 lb.ft. (2 PTO Limit is 200 lb.ft. per opening) (Multiply PTO ratings by .80 when 2 PTOs are used.) Allison Transmission Div. of General Motors has a PTO installation checklist available for this transmission and can be found in the *Sales Tech Data Book* available from an authorized service center.
- 4 TG Series Input Gear #03T38783 - use 23M60350 spacer and 20MKM604 stud kit for installation (included). Refer to kit program on pages 10 & 11. The TG Series requires a special non-standard shift cover. Use Code "Z" for Cable Shift, Code "4" for Air Shift, Code "5" for Elec/Air Shift and Code "6" for Lectra Shift option. Code "9" for Elec/Hyd shift. Pressure lubrication is not required on the TG Series PTO.
- 5 Pressure lubrication tee fittings are ordered separately for 1000, 2000, 2400 Series Transmission P.N. 43TK5157 for pressure lubrication on Clutch Shift PTOs. As an option, remove factory elbow and drill, tap and clean for lube connection. Pressure lubrication is not required on the TG Series PTO.
- 6 If Electric/Hydraulic (H) shift option is chosen for the Clutch Shift PTO then (1) 43T36431 + 43T36445 fittings & (1) 131-2-0001 Installation Kit is required for installation, sold separately. "S" shift option includes built-in solenoid valve and required fittings and hose kit on CS6B only.
- 7 The Muncie Power SPD-1001 Series speed control is available for use with the Clutch Shift Series PTOs only. It is recommended for PTO and equipment protection from overspeeding. Refer to *Allison Tech Data Book* for overspeed protection and PTO enable options provided by the Allison T.C.M.
- 8 The TG Series PTO requires that the transmission drive gear be stopped during the engage or disengage of the PTO. Refer to PTO operator's manual for proper shifting instructions.
- 9 The CS 07 ratio PTO requires the use of a spacer 23M60350 (requiring normal shim procedures) and stud kit 20TK4360 included with PTO.
- 10 Interference to the end cover of the CS can be minimized by use of the CS6G housing option. This option is only available with the "B" or "K" output shaft option.
- 11 INTERNATIONAL® 4300 Series use Shaft High "3" arrangement for this side.
- 12 Isuzu, Nissan, and Mitsubishi use Shaft High "3" arrangement and direct mount pump only. For chassis prior to 2007, use Left Side Opening for 2007 & later chassis.
- 13 40TA6855-1 can be used with CS6S Series PTO only. Use standard stud kit (20TK4418) with this PTO. Check for clearance to frame rail and attached components. Exhaust needs to be rerouted on General Motors chassis. Spacer 23M60165S (included) mounts to transmission side.
- 14 Allison Transmission has redesigned the transmission nameplates for all 1000/2000 and 3000/4000 Product Family transmissions. The new nameplate designs contain only the information essential to the identification of the transmission. The transmission product family is identified by the first two digits of the transmission serial number: Body Builders can find out information on the transmission by using the Allison Extranet to look up the serial number. For access to this service contact Allison.