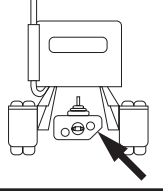

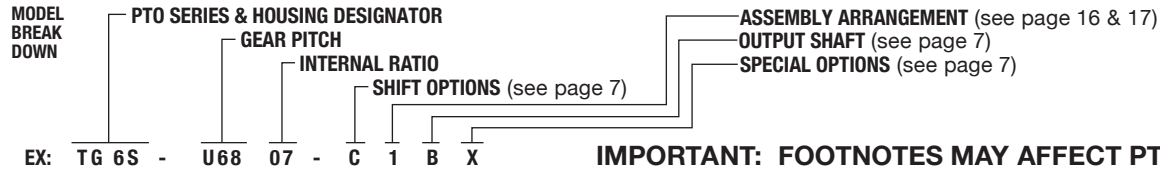


CAUTION: MAXIMUM OUTPUT SHAFT SPEED NOT TO EXCEED 2,500 RPM.

| FULLER TRANSMISSION | | | | | | | | RIGHT SIDE ONLY (BOTTOM OPENING TURN PAGE) | | |  | |
|---|--|------------------------------------|----------------|------------|----------|-----|----------|--|------------------------|----------------------|---|------------|
|  | FR-9210A, FRO-11210C, 12210C, 13210C, 14210C, 15210C, 16210C, 17210C, 18210C, RTO-11210C, 12210C, 13210C, 14210C, 15210C, 16210C, 11210R, 12210R, 13210R, 14210R Footnote (1, 3, 7, 9) | | | | | | | SAE 6-BOLT OPENING | | | | |
| | | | | | | | | PTO DRIVE GEAR DATA: | | | | |
| | | | | | | | | 45T 6P 20° PA Spur LOCATION: Front PLV: 1649 FPM | | | PLMF: 1.085 RPM: 840 | |
| 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-U6804-C1BX | 2, 6 | Opp | 57 | | | | | Included | Cable | 285 | 54 |
| | TG6B-U6805-C1BX | 2, 6 | Opp | 74 | | | | | Included | Cable | 270 | 51 |
| | TG6B-U6806-C1BX | 2, 6 | Opp | 96 | | | | | Included | Cable | 245 | 47 |
| | TG6B-U6807-C1BX | 2, 6 | Opp | 113 | | | | | Included | Cable | 230 | 44 |
| | TG6B-U6808-C1BX | 2, 6 | Opp | 139 | | | | | Included | Cable | 230 | 44 |
| | TG6B-U6809-C1BX | 2, 6 | Opp | 145 | | | | | Included | Cable | 205 | 39 |
| | TG6B-U6812-C1BH | 2, 6 | Opp | 184 | | | | | Included | Cable | 210 | 40 |
| | TG6B-U6813-C1BH | 2, 6 | Opp | 209 | | | | | Included | Cable | 207 | 39 |
| | TG6B-U6815-C1BH | 2, 6 | Opp | 236 | | | | | Included | Cable | 184 | 35 |
| | TG6D-S6818-C1BH | 2, 6 | Opp | 252 | | | | 23M60200S | 20MKM603 | Cable | 155 | 29 |
| SH SERIES | SH6B-U6005-E1BX | | Opp | 74 | | | | | Included | Elec/Air | 400 | 76 |
| | SH6B-U6807-E1BX | 6 | Opp | 109 | | | | | Included | Elec/Air | 383 | 73 |
| | SH6B-U6809-E1BX | 6 | Opp | 136 | | | | | Included | Elec/Air | 308 | 59 |
| | SH6D-S6812-E1BX | | Opp | 167 | | | | 23M60200S | 20TK4360 | Elec/Air | 231 | 44 |
| CLUTCH SHIFT | CS6B-U6003-E1BX | | Opp | 52 | | | | | Included | Power | 300 | 57 |
| | CS6B-U6004-E1BX | | Opp | 68 | | | | | Included | Power | 300 | 57 |
| | CS6B-U6005-E1BX | | Opp | 74 | | | | | Included | Power | 300 | 57 |
| | CS6B-U6806-E1BX | | Opp | 88 | | | | | Included | Power | 300 | 57 |
| | CS6B-U6807-E1BX | 6 | Opp | 109 | | | | | Included | Power | 300 | 57 |
| | CS6B-U6809-E1BX | 6 | Opp | 136 | | | | | Included | Power | 275 | 52 |
| | CS6D-S6812-E1BX | | Opp | 167 | | | | 23M60200S | 20TK4360 | Power | 231 | 44 |
| | 1 FWD. 1 REV. | RL6D-U6803-L3BX RL6D-U6805-L3BX | 4, 8 8 | Opp Opp | 42 86 | | 42 86 | | 23M60200S 23M60200S | 20MKM603 20MKM603 | Lever Lever | 200 200 |
| ADAPTER TO CHANGE ROTATION | | 5 | 40TU6855-1M | | | | | REFER TO ADAPTER GEAR ASSEMBLIES IN INDEX | | | | |

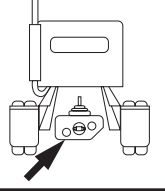

| 8-BOLT TYPE | PTO MODEL NUMBER | FOOT NOTES | SHAFT ROTATION | ENGINE% | | | ADAPTER | SPACER | STUD KIT | SHIFT TYPE | INTERMITTENT RATING @ 1,000 RPM OF PTO | |
|-------------------------|------------------|------------|----------------|---------|----|-----|---------|--------|----------|------------|--|----|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



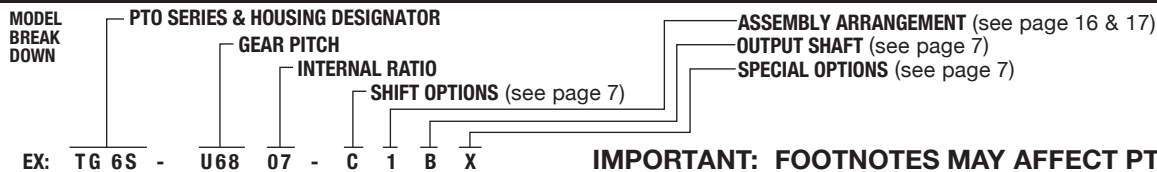
IMPORTANT: FOOTNOTES MAY AFFECT PTO SELECTION

- FOOTNOTES:**
- 1 Metric stud kit is included (unless otherwise noted).
 - 2 TG Series Input Gear: #03T34284 — Refer to kit program on pages 10 & 11.
 - 3 Direct mount pumps will not clear bulge on right side unless adapter is used.
 - 4 RL Series with combined reduction gear box.
 - 5 Typical adapter used to clear frame interference. 40TU6845-1M & 40TU6830-1M are also available options. Chassis with clutch slave cylinder located at bottom of transmission, the 40TU6830-1 is recommended. The PTO needs to be ordered with the standard "S" housing designator for the correct stud kit to mount to the adapter.
 - 6 Optional: U68 Input Gear can be replaced by S68 Input Gear to obtain output speed 92% of speed shown. Add spacer 23M60200S and stud kit 20MKM603 (20TK4360 for CS or SH Series).
 - 7 FRO Series transmissions are available with built-in oil cooler requires 40TU6800+23M62000+20MKM114 to mount PTO. Please note the rotation change when using this adapter. There is possible interference with a spring hanger in addition to the integral oil cooler. If this is present on your application then this adapter will not allow the PTO to clear the spring hanger. Satisfactory installation has been made with the CS6 or SH6 PTO **without an adapter** and only using the "B" output shaft option with a driveshaft. The bolts holding the spring need to be removed and installed with the nuts to the outside for PTO clearance.
 - 8 Do not use for continuous duty applications.
 - 9 PTO torque rating shown is maximum calculated PTO rating which will not exceed the 500 lb.ft. rating set by Eaton for their transmissions with roller bearings. Refer to Eaton bulletin TMIB-0127. Maximum PTO torque must not exceed this rating or the PTO rating shown on page 22 of the General Information section.

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

| FULLER TRANSMISSION | | | | | | | | BOTTOM OPENING ONLY (RIGHT SIDE TURN PAGE) | | |  | |
|---|--|------------------------------------|--|------------|----------|-----|----------|---|----------------------|----------------------|---|------------|
|  | FR-9210A, FRO-11210C, 12210C, 13210C, 14210C, 15210C, 16210C, 17210C, 18210C, RTO-11210C, 12210C, 13210C, 14210C, 15210C, 16210C, 11210R, 12210R, 13210R, 14210R Footnote (1, 9) | | | | | | | SAE 8-BOLT OPENING | | | | |
| | | | | | | | | PTO DRIVE GEAR DATA: | | | | |
| | | | | | | | | 47T 6P 20° PA Spur | PLMF: .810 | | | |
| | | | | | | | | LOCATION: Front | RPM: 840 | | | |
| | | | | | | | | PLV: 1723 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 | TG8B-U6804-C1BX | 2, 7 | Opp | 59 | | | | | Included | Cable | 285 | 54 |
| | TG8B-U6805-C1BX | 2, 7 | Opp | 77 | | | | | Included | Cable | 270 | 51 |
| | TG8B-U6806-C1BX | 2, 7 | Opp | 100 | | | | | Included | Cable | 245 | 47 |
| | TG8B-U6807-C1BX | 2, 7 | Opp | 118 | | | | | Included | Cable | 230 | 44 |
| | TG8B-U6808-C1BX | 2, 7 | Opp | 145 | | | | | Included | Cable | 230 | 44 |
| | TG8B-U6809-C1BX | 2, 7 | Opp | 151 | | | | | Included | Cable | 205 | 39 |
| | TG8B-U6812-C1BH | 2, 7 | Opp | 186 | | | | | Included | Cable | 210 | 40 |
| | TG8B-U6813-C1BH | 2, 7 | Opp | 212 | | | | | Included | Cable | 199 | 38 |
| | TG8B-U6815-C1BH | 2, 7 | Opp | 247 | | | | | Included | Cable | 176 | 34 |
| TG8B-U6818-C1BH | 2, 7 | Opp | 283 | | | | | Included | Cable | 148 | 28 | |
| SH SERIES | SH8B-U6005-E1BX | | Opp | 77 | | | | | Included | Elec/Air | 400 | 76 |
| | SH8B-U6807-E1BX | 7 | Opp | 114 | | | | | Included | Elec/Air | 366 | 70 |
| | SH8B-U6809-E1BX | 7 | Opp | 142 | | | | | Included | Elec/Air | 295 | 56 |
| | SH8B-U6812-E1BX | 7 | Opp | 189 | | | | | Included | Elec/Air | 221 | 42 |
| | SH8B-U6813-E1BX | 7 | Opp | 219 | | | | | Included | Elec/Air | 200 | 38 |
| CLUTCH SHIFT | CS8B-U6003-E1BX | | Opp | 54 | | | | | Included | Power | 300 | 57 |
| | CS8B-U6004-E1BX | | Opp | 71 | | | | | Included | Power | 300 | 57 |
| | CS8B-U6005-E1BX | | Opp | 77 | | | | | Included | Power | 300 | 57 |
| | CS8B-U6806-E1BX | | Opp | 91 | | | | | Included | Power | 300 | 57 |
| | CS8B-U6807-E1BX | 7 | Opp | 114 | | | | | Included | Power | 300 | 57 |
| | CS8B-U6809-E1BX | 7 | Opp | 142 | | | | | Included | Power | 275 | 52 |
| | CS8B-U6812-E1BX | 7 | Opp | 189 | | | | | Included | Power | 221 | 42 |
| | 1 FWD. 1 REV. | RL8B-U6803-L3BX RL8B-U6805-L3BX | 4, 8 8 | Opp Opp | 44 90 | | 44 90 | | 23M80032 23M80032 | Included Included | Lever Lever | 200 200 |
| ADAPTER TO CHANGE ROTATION | | 5 | 40TU6886-1 + 23M80500 +23M80062 + 20MKM804 | | | | | 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 | 828B-U6805-L1CX | | Opp | 55 | | | | | Included | Lever | 500 | 95 |
| | 828B-U6808-L1CX | | Opp | 87 | | | | | Included | Lever | 450 | 85 |
| | 828B-U6809-L1CX | | Opp | 107 | | | | | Included | Lever | 388 | 74 |
| | 828B-U6810-L1CX | | Opp | 116 | | | | | Included | Lever | 362 | 69 |
| | 828B-U6812-L1CX | | Opp | 133 | | | | | Included | Lever | 313 | 60 |
| | 828B-U6813-L1CX | | Opp | 154 | | | | | Included | Lever | 271 | 52 |
| | 828B-U6815-L1CX | | Opp | 169 | | | | (2) 23M80062 | Included | Lever | 248 | 47 |
| | 828S-U6819-L1CX | | Opp | 207 | | | | 23M80248 | 20MKM804 | Lever | 202 | 38 |
| | 1 FWD. 1 REV. | | | | | | | | | | | |



IMPORTANT: FOOTNOTES MAY AFFECT PTO SELECTION

- FOOTNOTES:**
- 1 Metric stud kit included.
 - 2 TG Series Input Gear: #03T34284. Refer to kit program on pages 10 & 11.
 - 3 29MK8460M adapter plate includes the 20MKM800 metric stud kit.
 - 4 RL Series with combined reduction gear box.
 - 5 Change TG, CS, SH or RL Series to 6-bolt PTO housing (TG6S, CS6S, SH6S, RL6D respectively). For all Series PTOs retain standard stud kit for PTO. Add 23M60200S+20MK6603 for RL Series on PTO side of adapter.
 - 6 29MK8248M adapter plate includes the 20MKM800 metric stud kit.
 - 7 Optional: U68 Input Gear can be replaced by S68 Input Gear to obtain output speed 92% of speed shown. Add spacer 23M80190 and stud kit 20MKM802.
 - 8 Do not use for continuous duty applications.
 - 9 PTO torque rating shown is maximum calculated PTO rating which will not exceed the 500 lb.ft. rating set by Eaton for their transmissions with roller bearings. Refer to Eaton bulletin TMIB-0127. Maximum PTO torque must not exceed this rating or the PTO rating shown on page 22 of the General Information section.