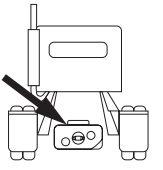

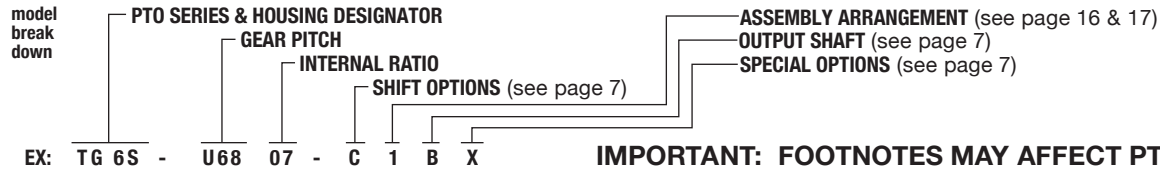


CAUTION: MAXIMUM OUTPUT SHAFT SPEED NOT TO EXCEED 2,500 RPM.

FULLER TRANSMISSION								TOP SIDE ONLY (BOTTOM SIDE TURN PAGE)				
 AT-1202 (Auxiliary) (Speeds shown with the main transmission in direct drive) Footnote (2)								SAE 8-BOLT OPENING				
								PTO DRIVE GEAR DATA:				
								30T 5P 20° Spur	PLMF: .775			
								LOCATION: Front	RPM: 933			
								PLV: 1465 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	TG8S-U5704-C3BX	1	Opp	50				23M80032	Included	Cable	285	54
	TG8S-U5705-C3BX	1	Opp	66				23M80032	Included	Cable	270	51
	TG8S-U5706-C3BX	1	Opp	86				23M80032	Included	Cable	245	47
	TG8S-U5707-C3BX	1	Opp	101				23M80032	Included	Cable	230	44
	TG8S-U5708-C3BX	1	Opp	124				23M80032	Included	Cable	230	44
	TG8S-U5709-C3BX	1	Opp	129				23M80032	Included	Cable	205	39
	TG8S-U5712-C3BH	1	Opp	158				23M80032	Included	Cable	210	40
	TG8S-U5713-C3BH	1	Opp	180				23M80032	Included	Cable	210	40
	TG8S-U5715-C3BH	1	Opp	203				23M80032	Included	Cable	195	37
	TG8S-U5718-C3BH	1	Opp	241				23M80032	Included	Cable	175	33
SH SERIES												
CLUTCH SHIFT												
1 FWD. 1 REV.	RL8S-U5705-L3BX	3	Opp	78		78		23M80062	Included	Lever	200	38
ADAPTER TO CHANGE ROTATION			No Adapter Available					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	828S-U5713-L3CX		Opp	133					Included	Lever	375	71
1 FWD. 1 REV.												

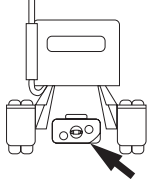



IMPORTANT: FOOTNOTES MAY AFFECT PTO SELECTION

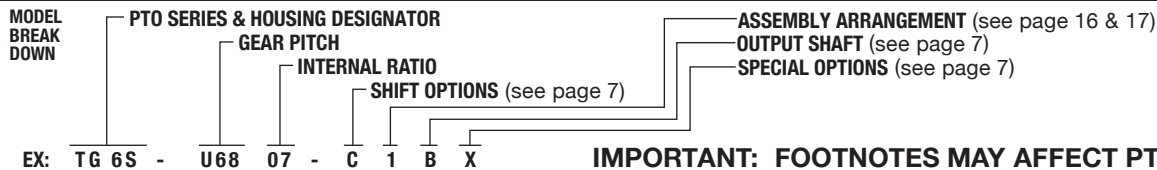
FOOTNOTES:

- 1 TG Series Input Gear: #03T34451 — Refer to kit program on pages 10 & 11.
- 2 There are two shifter options for this auxiliary transmission. Only one of them has a neutral position for stationary operation with PTO. Contact your truck dealer for conversion.
- 3 Do not use RL Series for continuous duty applications.

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

FULLER TRANSMISSION								BOTTOM SIDE ONLY (TOP SIDE TURN PAGE)				
		AT-1202 (Auxiliary) (Speeds shown with the main transmission in direct drive) Footnote (2)						SAE 6-BOLT OPENING				
								PTO DRIVE GEAR DATA:				
					30T 5P 20° Spur		PLMF: 1.05					
					LOCATION: Front		RPM: 933					
					PLV: 1465 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	TG6S-U5704-C1BX	1	Opp	50				23M60032S	Included	Cable	285	54
	TG6S-U5705-C1BX	1	Opp	66				23M60032S	Included	Cable	270	51
	TG6S-U5706-C1BX	1	Opp	86				23M60032S	Included	Cable	245	47
	TG6S-U5707-C1BX	1	Opp	101				23M60032S	Included	Cable	230	44
	TG6S-U5708-C1BX	1	Opp	124				23M60032S	Included	Cable	230	44
	TG6S-U5709-C1BX	1	Opp	129				23M60032S	Included	Cable	205	39
	TG6S-U5712-C1BH	1	Opp	158				23M60032S	Included	Cable	210	40
	TG6S-U5713-C1BH	1	Opp	180				23M60032S	Included	Cable	210	40
	TG6S-U5715-C1BH	1	Opp	203				23M60032S	Included	Cable	195	37
	TG6S-U5718-C1BH	1	Opp	241				23M60032S	Included	Cable	175	33
SH SERIES												
CLUTCH SHIFT												
1 FWD. 1 REV.	RL6D-U5705-L3BX	3	Opp	78		78		23M60240S	20MK6603	Lever	200	38
ADAPTER TO CHANGE ROTATION		40TU5700 + 23M62000 + 23M60032S + 20MK6631						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:

- 1 TG Series Input Gear: #03T34451 — Refer to kit program on pages 10 & 11.
- 2 There are two shifter options for this auxiliary transmission. Only one of them has a neutral position for stationary operation with PTO. Contact your truck dealer for conversion.
- 3 Do not use RL Series for continuous duty applications.