

TG SERIES

POWER TAKE-OFF



ONE OF THE MOST VERSATILE POWER TAKE-OFFS

The TG Series is one of the most versatile and widely used double-gear power take-offs in the work truck industry. It is available with 10 speed ratios, 8 shift options, 6 output shaft options, and several input gear options for all popular transmissions.

TARGET MARKETS

- Dump
- Tow and Recovery
- Refuse
- Utility



KEY FEATURES

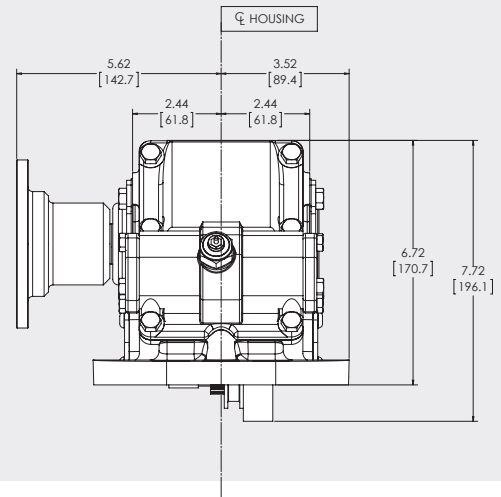
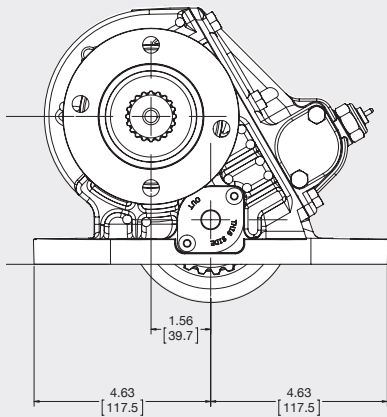
- Die-cast aluminum housing reduces weight and noise and provides superior heat dissipation
- Compact size minimizes mounting interference
- 6- or 8-bolt housing for simplified installation
- Extra large shift cover opening allows easy access to check backlash
- Modular design provides flexibility and ease of repair
- Rotatable hydraulic flanges maximizes pump clearance

PTO TORQUE & HORSEPOWER RATINGS

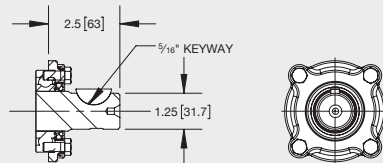
SPEED RATIO	INTERMITTENT HP @ 1,000 RPM	INTERMITTENT TORQUE LBS.FT.	CONTINUOUS TORQUE LBS.FT.	INTERMITTENT [KW] @ 1,000 RPM	INTERMITTENT TORQUE [NM]	CONTINUOUS TORQUE [NM]
04	54	285	200	[40]	[386]	[270]
05	51	270	189	[38]	[366]	[256]
06	47	245	172	[35]	[332]	[232]
07	44	230	161	[33]	[312]	[218]
08	44	230	161	[33]	[312]	[218]
09	39	205	144	[29]	[278]	[195]
12H	40	210	147	[30]	[284]	[199]
13H	40	210	147	[30]	[284]	[199]
15H	37	195	137	[28]	[264]	[185]
18H	33	175	123	[25]	[237]	[166]

Approximate Weight: 22 lbs. (10.0 Kg.)

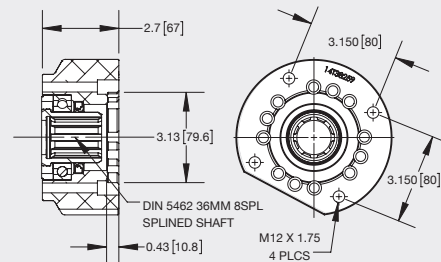
DIMENSIONS



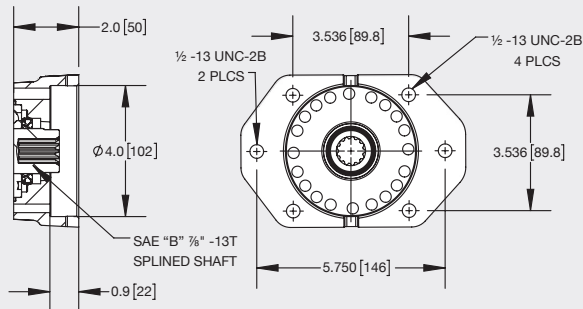
OUTPUT OPTIONS



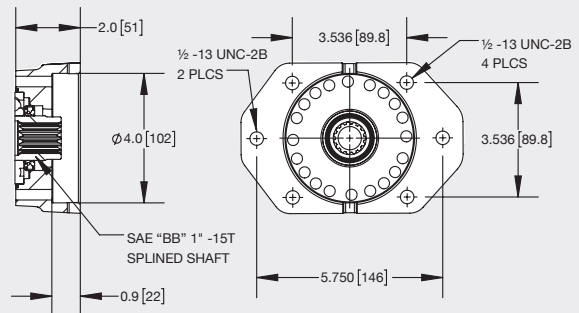
"B" OUTPUT - 1.25" RD SHAFT W/ 5/16" KEY



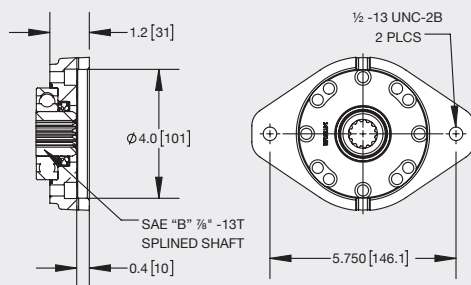
"I" OUTPUT - DIN 5462



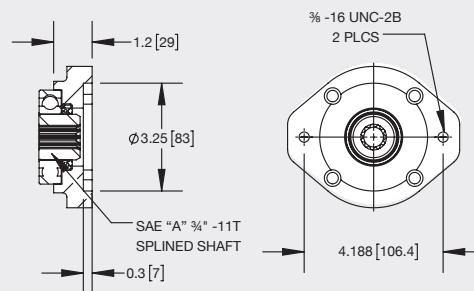
"K" OUTPUT - SAE "B" 2- & 4-BOLT



"P" OUTPUT - SAE "B" 2- & 4-BOLT FLANGE



"S" OUTPUT - SAE "B" 2-BOLT



"T" OUTPUT - SAE "A" 2-BOLT FLANGE
SAE "A" 3/4" -11T SPLINED SHAFT

MODEL NUMBER CONSTRUCTION

TG-6S-U60-04 C-1-B-X

PTO Type

TG — Triple Gear

Mounting Options

6S — SAE 6-Bolt Standard Mounting
6D — SAE 6-Bolt Non-Standard Mounting (S68)
6N — SAE 6-Bolt Non-Standard Mounting (S71)
8S — SAE 8-Bolt Standard Mounting
8D — SAE 8-Bolt Non-Standard Mounting
8F — SAE 8-Bolt Non-Standard Mounting —
Eaton Endurant (E70 & E80)
6B — SAE 6-Bolt Standard Mounting — Metric Studs
6L — SAE 6-Bolt Standard Mounting — Less Stud Kit
8B — SAE 8-Bolt Standard Mounting — Metric Studs
8L — SAE 8-Bolt Standard Mounting — Less Stud Kit

Transmission Input Gear Options

A69 — Allison	6.86P 20° PA Spur
E70 — Eaton	7.055P 20° PA Spur
E80 — Eaton	8.048P 20° PA 28.98 RH
F63 — Fuller	6.35P 20° PA 22° LH
F66 — Fuller	6.65P 20° PA 21.5° LH
F70 — Fuller	7P 23° PA 26° LH
M65 — Mack	6.48P 17° 30' PA Spur
S71 — Tremec/Spicer	7P 17.5° PA 18° LH
S68 — Universal	6P or 6/8P 20° PA Spur Deep Reach
U60 — Universal	6P 20° Spur, Full Addendum
U68 — Universal	6P or 6/8P 20° PA Spur
Kit — None	Less Input Gear

Speed Ratios

04 — .361:1
05 — .470:1
06 — .613:1
07 — .724:1
08 — .885:1
09 — .923:1
12 — 1.170:1
13 — 1.333:1
15 — 1.500:1
18 — 1.720:1

Special Feature Options

X — None
A — Inverted Air Cover
G — Greaseable Shaft (K, P, & V Only)
H — High Torque (12, 13, 15, & 18 Only) Std.
I — Dual Terminal Indicator
J — High Torque—Pressure Lube
(12, 13, 15 & 18 Only)
P — Pressure Lube (Optional)

Output Options

B — 1¼" Round Keyed Shaft
I — DIN 5462
K — SAE "B" ⅞" -13T, SAE "B" 2- & 4-Bolt
P — SAE "BB" 1" -15T, SAE "BB" 2- & 4-Bolt
S — SAE "B" ⅞" -13T, SAE "B" 2-Bolt
T — SAE ¾" -11T, SAE "A" 2-Bolt

Assembly Arrangements

1 — Right Side Shaft Low
2 — Right Side Shaft Low, Gear to Rear
3 — Left Side Shaft Low
4 — Left Side Shaft Low, Gear to Rear

Shift Options

A — 12 V Manual Air
C — Cable Shift
E — 12 V Electric/Air
M — Constant Mesh (U6004)
P — Manual Air (Less Installation Kit)
Z — Cable (A69)
4 — 12 V Manual Air (A69)
5 — 12 V Electric/Air (A69)



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201 East Jackson Street, Muncie, Indiana 47305
800-367-7867 • Fax: 765-284-6991 • info@munciepower.com

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