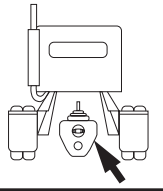

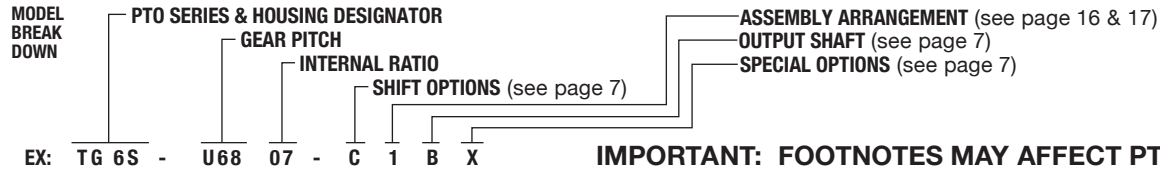


CAUTION: MAXIMUM OUTPUT SHAFT SPEED NOT TO EXCEED 2,500 RPM.

MACK TRANSMISSION								RIGHT SIDE ONLY (LEFT SIDE TURN PAGE)				
	T2070¹, T2070B⁴, T2070C⁴, T2070D⁵, T2080B⁴, T2080D⁵, T307¹, T307M⁴, T308M⁴ (This Page is for Rear Box Openings) See Footnotes							SAE 6-BOLT OPENING				
								PTO DRIVE GEAR DATA:				
								49T 6.48P 17.5° PA Spur LOCATION: Front PLMF: 1.055 PLV: 2069 FPM RPM: 1,025				
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-M6504-C1BX	2	Opp	69				23M60062S	Included	Cable	285	54
	TG6S-M6505-C1BX	2	Opp	90				23M60062S	Included	Cable	270	51
	TG6S-M6506-C1BX	2	Opp	117				23M60062S	Included	Cable	245	47
	TG6S-M6507-C1BX	2	Opp	138				23M60062S	Included	Cable	230	44
	TG6S-M6508-C1BX	2	Opp	170				23M60062S	Included	Cable	230	44
	TG6S-M6509-C1BX	2	Opp	177				23M60062S	Included	Cable	205	39
	TG6S-M6512-C1BH	2	Opp	217				23M60062S	Included	Cable	210	40
	TG6S-M6513-C1BH	2	Opp	247				23M60062S	Included	Cable	210	40
	TG6S-M6515-C1BH	2	Opp	279				23M60062S	Included	Cable	195	37
	TG6S-M6518-C1BH	2	Opp	331				23M60062S	Included	Cable	175	33
SH SERIES	SH6S-M6505-E1BX		Opp	91				23M60062S	Included	Elec/Air	400	76
	SH6S-M6507-E1BX		Opp	134				23M60062S	Included	Elec/Air	400	76
	SH6S-M6509-E1BX		Opp	167				23M60062S	Included	Elec/Air	375	71
	SH6S-M6512-E1BX		Opp	222				23M60062S	Included	Elec/Air	325	62
CLUTCH SHIFT	CS6S-M6504-E1BX		Opp	84				23M60062S	Included	Power	300	57
	CS6S-M6505-E1BX		Opp	91				23M60062S	Included	Power	300	57
	CS6S-M6507-E1BX		Opp	134				23M60062S	Included	Power	300	57
	CS6S-M6509-E1BX		Opp	167				23M60062S	Included	Power	275	52
	CS6S-M6512-E1BX		Opp	222				23M60062S	Included	Power	275	52
1 FWD. 1 REV.	RL6D-M6503-L3BX	3, 6	Opp	51		51		23M60240S	20MK6604	Lever	200	38
	RL6D-M6505-L3BX	6	Opp	104		104		23M60240S	20MK6604	Lever	200	38
ADAPTER TO CHANGE ROTATION			40TM6500 + 23M61500+ 23M60450 + 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.												

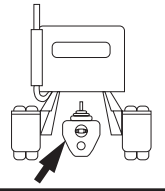



IMPORTANT: FOOTNOTES MAY AFFECT PTO SELECTION

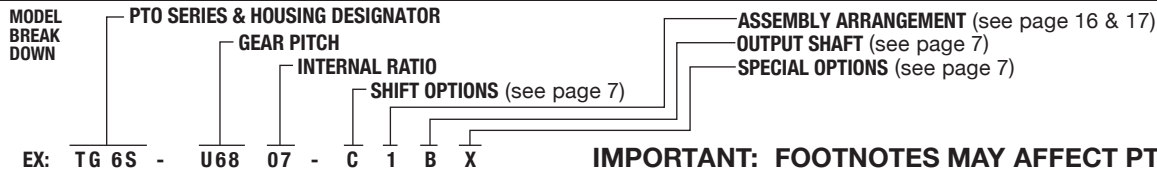
FOOTNOTES:

- Speed shown is with transmission in 5th gear. To calculate engine % with selector in other gears, multiply speed shown by the following: for 1st gear - .114, 2nd - .196, 3rd - .343, 4th - .597, 5th - 1.00. Rotation of output shaft will be reversed by placing main transmission in reverse, use multiplier (.113).
- TG Series Input Gear: #03T34597 - Refer to kit program on pages 10 & 11.
- RL Series with combined reduction gear box.
- PTO speed and rotation are the same as Footnote (1) except are not affected by reverse.
- Multiply speeds shown by ratios listed in Footnote (1) except in 5th use .890.
- Do not use for continuous duty applications.

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

MACK TRANSMISSION								LEFT SIDE ONLY (RIGHT SIDE TURN PAGE)				
	T2070¹, T2070B⁴, T2070C⁴, T2070D⁵, T2080B⁴, T2080D⁵, T307¹, T307M⁴, T308M⁴ (This Page is for Rear Box Openings) See Footnotes							SAE 8-BOLT OPENING				
								PTO DRIVE GEAR DATA:				
								49T 6.48P 17.5° PA Spur LOCATION: Front PLMF: .667 PLV: 2069 FPM RPM: 1,025				
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-M6504-C3BX	2	Opp	69				23M80062	Included	Cable	285	54
	TG8S-M6505-C3BX	2	Opp	90				23M80062	Included	Cable	270	51
	TG8S-M6506-C3BX	2	Opp	117				23M80062	Included	Cable	245	47
	TG8S-M6507-C3BX	2	Opp	138				23M80062	Included	Cable	230	44
	TG8S-M6508-C3BX	2	Opp	170				23M80062	Included	Cable	230	44
	TG8S-M6509-C3BX	2	Opp	177				23M80062	Included	Cable	205	39
	TG8S-M6512-C3BH	2	Opp	217				23M80062	Included	Cable	210	40
	TG8S-M6513-C3BH	2	Opp	247				23M80062	Included	Cable	210	40
	TG8S-M6515-C3BH	2	Opp	279				23M80062	Included	Cable	195	37
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SH SERIES	SH8S-M6505-E3BX		Opp	91				23M80062	Included	Elec/Air	400	76
	SH8S-M6507-E3BX		Opp	134				23M80062	Included	Elec/Air	400	76
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	SH8S-M6512-E3BX		Opp	222				23M80062	Included	Elec/Air	325	62
CLUTCH SHIFT	CS8S-M6504-E3BX		Opp	84				23M80062	Included	Power	300	57
	CS8S-M6505-E3BX		Opp	91				23M80062	Included	Power	300	57
	CS8S-M6507-E3BX		Opp	134				23M80062	Included	Power	300	57
	CS8S-M6509-E3BX		Opp	167				23M80062	Included	Power	275	52
	CS8S-M6512-E3BX		Opp	222				23M80062	Included	Power	275	52
1 FWD. 1 REV.	RL8S-M6503-L3BX	3, 6	Opp	51		51		23M80062	Included	Lever	200	38
	RL8S-M6505-L3BX	6	Opp	94		94		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-M6508-L3CX		Opp	101				23M80062	Included	Lever	450	85
	828S-M6510-L3CX		Opp	135				23M80062	Included	Lever	410	78
	828S-M6513-L3CX		Opp	180				23M80062	Included	Lever	375	71
	828S-M6519-L3CX		Opp	238				23M80248	20MK8814	Lever	300	57
1 FWD. 1 REV.												



IMPORTANT: FOOTNOTES MAY AFFECT PTO SELECTION

FOOTNOTES:

- Speed shown is with transmission in 5th gear. To calculate engine % with selector in other gears, multiply speed shown by the following: for 1st gear - .114, 2nd - .196, 3rd - .343, 4th - .597, 5th - 1.00. Rotation of output shaft will be reversed by placing main transmission in reverse, use multiplier (.113).
- TG Series Input Gear: #03T34597 - Refer to kit program on pages 10 & 11.
- RL Series with combined reduction gear box.
- PTO speed and rotation are the same as Footnote (1) except are not affected by reverse.
- Multiply speeds shown by ratios listed in Footnote (1) except 5th use .890.
- Do not use for continuous duty applications.