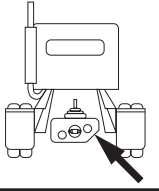

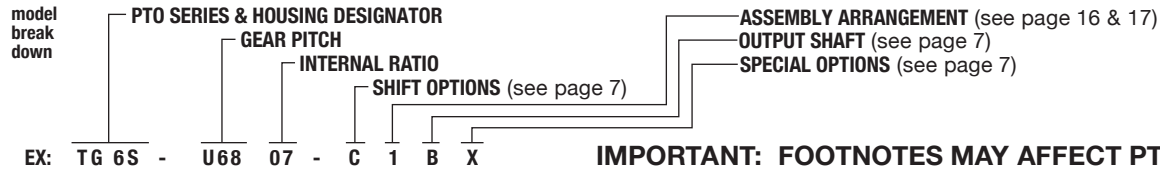


CAUTION: MAXIMUM OUTPUT SHAFT SPEED NOT TO EXCEED 2,500 RPM.

| TREMEC TRANSMISSION (SPICER) | | | | | | | RIGHT SIDE ONLY (BOTTOM OPENING TURN PAGE) | | |  | | |
|---|--|------------|----------------------|----------|----|-----|---|---|----------|---|--|----|
|  | ASO135-9A, ASO140-9A, ASO145-9A, ASO150-9A, LASO115-9A, LASO125-9A, LASO135-9A, LASO140-9A, LASO145-9A, LASO150-9A, LPSO9-VPD, LPSO125-9A, LPSO140-9A, LPSO150-9A, PSO9-VPD, PSO125-9A, PSO140-9A (301432), PSO150-9A (301496) | | | | | | SAE 6-BOLT OPENING | | | | | |
| | | | | | | | PTO DRIVE GEAR DATA: | | | | | |
| | | | | | | | 45T 6P 20°PA Spur | PLMF: | 1.08 | | | |
| | | | | | | | LOCATION: Rear | RPM: | 826 | | | |
| | | | | | | | PLV: 1621 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-X6804-C2BX | 1, 3, 6 | Opp | 56 | | | | 23M60032S | Included | Cable | 285 | 54 |
| | TG6S-X6805-C2BX | 1, 3, 6 | Opp | 73 | | | | 23M60032S | Included | Cable | 270 | 51 |
| | TG6S-X6806-C2BX | 1, 3, 6 | Opp | 95 | | | | 23M60032S | Included | Cable | 245 | 47 |
| | TG6S-X6807-C2BX | 1, 3, 6 | Opp | 112 | | | | 23M60032S | Included | Cable | 230 | 44 |
| | TG6S-X6808-C2BX | 1, 3, 6 | Opp | 137 | | | | 23M60032S | Included | Cable | 230 | 44 |
| | TG6S-X6809-C2BX | 1, 3, 6 | Opp | 143 | | | | 23M60032S | Included | Cable | 205 | 39 |
| | TG6S-X6812-C2BH | 1, 3, 6 | Opp | 176 | | | | 23M60032S | Included | Cable | 210 | 40 |
| | TG6S-X6813-C2BH | 1, 3, 6 | Opp | 200 | | | | 23M60032S | Included | Cable | 210 | 40 |
| | TG6S-X6815-C2BH | 1, 3, 6 | Opp | 225 | | | | 23M60032S | Included | Cable | 195 | 37 |
| | TG6S-X6818-C2BH | 1, 3, 6 | Opp | 267 | | | | 23M60032S | Included | Cable | 175 | 33 |
| SH SERIES | | | | | | | | | | | | |
| CLUTCH SHIFT | | | | | | | | | | | | |
| 1 FWD. 1 REV. | RL6D-U6805-L2BX | 2, 4 | Opp | 84 | | 84 | 40TU6810-2 | 23M60200S+23M60032S | 20MK6603 | Lever | 200 | 38 |
| ADAPTER TO CHANGE ROTATION | | 5 | See Footnotes Below. | | | | | REFER TO ADAPTER GEAR ASSEMBLIES IN INDEX | | | | |

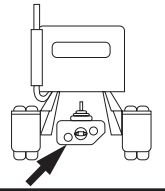

| 8-BOLT TYPE | PTO MODEL NUMBER | FOOT NOTES | SHAFT ROTATION | ENGINE % | | | ADAPTER | SPACER | STUD KIT | SHIFT TYPE | INTERMITTENT RATING @ 1,000 RPM OF PTO | |
|-------------------------|------------------|------------|----------------|----------|----|-----|---------|--------|----------|------------|--|----|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



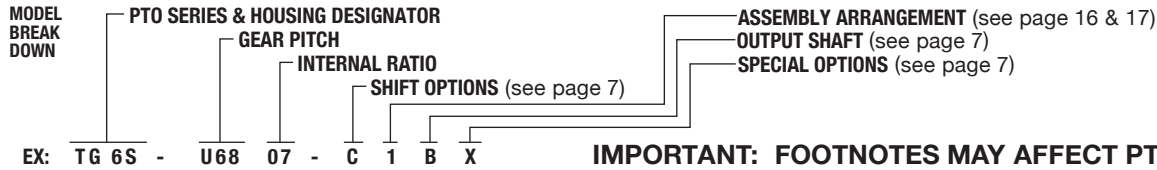
IMPORTANT: FOOTNOTES MAY AFFECT PTO SELECTION

- FOOTNOTES:**
- 1 TG Series Input Gear: #03T96773 — Refer to kit program on pages 10 & 11.
 - 2 RL6D-U6803 with combined reduction gear box is not available in the "2" assembly.
 - 3 Direct mount pumps will not clear bulge on right side unless adapter is used.
 - 4 Do not use for continuous duty applications.
 - 5 Use 40TU6800 + 23M62000 + 20MK6631 or for clearance use 40TU6855-2. X68 input can be changed to U68 and spacer shown on application is not used.
 - 6 Optional: X68 input gear can be replaced by S68 input gear to obtain output speed 92% of speed shown. Add spacer 23M60200S and stud kit 20MK6603.

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

| TREMEC TRANSMISSION (SPICER) | | | | | | | | BOTTOM OPENING ONLY (RIGHT SIDE TURN PAGE) | | |  | |
|---|--|------------|---|----------|----|-----|---------|---|-----------------|------------|---|----|
|  | ASO135-9A, ASO140-9A, ASO145-9A, ASO150-9A, LASO115-9A, LASO125-9A, LASO135-9A, LASO140-9A, LASO145-9A, LASO150-9A, LPSO9-VPD, LPSO125-9A, LPSO140-9A, LPSO150-9A, PSO9-VPD, PSO125-9A, PSO140-9A (301432), PSO150-9A (301496) | | | | | | | SAE 8-BOLT OPENING | | | | |
| | | | | | | | | PTO DRIVE GEAR DATA: | | | | |
| | | | | | | | | 45T 6P 20°PA Spur | PLMF: .731/1.00 | | | |
| | | | | | | | | LOCATION: Front | RPM: 826 | | | |
| | | | | | | | | PLV: 1621 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-X6804-C3BX | 1, 4 | Opp | 56 | | | | 23M80032 | Included | Cable | 285 | 54 |
| | TG8S-X6805-C3BX | 1, 4 | Opp | 73 | | | | 23M80032 | Included | Cable | 270 | 51 |
| | TG8S-X6806-C3BX | 1, 4 | Opp | 95 | | | | 23M80032 | Included | Cable | 245 | 47 |
| | TG8S-X6807-C3BX | 1, 4 | Opp | 112 | | | | 23M80032 | Included | Cable | 230 | 44 |
| | TG8S-X6808-C3BX | 1, 4 | Opp | 137 | | | | 23M80032 | Included | Cable | 230 | 44 |
| | TG8S-X6809-C3BX | 1, 4 | Opp | 143 | | | | 23M80032 | Included | Cable | 205 | 39 |
| | TG8S-X6812-C3BH | 1, 4 | Opp | 176 | | | | 23M80032 | Included | Cable | 210 | 40 |
| | TG8S-X6813-C3BH | 1, 4 | Opp | 200 | | | | 23M80032 | Included | Cable | 210 | 40 |
| | TG8S-X6815-C3BH | 1, 4 | Opp | 225 | | | | 23M80032 | Included | Cable | 195 | 37 |
| | TG8S-X6818-C3BH | 1, 4 | Opp | 267 | | | | 23M80032 | Included | Cable | 175 | 33 |
| SH SERIES | SH8S-U6005-E3BX | | Opp | 73 | | | | | Included | Elec/Air | 400 | 76 |
| | SH8S-U6807-E3BX | 4 | Opp | 107 | | | | | Included | Elec/Air | 400 | 76 |
| | SH8S-U6809-E3BX | 4 | Opp | 134 | | | | | Included | Elec/Air | 375 | 71 |
| | SH8S-U6812-E3BX | 4 | Opp | 178 | | | | | Included | Elec/Air | 325 | 62 |
| | SH8S-U6813-E3BX | 4 | Opp | 206 | | | | | Included | Elec/Air | 325 | 62 |
| CLUTCH SHIFT | CS8S-U6005-E3BX | | Opp | 73 | | | | | Included | Power | 300 | 57 |
| | CS8S-U6806-E3BX | | Opp | 86 | | | | | Included | Power | 300 | 57 |
| | CS8S-U6807-E3BX | 4 | Opp | 107 | | | | | Included | Power | 300 | 57 |
| | CS8S-U6809-E3BX | 4 | Opp | 134 | | | | | Included | Power | 275 | 52 |
| | CS8S-U6812-E3BX | 4 | Opp | 178 | | | | | Included | Power | 275 | 52 |
| 1 FWD. 1 REV. | RL8S-U6803-L3BX | 2, 5 | Opp | 41 | | 41 | | 23M80032 | Included | Lever | 200 | 38 |
| | RL8S-U6805-L3BX | 5 | Opp | 84 | | 84 | | 23M80032 | Included | Lever | 200 | 38 |
| ADAPTER TO CHANGE ROTATION | | 3 | 40TU6886-1 + 23M80500 + 23M80062 + 20MK8817 | | | | | 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-U6805-L3CX | | Opp | 52 | | | | | Included | Lever | 500 | 95 |
| | 828S-U6808-L3CX | | Opp | 82 | | | | | Included | Lever | 450 | 85 |
| | 828S-U6809-L3CX | | Opp | 101 | | | | | Included | Lever | 410 | 78 |
| | 828S-U6810-L3CX | | Opp | 109 | | | | | Included | Lever | 410 | 78 |
| | 828S-U6812-L3CX | | Opp | 126 | | | | | Included | Lever | 375 | 71 |
| | 828S-U6813-L3CX | | Opp | 146 | | | | | Included | Lever | 375 | 71 |
| | 828S-U6815-L3CX | | Opp | 159 | | | | (2) 23M80062 | Included | Lever | 350 | 67 |
| | 828S-U6819-L3CX | | Opp | 196 | | | | 23M80248 | 20MK8817 | Lever | 300 | 57 |
| | 1 FWD. 1 REV. | | | | | | | | | | | |



IMPORTANT: FOOTNOTES MAY AFFECT PTO SELECTION

FOOTNOTES:

- 1 TG Series Input Gear: #03T96773 — Refer to kit program on pages 10 & 11.
- 2 RL Series with combined reduction gear box.
- 3 Change TG Series, CS Series, SH Series and RL Series to 6-bolt PTO housing (TG6S, CS6S, SH6S, and RL6D respectively). Add 23M60200S + 20MK6603 for RL Series on PTO side of adapte. Change TG to U68, spacer listed is not used with adapter.
- 4 Optional: X68 & U68 input gear can be replaced by S68 input gear to obtain output speed 92% of speed shown. Add spacer 23M80190 and stud kit 20MK8808.
- 5 Do not use for continuous duty applications.