WORLD’S MOST VERSATILE POWER TAKE-OFF

As the most versatile and widely used double gear type power take-off in the industry, the TG Series is available with 10 speed ratios, 19 shift types, 19 output shaft options and input gears for all popular transmissions.

KEY FEATURES

- Die-cast aluminum housing: Reduces weight and noise, with superior heat dissipation
- 6- or 8-bolt housing: For simplified installation
- Modular design: Provides flexibility and ease of repair
- Constant mesh input gear: Isolates transmission from engagement errors
- Compact size: Minimizes mounting interference
- Electric/hydraulic shift option: Eliminates the need for shift cables
- Extra large shift cover opening: Allows easy access to check backlash
- Rotatable hydraulic flanges: Maximizes pump clearance

PTO TORQUE & HORSEPOWER RATINGS

<table>
<thead>
<tr>
<th>SPEED RATIO</th>
<th>INTERMITTENT HP @ 1,000 RPM</th>
<th>INTERMITTENT TORQUE LBS.FT.</th>
<th>CONTINUOUS TORQUE LBS.FT.</th>
<th>INTERMITTENT [KW] @ 1,000 RPM</th>
<th>CONTINUOUS TORQUE [NM]</th>
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<td>12H</td>
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<td>123</td>
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Approximate Weight: 22 lbs. (10.0 Kg.)
## MODEL NUMBER CONSTRUCTION

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<th>PTO Type</th>
<th>Triple Gear — TG</th>
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<tr>
<td><strong>Mounting</strong></td>
<td>SAE 8-Bolt Std. Mtg. — 6B</td>
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<tr>
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<td>SAE 8-Bolt Non-Std. Mtg. — 6B</td>
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<td>SAE 8-Bolt Non-Std. Mtg. — 8D</td>
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<td>SAE 8-Bolt Extra Deep Mtg. (S68) — 8M</td>
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<td>SAE 8-Bolt Std. Mtg. w/29TK3863 (for N56) — 6A</td>
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<td>SAE 8-Bolt Non-Std. Mtg. — Metric Studs — 6B</td>
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<td>SAE 8-Bolt Non-Std. Mtg. — Metric Studs — 6C</td>
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<td>SAE 6-Bolt Std. Mtg. w/Dowel Pins — Metric Studs (F9A/F9B) — 6F</td>
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### Transmission

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<td>Allison 8.68P 20° PA Spur</td>
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<tr>
<td>Clark 5.7P 25° PA 39.7° LH</td>
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<td>Clark 6.10P 25° PA 18° 40° 48° RH</td>
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<tr>
<td>Clark 6.10P 25° PA 32° 16° 48° LH</td>
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<td>Clark 7P 20° PA 30° 46° 48° LH</td>
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<td>Eaton 8.048P 20PA 28.99° RH</td>
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<td>Fuller 10.1P 20° PA Spur</td>
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<td>Fuller 5.64P 20PA 12° RH</td>
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<td>Fuller 7.5P 22° PA 15° LH</td>
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<td>Fuller 8.38P 18° PA 33.1° RH</td>
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<td>Fuller 8.97P 17PA 30.2°</td>
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<td>G.M.C. 7P 20° PA 20° LH</td>
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<td>G.M.C. 7.3443P 20° PA 24° LH</td>
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<td>Getrag 8.467P 17°.5° PA LH</td>
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<td>Isuzu 8P 20° PA 15° RH</td>
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<td>Isuzu 8.64P 20° PA Spur</td>
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<td>Mack 6.48P 17° 30° PA Spur</td>
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<td>Mercedes 8.04P 17°.5° PA 26° 87° LH</td>
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<td>Renault 6.77P 22.5° PA 23.8° LH</td>
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### Special Features

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<td>A</td>
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<tr>
<td>E</td>
<td>U60 w/Std. Gasket Pack</td>
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<tr>
<td>F</td>
<td>Clearance Idler Cap</td>
</tr>
<tr>
<td>G</td>
<td>Greasable Shaft (K, P &amp; V Only)</td>
</tr>
<tr>
<td>H</td>
<td>High Torque (12, 13, 15 &amp; 18 Only) Std.</td>
</tr>
<tr>
<td>I</td>
<td>Dual Terminal Indicator</td>
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<tr>
<td>J</td>
<td>High Torque — Pressure Lube</td>
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<tr>
<td>M</td>
<td>Clearance Idler Cap</td>
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<tr>
<td>P</td>
<td>Pressure Lube (Optional)</td>
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<td>Q</td>
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<td>T</td>
<td>Remote Pressure Switch</td>
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### Output Types

- B = 1-1/4 Rd. Std.
- C = 1410 Companion Flange
- E = U60 x 2-Bolt
- G = Special
- I = DIN 5462
- K = SAE ‘B’ 2- or 4-Bolt
- L = SAE ‘B’ 2- or 4-Bolt
- M = SAE ‘A’ 2- or 6-Bolt
- P = SAE ‘B’ 2- or 4-Bolt
- Q = SAE ‘A’ 2-Bolt
- R = SAE ‘A’ 2-Bolt
- S = SAE ‘B’ 2-Bolt
- T = SAE ‘A’ Home 11T Spline
- X = 1.3 – 20T Spline
- Z = SAE “C” Shaft, SAE “B” Flange
- 2 = DIN Companion Flange

### Assembly Arrangement

- 1 2 3 4

### Shifter Type

- A = 12 Volt Manual Air
- C = Cable
- E = 12 Volt Elect. Air
- F = 24 Volt Elect. Air
- H = Hydraulic Shift - 12V
- J = Hydraulic Shift - 24V
- K = 24 Volt Manual Air
- M = Constant Mesh (U6004)
- N = Special Elect. Air (N56) (Req Spd Kit)
- P = Manual Air (Less Instal. Kit)
- S = Lectra Shift
- T = E-Hydra
- Z = Cable (A69)
- 4 = 12 Volt Manual Air (A69)
- 5 = 12 Volt Elect. Air (A69)
- 6 = Lectra Shift (A69)
- 9 = Hydraulic Shift (12V) (A69 Only)

### Speed Ratio

- 04 = 361:1 09 — 923:1
- 05 = 470:1 12 — 1,170:1
- 08 = 613:1 13 — 1,333:1
- 06 = 724:1 15 — 1,500:1
- 06 = 885:1 18 — 1,720:1

### Trans.

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### Input Gear

- Kit