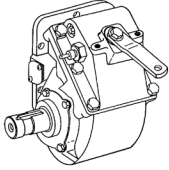
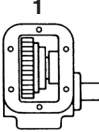
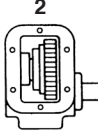
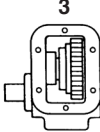
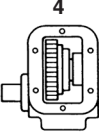
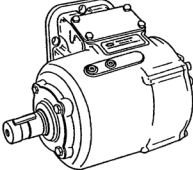
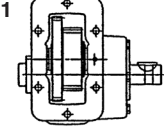
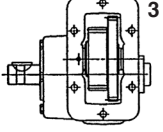
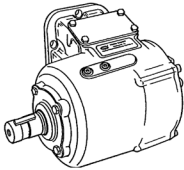
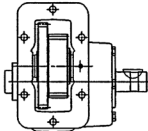
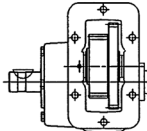
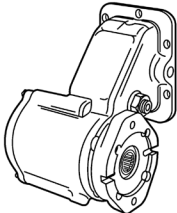
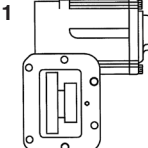
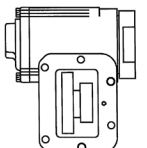
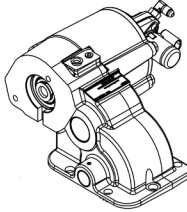
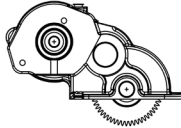
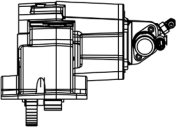
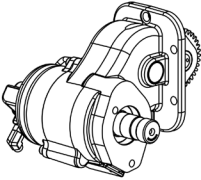
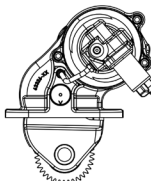
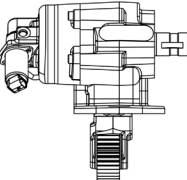


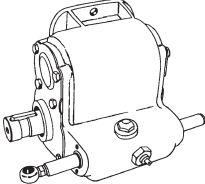
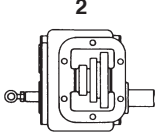
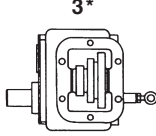


# POWER TAKE-OFF ASSEMBLY ARRANGEMENTS

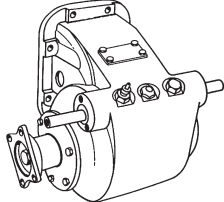
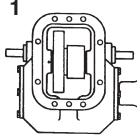
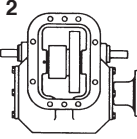
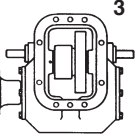
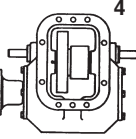
| PTO SERIES TYPE                               | SAE RECOMMENDED PRACTICE J772 ENVELOPE TYPE |   | 6-BOLT MANUAL SHIFT TYPE   |   |   |   |
|---|---|---|--|---|---|---|
| <b>TG</b><br>22 lbs. 6-Bolt<br>25 lbs. 8-Bolt | <b>II</b>                                   |  |   |   |  |  |
| <b>SH</b><br>35 lbs. 6-Bolt<br>37 lbs. 8-Bolt | <b>IV</b>                                   |  |  |  |   |   |

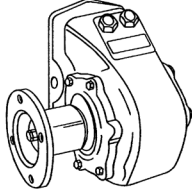
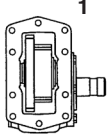
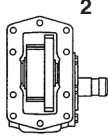
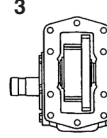
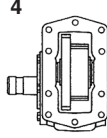
|  |             |   | 6-BOLT CLUTCH SHIFT TYPE   |   |
|--|-------------|---|--|---|
| <b>CS6</b><br>47 lbs. 6-Bolt<br>49 lbs. 8-Bolt | <b>IV</b>   |    |    |    |
| <b>FA</b><br>34 lbs.                           | <b>N.A.</b> |   |   |   |
| <b>FR63/67</b><br>31 lbs.                      | <b>N.A.</b> |  |  |  |
| <b>FR6Q</b><br>35 lbs.                         | <b>N.A.</b> |  |  |  |

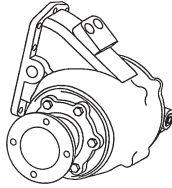
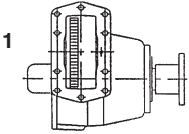
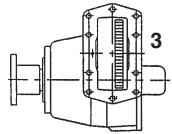
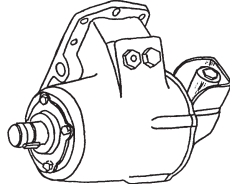
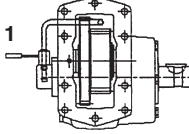
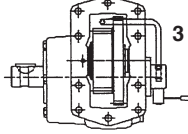
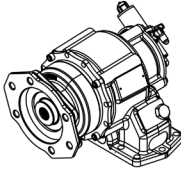
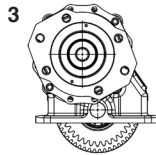
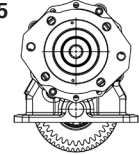
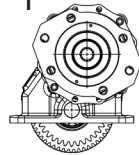
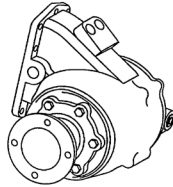
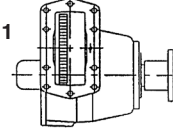
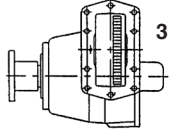
# POWER TAKE-OFF ASSEMBLY ARRANGEMENTS

| PTO SERIES TYPE                               | SAE RECOMMENDED PRACTICE J772 ENVELOPE TYPE | 6-BOLT REVERSIBLE TYPE  |  |
|---|---|---|--|
| <b>RL</b><br>25 lbs. 6-Bolt<br>28 lbs. 8-Bolt | <b>III</b>                                  |  |   |

\* The 03 speed ratio has a reduction gear box (not shown) attached to the output shaft of the RL PTO and is only available in the "3" arrangement.

| PTO SERIES TYPE      | SAE RECOMMENDED PRACTICE J772 ENVELOPE TYPE | 8-BOLT MANUAL SHIFT TYPE  |  |   |   |   |
|----------------------|---|---|--|---|---|---|
| <b>82</b><br>85 lbs. | <b>VI</b>                                   |  |  |  |  |  |

| PTO SERIES TYPE      | SAE RECOMMENDED PRACTICE J772 ENVELOPE TYPE | 10-BOLT CONSTANT MESH   |   |   |   |   |
|----------------------|---|---|---|---|---|---|
| <b>CD</b><br>39 lbs. | <b>N.A.</b>                                 |  |  |  |  |  |

| PTO SERIES TYPE             | SAE RECOMMENDED PRACTICE J772 ENVELOPE TYPE | 10-BOLT CLUTCH SHIFT TYPE   |  |   |   |
|-----------------------------|---|---|--|---|---|
| <b>CS10</b><br>68 lbs.      | <b>N.A.</b>                                 |  |  |  |   |
| <b>CS24/HS24</b><br>52 lbs. | <b>IV</b>                                   |  |  |  |   |
| <b>MC1</b><br>47.2 lbs.     | <b>IV</b>                                   |  |  |  |  |
| <b>CS41</b><br>69 lbs.      | <b>N.A.</b>                                 |  |  |  |   |