

107  
TRL107

## LEFT SIDE ONLY

## RIGHT SIDE ONLY

**TRANSMISSION GEAR DATA:**

L.H. 8-Bolt Opening Gear FORWARD of Centerline

34 Teeth - SPUR

**PITCH LINE TO APERTURE FACE:**

.6250" (15.8800MM)

**TRANSMISSION GEAR DATA:**

R.H. 6-Bolt Opening Gear FORWARD of Centerline

34 Teeth - SPUR

**PITCH LINE TO APERTURE FACE:**

3.0850" (78.3600MM)

**Caution: Application Approval Required for P.T.O. Output Shaft Speeds Above 2500 R.P.M.**

| LEFT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit | RIGHT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit |
|---------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|----------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|
|                           |                 |              | Hi       | Rev |              |                  |          |                            |                 |              | Hi       | Rev |              |                  |          |

**ONE SPEED - TWO GEAR - POWERSHIFT (AIR)**

|                  |     |     |     |  |  |         |           |                 |     |     |    |  |  |           |          |
|------------------|-----|-----|-----|--|--|---------|-----------|-----------------|-----|-----|----|--|--|-----------|----------|
| 230XAAJX-*3      | 250 | Opp | 24  |  |  | 328481X | Furnished | 236KDAH-X*3 (5) | 250 | Eng | 47 |  |  | 328530-1X | 7170-16X |
| 230XAAJX-*6      | 250 | Eng | 33  |  |  | 328764X | Furnished | 236KKAHX-*3 (5) | 250 | Eng | 60 |  |  | 328530-1X | 7170-16X |
| 230XBAJX-*3      | 250 | Opp | 31  |  |  | 328481X | Furnished | 236KQAH-X*3 (5) | 250 | Eng | 81 |  |  | 328530-1X | 7170-16X |
| 230XBAJX-*6      | 250 | Eng | 42  |  |  | 328764X | Furnished | 236KUAHX-*3 (5) | 225 | Eng | 93 |  |  | 328530-1X | 7170-16X |
| 230XDAJX-*3      | 250 | Opp | 35  |  |  | 328481X | Furnished |                 |     |     |    |  |  |           |          |
| 230XDAJX-*6      | 250 | Eng | 49  |  |  | 328764X | Furnished |                 |     |     |    |  |  |           |          |
| 230XKAJX-*3      | 250 | Opp | 48  |  |  | 328481X | Furnished |                 |     |     |    |  |  |           |          |
| 230XKAJX-*6      | 250 | Eng | 67  |  |  | 328764X | Furnished |                 |     |     |    |  |  |           |          |
| 230XQAJX-*3      | 250 | Opp | 64  |  |  | 328481X | Furnished |                 |     |     |    |  |  |           |          |
| 230XQAJX-*6      | 250 | Eng | 89  |  |  | 328764X | Furnished |                 |     |     |    |  |  |           |          |
| 230XUJX-*3       | 225 | Opp | 102 |  |  | 328481X | Furnished |                 |     |     |    |  |  |           |          |
| 230XUJX-*6       | 225 | Eng | 142 |  |  | 328764X | Furnished |                 |     |     |    |  |  |           |          |
| 236XDAH-X*6 (5)  | 250 | Eng | 65  |  |  | 328764X | Furnished |                 |     |     |    |  |  |           |          |
| 236XKAHX-*6 (5)  | 250 | Eng | 83  |  |  | 328764X | Furnished |                 |     |     |    |  |  |           |          |
| 236XQAH-X*6 (5)  | 250 | Eng | 112 |  |  | 328764X | Furnished |                 |     |     |    |  |  |           |          |
| 236XUAHX-*6 (5)  | 225 | Eng | 129 |  |  | 328764X | Furnished |                 |     |     |    |  |  |           |          |
| 236ZDAH-X*5 (5)  | 250 | Opp | 47  |  |  | 328564X | Furnished |                 |     |     |    |  |  |           |          |
| 236ZKAHX-*5 (5)  | 250 | Opp | 60  |  |  | 328564X | Furnished |                 |     |     |    |  |  |           |          |
| 236ZQAH-X*5 (5)  | 250 | Opp | 81  |  |  | 328564X | Furnished |                 |     |     |    |  |  |           |          |
| 236ZUAHX-*5 (5)  | 225 | Opp | 93  |  |  | 328564X | Furnished |                 |     |     |    |  |  |           |          |
| 885XBAHX-*3 (16) | 500 | Opp | 30  |  |  |         | Furnished |                 |     |     |    |  |  |           |          |
| 885XJAHX-*3 (17) | 500 | Opp | 46  |  |  |         | Furnished |                 |     |     |    |  |  |           |          |
| 885XMAHX-*3 (18) | 500 | Opp | 54  |  |  |         | Furnished |                 |     |     |    |  |  |           |          |

**ONE SPEED - FORWARD & REVERSE**

|                  |     |     |     |     |              |         |           |                  |     |     |    |     |               |           |          |
|------------------|-----|-----|-----|-----|--------------|---------|-----------|------------------|-----|-----|----|-----|---------------|-----------|----------|
| 340SFAHX-*5 (22) | 200 | Opp | 39  | 41  | 7-A-140 (23) | 310778X | Furnished | 340XFAHX-*5 (22) | 200 | Eng | 39 | 41  | 7-A-140(P)(2) | 328530-1X | 7170-16X |
| 352XSAHX-*6 (5)  | 140 | Eng | 121 | 157 |              | 328764X | Furnished | 352XSAHX-*3 (5)  | 140 | Eng | 87 | 113 |               | 328530-1X | 7170-16X |
| 352ZSAHX-*5 (5)  | 140 | Opp | 87  | 113 |              | 328564X | Furnished |                  |     |     |    |     |               |           |          |
| 863XBAHX-*5      | 500 | Opp | 30  | 38  |              |         | Furnished |                  |     |     |    |     |               |           |          |

**Continued Next Page**

**CAUTION:** 660/680 Series: Applications above 1500 RPM, contact Chelsea Technical Service for approval.

**NOTE:** The AK & XK output flanges can not be used with the "A" & "C" ratios on the 489 Series P.T.O.s due to mounting stud interference. Use a RA or RB rotatable flange for the XK and the RA for the AK flange.

**NOTE:** If Ordering the 230/231 Series with the Shaft Brake Option, order the "BA" Output for Automatic Transmissions and the "BD" Output for Manual Transmissions.

(2) Filler block furnished with P.T.O.  
(5) Input Gear Part No. 5-P-1004  
(16) Input Gear Part No. 5-P-1100  
(17) Input Gear Part No. 5-P-1102  
(18) Input Gear Part No. 5-P-1103  
(22) Input Gear Part No. 5-P-581

(23) Filler block furnished with P.T.O. but not required

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## LEFT SIDE ONLY

## RIGHT SIDE ONLY

**TRANSMISSION GEAR DATA:**

L.H. 8-Bolt Opening Gear FORWARD of Centerline

34 Teeth - SPUR

**PITCH LINE TO APERTURE FACE:**

.6250" (15.8800MM)

**TRANSMISSION GEAR DATA:**

R.H. 6-Bolt Opening Gear FORWARD of Centerline

34 Teeth - SPUR

**PITCH LINE TO APERTURE FACE:**

3.0850" (78.3600MM)

**Caution: Application Approval Required for P.T.O. Output Shaft Speeds Above 2500 R.P.M.**

| LEFT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit | RIGHT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit |
|---------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|----------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|
|                           |                 |              | Hi       | Rev |              |                  |          |                            |                 |              | Hi       | Rev |              |                  |          |

**ONE SPEED - DUAL SHAFT**

|                 |     |     |     |  |  |         |           |                 |     |     |    |  |  |           |          |
|-----------------|-----|-----|-----|--|--|---------|-----------|-----------------|-----|-----|----|--|--|-----------|----------|
| 452XSAHX-*6 (5) | 140 | Eng | 121 |  |  | 328764X | Furnished | 452XSAHX-*3 (5) | 140 | Eng | 87 |  |  | 328530-1X | 7170-16X |
| 452ZSAHX-*3 (5) | 140 | Opp | 87  |  |  | 328564X | Furnished |                 |     |     |    |  |  |           |          |

**GEARED ADAPTERS**

628XAHX-4AH

Furnished

**CAUTION:** 660/680 Series: Applications above 1500 RPM, contact Chelsea Technical Service for approval.

**NOTE:** The AK & XK output flanges can not be used with the "A" & "C" ratios on the 489 Series P.T.O.s due to mounting stud interference. Use a RA or RB rotatable flange for the XK and the RA for the AK flange.

**NOTE:** If Ordering the 230/231 Series with the Shaft Brake Option, order the "BA" Output for Automatic Transmissions and the "BD" Output for Manual Transmissions.

(5) Input Gear Part No. 5-P-1004

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|         |         |          |          |
|---------|---------|----------|----------|
| 2090    | T2180   | T310-MLR | T318L    |
| T2090   | T2180-B | T313L    | T318L21  |
| T2090-L | T309    | T313L21  | T318LR   |
| T2130   | T309L   | T313LR   | T318LR21 |
| T2130-B | T309LR  | T313LR21 | TM308M   |

## LEFT SIDE ONLY

## RIGHT SIDE ONLY

**TRANSMISSION GEAR DATA:**

L.H. 8-Bolt Opening Gear FORWARD of Centerline

54 Teeth - SPUR

**PITCH LINE TO APERTURE FACE:**

.8100" (20.5700MM)

**TRANSMISSION GEAR DATA:**

R.H. 6-Bolt Opening Gear FORWARD of Centerline

54 Teeth - SPUR

**PITCH LINE TO APERTURE FACE:**

1.0850" (27.5600MM)

**Caution: Application Approval Required for P.T.O. Output Shaft Speeds Above 2500 R.P.M.**

| LEFT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit | RIGHT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit |
|---------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|----------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|
|                           |                 |              | Hi       | Rev |              |                  |          |                            |                 |              | Hi       | Rev |              |                  |          |

**ONE SPEED - SINGLE GEAR - MECHANICAL SHIFT**

|             |     |     |    |  |  |  |           |                 |     |     |     |  |  |           |           |
|-------------|-----|-----|----|--|--|--|-----------|-----------------|-----|-----|-----|--|--|-----------|-----------|
| 812XKDAX-*5 | 400 | Eng | 97 |  |  |  | Furnished | 100XRAHX-*3 (1) | 125 | Opp | 150 |  |  | 328554-2X | Furnished |
|-------------|-----|-----|----|--|--|--|-----------|-----------------|-----|-----|-----|--|--|-----------|-----------|

**ONE SPEED - TWO GEAR - MECHANICAL SHIFT**

|                 |     |     |     |  |            |         |           |                 |     |     |     |  |               |           |           |
|-----------------|-----|-----|-----|--|------------|---------|-----------|-----------------|-----|-----|-----|--|---------------|-----------|-----------|
| 221ZCDAX-*5     | 250 | Opp | 68  |  |            | 328564X | Furnished | 221XCAHX-*3     | 250 | Eng | 67  |  | 7-A-032(P)(2) | 328554-2X | Furnished |
| 221ZEDAX-*5     | 250 | Opp | 75  |  |            | 328564X | Furnished | 221XEAHX-*3     | 250 | Eng | 77  |  |               | 328554-2X | Furnished |
| 221ZLDAX-*5     | 200 | Opp | 101 |  |            | 328564X | Furnished | 221XLAHX-*3     | 200 | Eng | 104 |  |               | 328554-2X | Furnished |
| 221ZPDAX-*5     | 200 | Opp | 122 |  |            | 328564X | Furnished | 221XPAHX-*3     | 200 | Eng | 125 |  |               | 328554-2X | Furnished |
| 442ZADAX-*5 (6) | 250 | Opp | 59  |  | 7-A-062(P) | 328481X | Furnished | 221XCDAX-*3     | 250 | Opp | 68  |  |               |           | Furnished |
| 442ZCDAX-*5 (7) | 250 | Opp | 76  |  | 7-A-062(P) | 328481X | Furnished | 221XEDAX-*3     | 250 | Opp | 75  |  |               |           | Furnished |
| 442ZFDAX-*5 (8) | 250 | Opp | 94  |  | 7-A-062(P) | 328481X | Furnished | 221XLDAX-*3     | 200 | Opp | 101 |  |               |           | Furnished |
| 442ZHDAX-*5 (4) | 250 | Opp | 109 |  | 7-A-062(P) | 328481X | Furnished | 221XPDAX-*3     | 200 | Opp | 122 |  |               |           | Furnished |
| 442ZLDAX-*5 (9) | 250 | Opp | 121 |  | 7-A-062(P) | 328481X | Furnished | 442XFAHX-*3 (3) | 250 | Eng | 93  |  |               | 328554-2X | Furnished |
| 442ZQDAX-*5 (9) | 225 | Opp | 130 |  | 7-A-062(P) | 328481X | Furnished | 442XHAHX-*3 (4) | 250 | Eng | 109 |  |               | 328554-2X | Furnished |
| 442ZRDAX-*5 (9) | 225 | Opp | 151 |  | 7-A-062(P) | 328481X | Furnished | 442XLAHX-*3 (5) | 250 | Eng | 120 |  |               | 328554-2X | Furnished |
| 442ZSDAX-*5 (9) | 200 | Opp | 180 |  | 7-A-062(P) | 328481X | Furnished | 442XQAHX-*3 (5) | 225 | Eng | 130 |  |               | 328554-2X | Furnished |
| 442ZUDAX-*5 (9) | 195 | Opp | 214 |  | 7-A-062(P) | 328481X | Furnished | 442XRAHX-*3 (5) | 225 | Eng | 150 |  |               | 328554-2X | Furnished |
| 442ZWDAX-*5 (9) | 175 | Opp | 252 |  | 7-A-032(P) | 328481X | Furnished | 442XSAHX-*3 (5) | 200 | Eng | 179 |  |               | 328554-2X | Furnished |
| 442ZXDAX-*5 (9) | 140 | Opp | 298 |  | 7-A-062(P) | 328481X | Furnished | 442XUAHX-*3 (5) | 195 | Eng | 213 |  |               | 328554-2X | Furnished |
| 489ZADAX-*5 (6) | 250 | Opp | 59  |  |            |         | Furnished | 442XWAHX-*3 (5) | 175 | Eng | 250 |  |               | 328554-2X | Furnished |
| 489ZCDAX-*5 (7) | 250 | Opp | 76  |  |            |         | Furnished | 442XXAHX-*3 (5) | 140 | Eng | 296 |  |               | 328554-2X | Furnished |
| 489ZFDAX-*5 (8) | 250 | Opp | 94  |  |            |         | Furnished | 442ZADAX-*3 (6) | 250 | Opp | 59  |  | 7-A-062       |           | Furnished |
| 489ZHDAX-*5 (4) | 250 | Opp | 109 |  |            |         | Furnished | 442ZCDAX-*3 (7) | 250 | Opp | 76  |  | 7-A-062       |           | Furnished |
| 489ZLDAX-*5 (9) | 250 | Opp | 121 |  |            |         | Furnished | 442ZFDAX-*3 (8) | 250 | Opp | 94  |  | 7-A-062       |           | Furnished |
| 489ZQDAX-*5 (9) | 225 | Opp | 130 |  |            |         | Furnished | 442ZHDAX-*3 (4) | 250 | Opp | 109 |  | 7-A-062       |           | Furnished |
| 489ZRDAX-*5 (9) | 225 | Opp | 151 |  |            |         | Furnished | 442ZLDAX-*3 (9) | 250 | Opp | 121 |  | 7-A-062       |           | Furnished |
| 489ZSDAX-*5 (9) | 200 | Opp | 180 |  |            |         | Furnished | 442ZQDAX-*3 (9) | 225 | Opp | 130 |  | 7-A-062       |           | Furnished |
| 489ZUDAX-*5 (9) | 195 | Opp | 214 |  |            |         | Furnished | 442ZRDAX-*3 (9) | 225 | Opp | 151 |  | 7-A-062       |           | Furnished |
| 489ZWDAX-*5 (9) | 175 | Opp | 252 |  |            |         | Furnished | 442ZSDAX-*3 (9) | 200 | Opp | 180 |  | 7-A-062       |           | Furnished |
| 489ZXDAX-*5 (9) | 140 | Opp | 298 |  |            |         | Furnished | 442ZUDAX-*3 (9) | 195 | Opp | 214 |  | 7-A-062       |           | Furnished |

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**CAUTION:** Do not use geared adapters with 442 "A" and "C" ratios.**CAUTION:** 660/680 Series: Applications above 1500 RPM, contact Chelsea Technical Service for approval.**NOTE:** Using the 328554-2X adapter will permit P.T.O. installation on trucks with set back front axle.**NOTE:** The 812 Series with a direct mount pump flange or a universal joint larger than the 1000 series will interfere with the reverse idler bulge.**NOTE:** The AK & XK output flanges can not be used with the "A" & "C" ratios on the 489 Series PTOs due to mounting stud interference. Use a RA or RB rotatable flange for the XK and the RA for the AK flange.

(1) Gear and Shaft Kit No. KXA-2-P-565  
 (2) Filler block furnished with P.T.O.  
 (3) Input Gear Part No. 5-P-1077  
 (4) Input Gear Part No. 5-P-1365  
 (5) Input Gear Part No. 5-P-1004  
 (6) Input Gear Part No. 5-P-1284

(7) Input Gear Part No. 5-P-1291  
 (8) Input Gear Part No. 5-P-1085  
 (9) Input Gear Part No. 5-P-1037

|         |         |          |          |
|---------|---------|----------|----------|
| 2090    | T2180   | T310-MLR | T318L    |
| T2090   | T2180-B | T313L    | T318L21  |
| T2090-L | T309    | T313L21  | T318LR   |
| T2130   | T309L   | T313LR   | T318LR21 |
| T2130-B | T309LR  | T313LR21 | TM308M   |

## LEFT SIDE ONLY

## RIGHT SIDE ONLY

## TRANSMISSION GEAR DATA:

L.H. 8-Bolt Opening Gear FORWARD of Centerline

54 Teeth - SPUR

## PITCH LINE TO APERTURE FACE:

.8100" (20.5700MM)

## TRANSMISSION GEAR DATA:

R.H. 6-Bolt Opening Gear FORWARD of Centerline

54 Teeth - SPUR

## PITCH LINE TO APERTURE FACE:

1.0850" (27.5600MM)

**Caution: Application Approval Required for P.T.O. Output Shaft Speeds Above 2500 R.P.M.**

| LEFT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit | RIGHT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit |
|---------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|----------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|
|                           |                 |              | Hi       | Rev |              |                  |          |                            |                 |              | Hi       | Rev |              |                  |          |

## ONE SPEED - TWO GEAR - MECHANICAL SHIFT

|                  |     |     |     |  |  |  |           |                  |     |     |     |  |         |  |           |
|------------------|-----|-----|-----|--|--|--|-----------|------------------|-----|-----|-----|--|---------|--|-----------|
| 680ZFDAX-*5 (10) | 375 | Opp | 94  |  |  |  | Furnished | 442ZWDAX-*3 (9)  | 175 | Opp | 252 |  | 7-A-062 |  | Furnished |
| 680ZQDAX-*5 (11) | 375 | Opp | 130 |  |  |  | Furnished | 442ZXDAX-*3 (9)  | 140 | Opp | 298 |  | 7-A-062 |  | Furnished |
| 680ZSDAX-*5 (12) | 325 | Opp | 180 |  |  |  | Furnished | 660ZFDAX-*3 (10) | 375 | Opp | 94  |  | 7-A-062 |  | Furnished |
| 823XBDAX-*5 (13) | 500 | Opp | 61  |  |  |  | Furnished | 660ZQDAX-*3 (11) | 375 | Opp | 130 |  | 7-A-062 |  | Furnished |
| 823XMDAX-*5 (14) | 500 | Opp | 108 |  |  |  | Furnished | 660ZSDAX-*3 (12) | 325 | Opp | 180 |  | 7-A-062 |  | Furnished |
| 823XRDAX-*5 (15) | 400 | Opp | 150 |  |  |  | Furnished |                  |     |     |     |  |         |  |           |
| 880XBDAX-*5 (16) | 500 | Opp | 61  |  |  |  | Furnished |                  |     |     |     |  |         |  |           |
| 880XGDAX-*5 (17) | 500 | Opp | 78  |  |  |  | Furnished |                  |     |     |     |  |         |  |           |
| 880XMDAX-*5 (18) | 500 | Opp | 108 |  |  |  | Furnished |                  |     |     |     |  |         |  |           |
| 880XRDAX-*5 (19) | 400 | Opp | 150 |  |  |  | Furnished |                  |     |     |     |  |         |  |           |
| 880XTDAX-*5 (20) | 350 | Opp | 193 |  |  |  | Furnished |                  |     |     |     |  |         |  |           |

## ONE SPEED - TWO GEAR - POWERSHIFT (AIR)

|                  |     |     |     |  |            |         |           |                  |     |     |     |  |           |  |           |
|------------------|-----|-----|-----|--|------------|---------|-----------|------------------|-----|-----|-----|--|-----------|--|-----------|
| 230XADAX-*5      | 250 | Opp | 48  |  |            | 328481X | Furnished | 230XADAX-*3      | 250 | Opp | 48  |  |           |  | Furnished |
| 230XBDAX-*5      | 250 | Opp | 62  |  |            | 328481X | Furnished | 230XBDAX-*3      | 250 | Opp | 62  |  |           |  | Furnished |
| 230XDDAX-*5      | 250 | Opp | 72  |  |            | 328481X | Furnished | 230XDDAX-*3      | 250 | Opp | 72  |  |           |  | Furnished |
| 230XKDAX-*5 (21) | 250 | Opp | 97  |  |            | 328481X | Furnished | 230XKDAX-*3 (21) | 250 | Opp | 97  |  |           |  | Furnished |
| 230XQDAX-*5 (22) | 250 | Opp | 129 |  |            | 328481X | Furnished | 230XQDAX-*3 (22) | 250 | Opp | 129 |  |           |  | Furnished |
| 236ZDDAX-*5 (9)  | 250 | Opp | 98  |  | 7-A-062(P) | 328481X | Furnished | 236XDAH-*3 (5)   | 250 | Eng | 97  |  | 328554-2X |  | Furnished |
| 236ZKDAX-*5 (9)  | 250 | Opp | 126 |  | 7-A-062(P) | 328481X | Furnished | 236XKAH-*3 (5)   | 250 | Eng | 125 |  | 328554-2X |  | Furnished |
| 236ZQDAX-*5 (9)  | 250 | Opp | 169 |  | 7-A-032(P) | 328481X | Furnished | 236XQAH-*3 (5)   | 250 | Eng | 168 |  | 328554-2X |  | Furnished |
| 236ZUDAX-*5 (9)  | 225 | Opp | 194 |  | 7-A-062(P) | 328481X | Furnished | 236XUAH-*3 (5)   | 225 | Eng | 192 |  | 328554-2X |  | Furnished |
| 885XBDAX-*5 (16) | 500 | Opp | 61  |  |            |         | Furnished | 236ZDDAX-*3 (9)  | 250 | Opp | 98  |  | 7-A-062   |  | Furnished |
| 885XGDAX-*5 (17) | 500 | Opp | 78  |  |            |         | Furnished | 236ZKDAX-*3 (9)  | 250 | Opp | 126 |  | 7-A-062   |  | Furnished |
| 885XMDAX-*5 (18) | 500 | Opp | 108 |  |            |         | Furnished | 236ZQDAX-*3 (9)  | 250 | Opp | 169 |  | 7-A-062   |  | Furnished |
|                  |     |     |     |  |            |         |           | 236ZUDAX-*3 (9)  | 225 | Opp | 194 |  | 7-A-062   |  | Furnished |

## ONE SPEED - FORWARD &amp; REVERSE

|                  |     |     |    |    |  |         |           |                  |     |     |    |    |  |  |           |
|------------------|-----|-----|----|----|--|---------|-----------|------------------|-----|-----|----|----|--|--|-----------|
| 340SFDAX-*5 (23) | 200 | Opp | 85 | 90 |  | 328481X | Furnished | 340SFDAX-*5 (23) | 200 | Opp | 85 | 90 |  |  | Furnished |
|------------------|-----|-----|----|----|--|---------|-----------|------------------|-----|-----|----|----|--|--|-----------|

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**CAUTION:** Do not use geared adapters with 442 "A" and "C" ratios.

**CAUTION:** 660/680 Series: Applications above 1500 RPM, contact Chelsea Technical Service for approval.

**NOTE:** Using the 328554-2X adapter will permit P.T.O. installation on trucks with set back front axle.

**NOTE:** The 812 Series with a direct mount pump flange or a universal joint larger than the 1000 series will interfere with the reverse idler bulge.

**NOTE:** The AK & XK output flanges can not be used with the "A" & "C" ratios on the 489 Series PTOs due to mounting stud interference. Use a RA or RB rotatable flange for the XK and the RA for the AK flange.

(5) Input Gear Part No. 5-P-1004  
(9) Input Gear Part No. 5-P-1037  
(10) Input Gear Part No. 5-P-1330  
(11) Input Gear Part No. 5-P-1331  
(12) Input Gear Part No. 5-P-1332  
(13) Input Gear Part No. 5-P-636

(14) Input Gear Part No. 5-P-637  
(15) Input Gear Part No. 5-P-808  
(16) Input Gear Part No. 5-P-1120  
(17) Input Gear Part No. 5-P-1174  
(18) Input Gear Part No. 5-P-1121  
(19) Input Gear Part No. 5-P-1122

(20) Input Gear Part No. 5-P-1123  
(21) Input Gear Part No. 5-P-P-843  
(22) Input Gear Part No. 5-P-P-844  
(23) Input Gear Part No. 5-P-634

January 2008

|         |         |          |          |
|---------|---------|----------|----------|
| 2090    | T2180   | T310-MLR | T318L    |
| T2090   | T2180-B | T313L    | T318L21  |
| T2090-L | T309    | T313L21  | T318LR   |
| T2130   | T309L   | T313LR   | T318LR21 |
| T2130-B | T309LR  | T313LR21 | TM308M   |

## LEFT SIDE ONLY

## RIGHT SIDE ONLY

**TRANSMISSION GEAR DATA:**

L.H. 8-Bolt Opening Gear FORWARD of Centerline

54 Teeth - SPUR

**PITCH LINE TO APERTURE FACE:**

.8100" (20.5700MM)

**TRANSMISSION GEAR DATA:**

R.H. 6-Bolt Opening Gear FORWARD of Centerline

54 Teeth - SPUR

**PITCH LINE TO APERTURE FACE:**

1.0850" (27.5600MM)

**Caution: Application Approval Required for P.T.O. Output Shaft Speeds Above 2500 R.P.M.**

| LEFT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit | RIGHT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit |
|---------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|----------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|
|                           |                 |              | Hi       | Rev |              |                  |          |                            |                 |              | Hi       | Rev |              |                  |          |

**ONE SPEED - FORWARD & REVERSE**

|             |     |     |    |    |  |  |           |                 |     |     |     |     |  |           |           |
|-------------|-----|-----|----|----|--|--|-----------|-----------------|-----|-----|-----|-----|--|-----------|-----------|
| 863XBDAX-*5 | 500 | Opp | 61 | 75 |  |  | Furnished | 352XSAHX-*3 (5) | 140 | Eng | 181 | 234 |  | 328554-2X | Furnished |
|-------------|-----|-----|----|----|--|--|-----------|-----------------|-----|-----|-----|-----|--|-----------|-----------|

**ONE SPEED - DUAL SHAFT**

|  |  |  |  |  |  |  |  |                 |     |     |     |  |  |           |           |
|--|--|--|--|--|--|--|--|-----------------|-----|-----|-----|--|--|-----------|-----------|
|  |  |  |  |  |  |  |  | 452XSAHX-*3 (5) | 140 | Eng | 181 |  |  | 328554-2X | Furnished |
|--|--|--|--|--|--|--|--|-----------------|-----|-----|-----|--|--|-----------|-----------|

**GEARED ADAPTERS**

|             |  |     |  |  |  |  |           |             |  |     |  |  |         |  |           |
|-------------|--|-----|--|--|--|--|-----------|-------------|--|-----|--|--|---------|--|-----------|
| 628ZDAX-5DA |  | Eng |  |  |  |  | Furnished | 626ZDAX-3DA |  | Eng |  |  | 7-A-062 |  | Furnished |
|             |  |     |  |  |  |  |           | 630ZDAX-3DA |  | Eng |  |  | 7-A-062 |  | Furnished |
|             |  |     |  |  |  |  |           | 645ZDAX-3DA |  | Eng |  |  | 7-A-062 |  | Furnished |

**CAUTION:** Do not use geared adapters with 442 "A" and "C" ratios.**CAUTION:** 660/680 Series: Applications above 1500 RPM, contact Chelsea Technical Service for approval.**NOTE:** Using the 328554-2X adapter will permit P.T.O. installation on trucks with set back front axle.**NOTE:** The 812 Series with a direct mount pump flange or a universal joint larger than the 1000 series will interfere with the reverse idler bulge.**NOTE:** The AK & XK output flanges can not be used with the "A" & "C" ratios on the 489 Series PTOs due to mounting stud interference. Use a RA or RB rotatable flange for the XK and the RA for the AK flange.

(5) Input Gear Part No. 5-P-1004

January 2008

2100  
T2100  
T2110-B

## LEFT SIDE ONLY

## RIGHT SIDE ONLY

## TRANSMISSION GEAR DATA:

L.H. 8-Bolt Opening Gear FORWARD of Centerline

54 Teeth - SPUR

## PITCH LINE TO APERTURE FACE:

.8100" (20.5700MM)

## TRANSMISSION GEAR DATA:

R.H. 6-Bolt Opening Gear FORWARD of Centerline

54 Teeth - SPUR

## PITCH LINE TO APERTURE FACE:

1.0850" (27.5600MM)

**Caution: Application Approval Required for P.T.O. Output Shaft Speeds Above 2500 R.P.M.**

| LEFT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit | RIGHT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit |
|---------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|----------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|
|                           |                 |              | Hi       | Rev |              |                  |          |                            |                 |              | Hi       | Rev |              |                  |          |

## ONE SPEED - SINGLE GEAR - MECHANICAL SHIFT

|             |     |     |    |  |  |  |           |                 |     |     |     |  |  |           |           |
|-------------|-----|-----|----|--|--|--|-----------|-----------------|-----|-----|-----|--|--|-----------|-----------|
| 812XKDAX-*5 | 400 | Eng | 90 |  |  |  | Furnished | 100XRAHX-*3 (1) | 125 | Opp | 139 |  |  | 328554-2X | Furnished |
|-------------|-----|-----|----|--|--|--|-----------|-----------------|-----|-----|-----|--|--|-----------|-----------|

## ONE SPEED - TWO GEAR - MECHANICAL SHIFT

|                 |     |     |     |  |            |         |           |                 |     |     |     |  |               |           |           |
|-----------------|-----|-----|-----|--|------------|---------|-----------|-----------------|-----|-----|-----|--|---------------|-----------|-----------|
| 221ZCDAX-*5     | 250 | Opp | 63  |  |            | 328564X | Furnished | 221XCAHX-*3     | 250 | Eng | 62  |  | 7-A-032(P)(2) | 328554-2X | Furnished |
| 221ZEDAX-*5     | 250 | Opp | 70  |  |            | 328564X | Furnished | 221XEAHX-*3     | 250 | Eng | 72  |  |               | 328554-2X | Furnished |
| 221ZLDAX-*5     | 200 | Opp | 94  |  |            | 328564X | Furnished | 221XLAHX-*3     | 200 | Eng | 96  |  |               | 328554-2X | Furnished |
| 221ZPDAX-*5     | 200 | Opp | 113 |  |            | 328564X | Furnished | 221XPAHX-*3     | 200 | Eng | 116 |  |               | 328554-2X | Furnished |
| 442ZADAX-*5 (6) | 250 | Opp | 55  |  | 7-A-062(P) | 328481X | Furnished | 221XCDAX-*3     | 250 | Opp | 63  |  |               |           | Furnished |
| 442ZCDAX-*5 (7) | 250 | Opp | 70  |  | 7-A-062(P) | 328481X | Furnished | 221XEDAX-*3     | 250 | Opp | 70  |  |               |           | Furnished |
| 442ZFDAX-*5 (8) | 250 | Opp | 87  |  | 7-A-062(P) | 328481X | Furnished | 221XLDAX-*3     | 200 | Opp | 94  |  |               |           | Furnished |
| 442ZHDAX-*5 (4) | 250 | Opp | 101 |  | 7-A-062(P) | 328481X | Furnished | 221XPDAX-*3     | 200 | Opp | 113 |  |               |           | Furnished |
| 442ZLDAX-*5 (9) | 250 | Opp | 113 |  | 7-A-062(P) | 328481X | Furnished | 442XFAHX-*3 (3) | 250 | Eng | 86  |  |               | 328554-2X | Furnished |
| 442ZQDAX-*5 (9) | 225 | Opp | 121 |  | 7-A-062(P) | 328481X | Furnished | 442XHAHX-*3 (4) | 250 | Eng | 101 |  |               | 328554-2X | Furnished |
| 442ZRDAX-*5 (9) | 225 | Opp | 140 |  | 7-A-062(P) | 328481X | Furnished | 442XLAHX-*3 (5) | 250 | Eng | 112 |  |               | 328554-2X | Furnished |
| 442ZSDAX-*5 (9) | 200 | Opp | 167 |  | 7-A-062(P) | 328481X | Furnished | 442XQAHX-*3 (5) | 225 | Eng | 120 |  |               | 328554-2X | Furnished |
| 442ZUDAX-*5 (9) | 195 | Opp | 199 |  | 7-A-062(P) | 328481X | Furnished | 442XRAHX-*3 (5) | 225 | Eng | 139 |  |               | 328554-2X | Furnished |
| 442ZWDAX-*5 (9) | 175 | Opp | 234 |  | 7-A-062(P) | 328481X | Furnished | 442XSAHX-*3 (5) | 200 | Eng | 166 |  |               | 328554-2X | Furnished |
| 442ZXDAX-*5 (9) | 140 | Opp | 277 |  | 7-A-062(P) | 328481X | Furnished | 442XUAHX-*3 (5) | 195 | Eng | 198 |  |               | 328554-2X | Furnished |
| 489ZADAX-*5 (6) | 250 | Opp | 55  |  |            |         | Furnished | 442XWAHX-*3 (5) | 175 | Eng | 233 |  |               | 328554-2X | Furnished |
| 489ZCDAX-*5 (7) | 250 | Opp | 70  |  |            |         | Furnished | 442XXAHX-*3 (5) | 140 | Eng | 275 |  |               | 328554-2X | Furnished |
| 489ZFDAX-*5 (8) | 250 | Opp | 87  |  |            |         | Furnished | 442ZADAX-*3 (6) | 250 | Opp | 55  |  | 7-A-062       |           | Furnished |
| 489ZHDAX-*5 (4) | 250 | Opp | 101 |  |            |         | Furnished | 442ZCDAX-*3 (7) | 250 | Opp | 70  |  | 7-A-062       |           | Furnished |
| 489ZLDAX-*5 (9) | 250 | Opp | 113 |  |            |         | Furnished | 442ZFDAX-*3 (8) | 250 | Opp | 87  |  | 7-A-062       |           | Furnished |
| 489ZQDAX-*5 (9) | 225 | Opp | 121 |  |            |         | Furnished | 442ZHDAX-*3 (4) | 250 | Opp | 101 |  | 7-A-062       |           | Furnished |
| 489ZRDAX-*5 (9) | 225 | Opp | 140 |  |            |         | Furnished | 442ZLDAX-*3 (9) | 250 | Opp | 113 |  | 7-A-062       |           | Furnished |
| 489ZSDAX-*5 (9) | 200 | Opp | 167 |  |            |         | Furnished | 442ZQDAX-*3 (9) | 225 | Opp | 121 |  | 7-A-062       |           | Furnished |
| 489ZUDAX-*5 (9) | 195 | Opp | 199 |  |            |         | Furnished | 442ZRDAX-*3 (9) | 225 | Opp | 140 |  | 7-A-062       |           | Furnished |
| 489ZWDAX-*5 (9) | 175 | Opp | 234 |  |            |         | Furnished | 442ZSDAX-*3 (9) | 200 | Opp | 167 |  | 7-A-062       |           | Furnished |
| 489ZXDAX-*5 (9) | 140 | Opp | 277 |  |            |         | Furnished | 442ZUDAX-*3 (9) | 195 | Opp | 199 |  | 7-A-062       |           | Furnished |

Continued Next Page

**CAUTION:** Do not use geared adapters with 442 "A" and "C" ratios.

**CAUTION:** 660/680 Series: Applications above 1500 RPM, contact Chelsea Technical Service for approval.

**NOTE:** Using the 328554-2X adapter will permit P.T.O. installation on trucks with set back front axle.

**NOTE:** The 812 Series with a direct mount pump flange or a universal joint larger than the 1000 series will interfere with the reverse idler bulge.

**NOTE:** The AK & XK output flanges can not be used with the "A" & "C" ratios on the 489 Series PTOs due to mounting stud interference. Use a RA or RB rotatable flange for the XK and the RA for the AK flange.

(1) Gear and Shaft Kit No. KXA-2-P-565  
(2) Filler block furnished with P.T.O.  
(3) Input Gear Part No. 5-P-1077  
(4) Input Gear Part No. 5-P-1365  
(5) Input Gear Part No. 5-P-1004  
(6) Input Gear Part No. 5-P-1284

(7) Input Gear Part No. 5-P-1291  
(8) Input Gear Part No. 5-P-1085  
(9) Input Gear Part No. 5-P-1037

January 2008

2100  
T2100  
T2110-B

## LEFT SIDE ONLY

## RIGHT SIDE ONLY

**TRANSMISSION GEAR DATA:**

L.H. 8-Bolt Opening Gear FORWARD of Centerline

54 Teeth - SPUR

**PITCH LINE TO APERTURE FACE:**

.8100" (20.5700MM)

**TRANSMISSION GEAR DATA:**

R.H. 6-Bolt Opening Gear FORWARD of Centerline

54 Teeth - SPUR

**PITCH LINE TO APERTURE FACE:**

1.0850" (27.5600MM)

**Caution: Application Approval Required for P.T.O. Output Shaft Speeds Above 2500 R.P.M.**

| LEFT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit | RIGHT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit |
|---------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|----------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|
|                           |                 |              | Hi       | Rev |              |                  |          |                            |                 |              | Hi       | Rev |              |                  |          |

**ONE SPEED - TWO GEAR - MECHANICAL SHIFT**

|                  |     |     |     |  |  |  |           |                  |     |     |     |  |         |  |           |
|------------------|-----|-----|-----|--|--|--|-----------|------------------|-----|-----|-----|--|---------|--|-----------|
| 680ZFDAX-*5 (10) | 375 | Opp | 87  |  |  |  | Furnished | 442ZWDAX-*3 (9)  | 175 | Opp | 234 |  | 7-A-062 |  | Furnished |
| 680ZQDAX-*5 (11) | 375 | Opp | 121 |  |  |  | Furnished | 442ZXDAX-*3 (9)  | 140 | Opp | 277 |  | 7-A-062 |  | Furnished |
| 680ZSDAX-*5 (12) | 325 | Opp | 167 |  |  |  | Furnished | 660ZFDAX-*3 (10) | 375 | Opp | 87  |  | 7-A-062 |  | Furnished |
| 823XBDAX-*5 (13) | 500 | Opp | 57  |  |  |  | Furnished | 660ZQDAX-*3 (11) | 375 | Opp | 121 |  | 7-A-062 |  | Furnished |
| 823XMDAX-*5 (14) | 500 | Opp | 101 |  |  |  | Furnished | 660ZSDAX-*3 (12) | 325 | Opp | 167 |  | 7-A-062 |  | Furnished |
| 823XRDAX-*5 (15) | 400 | Opp | 139 |  |  |  | Furnished |                  |     |     |     |  |         |  |           |
| 880XBDAX-*5 (16) | 500 | Opp | 57  |  |  |  | Furnished |                  |     |     |     |  |         |  |           |
| 880XGDAX-*5 (17) | 500 | Opp | 73  |  |  |  | Furnished |                  |     |     |     |  |         |  |           |
| 880XMDAX-*5 (18) | 500 | Opp | 101 |  |  |  | Furnished |                  |     |     |     |  |         |  |           |
| 880XRDAX-*5 (19) | 400 | Opp | 139 |  |  |  | Furnished |                  |     |     |     |  |         |  |           |
| 880XTDAX-*5 (20) | 350 | Opp | 179 |  |  |  | Furnished |                  |     |     |     |  |         |  |           |

**ONE SPEED - TWO GEAR - POWERSHIFT (AIR)**

|                  |     |     |     |  |            |           |                  |                 |     |     |     |         |           |  |           |
|------------------|-----|-----|-----|--|------------|-----------|------------------|-----------------|-----|-----|-----|---------|-----------|--|-----------|
| 230XADAX-*5      | 250 | Opp | 44  |  | 328481X    | Furnished | 230XADAX-*3      | 250             | Opp | 44  |     |         |           |  | Furnished |
| 230XBDAX-*5      | 250 | Opp | 58  |  | 328481X    | Furnished | 230XBDAX-*3      | 250             | Opp | 58  |     |         |           |  | Furnished |
| 230XDDAX-*5      | 250 | Opp | 67  |  | 328481X    | Furnished | 230XDDAX-*3      | 250             | Opp | 67  |     |         |           |  | Furnished |
| 230XKDAX-*5 (21) | 250 | Opp | 90  |  | 328481X    | Furnished | 230XKDAX-*3 (21) | 250             | Opp | 90  |     |         |           |  | Furnished |
| 230XQDAX-*5 (22) | 250 | Opp | 120 |  | 328481X    | Furnished | 230XQDAX-*3 (22) | 250             | Opp | 120 |     |         |           |  | Furnished |
| 236ZDDAX-*5 (9)  | 250 | Opp | 92  |  | 7-A-062(P) | 328481X   | Furnished        | 236XDAHX-*3 (5) | 250 | Eng | 91  |         | 328554-2X |  | Furnished |
| 236ZKDAX-*5 (9)  | 250 | Opp | 116 |  | 7-A-062(P) | 328481X   | Furnished        | 236XKAHX-*3 (5) | 250 | Eng | 116 |         | 328554-2X |  | Furnished |
| 236ZQDAX-*5 (9)  | 250 | Opp | 157 |  | 7-A-062(P) | 328481X   | Furnished        | 236XQAHX-*3 (5) | 250 | Eng | 156 |         | 328554-2X |  | Furnished |
| 236ZUDAX-*5 (9)  | 225 | Opp | 180 |  | 7-A-062(P) | 328481X   | Furnished        | 236XUAHX-*3 (5) | 225 | Eng | 179 |         | 328554-2X |  | Furnished |
| 885XBDAX-*5 (16) | 500 | Opp | 57  |  |            | Furnished | 236ZDDAX-*3 (9)  | 250             | Opp | 92  |     | 7-A-062 |           |  | Furnished |
| 885XGDAX-*5 (17) | 500 | Opp | 73  |  |            | Furnished | 236ZKDAX-*3 (9)  | 250             | Opp | 116 |     | 7-A-062 |           |  | Furnished |
| 885XMDAX-*5 (18) | 500 | Opp | 101 |  |            | Furnished | 236ZQDAX-*3 (9)  | 250             | Opp | 157 |     | 7-A-062 |           |  | Furnished |
|                  |     |     |     |  |            |           | 236ZUDAX-*3 (9)  | 225             | Opp | 180 |     | 7-A-062 |           |  | Furnished |

**ONE SPEED - FORWARD & REVERSE**

|                  |     |     |    |    |         |           |                  |     |     |    |    |  |  |  |           |
|------------------|-----|-----|----|----|---------|-----------|------------------|-----|-----|----|----|--|--|--|-----------|
| 340SFDAX-*5 (23) | 200 | Opp | 79 | 83 | 328481X | Furnished | 340SFDAX-*5 (23) | 200 | Opp | 79 | 83 |  |  |  | Furnished |
|------------------|-----|-----|----|----|---------|-----------|------------------|-----|-----|----|----|--|--|--|-----------|

Continued Next Page

**CAUTION:** Do not use geared adapters with 442 "A" and "C" ratios.

**CAUTION:** 660/680 Series: Applications above 1500 RPM, contact Chelsea Technical Service for approval.

**NOTE:** Using the 328554-2X adapter will permit P.T.O. installation on trucks with set back front axle.

**NOTE:** The 812 Series with a direct mount pump flange or a universal joint larger than the 1000 series will interfere with the reverse idler bulge.

**NOTE:** The AK & XK output flanges can not be used with the "A" & "C" ratios on the 489 Series PTOs due to mounting stud interference. Use a RA or RB rotatable flange for the XK and the RA for the AK flange.

(5) Input Gear Part No. 5-P-1004  
(9) Input Gear Part No. 5-P-1037  
(10) Input Gear Part No. 5-P-1330  
(11) Input Gear Part No. 5-P-1331  
(12) Input Gear Part No. 5-P-1332  
(13) Input Gear Part No. 5-P-636

(14) Input Gear Part No. 5-P-637  
(15) Input Gear Part No. 5-P-808  
(16) Input Gear Part No. 5-P-1120  
(17) Input Gear Part No. 5-P-1174  
(18) Input Gear Part No. 5-P-1121  
(19) Input Gear Part No. 5-P-1122

(20) Input Gear Part No. 5-P-1123  
(21) Input Gear Part No. 5-P-P-843  
(22) Input Gear Part No. 5-P-P-844  
(23) Input Gear Part No. 5-P-634

January 2008

2100  
T2100  
T2110-B

## LEFT SIDE ONLY

## RIGHT SIDE ONLY

**TRANSMISSION GEAR DATA:**

L.H. 8-Bolt Opening Gear FORWARD of Centerline

54 Teeth - SPUR

**PITCH LINE TO APERTURE FACE:**

.8100" (20.5700MM)

**TRANSMISSION GEAR DATA:**

R.H. 6-Bolt Opening Gear FORWARD of Centerline

54 Teeth - SPUR

**PITCH LINE TO APERTURE FACE:**

1.0850" (27.5600MM)

**Caution: Application Approval Required for P.T.O. Output Shaft Speeds Above 2500 R.P.M.**

| LEFT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit | RIGHT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit |
|---------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|----------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|
|                           |                 |              | Hi       | Rev |              |                  |          |                            |                 |              | Hi       | Rev |              |                  |          |

**ONE SPEED - FORWARD & REVERSE**

|             |     |     |    |    |  |  |           |                 |     |     |     |     |  |           |           |
|-------------|-----|-----|----|----|--|--|-----------|-----------------|-----|-----|-----|-----|--|-----------|-----------|
| 863XBDAX-*5 | 500 | Opp | 57 | 70 |  |  | Furnished | 352XSAHX-*3 (5) | 140 | Eng | 168 | 217 |  | 328554-2X | Furnished |
|-------------|-----|-----|----|----|--|--|-----------|-----------------|-----|-----|-----|-----|--|-----------|-----------|

**ONE SPEED - DUAL SHAFT**

|  |  |  |  |  |  |  |  |                 |     |     |     |  |  |           |           |
|--|--|--|--|--|--|--|--|-----------------|-----|-----|-----|--|--|-----------|-----------|
|  |  |  |  |  |  |  |  | 452XSAHX-*3 (5) | 140 | Eng | 168 |  |  | 328554-2X | Furnished |
|--|--|--|--|--|--|--|--|-----------------|-----|-----|-----|--|--|-----------|-----------|

**GEARED ADAPTERS**

|             |  |     |  |  |  |  |           |             |  |     |  |  |         |  |           |
|-------------|--|-----|--|--|--|--|-----------|-------------|--|-----|--|--|---------|--|-----------|
| 628ZDAX-5DA |  | Eng |  |  |  |  | Furnished | 626ZDAX-3DA |  | Eng |  |  | 7-A-062 |  | Furnished |
|             |  |     |  |  |  |  |           | 630ZDAX-3DA |  | Eng |  |  | 7-A-062 |  | Furnished |
|             |  |     |  |  |  |  |           | 645ZDAX-3DA |  | Eng |  |  | 7-A-062 |  | Furnished |

**CAUTION:** Do not use geared adapters with 442 "A" and "C" ratios.

**CAUTION:** 660/680 Series: Applications above 1500 RPM, contact Chelsea Technical Service for approval.

**NOTE:** Using the 328554-2X adapter will permit P.T.O. installation on trucks with set back front axle.

**NOTE:** The 812 Series with a direct mount pump flange or a universal joint larger than the 1000 series will interfere with the reverse idler bulge.

**NOTE:** The AK & XK output flanges can not be used with the "A" & "C" ratios on the 489 Series PTOs due to mounting stud interference. Use a RA or RB rotatable flange for the XK and the RA for the AK flange.

(5) Input Gear Part No. 5-P-1004

January 2008

|       |         |       |        |
|-------|---------|-------|--------|
| 2050  | T2070-A | T305  | T308M  |
| 2060  | T2070-B | T306  | TX2060 |
| T2050 | T2070-F | T307  | X2060  |
| T2060 | T2080   | T307M |        |
| T2070 | T2080-B | T308  |        |

## LEFT SIDE ONLY

## RIGHT SIDE ONLY

## TRANSMISSION GEAR DATA:

L.H. 8-Bolt Opening Gear FORWARD of Centerline

54 Teeth - SPUR

## PITCH LINE TO APERTURE FACE:

.8100" (20.5700MM)

## TRANSMISSION GEAR DATA:

R.H. 6-Bolt Opening Gear FORWARD of Centerline

54 Teeth - SPUR

## PITCH LINE TO APERTURE FACE:

1.0850" (27.5600MM)

**Caution: Application Approval Required for P.T.O. Output Shaft Speeds Above 2500 R.P.M.**

| LEFT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit | RIGHT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit |
|---------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|----------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|
|                           |                 |              | Hi       | Rev |              |                  |          |                            |                 |              | Hi       | Rev |              |                  |          |

## ONE SPEED - SINGLE GEAR - MECHANICAL SHIFT

|             |     |     |     |  |  |  |           |                 |     |     |     |  |  |           |           |
|-------------|-----|-----|-----|--|--|--|-----------|-----------------|-----|-----|-----|--|--|-----------|-----------|
| 812XKDAX-*5 | 400 | Eng | 116 |  |  |  | Furnished | 100XRAHX-*3 (1) | 125 | Opp | 179 |  |  | 328554-2X | Furnished |
|-------------|-----|-----|-----|--|--|--|-----------|-----------------|-----|-----|-----|--|--|-----------|-----------|

## ONE SPEED - TWO GEAR - MECHANICAL SHIFT

|                 |     |     |     |  |            |         |           |                 |     |     |     |  |               |           |           |
|-----------------|-----|-----|-----|--|------------|---------|-----------|-----------------|-----|-----|-----|--|---------------|-----------|-----------|
| 221ZCDAX-*5     | 250 | Opp | 81  |  |            | 328564X | Furnished | 221XCAHX-*3     | 250 | Eng | 80  |  | 7-A-032(P)(2) | 328554-2X | Furnished |
| 221ZEDAX-*5     | 250 | Opp | 90  |  |            | 328564X | Furnished | 221XEAHX-*3     | 250 | Eng | 92  |  |               | 328554-2X | Furnished |
| 221ZLDAX-*5     | 200 | Opp | 121 |  |            | 328564X | Furnished | 221XLAHX-*3     | 200 | Eng | 124 |  |               | 328554-2X | Furnished |
| 221ZPDAX-*5     | 200 | Opp | 146 |  |            | 328564X | Furnished | 221XPAHX-*3     | 200 | Eng | 149 |  |               | 328554-2X | Furnished |
| 442ZADAX-*5 (6) | 250 | Opp | 71  |  | 7-A-062(P) | 328481X | Furnished | 221XCDAX-*3     | 250 | Opp | 81  |  |               |           | Furnished |
| 442ZCDAX-*5 (7) | 250 | Opp | 90  |  | 7-A-062(P) | 328481X | Furnished | 221XEDAX-*3     | 250 | Opp | 90  |  |               |           | Furnished |
| 442ZFDAX-*5 (8) | 250 | Opp | 112 |  | 7-A-062(P) | 328481X | Furnished | 221XLDAX-*3     | 200 | Opp | 121 |  |               |           | Furnished |
| 442ZHDAX-*5 (4) | 250 | Opp | 130 |  | 7-A-062(P) | 328481X | Furnished | 221XPDAX-*3     | 200 | Opp | 146 |  |               |           | Furnished |
| 442ZLDAX-*5 (9) | 250 | Opp | 144 |  | 7-A-062(P) | 328481X | Furnished | 442XFAHX-*3 (3) | 250 | Eng | 111 |  | 328554-2X     |           | Furnished |
| 442ZQDAX-*5 (9) | 225 | Opp | 156 |  | 7-A-062(P) | 328481X | Furnished | 442XHAHX-*3 (4) | 250 | Eng | 130 |  | 328554-2X     |           | Furnished |
| 442ZRDAX-*5 (9) | 225 | Opp | 180 |  | 7-A-062(P) | 328481X | Furnished | 442XLAHX-*3 (5) | 250 | Eng | 144 |  | 328554-2X     |           | Furnished |
| 442ZSDAX-*5 (9) | 200 | Opp | 214 |  | 7-A-062(P) | 328481X | Furnished | 442XQAHX-*3 (5) | 225 | Eng | 155 |  | 328554-2X     |           | Furnished |
| 442ZUDAX-*5 (9) | 195 | Opp | 255 |  | 7-A-062(P) | 328481X | Furnished | 442XRAHX-*3 (5) | 225 | Eng | 179 |  | 328554-2X     |           | Furnished |
| 442ZWDAX-*5 (9) | 175 | Opp | 301 |  | 7-A-062(P) | 328481X | Furnished | 442XSAHX-*3 (5) | 200 | Eng | 213 |  | 328554-2X     |           | Furnished |
| 442ZXDAX-*5 (9) | 140 | Opp | 356 |  | 7-A-062(P) | 328481X | Furnished | 442XUAHX-*3 (5) | 195 | Eng | 254 |  | 328554-2X     |           | Furnished |
| 489ZADAX-*5 (6) | 250 | Opp | 71  |  |            |         | Furnished | 442XWAHX-*3 (5) | 175 | Eng | 298 |  | 328554-2X     |           | Furnished |
| 489ZCDAX-*5 (7) | 250 | Opp | 90  |  |            |         | Furnished | 442XXAHX-*3 (5) | 140 | Eng | 353 |  | 328554-2X     |           | Furnished |
| 489ZFDAX-*5 (8) | 250 | Opp | 112 |  |            |         | Furnished | 442ZADAX-*3 (6) | 250 | Opp | 71  |  | 7-A-062       |           | Furnished |
| 489ZHDAX-*5 (4) | 250 | Opp | 130 |  |            |         | Furnished | 442ZCDAX-*3 (7) | 250 | Opp | 90  |  | 7-A-062       |           | Furnished |
| 489ZLDAX-*5 (9) | 250 | Opp | 144 |  |            |         | Furnished | 442ZFDAX-*3 (8) | 250 | Opp | 112 |  | 7-A-062       |           | Furnished |
| 489ZQDAX-*5 (9) | 225 | Opp | 156 |  |            |         | Furnished | 442ZHDAX-*3 (4) | 250 | Opp | 130 |  | 7-A-062       |           | Furnished |
| 489ZRDAX-*5 (9) | 225 | Opp | 180 |  |            |         | Furnished | 442ZLDAX-*3 (9) | 250 | Opp | 144 |  | 7-A-062       |           | Furnished |
| 489ZSDAX-*5 (9) | 200 | Opp | 214 |  |            |         | Furnished | 442ZQDAX-*3 (9) | 225 | Opp | 156 |  | 7-A-062       |           | Furnished |
| 489ZUDAX-*5 (9) | 195 | Opp | 255 |  |            |         | Furnished | 442ZRDAX-*3 (9) | 225 | Opp | 180 |  | 7-A-062       |           | Furnished |
| 489ZWDAX-*5 (9) | 175 | Opp | 301 |  |            |         | Furnished | 442ZSDAX-*3 (9) | 200 | Opp | 214 |  | 7-A-062       |           | Furnished |
| 489ZXDAX-*5 (9) | 140 | Opp | 356 |  |            |         | Furnished | 442ZUDAX-*3 (9) | 195 | Opp | 255 |  | 7-A-062       |           | Furnished |

Continued Next Page

**CAUTION:** Do not use geared adapters with 442 "A" and "C" ratios.**CAUTION:** 660/680 Series: Applications above 1500 RPM, contact Chelsea Technical Service for approval.**NOTE:** Using the 328554-2X adapter will permit P.T.O. installation on trucks with set back front axle.**NOTE:** All the applications shown are for the front box.**NOTE:** The 812 Series with a direct mount pump flange or a universal joint larger than the 1000 series will interfere with the reverse idler bulge.**NOTE:** The AK & XK output flanges can not be used with the "A" & "C" ratios on the 489 Series P.T.O.s due to mounting stud interference. Use a RA or RB rotatable flange for the XK and the RA for the AK flange.

(1) Gear and Shaft Kit No. KXA-2-P-565

(2) Filler block furnished with P.T.O.

(3) Input Gear Part No. 5-P-1077

(4) Input Gear Part No. 5-P-1365

(5) Input Gear Part No. 5-P-1004

(6) Input Gear Part No. 5-P-1284

(7) Input Gear Part No. 5-P-1291

(8) Input Gear Part No. 5-P-1085

(9) Input Gear Part No. 5-P-1037

|       |         |       |        |
|-------|---------|-------|--------|
| 2050  | T2070-A | T305  | T308M  |
| 2060  | T2070-B | T306  | TX2060 |
| T2050 | T2070-F | T307  | X2060  |
| T2060 | T2080   | T307M |        |
| T2070 | T2080-B | T308  |        |

## LEFT SIDE ONLY

## RIGHT SIDE ONLY

## TRANSMISSION GEAR DATA:

L.H. 8-Bolt Opening Gear FORWARD of Centerline

54 Teeth - SPUR

## PITCH LINE TO APERTURE FACE:

.8100" (20.5700MM)

## TRANSMISSION GEAR DATA:

R.H. 6-Bolt Opening Gear FORWARD of Centerline

54 Teeth - SPUR

## PITCH LINE TO APERTURE FACE:

1.0850" (27.5600MM)

**Caution: Application Approval Required for P.T.O. Output Shaft Speeds Above 2500 R.P.M.**

| LEFT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit | RIGHT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit |
|---------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|----------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|
|                           |                 |              | Hi       | Rev |              |                  |          |                            |                 |              | Hi       | Rev |              |                  |          |

## ONE SPEED - TWO GEAR - MECHANICAL SHIFT

|                  |     |     |     |  |  |  |           |                  |     |     |     |  |         |  |           |
|------------------|-----|-----|-----|--|--|--|-----------|------------------|-----|-----|-----|--|---------|--|-----------|
| 680ZFDAX-*5 (10) | 375 | Opp | 112 |  |  |  | Furnished | 442ZWDAX-*3 (9)  | 175 | Opp | 301 |  | 7-A-062 |  | Furnished |
| 680ZQDAX-*5 (11) | 375 | Opp | 156 |  |  |  | Furnished | 442ZXDAX-*3 (9)  | 140 | Opp | 356 |  | 7-A-062 |  | Furnished |
| 680ZSDAX-*5 (12) | 325 | Opp | 214 |  |  |  | Furnished | 660ZFDAX-*3 (10) | 375 | Opp | 112 |  | 7-A-062 |  | Furnished |
| 823XBDAX-*5 (13) | 500 | Opp | 73  |  |  |  | Furnished | 660ZQDAX-*3 (11) | 375 | Opp | 156 |  | 7-A-062 |  | Furnished |
| 823XMDAX-*5 (14) | 500 | Opp | 129 |  |  |  | Furnished | 660ZSDAX-*3 (12) | 325 | Opp | 214 |  | 7-A-062 |  | Furnished |
| 823XRDAX-*5 (15) | 400 | Opp | 178 |  |  |  | Furnished |                  |     |     |     |  |         |  |           |
| 880XBDAX-*5 (16) | 500 | Opp | 73  |  |  |  | Furnished |                  |     |     |     |  |         |  |           |
| 880XGDAX-*5 (17) | 500 | Opp | 94  |  |  |  | Furnished |                  |     |     |     |  |         |  |           |
| 880XMDAX-*5 (18) | 500 | Opp | 129 |  |  |  | Furnished |                  |     |     |     |  |         |  |           |
| 880XRDAX-*5 (19) | 400 | Opp | 178 |  |  |  | Furnished |                  |     |     |     |  |         |  |           |
| 880XTDAX-*5 (20) | 350 | Opp | 230 |  |  |  | Furnished |                  |     |     |     |  |         |  |           |

## ONE SPEED - TWO GEAR - POWERSHIFT (AIR)

|                  |     |     |     |  |            |         |           |                 |     |     |     |  |           |  |           |
|------------------|-----|-----|-----|--|------------|---------|-----------|-----------------|-----|-----|-----|--|-----------|--|-----------|
| 230XADAX-*5      | 250 | Opp | 57  |  |            | 328481X | Furnished | 230XADAX-*3     | 250 | Opp | 57  |  |           |  | Furnished |
| 230XBDAX-*5      | 250 | Opp | 74  |  |            | 328481X | Furnished | 230XBDAX-*3     | 250 | Opp | 74  |  |           |  | Furnished |
| 230XDDAX-*5      | 250 | Opp | 86  |  |            | 328481X | Furnished | 230XDDAX-*3     | 250 | Opp | 86  |  |           |  | Furnished |
| 230XKDX-*5 (21)  | 250 | Opp | 116 |  |            | 328481X | Furnished | 230XKDX-*3 (21) | 250 | Opp | 116 |  |           |  | Furnished |
| 230XQDAX-*5      | 250 | Opp | 154 |  |            | 328481X | Furnished | 230XQDAX-*3     | 250 | Opp | 154 |  |           |  | Furnished |
| 236ZDDAX-*5 (9)  | 250 | Opp | 117 |  | 7-A-062(P) | 328481X | Furnished | 236XDAHX-*3 (5) | 250 | Eng | 117 |  | 328554-2X |  | Furnished |
| 236ZKDAX-*5 (9)  | 250 | Opp | 150 |  | 7-A-062(P) | 328481X | Furnished | 236XKAHX-*3 (5) | 250 | Eng | 149 |  | 328554-2X |  | Furnished |
| 236ZQDAX-*5 (9)  | 250 | Opp | 202 |  | 7-A-062(P) | 328481X | Furnished | 236XQAHX-*3 (5) | 250 | Eng | 200 |  | 328554-2X |  | Furnished |
| 236ZUDAX-*5 (9)  | 225 | Opp | 231 |  | 7-A-062(P) | 328481X | Furnished | 236XUAHX-*3 (5) | 225 | Eng | 230 |  | 328554-2X |  | Furnished |
| 885XBDAX-*5 (16) | 500 | Opp | 73  |  |            |         | Furnished | 236ZDDAX-*3 (9) | 250 | Opp | 117 |  | 7-A-062   |  | Furnished |
| 885XGDAX-*5 (17) | 500 | Opp | 94  |  |            |         | Furnished | 236ZKDAX-*3 (9) | 250 | Opp | 150 |  | 7-A-062   |  | Furnished |
| 885XMDAX-*5 (18) | 500 | Opp | 129 |  |            |         | Furnished | 236ZQDAX-*3 (9) | 250 | Opp | 202 |  | 7-A-062   |  | Furnished |
|                  |     |     |     |  |            |         |           | 236ZUDAX-*3 (9) | 225 | Opp | 231 |  | 7-A-062   |  | Furnished |

## ONE SPEED - FORWARD &amp; REVERSE

|                  |     |     |     |     |  |         |           |                  |     |     |     |     |  |  |           |
|------------------|-----|-----|-----|-----|--|---------|-----------|------------------|-----|-----|-----|-----|--|--|-----------|
| 340SFDAX-*5 (22) | 200 | Opp | 102 | 107 |  | 328481X | Furnished | 340SFDAX-*5 (22) | 200 | Opp | 102 | 107 |  |  | Furnished |
|------------------|-----|-----|-----|-----|--|---------|-----------|------------------|-----|-----|-----|-----|--|--|-----------|

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**CAUTION:** Do not use geared adapters with 442 "A" and "C" ratios.

**CAUTION:** 660/680 Series: Applications above 1500 RPM, contact Chelsea Technical Service for approval.

**NOTE:** Using the 328554-2X adapter will permit P.T.O. installation on trucks with set back front axle.

**NOTE:** All the applications shown are for the front box.

**NOTE:** The 812 Series with a direct mount pump flange or a universal joint larger than the 1000 series will interfere with the reverse idler bulge.

**NOTE:** The AK & XK output flanges can not be used with the "A" & "C" ratios on the 489 Series P.T.O.s due to mounting stud interference. Use a RA or RB rotatable flange for the XK and the RA for the AK flange.

(5) Input Gear Part No. 5-P-1004  
(9) Input Gear Part No. 5-P-1037  
(10) Input Gear Part No. 5-P-1330  
(11) Input Gear Part No. 5-P-1331  
(12) Input Gear Part No. 5-P-1332  
(13) Input Gear Part No. 5-P-636

(14) Input Gear Part No. 5-P-637  
(15) Input Gear Part No. 5-P-808  
(16) Input Gear Part No. 5-P-1120  
(17) Input Gear Part No. 5-P-1174  
(18) Input Gear Part No. 5-P-1121  
(19) Input Gear Part No. 5-P-1122

(20) Input Gear Part No. 5-P-1123  
(21) Input Gear Part No. 5-P-843  
(22) Input Gear Part No. 5-P-634

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|       |         |       |        |
|-------|---------|-------|--------|
| 2050  | T2070-A | T305  | T308M  |
| 2060  | T2070-B | T306  | TX2060 |
| T2050 | T2070-F | T307  | X2060  |
| T2060 | T2080   | T307M |        |
| T2070 | T2080-B | T308  |        |

## LEFT SIDE ONLY

## RIGHT SIDE ONLY

**TRANSMISSION GEAR DATA:**

L.H. 8-Bolt Opening Gear FORWARD of Centerline

54 Teeth - SPUR

**PITCH LINE TO APERTURE FACE:**

.8100" (20.5700MM)

**TRANSMISSION GEAR DATA:**

R.H. 6-Bolt Opening Gear FORWARD of Centerline

54 Teeth - SPUR

**PITCH LINE TO APERTURE FACE:**

1.0850" (27.5600MM)

**Caution: Application Approval Required for P.T.O. Output Shaft Speeds Above 2500 R.P.M.**

| LEFT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit | RIGHT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit |
|---------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|----------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|
|                           |                 |              | Hi       | Rev |              |                  |          |                            |                 |              | Hi       | Rev |              |                  |          |

**ONE SPEED - FORWARD & REVERSE**

|             |     |     |    |    |  |  |           |                 |     |     |     |     |  |           |           |
|-------------|-----|-----|----|----|--|--|-----------|-----------------|-----|-----|-----|-----|--|-----------|-----------|
| 863XBDAX-*5 | 500 | Opp | 73 | 90 |  |  | Furnished | 352XSAHX-*3 (5) | 140 | Eng | 216 | 279 |  | 328554-2X | Furnished |
|-------------|-----|-----|----|----|--|--|-----------|-----------------|-----|-----|-----|-----|--|-----------|-----------|

**ONE SPEED - DUAL SHAFT**

|  |  |  |  |  |  |  |  |                 |     |     |     |  |  |           |           |
|--|--|--|--|--|--|--|--|-----------------|-----|-----|-----|--|--|-----------|-----------|
|  |  |  |  |  |  |  |  | 452XSAHX-*3 (5) | 140 | Eng | 216 |  |  | 328554-2X | Furnished |
|--|--|--|--|--|--|--|--|-----------------|-----|-----|-----|--|--|-----------|-----------|

**GEARED ADAPTERS**

|             |  |     |  |  |  |  |           |             |  |     |  |  |         |  |           |
|-------------|--|-----|--|--|--|--|-----------|-------------|--|-----|--|--|---------|--|-----------|
| 628ZDAX-5DA |  | Eng |  |  |  |  | Furnished | 626ZDAX-3DA |  | Eng |  |  | 7-A-062 |  | Furnished |
|             |  |     |  |  |  |  |           | 630ZDAX-3DA |  | Eng |  |  | 7-A-062 |  | Furnished |
|             |  |     |  |  |  |  |           | 645ZDAX-3DA |  | Eng |  |  | 7-A-062 |  | Furnished |

**CAUTION:** Do not use geared adapters with 442 "A" and "C" ratios.**CAUTION:** 660/680 Series: Applications above 1500 RPM, contact Chelsea Technical Service for approval.**NOTE:** Using the 328554-2X adapter will permit P.T.O. installation on trucks with set back front axle.**NOTE:** All the applications shown are for the front box.**NOTE:** The 812 Series with a direct mount pump flange or a universal joint larger than the 1000 series will interfere with the reverse idler bulge.**NOTE:** The AK & XK output flanges can not be used with the "A" & "C" ratios on the 489 Series P.T.O.s due to mounting stud interference. Use a RA or RB rotatable flange for the XK and the RA for the AK flange.

(5) Input Gear Part No. 5-P-1004

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|         |        |
|---------|--------|
| T2070-A | T307M  |
| T2070-B | T308M  |
| T2070-D | TM308M |
| T2080-B |        |
| T2080-D |        |

| LEFT SIDE ONLY                                                                                                                                                   | RIGHT SIDE ONLY                                                                                                                                                   |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>TRANSMISSION GEAR DATA:</b><br>L.H. 8-Bolt Opening Gear FORWARD of Centerline<br>49 Teeth - SPUR<br><b>PITCH LINE TO APERTURE FACE:</b><br>.6670" (16.9400MM) | <b>TRANSMISSION GEAR DATA:</b><br>R.H. 6-Bolt Opening Gear FORWARD of Centerline<br>49 Teeth - SPUR<br><b>PITCH LINE TO APERTURE FACE:</b><br>1.0550" (26.8000MM) |

**Caution: Application Approval Required for P.T.O. Output Shaft Speeds Above 2500 R.P.M.**

| LEFT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine %<br>Hi Rev | Filler Block | Adapter<br>Assy. | Stud Kit | RIGHT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine %<br>Hi Rev | Filler Block | Adapter<br>Assy. | Stud Kit |
|---------------------------|-----------------|--------------|--------------------|--------------|------------------|----------|----------------------------|-----------------|--------------|--------------------|--------------|------------------|----------|
|---------------------------|-----------------|--------------|--------------------|--------------|------------------|----------|----------------------------|-----------------|--------------|--------------------|--------------|------------------|----------|

### ONE SPEED - SINGLE GEAR - MECHANICAL SHIFT

|             |     |     |     |  |  |           |  |  |  |  |  |  |  |
|-------------|-----|-----|-----|--|--|-----------|--|--|--|--|--|--|--|
| 812XKDAX-*5 | 400 | Eng | 129 |  |  | Furnished |  |  |  |  |  |  |  |
|-------------|-----|-----|-----|--|--|-----------|--|--|--|--|--|--|--|

### ONE SPEED - TWO GEAR - MECHANICAL SHIFT

|                 |     |     |     |            |         |             |                 |     |     |     |         |  |           |
|-----------------|-----|-----|-----|------------|---------|-------------|-----------------|-----|-----|-----|---------|--|-----------|
| 221ZCDAX-*5     | 250 | Opp | 90  | 7-A-062(P) | 328564X | Furnished   | 221XCDAX-*3     | 250 | Opp | 90  | 7-A-032 |  | Furnished |
| 221ZEDAX-*5     | 250 | Opp | 100 | 7-A-062(P) | 328564X | Furnished   | 221XEDAX-*3     | 250 | Opp | 100 | 7-A-032 |  | Furnished |
| 221ZLDAX-*5     | 200 | Opp | 134 | 7-A-062(P) | 328564X | Furnished   | 221XLDAX-*3     | 200 | Opp | 134 | 7-A-032 |  | Furnished |
| 221ZPDAX-*5     | 200 | Opp | 162 | 7-A-062(P) | 328564X | Furnished   | 221XPDAX-*3     | 200 | Opp | 162 | 7-A-032 |  | Furnished |
| 442ZADAX-*5 (1) | 250 | Opp | 78  | 7-A-032(P) | 310778X | Furnished   | 442ZADAX-*3 (1) | 250 | Opp | 78  | 7-A-140 |  | Furnished |
| 442ZCDAX-*5 (2) | 250 | Opp | 100 | 7-A-032(P) | 310778X | Furnished   | 442ZCDAX-*3 (2) | 250 | Opp | 100 | 7-A-140 |  | Furnished |
| 442ZFDAX-*5 (3) | 250 | Opp | 124 | 7-A-032(P) | 310778X | Furnished   | 442ZFDAX-*3 (3) | 250 | Opp | 124 | 7-A-140 |  | Furnished |
| 442ZHDAX-*5 (4) | 250 | Opp | 144 | 7-A-032(P) | 310778X | Furnished   | 442ZHDAX-*3 (4) | 250 | Opp | 144 | 7-A-140 |  | Furnished |
| 442ZLDAX-*5 (5) | 250 | Opp | 161 | 7-A-032(P) | 310778X | Furnished   | 442ZLDAX-*3 (5) | 250 | Opp | 161 | 7-A-140 |  | Furnished |
| 442ZQDAX-*5 (5) | 225 | Opp | 173 | 7-A-032(P) | 310778X | Furnished   | 442ZQDAX-*3 (5) | 225 | Opp | 173 | 7-A-140 |  | Furnished |
| 442ZRDAX-*5 (5) | 225 | Opp | 200 | 7-A-032(P) | 310778X | Furnished   | 442ZRDAX-*3 (5) | 225 | Opp | 200 | 7-A-140 |  | Furnished |
| 442ZSDAX-*5 (5) | 200 | Opp | 238 | 7-A-032(P) | 310778X | Furnished   | 442ZSDAX-*3 (5) | 200 | Opp | 238 | 7-A-140 |  | Furnished |
| 442ZUDAX-*5 (5) | 195 | Opp | 284 | 7-A-032(P) | 310778X | Furnished   | 442ZUDAX-*3 (5) | 195 | Opp | 284 | 7-A-140 |  | Furnished |
| 442ZWDAX-*5 (5) | 175 | Opp | 334 | 7-A-032(P) | 310778X | Furnished   | 442ZWDAX-*3 (5) | 175 | Opp | 334 | 7-A-140 |  | Furnished |
| 442ZXDAX-*5 (5) | 140 | Opp | 395 | 7-A-032(P) | 310778X | Furnished   | 442ZXDAX-*3 (5) | 140 | Opp | 395 | 7-A-140 |  | Furnished |
| 489ZADAX-*5 (1) | 250 | Opp | 78  | 8-A-062    |         | 328170-190X | 660ZFDAX-*3 (6) | 375 | Opp | 124 | 7-A-140 |  | Furnished |
| 489ZCDAX-*5 (2) | 250 | Opp | 100 | 8-A-062    |         | 328170-190X | 660ZQDAX-*3 (7) | 375 | Opp | 173 | 7-A-140 |  | Furnished |
| 489ZFDAX-*5 (3) | 250 | Opp | 124 | 8-A-062    |         | 328170-190X | 660ZSDAX-*3 (8) | 325 | Opp | 238 | 7-A-140 |  | Furnished |
| 489ZHDAX-*5 (4) | 250 | Opp | 144 | 8-A-062    |         | 328170-190X |                 |     |     |     |         |  |           |
| 489ZLDAX-*5 (5) | 250 | Opp | 161 | 8-A-062    |         | 328170-190X |                 |     |     |     |         |  |           |
| 489ZQDAX-*5 (5) | 225 | Opp | 173 | 8-A-062    |         | 328170-190X |                 |     |     |     |         |  |           |
| 489ZRDAX-*5 (5) | 225 | Opp | 200 | 8-A-062    |         | 328170-190X |                 |     |     |     |         |  |           |
| 489ZSDAX-*5 (5) | 200 | Opp | 238 | 8-A-062    |         | 328170-190X |                 |     |     |     |         |  |           |
| 489ZUDAX-*5 (5) | 195 | Opp | 284 | 8-A-062    |         | 328170-190X |                 |     |     |     |         |  |           |
| 489ZWDAX-*5 (5) | 175 | Opp | 334 | 8-A-062    |         | 328170-190X |                 |     |     |     |         |  |           |
| 489ZXDAX-*5 (5) | 140 | Opp | 395 | 8-A-062    |         | 328170-190X |                 |     |     |     |         |  |           |

Continued Next Page

**CAUTION:** Do not use geared adapters with 442 "A" and "C" ratios.

**CAUTION:** 660/680 Series: Applications above 1500 RPM, contact Chelsea Technical Service for approval.

**NOTE:** On the R.H. side the 328554-2X adapter can be used with an "AH" P.T.O. to change rotation.

**NOTE:** All speeds shown are with the main transmission in 5th speed. For P.T.O. speeds with the main transmission in all other gears, divide the speeds shown by the following percentages: 1st. = 8.76, 2nd. = 5.995, 3rd. = 2.895, 4th. = 1.674, Reverse = 8.99

**NOTE:** The 812 Series with a direct mount pump flange or a universal joint larger than the 1000 series will interfere with the reverse idler bulge.

**NOTE:** The AK & XK output flanges can not be used with the "A" & "C" ratios on the 489 Series P.T.O.s due to mounting stud interference. Use a RA or RB rotatable flange for the XK and the RA for the AK flange.

- (1) Input Gear Part No. 5-P-1284
- (2) Input Gear Part No. 5-P-1291
- (3) Input Gear Part No. 5-P-1085
- (4) Input Gear Part No. 5-P-1365
- (5) Input Gear Part No. 5-P-1037
- (6) Input Gear Part No. 5-P-1330

- (7) Input Gear Part No. 5-P-1331
- (8) Input Gear Part No. 5-P-1332

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|         |        |
|---------|--------|
| T2070-A | T307M  |
| T2070-B | T308M  |
| T2070-D | TM308M |
| T2080-B |        |
| T2080-D |        |

## LEFT SIDE ONLY

## RIGHT SIDE ONLY

## TRANSMISSION GEAR DATA:

L.H. 8-Bolt Opening Gear FORWARD of Centerline

49 Teeth - SPUR

## PITCH LINE TO APERTURE FACE:

.6670" (16.9400MM)

## TRANSMISSION GEAR DATA:

R.H. 6-Bolt Opening Gear FORWARD of Centerline

49 Teeth - SPUR

## PITCH LINE TO APERTURE FACE:

1.0550" (26.8000MM)

**Caution: Application Approval Required for P.T.O. Output Shaft Speeds Above 2500 R.P.M.**

| LEFT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit | RIGHT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit |
|---------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|----------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|
|                           |                 |              | Hi       | Rev |              |                  |          |                            |                 |              | Hi       | Rev |              |                  |          |

## ONE SPEED - TWO GEAR - MECHANICAL SHIFT

|                  |     |     |     |  |         |  |             |  |  |  |  |  |  |  |  |
|------------------|-----|-----|-----|--|---------|--|-------------|--|--|--|--|--|--|--|--|
| 680ZFDAX-*5 (6)  | 375 | Opp | 124 |  | 8-A-062 |  | 328170-190X |  |  |  |  |  |  |  |  |
| 680ZQDAX-*5 (7)  | 375 | Opp | 173 |  | 8-A-062 |  | 328170-190X |  |  |  |  |  |  |  |  |
| 680ZSDAX-*5 (8)  | 325 | Opp | 238 |  | 8-A-062 |  | 328170-190X |  |  |  |  |  |  |  |  |
| 823XBDAX-*5 (9)  | 500 | Opp | 81  |  |         |  | Furnished   |  |  |  |  |  |  |  |  |
| 823XMDAX-*5 (10) | 500 | Opp | 143 |  |         |  | Furnished   |  |  |  |  |  |  |  |  |
| 823XRDAX-*5 (11) | 400 | Opp | 198 |  |         |  | Furnished   |  |  |  |  |  |  |  |  |
| 880XBDAX-*5 (12) | 500 | Opp | 81  |  |         |  | Furnished   |  |  |  |  |  |  |  |  |
| 880XGDAX-*5 (13) | 500 | Opp | 104 |  |         |  | Furnished   |  |  |  |  |  |  |  |  |
| 880XMDAX-*5 (14) | 500 | Opp | 143 |  |         |  | Furnished   |  |  |  |  |  |  |  |  |
| 880XRDAX-*5 (15) | 400 | Opp | 198 |  |         |  | Furnished   |  |  |  |  |  |  |  |  |
| 880XTDAX-*5 (16) | 350 | Opp | 255 |  |         |  | Furnished   |  |  |  |  |  |  |  |  |

## ONE SPEED - TWO GEAR - POWERSHIFT (AIR)

|                  |     |     |     |  |            |         |           |                  |     |     |     |  |         |  |           |
|------------------|-----|-----|-----|--|------------|---------|-----------|------------------|-----|-----|-----|--|---------|--|-----------|
| 230XADAX-*5      | 250 | Opp | 63  |  | 7-A-062(P) | 328481X | Furnished | 230XADAX-*3      | 250 | Opp | 63  |  | 7-A-032 |  | Furnished |
| 230XBDAX-*5      | 250 | Opp | 82  |  | 7-A-062(P) | 328481X | Furnished | 230XBDAX-*3      | 250 | Opp | 82  |  | 7-A-032 |  | Furnished |
| 230XDDAX-*5      | 250 | Opp | 95  |  | 7-A-062(P) | 328481X | Furnished | 230XDDAX-*3      | 250 | Opp | 95  |  | 7-A-032 |  | Furnished |
| 230XKDAX-*5 (17) | 250 | Opp | 128 |  | 7-A-062(P) | 328481X | Furnished | 230XKDAX-*3 (17) | 250 | Opp | 128 |  | 7-A-032 |  | Furnished |
| 230XQDAX-*5 (18) | 250 | Opp | 171 |  | 7-A-062(P) | 328481X | Furnished | 230XQDAX-*3 (18) | 250 | Opp | 171 |  | 7-A-032 |  | Furnished |
| 236ZDDAX-*5 (5)  | 250 | Opp | 130 |  | 7-A-032(P) | 310778X | Furnished | 236ZDDAX-*3 (5)  | 250 | Opp | 130 |  | 7-A-140 |  | Furnished |
| 236ZKDAX-*5 (5)  | 250 | Opp | 166 |  | 7-A-032(P) | 310778X | Furnished | 236ZKDAX-*3 (5)  | 250 | Opp | 166 |  | 7-A-140 |  | Furnished |
| 236ZQDAX-*5 (5)  | 250 | Opp | 224 |  | 7-A-032(P) | 310778X | Furnished | 236ZQDAX-*3 (5)  | 250 | Opp | 224 |  | 7-A-140 |  | Furnished |
| 236ZUDAX-*5 (5)  | 225 | Opp | 257 |  | 7-A-032(P) | 310778X | Furnished | 236ZUDAX-*3 (5)  | 225 | Opp | 257 |  | 7-A-140 |  | Furnished |
| 885XBDAX-*5 (12) | 500 | Opp | 81  |  |            |         | Furnished |                  |     |     |     |  |         |  |           |
| 885XGDAX-*5 (13) | 500 | Opp | 104 |  |            |         | Furnished |                  |     |     |     |  |         |  |           |
| 885XMDAX-*5 (14) | 500 | Opp | 143 |  |            |         | Furnished |                  |     |     |     |  |         |  |           |

## ONE SPEED - FORWARD &amp; REVERSE

|                  |     |     |     |     |            |         |           |                  |     |     |     |     |         |           |           |
|------------------|-----|-----|-----|-----|------------|---------|-----------|------------------|-----|-----|-----|-----|---------|-----------|-----------|
| 340SFDAX-*5 (19) | 200 | Opp | 113 | 119 | 7-A-062(P) | 328481X | Furnished | 340SFDAX-*5 (19) | 200 | Opp | 113 | 119 | 7-A-062 |           | Furnished |
| 863XBDAX-*5      | 500 | Opp | 81  | 100 |            |         | Furnished | 352XSAHX-*3 (20) | 140 | Eng | 240 | 310 |         | 328554-2X | Furnished |

Continued Next Page

**CAUTION:** Do not use geared adapters with 442 "A" and "C" ratios.

**CAUTION:** 660/680 Series: Applications above 1500 RPM, contact Chelsea Technical Service for approval.

**NOTE:** On the R.H. side the 328554-2X adapter can be used with an "AH" P.T.O. to change rotation.

**NOTE:** All speeds shown are with the main transmission in 5th speed. For P.T.O. speeds with the main transmission in all other gears, divide the speeds shown by the following percentages: 1st. = 8.76, 2nd. = 5.995, 3rd. = 2.895, 4th. = 1.674, Reverse = 8.99

**NOTE:** The 812 Series with a direct mount pump flange or a universal joint larger than the 1000 series will interfere with the reverse idler bulge.

**NOTE:** The AK & XK output flanges can not be used with the "A" & "C" ratios on the 489 Series P.T.O.s due to mounting stud interference. Use a RA or RB rotatable flange for the XK and the RA for the AK flange.

(5) Input Gear Part No. 5-P-1037  
 (6) Input Gear Part No. 5-P-1330  
 (7) Input Gear Part No. 5-P-1331  
 (8) Input Gear Part No. 5-P-1332  
 (9) Input Gear Part No. 5-P-636  
 (10) Input Gear Part No. 5-P-637

(11) Input Gear Part No. 5-P-808  
 (12) Input Gear Part No. 5-P-1120  
 (13) Input Gear Part No. 5-P-1174  
 (14) Input Gear Part No. 5-P-1121  
 (15) Input Gear Part No. 5-P-1122  
 (16) Input Gear Part No. 5-P-1123

(17) Input Gear Part No. 5-P-843  
 (18) Input Gear Part No. 5-P-844  
 (19) Input Gear Part No. 5-P-634  
 (20) Input Gear Part No. 5-P-1004

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|         |        |
|---------|--------|
| T2070-A | T307M  |
| T2070-B | T308M  |
| T2070-D | TM308M |
| T2080-B |        |
| T2080-D |        |

## LEFT SIDE ONLY

## RIGHT SIDE ONLY

## TRANSMISSION GEAR DATA:

L.H. 8-Bolt Opening Gear FORWARD of Centerline

49 Teeth - SPUR

## PITCH LINE TO APERTURE FACE:

.6670" (16.9400MM)

## TRANSMISSION GEAR DATA:

R.H. 6-Bolt Opening Gear FORWARD of Centerline

49 Teeth - SPUR

## PITCH LINE TO APERTURE FACE:

1.0550" (26.8000MM)

**Caution: Application Approval Required for P.T.O. Output Shaft Speeds Above 2500 R.P.M.**

| LEFT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit | RIGHT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit |
|---------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|----------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|
|                           |                 |              | Hi       | Rev |              |                  |          |                            |                 |              | Hi       | Rev |              |                  |          |

## ONE SPEED - DUAL SHAFT

452XSAHX-3 (20) 140 Eng 240 328554-2X Furnished

## GEARED ADAPTERS

|             |     |  |  |         |           |             |     |  |  |  |         |           |
|-------------|-----|--|--|---------|-----------|-------------|-----|--|--|--|---------|-----------|
| 628ZDAX-5DA | Eng |  |  |         | Furnished | 626ZDAX-3DA | Eng |  |  |  | 7-A-062 | Furnished |
| 630ZDAX-3DA | Eng |  |  | 7-A-062 | Furnished | 630ZDAX-3DA | Eng |  |  |  | 7-A-062 | Furnished |
| 645ZDAX-3DA | Eng |  |  | 7-A-062 | Furnished |             |     |  |  |  |         |           |

**CAUTION:** Do not use geared adapters with 442 "A" and "C" ratios.

**CAUTION:** 660/680 Series: Applications above 1500 RPM, contact Chelsea Technical Service for approval.

**NOTE:** On the R.H. side the 328554-2X adapter can be used with an "AH" P.T.O. to change rotation.

**NOTE:** All speeds shown are with the main transmission in 5th speed. For P.T.O. speeds with the main transmission in all other gears, divide the speeds shown by the following percentages: 1st. = 8.76, 2nd. = 5.995, 3rd. = 2.895, 4th. = 1.674, Reverse = 8.99

**NOTE:** The 812 Series with a direct mount pump flange or a universal joint larger than the 1000 series will interfere with the reverse idler bulge.

**NOTE:** The AK & XK output flanges can not be used with the "A" & "C" ratios on the 489 Series P.T.O.s due to mounting stud interference. Use a RA or RB rotatable flange for the XK and the RA for the AK flange.

(20) Input Gear Part No. 5-P-1004

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|          |          |
|----------|----------|
| T2180    | T318L    |
| T2180-B  | T318L21  |
| T310-M   | T318LR   |
| T310-MLR | T318LR21 |
| T310ME   |          |

| LEFT SIDE ONLY                                                                                                                                                   | RIGHT SIDE ONLY                                                                                                                                                   |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>TRANSMISSION GEAR DATA:</b><br>L.H. 8-Bolt Opening Gear FORWARD of Centerline<br>49 Teeth - SPUR<br><b>PITCH LINE TO APERTURE FACE:</b><br>.6670" (16.9400MM) | <b>TRANSMISSION GEAR DATA:</b><br>R.H. 6-Bolt Opening Gear FORWARD of Centerline<br>49 Teeth - SPUR<br><b>PITCH LINE TO APERTURE FACE:</b><br>1.0550" (26.8000MM) |

**Caution: Application Approval Required for P.T.O. Output Shaft Speeds Above 2500 R.P.M.**

| LEFT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit | RIGHT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit |
|---------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|----------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|
|                           |                 |              | Hi       | Rev |              |                  |          |                            |                 |              | Hi       | Rev |              |                  |          |

### ONE SPEED - SINGLE GEAR - MECHANICAL SHIFT

|             |     |     |    |  |  |  |           |  |  |  |  |  |  |  |  |
|-------------|-----|-----|----|--|--|--|-----------|--|--|--|--|--|--|--|--|
| 812XKDAX-*5 | 400 | Eng | 77 |  |  |  | Furnished |  |  |  |  |  |  |  |  |
|-------------|-----|-----|----|--|--|--|-----------|--|--|--|--|--|--|--|--|

### ONE SPEED - TWO GEAR - MECHANICAL SHIFT

|                 |     |     |     |            |             |           |                 |     |     |     |         |           |
|-----------------|-----|-----|-----|------------|-------------|-----------|-----------------|-----|-----|-----|---------|-----------|
| 221ZCDAX-*5     | 250 | Opp | 54  | 7-A-062(P) | 328564X     | Furnished | 221XCDAX-*3     | 250 | Opp | 54  | 7-A-032 | Furnished |
| 221ZEDAX-*5     | 250 | Opp | 59  | 7-A-062(P) | 328564X     | Furnished | 221XEDAX-*3     | 250 | Opp | 59  | 7-A-032 | Furnished |
| 221ZLDAX-*5     | 200 | Opp | 80  | 7-A-062(P) | 328564X     | Furnished | 221XLDAX-*3     | 200 | Opp | 80  | 7-A-032 | Furnished |
| 221ZPDAX-*5     | 200 | Opp | 97  | 7-A-062(P) | 328564X     | Furnished | 221XPDAX-*3     | 200 | Opp | 97  | 7-A-032 | Furnished |
| 442ZADAX-*5 (1) | 250 | Opp | 47  | 7-A-032(P) | 310778X     | Furnished | 442ZADAX-*3 (1) | 250 | Opp | 47  | 7-A-140 | Furnished |
| 442ZCDAX-*5 (2) | 250 | Opp | 60  | 7-A-032(P) | 310778X     | Furnished | 442ZCDAX-*3 (2) | 250 | Opp | 60  | 7-A-140 | Furnished |
| 442ZFDAX-*5 (3) | 250 | Opp | 74  | 7-A-032(P) | 310778X     | Furnished | 442ZFDAX-*3 (3) | 250 | Opp | 74  | 7-A-140 | Furnished |
| 442ZHDAX-*5 (4) | 250 | Opp | 86  | 7-A-032(P) | 310778X     | Furnished | 442ZHDAX-*3 (4) | 250 | Opp | 86  | 7-A-140 | Furnished |
| 442ZLDAX-*5 (5) | 250 | Opp | 96  | 7-A-032(P) | 310778X     | Furnished | 442ZLDAX-*3 (5) | 250 | Opp | 96  | 7-A-140 | Furnished |
| 442ZQDAX-*5 (5) | 225 | Opp | 103 | 7-A-032(P) | 310778X     | Furnished | 442ZQDAX-*3 (5) | 225 | Opp | 103 | 7-A-140 | Furnished |
| 442ZRDAX-*5 (5) | 225 | Opp | 120 | 7-A-032(P) | 310778X     | Furnished | 442ZRDAX-*3 (5) | 225 | Opp | 120 | 7-A-140 | Furnished |
| 442ZSDAX-*5 (5) | 200 | Opp | 142 | 7-A-032(P) | 310778X     | Furnished | 442ZSDAX-*3 (5) | 200 | Opp | 142 | 7-A-140 | Furnished |
| 442ZUDAX-*5 (5) | 195 | Opp | 169 | 7-A-032(P) | 310778X     | Furnished | 442ZUDAX-*3 (5) | 195 | Opp | 169 | 7-A-140 | Furnished |
| 442ZWDAX-*5 (5) | 175 | Opp | 199 | 7-A-032(P) | 310778X     | Furnished | 442ZWDAX-*3 (5) | 175 | Opp | 199 | 7-A-140 | Furnished |
| 442ZXDAX-*5 (5) | 140 | Opp | 236 | 7-A-032(P) | 310778X     | Furnished | 442ZXDAX-*3 (5) | 140 | Opp | 236 | 7-A-140 | Furnished |
| 489ZADAX-*5 (1) | 250 | Opp | 47  | 8-A-062    | 328170-190X |           | 660ZFDAX-*3 (6) | 375 | Opp | 74  | 7-A-140 | Furnished |
| 489ZCDAX-*5 (2) | 250 | Opp | 60  | 8-A-062    | 328170-190X |           | 660ZQDAX-*3 (7) | 375 | Opp | 103 | 7-A-140 | Furnished |
| 489ZFDAX-*5 (3) | 250 | Opp | 74  | 8-A-062    | 328170-190X |           | 660ZSDAX-*3 (8) | 325 | Opp | 142 | 7-A-140 | Furnished |
| 489ZHDAX-*5 (4) | 250 | Opp | 86  | 8-A-062    | 328170-190X |           |                 |     |     |     |         |           |
| 489ZLDAX-*5 (5) | 250 | Opp | 96  | 8-A-062    | 328170-190X |           |                 |     |     |     |         |           |
| 489ZQDAX-*5 (5) | 225 | Opp | 103 | 8-A-062    | 328170-190X |           |                 |     |     |     |         |           |
| 489ZRDAX-*5 (5) | 225 | Opp | 120 | 8-A-062    | 328170-190X |           |                 |     |     |     |         |           |
| 489ZSDAX-*5 (5) | 200 | Opp | 142 | 8-A-062    | 328170-190X |           |                 |     |     |     |         |           |
| 489ZUDAX-*5 (5) | 195 | Opp | 169 | 8-A-062    | 328170-190X |           |                 |     |     |     |         |           |
| 489ZWDAX-*5 (5) | 175 | Opp | 199 | 8-A-062    | 328170-190X |           |                 |     |     |     |         |           |
| 489ZXDAX-*5 (5) | 140 | Opp | 236 | 8-A-062    | 328170-190X |           |                 |     |     |     |         |           |

**Continued Next Page**

**CAUTION:** Do not use geared adapters with 442 "A" and "C" ratios.

**CAUTION:** 660/680 Series: Applications above 1500 RPM, contact Chelsea Technical Service for approval.

**CAUTION:** Mack Does Not approve P.T.O. operations with the Range Selector in the "HI" position. Damage to the transmission synchroizers may occur.

**NOTE:** This application is for the rear box only. For front box applications, see application no. MAK-23.

**NOTE:** All speeds shown are with the transmission in 7th speed, or direct, and rear box in neutral. For speeds with main box in all the gear positions available, see the P.T.O. speed chart on this page.

**NOTE:** With main box in reverse, the direction of rotation on the P.T.O. output shaft will change.

**NOTE:** The AK & XK output flanges can not be used with the "A" & "C" ratios on the 489 Series P.T.O.s due to mounting stud interference. Use a RA or RB rotatable flange for the XK and the RA for the AK flange.

(1) Input Gear Part No. 5-P-1284  
 (2) Input Gear Part No. 5-P-1291  
 (3) Input Gear Part No. 5-P-1085  
 (4) Input Gear Part No. 5-P-1365  
 (5) Input Gear Part No. 5-P-1037  
 (6) Input Gear Part No. 5-P-1330

(7) Input Gear Part No. 5-P-1331  
 (8) Input Gear Part No. 5-P-1332

|          |          |
|----------|----------|
| T2180    | T318L    |
| T2180-B  | T318L21  |
| T310-M   | T318LR   |
| T310-MLR | T318LR21 |
| T310ME   |          |

## LEFT SIDE ONLY

## RIGHT SIDE ONLY

## TRANSMISSION GEAR DATA:

L.H. 8-Bolt Opening Gear FORWARD of Centerline

49 Teeth - SPUR

## PITCH LINE TO APERTURE FACE:

.6670" (16.9400MM)

## TRANSMISSION GEAR DATA:

R.H. 6-Bolt Opening Gear FORWARD of Centerline

49 Teeth - SPUR

## PITCH LINE TO APERTURE FACE:

1.0550" (26.8000MM)

**Caution: Application Approval Required for P.T.O. Output Shaft Speeds Above 2500 R.P.M.**

| LEFT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit | RIGHT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit |
|---------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|----------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|
|                           |                 |              | Hi       | Rev |              |                  |          |                            |                 |              | Hi       | Rev |              |                  |          |

## ONE SPEED - TWO GEAR - MECHANICAL SHIFT

|                  |     |     |     |  |         |  |             |  |  |  |  |  |  |  |  |
|------------------|-----|-----|-----|--|---------|--|-------------|--|--|--|--|--|--|--|--|
| 680ZFDAX-*5 (6)  | 375 | Opp | 74  |  | 8-A-062 |  | 328170-190X |  |  |  |  |  |  |  |  |
| 680ZQDAX-*5 (7)  | 375 | Opp | 103 |  | 8-A-062 |  | 328170-190X |  |  |  |  |  |  |  |  |
| 680ZSDAX-*5 (8)  | 325 | Opp | 142 |  | 8-A-062 |  | 328170-190X |  |  |  |  |  |  |  |  |
| 823XBDAX-*5      | 500 | Opp | 48  |  |         |  | Furnished   |  |  |  |  |  |  |  |  |
| 823XMDAX-*5 (9)  | 500 | Opp | 86  |  |         |  | Furnished   |  |  |  |  |  |  |  |  |
| 823XRDAX-*5 (10) | 400 | Opp | 118 |  |         |  | Furnished   |  |  |  |  |  |  |  |  |
| 880XBDAX-*5 (11) | 500 | Opp | 48  |  |         |  | Furnished   |  |  |  |  |  |  |  |  |
| 880XGDAX-*5 (12) | 500 | Opp | 62  |  |         |  | Furnished   |  |  |  |  |  |  |  |  |
| 880XMDAX-*5 (13) | 500 | Opp | 86  |  |         |  | Furnished   |  |  |  |  |  |  |  |  |
| 880XRDAX-*5 (14) | 400 | Opp | 118 |  |         |  | Furnished   |  |  |  |  |  |  |  |  |
| 880XTDAX-*5 (15) | 350 | Opp | 152 |  |         |  | Furnished   |  |  |  |  |  |  |  |  |

## ONE SPEED - TWO GEAR - POWERSHIFT (AIR)

|                  |     |     |     |  |            |         |           |                  |     |     |     |  |         |  |           |
|------------------|-----|-----|-----|--|------------|---------|-----------|------------------|-----|-----|-----|--|---------|--|-----------|
| 230XADAX-*5      | 250 | Opp | 38  |  | 7-A-062(P) | 328481X | Furnished | 230XADAX-*3      | 250 | Opp | 38  |  | 7-A-032 |  | Furnished |
| 230XBDAX-*5      | 250 | Opp | 49  |  | 7-A-062(P) | 328481X | Furnished | 230XBDAX-*3      | 250 | Opp | 49  |  | 7-A-032 |  | Furnished |
| 230XDDAX-*5      | 250 | Opp | 57  |  | 7-A-062(P) | 328481X | Furnished | 230XDDAX-*3      | 250 | Opp | 57  |  | 7-A-032 |  | Furnished |
| 230XKDAX-*5 (16) | 250 | Opp | 77  |  | 7-A-062(P) | 328481X | Furnished | 230XKDAX-*3 (16) | 250 | Opp | 77  |  | 7-A-032 |  | Furnished |
| 230XQDAX-*5 (17) | 250 | Opp | 102 |  | 7-A-062(P) | 328481X | Furnished | 230XQDAX-*3 (17) | 250 | Opp | 102 |  | 7-A-032 |  | Furnished |
| 236ZDDAX-*5 (5)  | 250 | Opp | 78  |  | 7-A-032(P) | 310778X | Furnished | 236ZDDAX-*3 (5)  | 250 | Opp | 78  |  | 7-A-140 |  | Furnished |
| 236ZKDAX-*5 (5)  | 250 | Opp | 100 |  | 7-A-032(P) | 310778X | Furnished | 236ZKDAX-*3 (5)  | 250 | Opp | 100 |  | 7-A-140 |  | Furnished |
| 236ZQDAX-*5 (5)  | 250 | Opp | 134 |  | 7-A-032(P) | 310778X | Furnished | 236ZQDAX-*3 (5)  | 250 | Opp | 134 |  | 7-A-140 |  | Furnished |
| 236ZUDAX-*5 (5)  | 225 | Opp | 153 |  | 7-A-032(P) | 310778X | Furnished | 236ZUDAX-*3 (5)  | 225 | Opp | 153 |  | 7-A-140 |  | Furnished |
| 885XBDAX-*5 (11) | 500 | Opp | 48  |  |            |         | Furnished |                  |     |     |     |  |         |  |           |
| 885XGDAX-*5 (12) | 500 | Opp | 62  |  |            |         | Furnished |                  |     |     |     |  |         |  |           |
| 885XMDAX-*5 (13) | 500 | Opp | 86  |  |            |         | Furnished |                  |     |     |     |  |         |  |           |

## ONE SPEED - FORWARD &amp; REVERSE

|                  |     |     |    |    |            |         |           |                  |     |     |    |    |         |  |           |
|------------------|-----|-----|----|----|------------|---------|-----------|------------------|-----|-----|----|----|---------|--|-----------|
| 340SFDAX-*5 (18) | 200 | Opp | 68 | 71 | 7-A-062(P) | 328481X | Furnished | 340SFDAX-*5 (18) | 200 | Opp | 68 | 71 | 7-A-062 |  | Furnished |
| 863XBDAX-*5      | 500 | Opp | 48 | 60 |            |         | Furnished |                  |     |     |    |    |         |  |           |

## Continued Next Page

**CAUTION:** Do not use geared adapters with 442 "A" and "C" ratios.

**CAUTION:** 660/680 Series: Applications above 1500 RPM, contact Chelsea Technical Service for approval.

**CAUTION:** Mack Does Not approve P.T.O. operations with the Range Selector in the "HI" position. Damage to the transmission synchroizers may occur.

**NOTE:** This application is for the rear box only. For front box applications, see application no. MAK-23.

**NOTE:** All speeds shown are with the transmission in 7th speed, or direct, and rear box in neutral. For speeds with main box in all the gear positions available, see the P.T.O. speed chart on this page.

**NOTE:** With main box in reverse, the direction of rotation on the P.T.O. output shaft will change.

**NOTE:** The AK & XK output flanges can not be used with the "A" & "C" ratios on the 489 Series P.T.O.s due to mounting stud interference. Use a RA or RB rotatable flange for the XK and the RA for the AK flange.

(5) Input Gear Part No. 5-P-1037  
 (6) Input Gear Part No. 5-P-1330  
 (7) Input Gear Part No. 5-P-1331  
 (8) Input Gear Part No. 5-P-1332  
 (9) Input Gear Part No. 5-P-637  
 (10) Input Gear Part No. 5-P-808

(11) Input Gear Part No. 5-P-1120  
 (12) Input Gear Part No. 5-P-1174  
 (13) Input Gear Part No. 5-P-1121  
 (14) Input Gear Part No. 5-P-1122  
 (15) Input Gear Part No. 5-P-1123  
 (16) Input Gear Part No. 5-P-843

(17) Input Gear Part No. 5-P-844  
 (18) Input Gear Part No. 5-P-634

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|          |          |
|----------|----------|
| T2180    | T318L    |
| T2180-B  | T318L21  |
| T310-M   | T318LR   |
| T310-MLR | T318LR21 |
| T310ME   |          |

| LEFT SIDE ONLY                                                                                                                                                   | RIGHT SIDE ONLY                                                                                                                                                   |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>TRANSMISSION GEAR DATA:</b><br>L.H. 8-Bolt Opening Gear FORWARD of Centerline<br>49 Teeth - SPUR<br><b>PITCH LINE TO APERTURE FACE:</b><br>.6670" (16.9400MM) | <b>TRANSMISSION GEAR DATA:</b><br>R.H. 6-Bolt Opening Gear FORWARD of Centerline<br>49 Teeth - SPUR<br><b>PITCH LINE TO APERTURE FACE:</b><br>1.0550" (26.8000MM) |

**Caution: Application Approval Required for P.T.O. Output Shaft Speeds Above 2500 R.P.M.**

| LEFT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit | RIGHT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit |
|---------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|----------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|
|                           |                 |              | Hi       | Rev |              |                  |          |                            |                 |              | Hi       | Rev |              |                  |          |

### GEARED ADAPTERS

|             |     |         |             |             |     |         |           |
|-------------|-----|---------|-------------|-------------|-----|---------|-----------|
| 628ZDAX-5DA | Eng | 8-A-062 | 328170-190X | 626ZDAX-3DA | Eng | 7-A-140 | Furnished |
|             |     |         |             | 630ZDAX-3DA | Eng | 7-A-140 | Furnished |
|             |     |         |             | 645ZDAX-3DA | Eng | 7-A-140 | Furnished |

### Available P.T.O. Output Shaft Speeds With Rear Box in Neutral

| Transmission Shifter & Selection Location |    |    |  | Multiplication Factor | Transmission Shifter & Selection Location |    |    |  | Multiplication Factor |
|-------------------------------------------|----|----|--|-----------------------|-------------------------------------------|----|----|--|-----------------------|
| LO                                        | LO | LO |  | 0.2755                | 5                                         | HI | HI |  | 0.5146                |
| LO                                        | HI | LO |  | 0.3250                | 6                                         | LO | HI |  | 0.6097                |
| 1                                         | LO | LO |  | 0.4363                | 6                                         | HI | HI |  | 0.7197                |
| 1                                         | HI | LO |  | 0.5146                | 7                                         | LO | HI |  | 0.8482                |
| 2                                         | LO | LO |  | 0.6097                | 7                                         | HI | HI |  | 1.0000                |
| 2                                         | HI | LO |  | 0.7197                | 8                                         | LO | HI |  | 1.1910                |
| 3                                         | LO | LO |  | 0.8482                | 8                                         | HI | HI |  | 1.4040                |
| 3                                         | HI | LO |  | 1.0000                | REV                                       | HI | HI |  | 0.1547                |
| 4                                         | LO | LO |  | 1.1910                | REV                                       | LO | HI |  | 0.1305                |
| 4                                         | HI | LO |  | 1.4040                | REV                                       | LO | LO |  | 0.1547                |
| 5                                         | LO | HI |  | 0.4363                | REV                                       | HI | LO |  | 0.1305                |

**EXAMPLE:** Main Box in 4 HI LO with 442ZQDAX on Rear Box with output speed of  $103\% \times 1.404 = 144.6\%$

**CAUTION:** P.T.O. operations not permitted by Mack in "HI" selector range (shaded area).

**CAUTION:** Do not use geared adapters with 442 "A" and "C" ratios.

**CAUTION:** 660/680 Series: Applications above 1500 RPM, contact Chelsea Technical Service for approval.

**CAUTION:** Mack Does Not approve P.T.O. operations with the Range Selector in the "HI" position. Damage to the transmission synchroizers may occur.

**NOTE:** This application is for the rear box only. For front box applications, see application no. MAK-23.

**NOTE:** All speeds shown are with the transmission in 7th speed, or direct, and rear box in neutral. For speeds with main box in all the gear positions available, see the P.T.O. speed chart on this page.

**NOTE:** With main box in reverse, the direction of rotation on the P.T.O. output shaft will change.

**NOTE:** The AK & XK output flanges can not be used with the "A" & "C" ratios on the 489 Series P.T.O.s due to mounting stud interference. Use a RA or RB rotatable flange for the XK and the RA for the AK flange.

|         |          |
|---------|----------|
| T2130   | T313LR21 |
| T2130-B |          |
| T313L   |          |
| T313L21 |          |
| T313LR  |          |

## LEFT SIDE ONLY

## RIGHT SIDE ONLY

## TRANSMISSION GEAR DATA:

L.H. 8-Bolt Opening Gear FORWARD of Centerline

49 Teeth - SPUR

## PITCH LINE TO APERTURE FACE:

.6670" (16.9400MM)

## TRANSMISSION GEAR DATA:

R.H. 6-Bolt Opening Gear FORWARD of Centerline

49 Teeth - SPUR

## PITCH LINE TO APERTURE FACE:

1.0550" (26.8000MM)

**Caution: Application Approval Required for P.T.O. Output Shaft Speeds Above 2500 R.P.M.**

| LEFT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit | RIGHT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit |
|---------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|----------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|
|                           |                 |              | Hi       | Rev |              |                  |          |                            |                 |              | Hi       | Rev |              |                  |          |

## ONE SPEED - SINGLE GEAR - MECHANICAL SHIFT

|             |     |     |    |  |  |  |           |  |  |  |  |  |  |  |  |
|-------------|-----|-----|----|--|--|--|-----------|--|--|--|--|--|--|--|--|
| 812XKDAX-*5 | 400 | Eng | 65 |  |  |  | Furnished |  |  |  |  |  |  |  |  |
|-------------|-----|-----|----|--|--|--|-----------|--|--|--|--|--|--|--|--|

## ONE SPEED - TWO GEAR - MECHANICAL SHIFT

|                 |     |     |     |            |             |                 |                 |     |     |         |           |           |
|-----------------|-----|-----|-----|------------|-------------|-----------------|-----------------|-----|-----|---------|-----------|-----------|
| 221ZCDAX-*5     | 250 | Opp | 45  | 7-A-062(P) | 328564X     | Furnished       | 221XCDAX-*3     | 250 | Opp | 45      | 7-A-032   | Furnished |
| 221ZEDAX-*5     | 250 | Opp | 50  | 7-A-062(P) | 328564X     | Furnished       | 221XEDAX-*3     | 250 | Opp | 50      | 7-A-032   | Furnished |
| 221ZLDAX-*5     | 200 | Opp | 68  | 7-A-062(P) | 328564X     | Furnished       | 221XLDAX-*3     | 200 | Opp | 68      | 7-A-032   | Furnished |
| 221ZPDAX-*5     | 200 | Opp | 82  | 7-A-062(P) | 328564X     | Furnished       | 221XPDAX-*3     | 200 | Opp | 82      | 7-A-032   | Furnished |
| 442ZADAX-*5 (1) | 250 | Opp | 40  | 7-A-032(P) | 310778X     | Furnished       | 442ZADAX-*3 (1) | 250 | Opp | 40      | 7-A-140   | Furnished |
| 442ZCDAX-*5 (2) | 250 | Opp | 51  | 7-A-032(P) | 310778X     | Furnished       | 442ZCDAX-*3 (2) | 250 | Opp | 51      | 7-A-140   | Furnished |
| 442ZFDAX-*5 (3) | 250 | Opp | 63  | 7-A-032(P) | 310778X     | Furnished       | 442ZFDAX-*3 (3) | 250 | Opp | 63      | 7-A-140   | Furnished |
| 442ZHDAX-*5 (4) | 250 | Opp | 73  | 7-A-032(P) | 310778X     | Furnished       | 442ZHDAX-*3 (4) | 250 | Opp | 73      | 7-A-140   | Furnished |
| 442ZLDAX-*5 (5) | 250 | Opp | 81  | 7-A-032(P) | 310778X     | Furnished       | 442ZLDAX-*3 (5) | 250 | Opp | 81      | 7-A-140   | Furnished |
| 442ZQDAX-*5 (5) | 225 | Opp | 88  | 7-A-032(P) | 310778X     | Furnished       | 442ZQDAX-*3 (5) | 225 | Opp | 88      | 7-A-140   | Furnished |
| 442ZRDAX-*5 (5) | 225 | Opp | 101 | 7-A-032(P) | 310778X     | Furnished       | 442ZRDAX-*3 (5) | 225 | Opp | 101     | 7-A-140   | Furnished |
| 442ZSDAX-*5 (5) | 200 | Opp | 121 | 7-A-032(P) | 310778X     | Furnished       | 442ZSDAX-*3 (5) | 200 | Opp | 121     | 7-A-140   | Furnished |
| 442ZUDAX-*5 (5) | 195 | Opp | 144 | 7-A-032(P) | 310778X     | Furnished       | 442ZUDAX-*3 (5) | 195 | Opp | 144     | 7-A-140   | Furnished |
| 442ZWDAX-*5 (5) | 175 | Opp | 169 | 7-A-032(P) | 310778X     | Furnished       | 442ZWDAX-*3 (5) | 175 | Opp | 169     | 7-A-140   | Furnished |
| 442ZXDAX-*5 (5) | 140 | Opp | 200 | 7-A-032(P) | 310778X     | Furnished       | 442ZXDAX-*3 (5) | 140 | Opp | 200     | 7-A-140   | Furnished |
| 489ZADAX-*5 (1) | 250 | Opp | 40  | 8-A-062    | 328170-190X | 660ZFDAX-*3 (6) | 375             | Opp | 63  | 7-A-140 | Furnished |           |
| 489ZCDAX-*5 (2) | 250 | Opp | 51  | 8-A-062    | 328170-190X | 660ZQDAX-*3 (7) | 375             | Opp | 88  | 7-A-140 | Furnished |           |
| 489ZFDAX-*5 (3) | 250 | Opp | 63  | 8-A-062    | 328170-190X | 660ZSDAX-*3 (8) | 325             | Opp | 121 | 7-A-140 | Furnished |           |
| 489ZHDAX-*5 (4) | 250 | Opp | 73  | 8-A-062    | 328170-190X |                 |                 |     |     |         |           |           |
| 489ZLDAX-*5 (5) | 250 | Opp | 81  | 8-A-062    | 328170-190X |                 |                 |     |     |         |           |           |
| 489ZQDAX-*5 (5) | 225 | Opp | 88  | 8-A-062    | 328170-190X |                 |                 |     |     |         |           |           |
| 489ZRDAX-*5 (5) | 225 | Opp | 101 | 8-A-062    | 328170-190X |                 |                 |     |     |         |           |           |
| 489ZSDAX-*5 (5) | 200 | Opp | 121 | 8-A-062    | 328170-190X |                 |                 |     |     |         |           |           |
| 489ZUDAX-*5 (5) | 195 | Opp | 144 | 8-A-062    | 328170-190X |                 |                 |     |     |         |           |           |
| 489ZWDAX-*5 (5) | 175 | Opp | 169 | 8-A-062    | 328170-190X |                 |                 |     |     |         |           |           |
| 489ZXDAX-*5 (5) | 140 | Opp | 200 | 8-A-062    | 328170-190X |                 |                 |     |     |         |           |           |

Continued Next Page

**CAUTION:** Do not use geared adapters with 442 "A" and "C" ratios.

**CAUTION:** 660/680 Series: Applications above 1500 RPM, contact Chelsea Technical Service for approval.

**NOTE:** All speeds shown are with the main transmission in 4th., 10th., or 11th speed, and rear box in neutral. For speeds with main transmission in other gears, multiply speeds shown as follows: 1st. = .323; 2nd., 6th. & 7th. = .515; 3rd., 8th., & 9th. = .720; 5th., 12th., & 13th = 1.405.

**NOTE:** With main box in reverse the direction of rotation on the P.T.O. output shaft will change.

**NOTE:** The AK & XK output flanges can not be used with the "A" & "C" ratios on the 489 Series P.T.O.s due to mounting stud interference. Use a RA or RB rotatable flange for the XK and the RA for the AK flange.

(1) Input Gear Part No. 5-P-1284  
 (2) Input Gear Part No. 5-P-1291  
 (3) Input Gear Part No. 5-P-1085  
 (4) Input Gear Part No. 5-P-1365  
 (5) Input Gear Part No. 5-P-1037  
 (6) Input Gear Part No. 5-P-1330

(7) Input Gear Part No. 5-P-1331  
 (8) Input Gear Part No. 5-P-1332

T2130 T313LR21  
T2130-B  
T313L  
T313L21  
T313LR

## LEFT SIDE ONLY

## RIGHT SIDE ONLY

**TRANSMISSION GEAR DATA:**

L.H. 8-Bolt Opening Gear FORWARD of Centerline

49 Teeth - SPUR

**PITCH LINE TO APERTURE FACE:**

.6670" (16.9400MM)

**TRANSMISSION GEAR DATA:**

R.H. 6-Bolt Opening Gear FORWARD of Centerline

49 Teeth - SPUR

**PITCH LINE TO APERTURE FACE:**

1.0550" (26.8000MM)

**Caution: Application Approval Required for P.T.O. Output Shaft Speeds Above 2500 R.P.M.**

| LEFT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit | RIGHT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit |
|---------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|----------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|
|                           |                 |              | Hi       | Rev |              |                  |          |                            |                 |              | Hi       | Rev |              |                  |          |

**ONE SPEED - TWO GEAR - MECHANICAL SHIFT**

|                  |     |     |     |         |             |
|------------------|-----|-----|-----|---------|-------------|
| 680ZFDAX-*5 (6)  | 375 | Opp | 63  | 8-A-062 | 328170-190X |
| 680ZQDAX-*5 (7)  | 375 | Opp | 88  | 8-A-062 | 328170-190X |
| 680ZSDAX-*5 (8)  | 325 | Opp | 121 | 8-A-062 | 328170-190X |
| 823XBDAX-*5 (9)  | 500 | Opp | 41  |         | Furnished   |
| 823XMDAX-*5 (10) | 500 | Opp | 73  |         | Furnished   |
| 823XRDAX-*5 (11) | 400 | Opp | 100 |         | Furnished   |
| 880XBDAX-*5 (12) | 500 | Opp | 41  |         | Furnished   |
| 880XGDAX-*5 (13) | 500 | Opp | 53  |         | Furnished   |
| 880XMDAX-*5 (14) | 500 | Opp | 73  |         | Furnished   |
| 880XRDAX-*5 (15) | 400 | Opp | 100 |         | Furnished   |
| 880XTDAX-*5 (16) | 350 | Opp | 129 |         | Furnished   |

**ONE SPEED - TWO GEAR - POWERSHIFT (AIR)**

|                  |     |     |     |            |         |           |                  |     |     |     |         |           |
|------------------|-----|-----|-----|------------|---------|-----------|------------------|-----|-----|-----|---------|-----------|
| 230XADAX-*5      | 250 | Opp | 32  | 7-A-062(P) | 328481X | Furnished | 230XADAX-*3      | 250 | Opp | 32  | 7-A-032 | Furnished |
| 230XBDAX-*5      | 250 | Opp | 42  | 7-A-062(P) | 328481X | Furnished | 230XBDAX-*3      | 250 | Opp | 42  | 7-A-032 | Furnished |
| 230XDDAX-*5      | 250 | Opp | 48  | 7-A-062(P) | 328481X | Furnished | 230XDDAX-*3      | 250 | Opp | 48  | 7-A-032 | Furnished |
| 230XKDAX-*5 (17) | 250 | Opp | 65  | 7-A-062(P) | 328481X | Furnished | 230XKDAX-*3 (17) | 250 | Opp | 65  | 7-A-032 | Furnished |
| 230XQDAX-*5 (18) | 250 | Opp | 87  | 7-A-062(P) | 328481X | Furnished | 230XQDAX-*3 (18) | 250 | Opp | 87  | 7-A-032 | Furnished |
| 236ZDDAX-*5 (5)  | 250 | Opp | 66  | 7-A-032(P) | 310778X | Furnished | 236ZDDAX-*3 (5)  | 250 | Opp | 66  | 7-A-140 | Furnished |
| 236ZKDAX-*5 (5)  | 250 | Opp | 84  | 7-A-032(P) | 310778X | Furnished | 236ZKDAX-*3 (5)  | 250 | Opp | 84  | 7-A-140 | Furnished |
| 236ZQDAX-*5 (5)  | 250 | Opp | 113 | 7-A-032(P) | 310778X | Furnished | 236ZQDAX-*3 (5)  | 250 | Opp | 113 | 7-A-140 | Furnished |
| 236ZUDAX-*5 (5)  | 225 | Opp | 130 | 7-A-032(P) | 310778X | Furnished | 236ZUDAX-*3 (5)  | 225 | Opp | 130 | 7-A-140 | Furnished |
| 885XBDAX-*5 (12) | 500 | Opp | 41  |            |         | Furnished |                  |     |     |     |         |           |
| 885XGDAX-*5 (13) | 500 | Opp | 53  |            |         | Furnished |                  |     |     |     |         |           |
| 885XMDAX-*5 (14) | 500 | Opp | 73  |            |         | Furnished |                  |     |     |     |         |           |

**ONE SPEED - FORWARD & REVERSE**

|                  |     |     |    |    |            |         |           |                  |     |     |    |    |         |           |
|------------------|-----|-----|----|----|------------|---------|-----------|------------------|-----|-----|----|----|---------|-----------|
| 340SFDAX-*5 (19) | 200 | Opp | 57 | 60 | 7-A-032(P) | 328481X | Furnished | 340SFDAX-*5 (19) | 200 | Opp | 57 | 60 | 7-A-062 | Furnished |
| 863XBDAX-*5      | 500 | Opp | 41 | 51 |            |         | Furnished |                  |     |     |    |    |         |           |

**Continued Next Page**

**CAUTION:** Do not use geared adapters with 442 "A" and "C" ratios.

**CAUTION:** 660/680 Series: Applications above 1500 RPM, contact Chelsea Technical Service for approval.

**NOTE:** All speeds shown are with the main transmission in 4th., 10th., or 11th speed, and rear box in neutral. For speeds with main transmission in other gears, multiply speeds shown as follows: 1st. = .323; 2nd., 6th. & 7th. = .515; 3rd., 8th., & 9th. = .720; 5th., 12th., & 13th = 1.405.

**NOTE:** With main box in reverse the direction of rotation on the P.T.O. output shaft will change.

**NOTE:** The AK & XK output flanges can not be used with the "A" & "C" ratios on the 489 Series P.T.O.s due to mounting stud interference. Use a RA or RB rotatable flange for the XK and the RA for the AK flange.

(5) Input Gear Part No. 5-P-1037  
(6) Input Gear Part No. 5-P-1330  
(7) Input Gear Part No. 5-P-1331  
(8) Input Gear Part No. 5-P-1332  
(9) Input Gear Part No. 5-P-636  
(10) Input Gear Part No. 5-P-637

(11) Input Gear Part No. 5-P-808  
(12) Input Gear Part No. 5-P-1120  
(13) Input Gear Part No. 5-P-1174  
(14) Input Gear Part No. 5-P-1121  
(15) Input Gear Part No. 5-P-1122  
(16) Input Gear Part No. 5-P-1123

(17) Input Gear Part No. 5-P-843  
(18) Input Gear Part No. 5-P-844  
(19) Input Gear Part No. 5-P-634

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|          |          |
|----------|----------|
| T2130    | T313LR21 |
| T2130-B  |          |
| T313L    |          |
| T313LR21 |          |
| T313LR   |          |

| LEFT SIDE ONLY                                                                                                                                                   | RIGHT SIDE ONLY                                                                                                                                                   |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>TRANSMISSION GEAR DATA:</b><br>L.H. 8-Bolt Opening Gear FORWARD of Centerline<br>49 Teeth - SPUR<br><b>PITCH LINE TO APERTURE FACE:</b><br>.6670" (16.9400MM) | <b>TRANSMISSION GEAR DATA:</b><br>R.H. 6-Bolt Opening Gear FORWARD of Centerline<br>49 Teeth - SPUR<br><b>PITCH LINE TO APERTURE FACE:</b><br>1.0550" (26.8000MM) |

**Caution: Application Approval Required for P.T.O. Output Shaft Speeds Above 2500 R.P.M.**

| LEFT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit | RIGHT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit |
|---------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|----------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|
|                           |                 |              | Hi       | Rev |              |                  |          |                            |                 |              | Hi       | Rev |              |                  |          |

### GEARED ADAPTERS

|             |     |         |             |             |     |         |           |
|-------------|-----|---------|-------------|-------------|-----|---------|-----------|
| 628ZDAX-5DA | Eng | 8-A-062 | 328170-190X | 626ZDAX-3DA | Eng | 7-A-140 | Furnished |
|             |     |         |             | 630ZDAX-3DA | Eng | 7-A-140 | Furnished |
|             |     |         |             | 645ZDAX-3DA | Eng | 7-A-140 | Furnished |

**CAUTION:** Do not use geared adapters with 442 "A" and "C" ratios.

**CAUTION:** 660/680 Series: Applications above 1500 RPM, contact Chelsea Technical Service for approval.

**NOTE:** All speeds shown are with the main transmission in 4th., 10th., or 11th speed, and rear box in neutral. For speeds with main transmission in other gears, multiply speeds shown as follows: 1st. = .323; 2nd., 6th. & 7th. = .515; 3rd., 8th., & 9th. = .720; 5th., 12th., & 13th = 1.405.

**NOTE:** With main box in reverse the direction of rotation on the P.T.O. output shaft will change.

**NOTE:** The AK & XK output flanges can not be used with the "A" & "C" ratios on the 489 Series P.T.O.s due to mounting stud interference. Use a RA or RB rotatable flange for the XK and the RA for the AK flange.

|         |         |
|---------|---------|
| T2050-C | T2080-D |
| T2060-C |         |
| T2070-C |         |
| T2070-D |         |
| T2080-C |         |

## LEFT SIDE ONLY

## RIGHT SIDE ONLY

## TRANSMISSION GEAR DATA:

L.H. 8-Bolt Opening Gear FORWARD of Centerline

48 Teeth - SPUR

## PITCH LINE TO APERTURE FACE:

.9770" (24.8200MM)

## TRANSMISSION GEAR DATA:

R.H. 6-Bolt Opening Gear FORWARD of Centerline

48 Teeth - SPUR

## PITCH LINE TO APERTURE FACE:

1.2520" (31.8000MM)

**Caution: Application Approval Required for P.T.O. Output Shaft Speeds Above 2500 R.P.M.**

| LEFT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit | RIGHT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit |
|---------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|----------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|
|                           |                 |              | Hi       | Rev |              |                  |          |                            |                 |              | Hi       | Rev |              |                  |          |

## ONE SPEED - SINGLE GEAR - MECHANICAL SHIFT

|             |     |     |     |  |         |  |             |  |  |  |  |  |  |  |  |
|-------------|-----|-----|-----|--|---------|--|-------------|--|--|--|--|--|--|--|--|
| 812ZKAHX-*3 | 400 | Eng | 112 |  | 8-A-165 |  | 328170-115X |  |  |  |  |  |  |  |  |
|-------------|-----|-----|-----|--|---------|--|-------------|--|--|--|--|--|--|--|--|

## ONE SPEED - TWO GEAR - MECHANICAL SHIFT

|                  |     |     |     |  |         |         |             |                 |     |     |     |  |                        |  |           |
|------------------|-----|-----|-----|--|---------|---------|-------------|-----------------|-----|-----|-----|--|------------------------|--|-----------|
| 442ZAAHX-*5 (2)  | 250 | Opp | 66  |  | 7-A-032 | 328481X | Furnished   | 221ZCAHX-*3     | 250 | Opp | 75  |  | 7-A-062<br>7-A-032 (1) |  | Furnished |
| 442ZCAHX-*5 (3)  | 250 | Opp | 84  |  | 7-A-032 | 328481X | Furnished   | 221ZEAHX-*3     | 250 | Opp | 86  |  | 7-A-032                |  | Furnished |
| 442ZFAHX-*5 (4)  | 250 | Opp | 104 |  | 7-A-032 | 328481X | Furnished   | 221ZLAHX-*3     | 200 | Opp | 116 |  | 7-A-032                |  | Furnished |
| 442ZHAHX-*5 (5)  | 250 | Opp | 121 |  | 7-A-032 | 328481X | Furnished   | 221ZPAHX-*3     | 200 | Opp | 140 |  | 7-A-032                |  | Furnished |
| 442ZLAHX-*5 (6)  | 250 | Opp | 134 |  | 7-A-032 | 328481X | Furnished   | 442ZAAHX-*3 (2) | 250 | Opp | 66  |  | 7-A-032                |  | Furnished |
| 442ZQAHX-*5 (6)  | 225 | Opp | 145 |  | 7-A-032 | 328481X | Furnished   | 442ZCAHX-*3 (3) | 250 | Opp | 84  |  | 7-A-032                |  | Furnished |
| 442ZRAHX-*5 (6)  | 225 | Opp | 167 |  | 7-A-032 | 328481X | Furnished   | 442ZFAHX-*3 (4) | 250 | Opp | 104 |  | 7-A-032                |  | Furnished |
| 442ZSAHX-*5 (6)  | 200 | Opp | 199 |  | 7-A-032 | 328481X | Furnished   | 442ZHAHX-*3 (5) | 250 | Opp | 121 |  | 7-A-032                |  | Furnished |
| 442ZUAHX-*5 (6)  | 195 | Opp | 237 |  | 7-A-032 | 328481X | Furnished   | 442ZLAHX-*3 (6) | 250 | Opp | 134 |  | 7-A-032                |  | Furnished |
| 442ZWAHX-*5 (6)  | 175 | Opp | 279 |  | 7-A-032 | 328481X | Furnished   | 442ZQAHX-*3 (6) | 225 | Opp | 145 |  | 7-A-032                |  | Furnished |
| 442ZKAHX-*5 (6)  | 140 | Opp | 330 |  | 7-A-032 | 328481X | Furnished   | 442ZRAHX-*3 (6) | 225 | Opp | 167 |  | 7-A-032                |  | Furnished |
| 823ZBAHX-*3 (10) | 500 | Opp | 71  |  | 8-A-700 |         | 328170-133X | 442ZSAHX-*3 (6) | 200 | Opp | 199 |  | 7-A-032                |  | Furnished |
| 823ZDAHX-*3 (11) | 500 | Opp | 84  |  | 8-A-700 |         | 328170-133X | 442ZUAHX-*3 (6) | 195 | Opp | 237 |  | 7-A-032                |  | Furnished |
| 823ZGAHX-*3 (12) | 500 | Opp | 91  |  | 8-A-700 |         | 328170-133X | 442ZWAHX-*3 (6) | 175 | Opp | 279 |  | 7-A-032                |  | Furnished |
| 823ZJAHX-*3 (13) | 500 | Opp | 107 |  | 8-A-700 |         | 328170-133X | 442ZXAHX-*3 (6) | 140 | Opp | 330 |  | 7-A-032                |  | Furnished |
| 823ZMAHX-*3 (14) | 500 | Opp | 126 |  | 8-A-700 |         | 328170-133X | 660ZFAHX-*3 (7) | 375 | Opp | 104 |  | 7-A-032                |  | Furnished |
| 823ZRAHX-*3 (15) | 400 | Opp | 173 |  | 8-A-700 |         | 328170-133X | 660ZQAHX-*3 (8) | 375 | Opp | 145 |  | 7-A-032                |  | Furnished |
| 880ZBAHX-*3 (16) | 500 | Opp | 71  |  | 8-A-700 |         | 328170-133X | 660ZSAHX-*3 (9) | 325 | Opp | 199 |  | 7-A-032                |  | Furnished |
| 880ZDAHX-*3 (17) | 500 | Opp | 84  |  | 8-A-700 |         | 328170-133X |                 |     |     |     |  |                        |  |           |
| 880ZGAHX-*3 (18) | 500 | Opp | 91  |  | 8-A-700 |         | 328170-133X |                 |     |     |     |  |                        |  |           |
| 880ZJAHX-*3 (19) | 500 | Opp | 107 |  | 8-A-700 |         | 328170-133X |                 |     |     |     |  |                        |  |           |
| 880ZMAHX-*3 (20) | 500 | Opp | 126 |  | 8-A-700 |         | 328170-133X |                 |     |     |     |  |                        |  |           |
| 880ZQAHX-*3 (21) | 450 | Opp | 147 |  | 8-A-700 |         | 328170-133X |                 |     |     |     |  |                        |  |           |
| 880ZRAHX-*3 (22) | 400 | Opp | 173 |  | 8-A-700 |         | 328170-133X |                 |     |     |     |  |                        |  |           |
| 880ZTAHX-*3 (23) | 350 | Opp | 223 |  | 8-A-700 |         | 328170-133X |                 |     |     |     |  |                        |  |           |

Continued Next Page

**CAUTION:** 660/680 Series: Applications above 1500 RPM, contact Chelsea Technical Service for approval.

(1) Filler block furnished with P.T.O. but not required  
 (2) Input Gear Part No. 5-P-1280  
 (3) Input Gear Part No. 5-P-1287  
 (4) Input Gear Part No. 5-P-1077  
 (5) Input Gear Part No. 5-P-1364  
 (6) Input Gear Part No. 5-P-1004

(7) Input Gear Part No. 5-P-1242  
 (8) Input Gear Part No. 5-P-1246  
 (9) Input Gear Part No. 5-P-1322  
 (10) Input Gear Part No. 5-P-285  
 (11) Input Gear Part No. 5-P-971  
 (12) Input Gear Part No. 5-P-980

(13) Input Gear Part No. 5-P-325  
 (14) Input Gear Part No. 5-P-283  
 (15) Input Gear Part No. 5-P-721  
 (16) Input Gear Part No. 5-P-1100  
 (17) Input Gear Part No. 5-P-1101  
 (18) Input Gear Part No. 5-P-1135

(19) Input Gear Part No. 5-P-1102  
 (20) Input Gear Part No. 5-P-1103  
 (21) Input Gear Part No. 5-P-1385  
 (22) Input Gear Part No. 5-P-1104  
 (23) Input Gear Part No. 5-P-1105

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|         |         |
|---------|---------|
| T2050-C | T2080-D |
| T2060-C |         |
| T2070-C |         |
| T2070-D |         |
| T2080-C |         |

## LEFT SIDE ONLY

## RIGHT SIDE ONLY

## TRANSMISSION GEAR DATA:

L.H. 8-Bolt Opening Gear FORWARD of Centerline

48 Teeth - SPUR

## PITCH LINE TO APERTURE FACE:

.9770" (24.8200MM)

## TRANSMISSION GEAR DATA:

R.H. 6-Bolt Opening Gear FORWARD of Centerline

48 Teeth - SPUR

## PITCH LINE TO APERTURE FACE:

1.2520" (31.8000MM)

**Caution: Application Approval Required for P.T.O. Output Shaft Speeds Above 2500 R.P.M.**

| LEFT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit | RIGHT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit |
|---------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|----------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|
|                           |                 |              | Hi       | Rev |              |                  |          |                            |                 |              | Hi       | Rev |              |                  |          |

## ONE SPEED - TWO GEAR - POWERSHIFT (AIR)

|                 |     |     |     |  |         |         |             |                 |     |     |     |  |         |  |           |
|-----------------|-----|-----|-----|--|---------|---------|-------------|-----------------|-----|-----|-----|--|---------|--|-----------|
| 236ZDAH-X*5 (6) | 250 | Opp | 109 |  | 7-A-032 | 328481X | Furnished   | 236ZDAH-X*3 (6) | 250 | Opp | 109 |  | 7-A-032 |  | Furnished |
| 236ZKAHX*5 (6)  | 250 | Opp | 139 |  | 7-A-032 | 328481X | Furnished   | 236ZKAHX*3 (6)  | 250 | Opp | 139 |  | 7-A-032 |  | Furnished |
| 236ZQAHX*5 (6)  | 250 | Opp | 187 |  | 7-A-032 | 328481X | Furnished   | 236ZQAHX*3 (6)  | 250 | Opp | 187 |  | 7-A-032 |  | Furnished |
| 236ZUAHX*5 (6)  | 225 | Opp | 215 |  | 7-A-032 | 328481X | Furnished   | 236ZUAHX*3 (6)  | 225 | Opp | 215 |  | 7-A-032 |  | Furnished |
| 885ZBAHX*3 (16) | 500 | Opp | 71  |  | 8-A-700 |         | 328170-133X |                 |     |     |     |  |         |  |           |
| 885ZGAHX*3 (18) | 500 | Opp | 91  |  | 8-A-700 |         | 328170-133X |                 |     |     |     |  |         |  |           |
| 885ZJAHX*3 (19) | 500 | Opp | 107 |  | 8-A-700 |         | 328170-133X |                 |     |     |     |  |         |  |           |
| 885ZMAHX*3 (20) | 500 | Opp | 126 |  | 8-A-700 |         | 328170-133X |                 |     |     |     |  |         |  |           |

## ONE SPEED - FORWARD &amp; REVERSE

|                |     |     |     |     |         |  |           |
|----------------|-----|-----|-----|-----|---------|--|-----------|
| 352ZSAHX*3 (6) | 140 | Opp | 202 | 261 | 7-A-032 |  | Furnished |
|----------------|-----|-----|-----|-----|---------|--|-----------|

## ONE SPEED - DUAL SHAFT

|                |     |     |     |  |         |  |           |
|----------------|-----|-----|-----|--|---------|--|-----------|
| 452ZSAHX*3 (6) | 140 | Opp | 202 |  | 7-A-032 |  | Furnished |
|----------------|-----|-----|-----|--|---------|--|-----------|

## GEARED ADAPTERS

|             |  |     |  |  |         |  |           |
|-------------|--|-----|--|--|---------|--|-----------|
| 626ZDAX-3DA |  | Eng |  |  | 7-A-032 |  | Furnished |
| 630ZDAX-3DA |  | Eng |  |  | 7-A-062 |  | Furnished |
| 645ZDAX-3DA |  | Eng |  |  | 7-A-062 |  | Furnished |

**CAUTION:** 660/680 Series: Applications above 1500 RPM, contact Chelsea Technical Service for approval.

(6) Input Gear Part No. 5-P-1004  
 (16) Input Gear Part No. 5-P-1100  
 (18) Input Gear Part No. 5-P-1135  
 (19) Input Gear Part No. 5-P-1102  
 (20) Input Gear Part No. 5-P-1103

January 2008

T2060-A  
T306G

## LEFT SIDE ONLY

## RIGHT SIDE ONLY

**TRANSMISSION GEAR DATA:**

L.H. 8-Bolt Opening Gear FORWARD of Centerline  
40 Teeth - SPUR

**PITCH LINE TO APERTURE FACE:**

1.9280" (48.9700MM)

**TRANSMISSION GEAR DATA:**

R.H. 6-Bolt Opening Gear FORWARD of Centerline  
40 Teeth - SPUR

**PITCH LINE TO APERTURE FACE:**

2.2040" (55.9800MM)

**Caution: Application Approval Required for P.T.O. Output Shaft Speeds Above 2500 R.P.M.**

| LEFT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit | RIGHT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit |
|---------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|----------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|
|                           |                 |              | Hi       | Rev |              |                  |          |                            |                 |              | Hi       | Rev |              |                  |          |

**ONE SPEED - TWO GEAR - MECHANICAL SHIFT**

|                 |     |     |     |  |             |         |         |                 |     |     |     |  |         |  |         |
|-----------------|-----|-----|-----|--|-------------|---------|---------|-----------------|-----|-----|-----|--|---------|--|---------|
| 290KFHUX-*5 (1) | 180 | Opp | 80  |  | 7-A-093 (2) | 328564X | 7170-3X | 290KFHUX-*3 (1) | 180 | Opp | 80  |  | 7-A-270 |  | 7170-4X |
| 290KLHUX-*5 (3) | 180 | Opp | 94  |  | 7-A-093     | 328564X | 7170-3X | 290KLHUX-*3 (3) | 180 | Opp | 94  |  | 7-A-270 |  | 7170-4X |
| 290KQHUX-*5 (4) | 180 | Opp | 124 |  | 7-A-093     | 328564X | 7170-3X | 290KQHUX-*3 (4) | 180 | Opp | 124 |  | 7-A-270 |  | 7170-4X |
| 290KUHUX-*5 (5) | 180 | Opp | 149 |  | 7-A-093     | 328564X | 7170-3X | 290KUHUX-*3 (5) | 180 | Opp | 149 |  | 7-A-270 |  | 7170-4X |

**NOTE:** The "XK" flange cannot be used with the "L" and "U" ratio because of interference with the transmission.

- (1) Input Gear Part No. 5-P-1221  
(2) Filler block furnished with P.T.O.  
(3) Input Gear Part No. 5-P-1222  
(4) Input Gear Part No. 5-P-1223  
(5) Input Gear Part No. 5-P-1224

January 2008

T2110-B

## LEFT SIDE ONLY

## RIGHT SIDE ONLY

## TRANSMISSION GEAR DATA:

L.H. 8-Bolt Opening Gear FORWARD of Centerline

49 Teeth - SPUR

## PITCH LINE TO APERTURE FACE:

.6670" (16.9400MM)

## TRANSMISSION GEAR DATA:

R.H. 6-Bolt Opening Gear FORWARD of Centerline

49 Teeth - SPUR

## PITCH LINE TO APERTURE FACE:

1.0550" (26.7970MM)

**Caution: Application Approval Required for P.T.O. Output Shaft Speeds Above 2500 R.P.M.**

| LEFT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit | RIGHT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit |
|---------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|----------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|
|                           |                 |              | Hi       | Rev |              |                  |          |                            |                 |              | Hi       | Rev |              |                  |          |

## ONE SPEED - SINGLE GEAR - MECHANICAL SHIFT

|             |     |     |    |  |  |  |           |  |  |  |  |  |  |  |  |
|-------------|-----|-----|----|--|--|--|-----------|--|--|--|--|--|--|--|--|
| 812XKDAX-*5 | 400 | Eng | 77 |  |  |  | Furnished |  |  |  |  |  |  |  |  |
|-------------|-----|-----|----|--|--|--|-----------|--|--|--|--|--|--|--|--|

## ONE SPEED - TWO GEAR - MECHANICAL SHIFT

|                 |     |     |     |            |             |                 |                 |     |     |         |           |           |
|-----------------|-----|-----|-----|------------|-------------|-----------------|-----------------|-----|-----|---------|-----------|-----------|
| 221ZCDAX-*5 (1) | 250 | Opp | 54  | 7-A-062(P) | 328564X     | Furnished       | 221XCDAX-*3 (1) | 250 | Opp | 54      | 7-A-032   | Furnished |
| 221ZEDAX-*5 (1) | 250 | Opp | 59  | 7-A-062(P) | 328564X     | Furnished       | 221XEDAX-*3 (1) | 250 | Opp | 59      | 7-A-032   | Furnished |
| 221ZLDAX-*5 (1) | 200 | Opp | 80  | 7-A-062(P) | 328564X     | Furnished       | 221XLDAX-*3 (1) | 200 | Opp | 80      | 7-A-032   | Furnished |
| 221ZPDAX-*5 (1) | 200 | Opp | 97  | 7-A-062(P) | 328564X     | Furnished       | 221XPDAX-*3 (1) | 200 | Opp | 97      | 7-A-032   | Furnished |
| 442ZADAX-*5 (2) | 250 | Opp | 47  | 7-A-032(P) | 310778X     | Furnished       | 442ZADAX-*3 (2) | 250 | Opp | 47      | 7-A-140   | Furnished |
| 442ZCDAX-*5 (3) | 250 | Opp | 60  | 7-A-032(P) | 310778X     | Furnished       | 442ZCDAX-*3 (3) | 250 | Opp | 60      | 7-A-140   | Furnished |
| 442ZFDAX-*5 (4) | 250 | Opp | 74  | 7-A-032(P) | 310778X     | Furnished       | 442ZFDAX-*3 (4) | 250 | Opp | 74      | 7-A-140   | Furnished |
| 442ZHDAX-*5 (5) | 250 | Opp | 86  | 7-A-032(P) | 310778X     | Furnished       | 442ZHDAX-*3 (5) | 250 | Opp | 86      | 7-A-140   | Furnished |
| 442ZLDAX-*5 (6) | 250 | Opp | 96  | 7-A-032(P) | 310778X     | Furnished       | 442ZLDAX-*3 (6) | 250 | Opp | 96      | 7-A-140   | Furnished |
| 442ZQDAX-*5 (6) | 225 | Opp | 103 | 7-A-032(P) | 310778X     | Furnished       | 442ZQDAX-*3 (6) | 225 | Opp | 103     | 7-A-140   | Furnished |
| 442ZRDAX-*5 (6) | 225 | Opp | 120 | 7-A-032(P) | 310778X     | Furnished       | 442ZRDAX-*3 (6) | 225 | Opp | 120     | 7-A-140   | Furnished |
| 442ZSDAX-*5 (6) | 200 | Opp | 142 | 7-A-032(P) | 310778X     | Furnished       | 442ZSDAX-*3 (6) | 200 | Opp | 142     | 7-A-140   | Furnished |
| 442ZUDAX-*5 (6) | 195 | Opp | 169 | 7-A-032(P) | 310778X     | Furnished       | 442ZUDAX-*3 (6) | 195 | Opp | 169     | 7-A-140   | Furnished |
| 442ZWDAX-*5 (6) | 175 | Opp | 199 | 7-A-032(P) | 310778X     | Furnished       | 442ZWDAX-*3 (6) | 175 | Opp | 199     | 7-A-140   | Furnished |
| 442ZXDAX-*5 (6) | 140 | Opp | 236 | 7-A-032(P) | 310778X     | Furnished       | 442ZXDAX-*3 (6) | 140 | Opp | 236     | 7-A-140   | Furnished |
| 489ZFDAX-*5 (4) | 250 | Opp | 74  | 8-A-062    | 328170-190X | 660ZFDAX-*3 (7) | 375             | Opp | 74  | 7-A-140 | Furnished |           |
| 489ZHDAX-*5 (5) | 250 | Opp | 86  | 8-A-062    | 328170-190X | 660ZQDAX-*3 (8) | 375             | Opp | 103 | 7-A-140 | Furnished |           |
| 489ZLDAX-*5 (6) | 250 | Opp | 96  | 8-A-062    | 328170-190X | 660ZSDAX-*3 (9) | 325             | Opp | 142 | 7-A-140 | Furnished |           |
| 489ZQDAX-*5 (6) | 225 | Opp | 103 | 8-A-062    | 328170-190X |                 |                 |     |     |         |           |           |
| 489ZRDAX-*5 (6) | 225 | Opp | 120 | 8-A-062    | 328170-190X |                 |                 |     |     |         |           |           |
| 489ZSDAX-*5 (6) | 200 | Opp | 142 | 8-A-062    | 328170-190X |                 |                 |     |     |         |           |           |
| 489ZUDAX-*5 (6) | 195 | Opp | 169 | 8-A-062    | 328170-190X |                 |                 |     |     |         |           |           |
| 489ZWDAX-*5 (6) | 175 | Opp | 199 | 8-A-062    | 328170-190X |                 |                 |     |     |         |           |           |
| 489ZXDAX-*5 (6) | 140 | Opp | 236 | 8-A-062    | 328170-190X |                 |                 |     |     |         |           |           |
| 680ZFDAX-*5 (7) | 375 | Opp | 74  | 8-A-062    | 328170-190X |                 |                 |     |     |         |           |           |
| 680ZQDAX-*5 (8) | 375 | Opp | 103 | 8-A-062    | 328170-190X |                 |                 |     |     |         |           |           |

Continued Next Page

**CAUTION:** 660/680 Series: Applications above 1500 RPM, contact Chelsea Technical Service for approval.**NOTE:** For PTO output speeds on the T2110B Main Section, see Mack application MAK-24.**NOTE:** The Rear Section P.T.O. speeds are shown with the Main Section in 5th gear or Direct and the Rear Section in Neutral.**NOTE:** For all other Main Section gear shift positions use the following multiplication factors to determine your PTO output speeds: 1st gear = .255, 2nd & 7th gear = .450, 3rd & 8th gear = .590, 4th & 9th gear = .629 and 6th & 11th gear = 1.067.

- (1) Input Gear Part No. 5-P-633  
 (2) Input Gear Part No. 5-P-1284  
 (3) Input Gear Part No. 5-P-1291  
 (4) Input Gear Part No. 5-P-1085  
 (5) Input Gear Part No. 5-P-1365  
 (6) Input Gear Part No. 5-P-1037

- (7) Input Gear Part No. 5-P-1330  
 (8) Input Gear Part No. 5-P-1331  
 (9) Input Gear Part No. 5-P-1332

January 2008

T2110-B

## LEFT SIDE ONLY

## RIGHT SIDE ONLY

**TRANSMISSION GEAR DATA:**

L.H. 8-Bolt Opening Gear FORWARD of Centerline

49 Teeth - SPUR

**PITCH LINE TO APERTURE FACE:**

.6670" (16.9400MM)

**TRANSMISSION GEAR DATA:**

R.H. 6-Bolt Opening Gear FORWARD of Centerline

49 Teeth - SPUR

**PITCH LINE TO APERTURE FACE:**

1.0550" (26.7970MM)

**Caution: Application Approval Required for P.T.O. Output Shaft Speeds Above 2500 R.P.M.**

| LEFT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit | RIGHT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit |
|---------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|----------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|
|                           |                 |              | Hi       | Rev |              |                  |          |                            |                 |              | Hi       | Rev |              |                  |          |

**ONE SPEED - TWO GEAR - MECHANICAL SHIFT**

|                  |     |     |     |  |         |  |             |  |  |  |  |  |  |  |  |
|------------------|-----|-----|-----|--|---------|--|-------------|--|--|--|--|--|--|--|--|
| 680ZSDAX-*5 (9)  | 325 | Opp | 142 |  | 8-A-062 |  | 328170-190X |  |  |  |  |  |  |  |  |
| 823XBDAX-*5      | 500 | Opp | 48  |  |         |  | Furnished   |  |  |  |  |  |  |  |  |
| 823XMDAX-*5 (10) | 500 | Opp | 86  |  |         |  | Furnished   |  |  |  |  |  |  |  |  |
| 823XRDAX-*5 (11) | 400 | Opp | 118 |  |         |  | Furnished   |  |  |  |  |  |  |  |  |
| 880XBDAX-*5 (12) | 500 | Opp | 48  |  |         |  | Furnished   |  |  |  |  |  |  |  |  |
| 880XGDAX-*5 (13) | 500 | Opp | 62  |  |         |  | Furnished   |  |  |  |  |  |  |  |  |
| 880XMDAX-*5 (14) | 500 | Opp | 86  |  |         |  | Furnished   |  |  |  |  |  |  |  |  |
| 880XRDAX-*5 (15) | 400 | Opp | 118 |  |         |  | Furnished   |  |  |  |  |  |  |  |  |
| 880XTDAX-*5 (16) | 350 | Opp | 152 |  |         |  | Furnished   |  |  |  |  |  |  |  |  |

**ONE SPEED - TWO GEAR - POWERSHIFT (AIR)**

|                  |     |     |     |  |            |         |           |                  |     |     |     |  |         |  |           |
|------------------|-----|-----|-----|--|------------|---------|-----------|------------------|-----|-----|-----|--|---------|--|-----------|
| 230XKDAX-*5 (17) | 250 | Opp | 77  |  | 7-A-062(P) | 328481X | Furnished | 230XKDAX-*3 (17) | 250 | Opp | 77  |  | 7-A-032 |  | Furnished |
| 230XQDAX-*5 (18) | 250 | Opp | 102 |  | 7-A-062(P) | 328481X | Furnished | 230XQDAX-*3 (18) | 250 | Opp | 102 |  | 7-A-032 |  | Furnished |
| 236ZDDAX-*5 (6)  | 250 | Opp | 78  |  | 7-A-032(P) | 310778X | Furnished | 236ZDDAX-*3 (6)  | 250 | Opp | 78  |  | 7-A-140 |  | Furnished |
| 236ZKDAX-*5 (6)  | 250 | Opp | 100 |  | 7-A-032(P) | 310778X | Furnished | 236ZKDAX-*3 (6)  | 250 | Opp | 100 |  | 7-A-140 |  | Furnished |
| 236ZQDAX-*5 (6)  | 250 | Opp | 134 |  | 7-A-032(P) | 310778X | Furnished | 236ZQDAX-*3 (6)  | 250 | Opp | 134 |  | 7-A-140 |  | Furnished |
| 236ZUDAX-*5 (6)  | 225 | Opp | 153 |  | 7-A-032(P) | 310778X | Furnished | 236ZUDAX-*3 (6)  | 225 | Opp | 153 |  | 7-A-140 |  | Furnished |
| 885XBDAX-*5 (12) | 500 | Opp | 48  |  |            |         | Furnished |                  |     |     |     |  |         |  |           |
| 885XGDAX-*5 (13) | 500 | Opp | 62  |  |            |         | Furnished |                  |     |     |     |  |         |  |           |
| 885XMDAX-*5 (14) | 500 | Opp | 86  |  |            |         | Furnished |                  |     |     |     |  |         |  |           |

**ONE SPEED - FORWARD & REVERSE**

|                  |     |     |    |    |            |         |           |                  |     |     |    |    |         |  |           |
|------------------|-----|-----|----|----|------------|---------|-----------|------------------|-----|-----|----|----|---------|--|-----------|
| 340SFDAX-*5 (19) | 200 | Opp | 68 | 71 | 7-A-062(P) | 328481X | Furnished | 340SFDAX-*3 (19) | 200 | Opp | 68 | 71 | 7-A-062 |  | Furnished |
| 863XBDAX-*5      | 500 | Opp | 48 | 60 |            |         | Furnished |                  |     |     |    |    |         |  |           |

**GEARED ADAPTERS**

|             |     |  |         |  |             |             |     |  |         |  |           |
|-------------|-----|--|---------|--|-------------|-------------|-----|--|---------|--|-----------|
| 628ZDAX-5DA | Eng |  | 8-A-062 |  | 328170-190X | 626ZDAX-3DA | Eng |  | 7-A-140 |  | Furnished |
|             |     |  |         |  |             | 630ZDAX-3DA | Eng |  | 7-A-140 |  | Furnished |
|             |     |  |         |  |             | 645ZDAX-3DA | Eng |  | 7-A-140 |  | Furnished |

**CAUTION:** 660/680 Series: Applications above 1500 RPM, contact Chelsea Technical Service for approval.**NOTE:** For PTO output speeds on the T2110B Main Section, see Mack application MAK-24.**NOTE:** The Rear Section P.T.O. speeds are shown with the Main Section in 5th gear or Direct and the Rear Section in Neutral.**NOTE:** For all other Main Section gear shift positions use the following multiplication factors to determine your PTO output speeds: 1st gear = .255, 2nd & 7th gear = .450, 3rd & 8th gear = .590, 4th & 9th gear = .629 and 6th & 11th gear = 1.067.

(6) Input Gear Part No. 5-P-1037  
 (9) Input Gear Part No. 5-P-1332  
 (10) Input Gear Part No. 5-P-637  
 (11) Input Gear Part No. 5-P-808  
 (12) Input Gear Part No. 5-P-1120  
 (13) Input Gear Part No. 5-P-1174

(14) Input Gear Part No. 5-P-1121  
 (15) Input Gear Part No. 5-P-1122  
 (16) Input Gear Part No. 5-P-1123  
 (17) Input Gear Part No. 5-P-843  
 (18) Input Gear Part No. 5-P-844  
 (19) Input Gear Part No. 5-P-634

January 2008

T310  
T310-M  
T310ME

## LEFT SIDE ONLY

## RIGHT SIDE ONLY

## TRANSMISSION GEAR DATA:

L.H. 8-Bolt Opening Gear FORWARD of Centerline

53 Teeth - SPUR

## PITCH LINE TO APERTURE FACE:

0.8100" (20.5700MM)

## TRANSMISSION GEAR DATA:

R.H. 6-Bolt Opening Gear FORWARD of Centerline

53 Teeth - SPUR

## PITCH LINE TO APERTURE FACE:

1.0800" (27.5600MM)

**Caution: Application Approval Required for P.T.O. Output Shaft Speeds Above 2500 R.P.M.**

| LEFT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit | RIGHT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit |
|---------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|----------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|
|                           |                 |              | Hi       | Rev |              |                  |          |                            |                 |              | Hi       | Rev |              |                  |          |

## ONE SPEED - SINGLE GEAR - MECHANICAL SHIFT

|             |     |     |    |  |  |  |           |                 |     |     |     |  |  |           |           |
|-------------|-----|-----|----|--|--|--|-----------|-----------------|-----|-----|-----|--|--|-----------|-----------|
| 812XKDAX-*5 | 400 | Eng | 95 |  |  |  | Furnished | 100XRAHX-*3 (1) | 125 | Opp | 148 |  |  | 328554-2X | Furnished |
|-------------|-----|-----|----|--|--|--|-----------|-----------------|-----|-----|-----|--|--|-----------|-----------|

## ONE SPEED - TWO GEAR - MECHANICAL SHIFT

|                  |     |     |     |  |            |         |           |                  |     |     |     |  |               |           |           |
|------------------|-----|-----|-----|--|------------|---------|-----------|------------------|-----|-----|-----|--|---------------|-----------|-----------|
| 221ZCDAX-*5      | 250 | Opp | 66  |  |            | 328564X | Furnished | 221XCAHX-*3      | 250 | Eng | 65  |  | 7-A-032(P)(2) | 328554-2X | Furnished |
| 221ZEDAX-*5      | 250 | Opp | 73  |  |            | 328564X | Furnished | 221XEAHX-*3      | 250 | Eng | 75  |  |               | 328554-2X | Furnished |
| 221ZLDAX-*5      | 200 | Opp | 98  |  |            | 328564X | Furnished | 221XLAHX-*3      | 200 | Eng | 102 |  |               | 328554-2X | Furnished |
| 221ZPDAX-*5      | 200 | Opp | 120 |  |            | 328564X | Furnished | 221XPAHX-*3      | 200 | Eng | 123 |  |               | 328554-2X | Furnished |
| 442ZADAX-*5 (6)  | 250 | Opp | 57  |  | 7-A-062(P) | 328481X | Furnished | 221XCDAX-*3      | 250 | Opp | 66  |  |               |           | Furnished |
| 442ZCDAX-*5 (7)  | 250 | Opp | 74  |  | 7-A-062(P) | 328481X | Furnished | 221XEDAX-*3      | 250 | Opp | 73  |  |               |           | Furnished |
| 442ZFDAX-*5 (8)  | 250 | Opp | 92  |  | 7-A-062(P) | 328481X | Furnished | 221XLDAX-*3      | 200 | Opp | 98  |  |               |           | Furnished |
| 442ZHDAX-*5 (9)  | 250 | Opp | 107 |  | 7-A-062(P) | 328481X | Furnished | 221XPDAX-*3      | 200 | Opp | 120 |  |               |           | Furnished |
| 442ZLDAX-*5 (10) | 250 | Opp | 119 |  | 7-A-062(P) | 328481X | Furnished | 442XFAHX-*3 (3)  | 250 | Eng | 91  |  |               | 328554-2X | Furnished |
| 442ZQDAX-*5 (10) | 225 | Opp | 128 |  | 7-A-062(P) | 328481X | Furnished | 442XHAHX-*3 (4)  | 250 | Eng | 107 |  |               | 328554-2X | Furnished |
| 442ZRDAX-*5 (10) | 225 | Opp | 149 |  | 7-A-062(P) | 328481X | Furnished | 442XLAHX-*3 (5)  | 250 | Eng | 118 |  |               | 328554-2X | Furnished |
| 442ZSDAX-*5 (10) | 200 | Opp | 178 |  | 7-A-062(P) | 328481X | Furnished | 442XQAHX-*3 (5)  | 225 | Eng | 128 |  |               | 328554-2X | Furnished |
| 442ZUDAX-*5 (10) | 195 | Opp | 212 |  | 7-A-062(P) | 328481X | Furnished | 442XRAHX-*3 (5)  | 225 | Eng | 148 |  |               | 328554-2X | Furnished |
| 442ZWDAX-*5 (10) | 175 | Opp | 250 |  | 7-A-032(P) | 328481X | Furnished | 442XSAHX-*3 (5)  | 200 | Eng | 177 |  |               | 328554-2X | Furnished |
| 442ZXDAX-*5 (10) | 140 | Opp | 296 |  | 7-A-062(P) | 328481X | Furnished | 442XUAHX-*3 (5)  | 195 | Eng | 211 |  |               | 328554-2X | Furnished |
| 489ZADAX-*5 (6)  | 250 | Opp | 57  |  |            |         | Furnished | 442XWAHX-*3 (5)  | 175 | Eng | 248 |  |               | 328554-2X | Furnished |
| 489ZCDAX-*5 (7)  | 250 | Opp | 74  |  |            |         | Furnished | 442XXAHX-*3 (5)  | 140 | Eng | 294 |  |               | 328554-2X | Furnished |
| 489ZFDAX-*5 (8)  | 250 | Opp | 92  |  |            |         | Furnished | 442ZADAX-*3 (6)  | 250 | Opp | 57  |  | 7-A-093       |           | Furnished |
| 489ZHDAX-*5 (9)  | 250 | Opp | 107 |  |            |         | Furnished | 442ZCDAX-*3 (7)  | 250 | Opp | 74  |  | 7-A-093       |           | Furnished |
| 489ZLDAX-*5 (10) | 250 | Opp | 119 |  |            |         | Furnished | 442ZFDAX-*3 (8)  | 250 | Opp | 92  |  | 7-A-093       |           | Furnished |
| 489ZQDAX-*5 (10) | 225 | Opp | 128 |  |            |         | Furnished | 442ZHDAX-*3 (9)  | 250 | Opp | 107 |  | 7-A-093       |           | Furnished |
| 489ZRDAX-*5 (10) | 225 | Opp | 149 |  |            |         | Furnished | 442ZLDAX-*3 (10) | 250 | Opp | 119 |  | 7-A-093       |           | Furnished |
| 489ZSDAX-*5 (10) | 200 | Opp | 178 |  |            |         | Furnished | 442ZQDAX-*3 (10) | 225 | Opp | 128 |  | 7-A-093       |           | Furnished |
| 489ZUDAX-*5 (10) | 195 | Opp | 212 |  |            |         | Furnished | 442ZRDAX-*3 (10) | 225 | Opp | 149 |  | 7-A-093       |           | Furnished |
| 489ZWDAX-*5 (10) | 175 | Opp | 250 |  |            |         | Furnished | 442ZSDAX-*3 (10) | 200 | Opp | 178 |  | 7-A-093       |           | Furnished |
| 489ZXDAX-*5 (10) | 140 | Opp | 296 |  |            |         | Furnished | 442ZUDAX-*3 (10) | 195 | Opp | 212 |  | 7-A-093       |           | Furnished |

Continued Next Page

**CAUTION:** Do not use geared adapters with 442 "A" and "C" ratios.

**CAUTION:** 660/680 Series: Applications above 1500 RPM, contact Chelsea Technical Service for approval.

**NOTE:** Using the 328554-2X adapter will permit P.T.O. installation on trucks with set back front axle.

**NOTE:** The 812 series with a direct mount pump flange or a universal joint larger than the 1000 series will interfere with the reverse idler bulge.

**NOTE:** The AK & XK output flanges can not be used with the "A" & "C" ratios on the 489 Series PTOs due to mounting stud interference. Use a RA or RB rotatable flange for the XK and the RA for the AK flange.

(1) Gear and Shaft Kit No. KXA-2-P-565  
(2) Filler block furnished with P.T.O.  
(3) Input Gear Part No. 5-P-1077  
(4) Input Gear Part No. 5-P-1364  
(5) Input Gear Part No. 5-P-1004  
(6) Input Gear Part No. 5-P-1284

(7) Input Gear Part No. 5-P-1291  
(8) Input Gear Part No. 5-P-1085  
(9) Input Gear Part No. 5-P-1365  
(10) Input Gear Part No. 5-P-1037

T310  
T310-M  
T310ME

## LEFT SIDE ONLY

## RIGHT SIDE ONLY

**TRANSMISSION GEAR DATA:**

L.H. 8-Bolt Opening Gear FORWARD of Centerline

53 Teeth - SPUR

**PITCH LINE TO APERTURE FACE:**

0.8100" (20.5700MM)

**TRANSMISSION GEAR DATA:**

R.H. 6-Bolt Opening Gear FORWARD of Centerline

53 Teeth - SPUR

**PITCH LINE TO APERTURE FACE:**

1.0800" (27.5600MM)

**Caution: Application Approval Required for P.T.O. Output Shaft Speeds Above 2500 R.P.M.**

| LEFT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit | RIGHT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit |
|---------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|----------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|
|                           |                 |              | Hi       | Rev |              |                  |          |                            |                 |              | Hi       | Rev |              |                  |          |

**ONE SPEED - TWO GEAR - MECHANICAL SHIFT**

|                  |     |     |     |  |  |  |           |                  |     |     |     |  |         |  |           |
|------------------|-----|-----|-----|--|--|--|-----------|------------------|-----|-----|-----|--|---------|--|-----------|
| 680ZFDAX-*5 (11) | 375 | Opp | 92  |  |  |  | Furnished | 442ZWDAX-*3 (10) | 175 | Opp | 250 |  | 7-A-093 |  | Furnished |
| 680ZQDAX-*5 (12) | 375 | Opp | 128 |  |  |  | Furnished | 442ZXDAX-*3 (10) | 140 | Opp | 296 |  | 7-A-093 |  | Furnished |
| 680ZSDAX-*5 (13) | 325 | Opp | 178 |  |  |  | Furnished | 660ZFDAX-*3 (11) | 375 | Opp | 92  |  | 7-A-062 |  | Furnished |
| 823XBDAX-*5      | 500 | Opp | 59  |  |  |  | Furnished | 660ZQDAX-*3 (12) | 375 | Opp | 128 |  | 7-A-062 |  | Furnished |
| 823XMDAX-*5 (14) | 500 | Opp | 106 |  |  |  | Furnished | 660ZSDAX-*3 (13) | 325 | Opp | 178 |  | 7-A-062 |  | Furnished |
| 823XRDAX-*5 (15) | 400 | Opp | 148 |  |  |  | Furnished |                  |     |     |     |  |         |  |           |
| 880XBDAX-*5 (16) | 500 | Opp | 59  |  |  |  | Furnished |                  |     |     |     |  |         |  |           |
| 880XGDAX-*5 (17) | 500 | Opp | 76  |  |  |  | Furnished |                  |     |     |     |  |         |  |           |
| 880XMDAX-*5 (18) | 500 | Opp | 106 |  |  |  | Furnished |                  |     |     |     |  |         |  |           |
| 880XRDAX-*5 (19) | 400 | Opp | 148 |  |  |  | Furnished |                  |     |     |     |  |         |  |           |
| 880XTDAX-*5 (20) | 350 | Opp | 191 |  |  |  | Furnished |                  |     |     |     |  |         |  |           |

**ONE SPEED - TWO GEAR - POWERSHIFT (AIR)**

|                  |     |     |     |  |            |           |                  |                 |     |     |     |         |           |  |           |
|------------------|-----|-----|-----|--|------------|-----------|------------------|-----------------|-----|-----|-----|---------|-----------|--|-----------|
| 230XADAX-*5      | 250 | Opp | 46  |  | 328481X    | Furnished | 230XADAX-*3      | 250             | Opp | 46  |     |         |           |  | Furnished |
| 230XBDAX-*5      | 250 | Opp | 60  |  | 328481X    | Furnished | 230XBDAX-*3      | 250             | Opp | 60  |     |         |           |  | Furnished |
| 230XDDAX-*5      | 250 | Opp | 70  |  | 328481X    | Furnished | 230XDDAX-*3      | 250             | Opp | 70  |     |         |           |  | Furnished |
| 230XKDAX-*5 (21) | 250 | Opp | 96  |  | 328481X    | Furnished | 230XKDAX-*3 (21) | 250             | Opp | 95  |     |         |           |  | Furnished |
| 230XQDAX-*5 (22) | 250 | Opp | 127 |  | 328481X    | Furnished | 230XQDAX-*3 (22) | 250             | Opp | 127 |     |         |           |  | Furnished |
| 236ZDDAX-*5 (10) | 250 | Opp | 96  |  | 7-A-062(P) | 328481X   | Furnished        | 236XDAHX-*3 (5) | 250 | Eng | 95  |         | 328554-2X |  | Furnished |
| 236ZKDAX-*5 (10) | 250 | Opp | 124 |  | 7-A-062(P) | 328481X   | Furnished        | 236XKAHX-*3 (5) | 250 | Eng | 123 |         | 328554-2X |  | Furnished |
| 236ZQDAX-*5 (10) | 250 | Opp | 167 |  | 7-A-032(P) | 328481X   | Furnished        | 236XQAHX-*3 (5) | 250 | Eng | 166 |         | 328554-2X |  | Furnished |
| 236ZUDAX-*5 (10) | 225 | Opp | 192 |  | 7-A-062(P) | 328481X   | Furnished        | 236XUAHX-*3 (5) | 225 | Eng | 190 |         | 328554-2X |  | Furnished |
| 885XBDAX-*5 (16) | 500 | Opp | 59  |  |            | Furnished | 236ZDDAX-*3 (10) | 250             | Opp | 96  |     | 7-A-093 |           |  | Furnished |
| 885XGDAX-*5 (17) | 500 | Opp | 76  |  |            | Furnished | 236ZKDAX-*3 (10) | 250             | Opp | 124 |     | 7-A-093 |           |  | Furnished |
| 885XMDAX-*5 (18) | 500 | Opp | 106 |  |            | Furnished | 236ZQDAX-*3 (10) | 250             | Opp | 167 |     | 7-A-093 |           |  | Furnished |
|                  |     |     |     |  |            |           | 236ZUDAX-*3 (10) | 225             | Opp | 192 |     | 7-A-093 |           |  | Furnished |

**ONE SPEED - FORWARD & REVERSE**

|                  |     |     |    |    |         |           |                  |     |     |    |    |  |  |  |           |
|------------------|-----|-----|----|----|---------|-----------|------------------|-----|-----|----|----|--|--|--|-----------|
| 340SFDAX-*5 (23) | 200 | Opp | 83 | 90 | 328481X | Furnished | 340SFDAX-*5 (23) | 200 | Opp | 83 | 90 |  |  |  | Furnished |
|------------------|-----|-----|----|----|---------|-----------|------------------|-----|-----|----|----|--|--|--|-----------|

Continued Next Page

**CAUTION:** Do not use geared adapters with 442 "A" and "C" ratios.

**CAUTION:** 660/680 Series: Applications above 1500 RPM, contact Chelsea Technical Service for approval.

**NOTE:** Using the 328554-2X adapter will permit P.T.O. installation on trucks with set back front axle.

**NOTE:** The 812 series with a direct mount pump flange or a universal joint larger than the 1000 series will interfere with the reverse idler bulge.

**NOTE:** The AK & XK output flanges can not be used with the "A" & "C" ratios on the 489 Series PTOs due to mounting stud interference. Use a RA or RB rotatable flange for the XK and the RA for the AK flange.

(5) Input Gear Part No. 5-P-1004  
(10) Input Gear Part No. 5-P-1037  
(11) Input Gear Part No. 5-P-1330  
(12) Input Gear Part No. 5-P-1331  
(13) Input Gear Part No. 5-P-1332  
(14) Input Gear Part No. 5-P-637

(15) Input Gear Part No. 5-P-808  
(16) Input Gear Part No. 5-P-1120  
(17) Input Gear Part No. 5-P-1174  
(18) Input Gear Part No. 5-P-1121  
(19) Input Gear Part No. 5-P-1122  
(20) Input Gear Part No. 5-P-1123

(21) Input Gear Part No. 5-P-P-843  
(22) Input Gear Part No. 5-P-P-844  
(23) Input Gear Part No. 5-P-634

January 2008

T310  
T310-M  
T310ME

## LEFT SIDE ONLY

## RIGHT SIDE ONLY

**TRANSMISSION GEAR DATA:**

L.H. 8-Bolt Opening Gear FORWARD of Centerline

53 Teeth - SPUR

**PITCH LINE TO APERTURE FACE:**

0.8100" (20.5700MM)

**TRANSMISSION GEAR DATA:**

R.H. 6-Bolt Opening Gear FORWARD of Centerline

53 Teeth - SPUR

**PITCH LINE TO APERTURE FACE:**

1.0800" (27.5600MM)

**Caution: Application Approval Required for P.T.O. Output Shaft Speeds Above 2500 R.P.M.**

| LEFT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit | RIGHT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit |
|---------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|----------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|
|                           |                 |              | Hi       | Rev |              |                  |          |                            |                 |              | Hi       | Rev |              |                  |          |

**ONE SPEED - FORWARD & REVERSE**

|             |     |     |    |    |  |  |           |                 |     |     |     |     |  |           |           |
|-------------|-----|-----|----|----|--|--|-----------|-----------------|-----|-----|-----|-----|--|-----------|-----------|
| 863XBDAX-*5 | 500 | Opp | 59 | 75 |  |  | Furnished | 352XSAHX-*3 (5) | 140 | Eng | 179 | 234 |  | 328554-2X | Furnished |
|-------------|-----|-----|----|----|--|--|-----------|-----------------|-----|-----|-----|-----|--|-----------|-----------|

**ONE SPEED - DUAL SHAFT**

|  |  |  |  |  |  |  |  |                 |     |     |     |  |  |           |           |
|--|--|--|--|--|--|--|--|-----------------|-----|-----|-----|--|--|-----------|-----------|
|  |  |  |  |  |  |  |  | 452XSAHX-*3 (5) | 140 | Eng | 179 |  |  | 328554-2X | Furnished |
|--|--|--|--|--|--|--|--|-----------------|-----|-----|-----|--|--|-----------|-----------|

**GEARED ADAPTERS**

|             |  |     |  |  |  |  |           |             |  |     |  |  |         |  |           |
|-------------|--|-----|--|--|--|--|-----------|-------------|--|-----|--|--|---------|--|-----------|
| 628ZDAX-5DA |  | Eng |  |  |  |  | Furnished | 626ZDAX-3DA |  | Eng |  |  | 7-A-062 |  | Furnished |
|             |  |     |  |  |  |  |           | 630ZDAX-3DA |  | Eng |  |  | 7-A-062 |  | Furnished |
|             |  |     |  |  |  |  |           | 645ZDAX-3DA |  | Eng |  |  | 7-A-062 |  | Furnished |

**CAUTION:** Do not use geared adapters with 442 "A" and "C" ratios.

**CAUTION:** 660/680 Series: Applications above 1500 RPM, contact Chelsea Technical Service for approval.

**NOTE:** Using the 328554-2X adapter will permit P.T.O. installation on trucks with set back front axle.

**NOTE:** The 812 series with a direct mount pump flange or a universal joint larger than the 1000 series will interfere with the reverse idler bulge.

**NOTE:** The AK & XK output flanges can not be used with the "A" & "C" ratios on the 489 Series PTOs due to mounting stud interference. Use a RA or RB rotatable flange for the XK and the RA for the AK flange.

(5) Input Gear Part No. 5-P-1004

January 2008

TM308

TM309

## LEFT SIDE ONLY

## RIGHT SIDE ONLY

## TRANSMISSION GEAR DATA:

L.H. 8-Bolt Opening Gear REAR of Centerline

54 Teeth - SPUR

## PITCH LINE TO APERTURE FACE:

0.8100" (20.5700MM)

## TRANSMISSION GEAR DATA:

R.H. 6-Bolt Opening Gear REAR of Centerline

54 Teeth - SPUR

## PITCH LINE TO APERTURE FACE:

1.0850" (27.5590MM)

**Caution: Application Approval Required for P.T.O. Output Shaft Speeds Above 2500 R.P.M.**

| LEFT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit | RIGHT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit |
|---------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|----------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|
|                           |                 |              | Hi       | Rev |              |                  |          |                            |                 |              | Hi       | Rev |              |                  |          |

**ONE SPEED - TWO GEAR - MECHANICAL SHIFT**

|                  |     |     |     |  |            |         |           |                 |     |     |     |  |         |  |           |
|------------------|-----|-----|-----|--|------------|---------|-----------|-----------------|-----|-----|-----|--|---------|--|-----------|
| 442ZFDAX-*6 (1)  | 250 | Opp | 94  |  | 7-A-062(P) | 328481X | Furnished | 442ZFDAX-*4 (1) | 250 | Opp | 94  |  | 7-A-062 |  | Furnished |
| 442ZHDAX-*6 (2)  | 250 | Opp | 109 |  | 7-A-062(P) | 328481X | Furnished | 442ZHDAX-*4 (2) | 250 | Opp | 109 |  | 7-A-062 |  | Furnished |
| 442ZLDAX-*6 (3)  | 250 | Opp | 121 |  | 7-A-062(P) | 328481X | Furnished | 442ZLDAX-*4 (3) | 250 | Opp | 121 |  | 7-A-062 |  | Furnished |
| 442ZQDAX-*6 (3)  | 225 | Opp | 130 |  | 7-A-062(P) | 328481X | Furnished | 442ZQDAX-*4 (3) | 225 | Opp | 130 |  | 7-A-062 |  | Furnished |
| 489ZFDAX-*6 (1)  | 250 | Opp | 94  |  |            |         | Furnished | 660ZFDAX-*4 (4) | 375 | Opp | 94  |  | 7-A-062 |  | Furnished |
| 489ZHDAX-*6 (2)  | 250 | Opp | 109 |  |            |         | Furnished | 660ZQDAX-*4 (5) | 375 | Opp | 130 |  | 7-A-062 |  | Furnished |
| 489ZLDAX-*6 (3)  | 250 | Opp | 121 |  |            |         | Furnished |                 |     |     |     |  |         |  |           |
| 489ZQDAX-*6 (3)  | 225 | Opp | 130 |  |            |         | Furnished |                 |     |     |     |  |         |  |           |
| 680ZFDAX-*6 (4)  | 375 | Opp | 94  |  |            |         | Furnished |                 |     |     |     |  |         |  |           |
| 680ZQDAX-*6 (5)  | 375 | Opp | 130 |  |            |         | Furnished |                 |     |     |     |  |         |  |           |
| 880XBDAX-*6 (6)  | 500 | Opp | 61  |  |            |         | Furnished |                 |     |     |     |  |         |  |           |
| 880XGDAX-*6 (7)  | 500 | Opp | 78  |  |            |         | Furnished |                 |     |     |     |  |         |  |           |
| 880XMDAX-*6 (8)  | 500 | Opp | 108 |  |            |         | Furnished |                 |     |     |     |  |         |  |           |
| 880XRDAX-*6 (9)  | 400 | Opp | 150 |  |            |         | Furnished |                 |     |     |     |  |         |  |           |
| 880XTDAX-*6 (10) | 350 | Opp | 193 |  |            |         | Furnished |                 |     |     |     |  |         |  |           |

**ONE SPEED - TWO GEAR - POWERSHIFT (AIR)**

|                  |     |     |     |  |            |         |           |                  |     |     |     |  |         |  |           |
|------------------|-----|-----|-----|--|------------|---------|-----------|------------------|-----|-----|-----|--|---------|--|-----------|
| 230XADAX-*6 (11) | 250 | Opp | 48  |  |            | 328481X | Furnished | 230XADAX-*4 (11) | 250 | Opp | 48  |  |         |  | Furnished |
| 230XBDAX-*6 (12) | 250 | Opp | 62  |  |            | 328481X | Furnished | 230XBDAX-*4 (12) | 250 | Opp | 62  |  |         |  | Furnished |
| 230XDDAX-*6 (13) | 250 | Opp | 72  |  |            | 328481X | Furnished | 230XDDAX-*4 (13) | 250 | Opp | 72  |  |         |  | Furnished |
| 230XKDX-*6 (14)  | 250 | Opp | 97  |  |            | 328481X | Furnished | 230XKDX-*4 (14)  | 250 | Opp | 97  |  |         |  | Furnished |
| 230XQDAX-*6 (15) | 250 | Opp | 129 |  |            | 328481X | Furnished | 230XQDAX-*4 (15) | 250 | Opp | 129 |  |         |  | Furnished |
| 236ZDDAX-*6 (3)  | 250 | Opp | 98  |  | 7-A-062(P) | 328481X | Furnished | 236ZDDAX-*4 (3)  | 250 | Opp | 98  |  | 7-A-062 |  | Furnished |
| 885XBDAX-*6 (6)  | 500 | Opp | 61  |  |            |         | Furnished |                  |     |     |     |  |         |  |           |
| 885XGDAX-*6 (7)  | 500 | Opp | 78  |  |            |         | Furnished |                  |     |     |     |  |         |  |           |
| 885XMDAX-*6 (8)  | 500 | Opp | 108 |  |            |         | Furnished |                  |     |     |     |  |         |  |           |

**ONE SPEED - FORWARD & REVERSE**

|                  |     |     |    |    |  |         |           |                  |     |     |    |    |  |  |           |
|------------------|-----|-----|----|----|--|---------|-----------|------------------|-----|-----|----|----|--|--|-----------|
| 340SFDAX-*4 (16) | 200 | Opp | 85 | 90 |  | 328481X | Furnished | 340SFDAX-*4 (16) | 200 | Opp | 85 | 90 |  |  | Furnished |
|------------------|-----|-----|----|----|--|---------|-----------|------------------|-----|-----|----|----|--|--|-----------|

**Continued Next Page****Caution:** Do not use geared adapters with 442 "A" and "C" ratios.**Caution:** Do not install any P.T.O. models with a sliding input gear, the input gear does not shift completely out of mesh.**Caution:** 660/680j Series: Applications above 1500 RPM, contact Chelsea Technical Service for approval.**Note:** The 54 tooth gear in the transmission is located rearward of the verticle center line by .320.**Note:** The 442/489 "R", "S", "U", "W", "X" ratios and 880 "R" and "T" ratiios cannot be mounted on this transmission because the OD of the ratio gear will interfere with the OD of the 54 tooth P.T.O. drive gear in the transmission.

- (1) Input Gear Part No. 5-P-1085  
 (2) Input Gear Part No. 5-P-1365  
 (3) Input Gear Part No. 5-P-1037  
 (4) Input Gear Part No. 5-P-1330  
 (5) Input Gear Part No. 5-P-1331  
 (6) Input Gear Part No. 5-P-1120

- (7) Input Gear Part No. 5-P-1174  
 (8) Input Gear Part No. 5-P-1121  
 (9) Input Gear Part No. 5-P-1122  
 (10) Input Gear Part No. 5-P-1123  
 (11) Input Gear Part No. 5-P-1370  
 (12) Input Gear Part No. 5-P-1371

- (13) Input Gear Part No. 5-P-1372  
 (14) Input Gear Part No. 5-P-843  
 (15) Input Gear Part No. 5-P-844  
 (16) Input Gear Part No. 5-P-634

January 2008

|       |
|-------|
| TM308 |
| TM309 |

| LEFT SIDE ONLY                                                                                                                                                 | RIGHT SIDE ONLY                                                                                                                                                |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>TRANSMISSION GEAR DATA:</b><br>L.H. 8-Bolt Opening Gear REAR of Centerline<br>54 Teeth - SPUR<br><b>PITCH LINE TO APERTURE FACE:</b><br>0.8100" (20.5700MM) | <b>TRANSMISSION GEAR DATA:</b><br>R.H. 6-Bolt Opening Gear REAR of Centerline<br>54 Teeth - SPUR<br><b>PITCH LINE TO APERTURE FACE:</b><br>1.0850" (27.5590MM) |

Caution: Application Approval Required for P.T.O. Output Shaft Speeds Above 2500 R.P.M.

| LEFT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit | RIGHT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit |
|---------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|----------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|
|                           |                 |              | Hi       | Rev |              |                  |          |                            |                 |              | Hi       | Rev |              |                  |          |

ONE SPEED - FORWARD & REVERSE

|                  |     |     |    |    |  |  |           |  |  |  |  |  |  |  |  |
|------------------|-----|-----|----|----|--|--|-----------|--|--|--|--|--|--|--|--|
| 863XBDAX-*4 (17) | 500 | Opp | 61 | 75 |  |  | Furnished |  |  |  |  |  |  |  |  |
|------------------|-----|-----|----|----|--|--|-----------|--|--|--|--|--|--|--|--|

GEARED ADAPTERS

|             |     |  |  |  |  |           |             |     |  |  |  |  |  |           |  |
|-------------|-----|--|--|--|--|-----------|-------------|-----|--|--|--|--|--|-----------|--|
| 628ZDAX-6DA | Eng |  |  |  |  | Furnished | 626ZDAX-4DA | Eng |  |  |  |  |  | Furnished |  |
|             |     |  |  |  |  |           | 630ZDAX-4DA | Eng |  |  |  |  |  | Furnished |  |
|             |     |  |  |  |  |           | 645ZDAX-4DA | Eng |  |  |  |  |  | Furnished |  |

Caution: Do not use geared adapters with 442 "A" and "C" ratios.

Caution: Do not install any P.T.O. models with a sliding input gear, the input gear does not shift completely out of mesh.

Caution: 660/680j Series: Applications above 1500 RPM, contact Chelsea Technical Service for approval.

Note: The 54 tooth gear in the transmission is located rearward of the verticle center line by .320.

Note: The 442/489 "R", "S","U","W", "X" ratios and 880 "R" and "T" ratiios cannot be mounted on this transmission because the OD of the ratio gear will interfere with the OD of the 54 tooth P.T.O. drive gear in the transmission.



**MERCEDES**



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## MERCEDES TRANSMISSION INDEX

| Transmission Make and Model               | P.T.O.<br>Appl.<br>Number | Number<br>Forward<br>Speeds | Teeth in<br>P.T.O.<br>Driver |
|-------------------------------------------|---------------------------|-----------------------------|------------------------------|
| G33                                       | M/B-7                     | 5                           | R43                          |
| G56 (See DDG-2 for Dodge/Sterling Trucks) | M/B-8                     | 6                           | L52                          |
| G60                                       | M/B-5                     | 6                           | R45                          |
| G85                                       | M/B-6                     | 6                           | R53                          |
| MBT520-6DA (AGS - Automated Gear Shift)   | M/B-5                     | 6                           | R45                          |
| MBT520S-6D                                | M/B-5                     | 6                           | R45                          |
| MBT660-6OA (AGS - Automated Gear Shift)   | M/B-6                     | 6                           | R53                          |
| MBT660S-6O                                | M/B-6                     | 6                           | R53                          |



**IMPORTANT:** See Safety Information  
in Section 1 of the Chelsea Applications  
catalog HY25-3000/US.

Transmission P.T.O. Driver & Aperatures (Viewed from Rear of Transmission)

L-Left Side R-Right Side B-Bottom Side T-Top Side

*For transmission not listed, contact your authorized Chelsea Distributor.*

January 2008

G60  
MBT520-6DA  
MBT520S-6D

## RIGHT SIDE ONLY

## TRANSMISSION GEAR DATA:

R.H. 6-Bolt Opening Gear REAR of Centerline

45 Teeth - R.H. HELIX

## PITCH LINE TO APERTURE FACE:

1.4240" (36.1696MM)

**Caution: Application Approval Required for P.T.O. Output Shaft Speeds Above 2500 R.P.M.**

| P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit | RIGHT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit |
|--------------|-----------------|--------------|----------|-----|--------------|------------------|----------|----------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|
|              |                 |              | Hi       | Rev |              |                  |          |                            |                 |              | Hi       | Rev |              |                  |          |

## ONE SPEED - TWO GEAR - MECHANICAL SHIFT

|                 |     |     |     |          |
|-----------------|-----|-----|-----|----------|
| 442ZLJGX-*4 (1) | 250 | Opp | 54  | 7170-72X |
| 442ZQJGX-*4 (1) | 225 | Opp | 58  | 7170-72X |
| 442ZRJGX-*4 (1) | 225 | Opp | 67  | 7170-72X |
| 442ZSJGX-*4 (1) | 200 | Opp | 79  | 7170-72X |
| 442ZUJGX-*4 (1) | 195 | Opp | 95  | 7170-72X |
| 442ZWJGX-*4 (1) | 175 | Opp | 111 | 7170-72X |
| 442ZXJGX-*4 (1) | 140 | Opp | 132 | 7170-72X |

## ONE SPEED - TWO GEAR - POWERSHIFT (AIR)

|                 |     |     |    |          |
|-----------------|-----|-----|----|----------|
| 236ZDJGX-*4 (1) | 250 | Opp | 44 | 7170-72X |
| 236ZKJGX-*4 (1) | 250 | Opp | 56 | 7170-72X |
| 236ZQJGX-*4 (1) | 250 | Opp | 75 | 7170-72X |
| 236ZUJGX-*4 (1) | 225 | Opp | 86 | 7170-72X |

**NOTE:** P.T.O. opening on the right side only.

(1) Input Gear Part No. 5-P-1256

January 2008

G85  
MBT660-60A  
MBT660S-60

## RIGHT SIDE ONLY

## TRANSMISSION GEAR DATA:

R.H. 6-Bolt Opening Gear REAR of Centerline

53 Teeth - R.H. HELIX

## PITCH LINE TO APERTURE FACE:

1.3380" (33.9852MM)

**Caution: Application Approval Required for P.T.O. Output Shaft Speeds Above 2500 R.P.M.**

| P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit | RIGHT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit |
|--------------|-----------------|--------------|----------|-----|--------------|------------------|----------|----------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|
|              |                 |              | Hi       | Rev |              |                  |          |                            |                 |              | Hi       | Rev |              |                  |          |

## ONE SPEED - TWO GEAR - MECHANICAL SHIFT

|                 |     |     |     |           |
|-----------------|-----|-----|-----|-----------|
| 442GLJHX-*4 (1) | 250 | Opp | 84  | Furnished |
| 442GQJHX-*4 (1) | 225 | Opp | 90  | Furnished |
| 442GRJHX-*4 (1) | 225 | Opp | 104 | Furnished |
| 442GSJHX-*4 (1) | 200 | Opp | 124 | Furnished |
| 442GUJHX-*4 (1) | 195 | Opp | 148 | Furnished |
| 442GWJHX-*4 (1) | 175 | Opp | 174 | Furnished |
| 442GXJHX-*4 (1) | 140 | Opp | 206 | Furnished |

## ONE SPEED - TWO GEAR - POWERSHIFT (AIR)

|                 |     |     |     |           |
|-----------------|-----|-----|-----|-----------|
| 236GDJHX-*4 (1) | 250 | Opp | 68  | Furnished |
| 236GKJHX-*4 (1) | 250 | Opp | 86  | Furnished |
| 236GQJHX-*4 (1) | 250 | Opp | 117 | Furnished |
| 236GUJHX-*4 (1) | 225 | Opp | 134 | Furnished |

## ONE SPEED - FORWARD &amp; REVERSE

|                 |     |     |     |     |           |
|-----------------|-----|-----|-----|-----|-----------|
| 352GSJHX-*4 (1) | 140 | Opp | 126 | 163 | Furnished |
|-----------------|-----|-----|-----|-----|-----------|

## ONE SPEED - DUAL SHAFT

|                 |     |     |     |           |
|-----------------|-----|-----|-----|-----------|
| 452GSJHX-*6 (1) | 140 | Opp | 126 | Furnished |
|-----------------|-----|-----|-----|-----------|

**NOTE:** P.T.O. mount right side only

(1) Input Gear Part No. 5-P-1257

January 2008

G33

## RIGHT SIDE ONLY

## TRANSMISSION GEAR DATA:

R.H. 6-Bolt Opening Gear FORWARD of Centerline

43 Teeth - R.H. HELIX

## PITCH LINE TO APERTURE FACE:

0.9589" (24.3600MM)

**Caution: Application Approval Required for P.T.O. Output Shaft Speeds Above 2500 R.P.M.**

| P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit | RIGHT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit |
|--------------|-----------------|--------------|----------|-----|--------------|------------------|----------|----------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|
|              |                 |              | Hi       | Rev |              |                  |          |                            |                 |              | Hi       | Rev |              |                  |          |

## ONE SPEED - TWO GEAR - MECHANICAL SHIFT

|                 |     |     |     |            |          |
|-----------------|-----|-----|-----|------------|----------|
| 442KLKCX-*3 (1) | 250 | Opp | 56  | 7-A-165(T) | 7170-79X |
| 442KQKCX-*3 (1) | 225 | Opp | 60  | 7-A-165(T) | 7170-79X |
| 442KRKCX-*3 (1) | 225 | Opp | 69  | 7-A-165(T) | 7170-79X |
| 442KSKCX-*3 (1) | 200 | Opp | 83  | 7-A-165(T) | 7170-79X |
| 442KUKCX-*3 (1) | 195 | Opp | 98  | 7-A-165(T) | 7170-79X |
| 442KWKCX-*3 (1) | 175 | Opp | 116 | 7-A-165(T) | 7170-79X |
| 442KXXCX-*3 (1) | 140 | Opp | 137 | 7-A-165(T) | 7170-79X |

(1) Input Gear Part No. 5-P-1341

January 2008

G56

**LEFT SIDE ONLY****TRANSMISSION GEAR DATA:**

L.H. 6-Bolt Opening Gear REAR of Centerline

52 Teeth - R.H. HELIX

**PITCH LINE TO APERTURE FACE:****Caution: Application Approval Required for P.T.O. Output Shaft Speeds Above 2500 R.P.M.**

| LEFT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit | P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit |
|---------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|--------------|-----------------|--------------|----------|-----|--------------|------------------|----------|
|                           |                 |              | Hi       | Rev |              |                  |          |              |                 |              | Hi       | Rev |              |                  |          |

**ONE SPEED - TWO GEAR - MECHANICAL SHIFT**

|                 |     |     |     |  |  |  |  |          |
|-----------------|-----|-----|-----|--|--|--|--|----------|
| 442LLKH-X*6 (1) | 250 | Opp | 67  |  |  |  |  | 7170-72X |
| 442LQKH-X*6 (1) | 225 | Opp | 72  |  |  |  |  | 7170-72X |
| 442LRKH-X*6 (1) | 225 | Opp | 84  |  |  |  |  | 7170-72X |
| 442LSKH-X*6 (1) | 200 | Opp | 100 |  |  |  |  | 7170-72X |
| 442LUKH-X*6 (1) | 195 | Opp | 119 |  |  |  |  | 7170-72X |
| 442LWKH-X*6 (1) | 175 | Opp | 140 |  |  |  |  | 7170-72X |
| 442LXKH-X*6 (1) | 140 | Opp | 165 |  |  |  |  | 7170-72X |

(1) Input Gear Part No. 5-P-1343

January 2008

[illegible]

January 2008



**MERITOR**



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## MERITOR TRANSMISSION INDEX

| Transmission Make and Model | P.T.O.<br>Appl.<br>Number | Number<br>Forward<br>Speeds | Teeth in<br>P.T.O.<br>Driver |
|-----------------------------|---------------------------|-----------------------------|------------------------------|
| M-11F10A-E11                | RKW-1                     | 10                          | B45-R45                      |
| M-11F10A-S11                | RKW-1                     | 10                          | B45-R45                      |
| M-11F9A-E11                 | RKW-1                     | 9                           | B45-R45                      |
| M-11F9A-S11                 | RKW-1                     | 9                           | B45-R45                      |
| M-11G10A-D11                | RKW-1                     | 10                          | B45-R45                      |
| M-11G10A-E11                | RKW-1                     | 10                          | B45-R45                      |
| M-11G10A-M11                | RKW-1                     | 10                          | B45-R45                      |
| M-11G10A-S11                | RKW-1                     | 10                          | B45-R45                      |
| M-11G9A-D11                 | RKW-1                     | 9                           | B45-R45                      |
| M-11G9A-E11                 | RKW-1                     | 9                           | B45-R45                      |
| M-11G9A-M11                 | RKW-1                     | 9                           | B45-R45                      |
| M-11G9A-S11                 | RKW-1                     | 9                           | B45-R45                      |
| M-12F10A-E12                | RKW-1                     | 10                          | B45-R45                      |
| M-12F10A-S12                | RKW-1                     | 10                          | B45-R45                      |
| M-12F9A-E12                 | RKW-1                     | 9                           | B45-R45                      |
| M-12F9A-S12                 | RKW-1                     | 9                           | B45-R45                      |
| M-12G10A-D12                | RKW-1                     | 10                          | B45-R45                      |
| M-12G10A-E12                | RKW-1                     | 10                          | B45-R45                      |
| M-12G10A-M12                | RKW-1                     | 10                          | B45-R45                      |
| M-12G10A-S12                | RKW-1                     | 10                          | B45-R45                      |
| M-12G9A-D12                 | RKW-1                     | 9                           | B45-R45                      |
| M-12G9A-E12                 | RKW-1                     | 9                           | B45-R45                      |
| M-12G9A-M12                 | RKW-1                     | 9                           | B45-R45                      |
| M-12G9A-S12                 | RKW-1                     | 9                           | B45-R45                      |
| M-13F10A-E13                | RKW-1                     | 10                          | B45-R45                      |
| M-13F10A-S13                | RKW-1                     | 10                          | B45-R45                      |
| M-13F9A-E13                 | RKW-1                     | 9                           | B45-R45                      |
| M-13F9A-S13                 | RKW-1                     | 9                           | B45-R45                      |
| M-13G10A-D13                | RKW-1                     | 10                          | B45-R45                      |
| M-13G10A-E13                | RKW-1                     | 10                          | B45-R45                      |
| M-13G10A-M13                | RKW-1                     | 10                          | B45-R45                      |
| M-13G10A-S13                | RKW-1                     | 10                          | B45-R45                      |
| M-13G9A-D13                 | RKW-1                     | 9                           | B45-R45                      |
| M-13G9A-E13                 | RKW-1                     | 9                           | B45-R45                      |
| M-13G9A-M13                 | RKW-1                     | 9                           | B45-R45                      |
| M-13G9A-S13                 | RKW-1                     | 9                           | B45-R45                      |



**IMPORTANT:** See Safety Information  
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catalog HY25-3000/US.

Transmission P.T.O. Driver & Aperatures (Viewed from Rear of Transmission)

L-Left Side R-Right Side B-Bottom Side T-Top Side

For transmission not listed, contact your authorized Chelsea Distributor.

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## MERITOR TRANSMISSION INDEX

| Transmission Make and Model   | P.T.O.<br>Appl.<br>Number | Number<br>Forward<br>Speeds | Teeth in<br>P.T.O.<br>Driver |
|-------------------------------|---------------------------|-----------------------------|------------------------------|
| M-13Z12A-A13 (Rear Mount PTO) | ZFM-5                     | 12                          | R14                          |
| M-14F10A-E14                  | RKW-1                     | 10                          | B45-R45                      |
| M-14F10A-M16                  | RKW-1                     | 10                          | B45-R45                      |
| M-14F10A-S14                  | RKW-1                     | 10                          | B45-R45                      |
| M-14F10A-S15                  | RKW-1                     | 10                          | B45-R45                      |
| M-14F9A-E14                   | RKW-1                     | 9                           | B45-R45                      |
| M-14F9A-S14                   | RKW-1                     | 9                           | B45-R45                      |
| M-14G10A-D14                  | RKW-1                     | 10                          | B45-R45                      |
| M-14G10A-E14                  | RKW-1                     | 10                          | B45-R45                      |
| M-14G10A-E16                  | RKW-1                     | 10                          | B45-R45                      |
| M-14G10A-M14                  | RKW-1                     | 10                          | B45-R45                      |
| M-14G10A-M16                  | RKW-1                     | 10                          | B45-R45                      |
| M-14G10A-S14                  | RKW-1                     | 10                          | B45-R45                      |
| M-14G9A-D14                   | RKW-1                     | 9                           | B45-R45                      |
| M-14G9A-E14                   | RKW-1                     | 9                           | B45-R45                      |
| M-14G9A-M14                   | RKW-1                     | 9                           | B45-R45                      |
| M-14G9A-S14                   | RKW-1                     | 9                           | B45-R45                      |
| M-15F10A-E15                  | RKW-1                     | 10                          | B45-R45                      |
| M-15F10A-S15                  | RKW-1                     | 10                          | B45-R45                      |
| M-15G10A-D15                  | RKW-1                     | 10                          | B45-R45                      |
| M-15G10A-E15                  | RKW-1                     | 10                          | B45-R45                      |
| M-15G10A-M15                  | RKW-1                     | 10                          | B45-R45                      |
| M-15G10A-S15                  | RKW-1                     | 10                          | B45-R45                      |
| MO-11F10A-S11                 | RKW-2                     | 10                          | B45-R45                      |
| MO-11F10C-E11                 | RKW-4                     | 10                          | B45-R45                      |
| MO-11F10C-S11                 | RKW-4                     | 10                          | B45-R45                      |
| MO-11F9B-E11                  | RKW-3                     | 9                           | B45-R45                      |
| MO-11F9B-S11                  | RKW-3                     | 9                           | B45-R45                      |
| MO-11G10A-D11                 | RKW-2                     | 10                          | B45-R45                      |
| MO-11G10A-E11                 | RKW-2                     | 10                          | B45-R45                      |
| MO-11G10A-M11                 | RKW-2                     | 10                          | B45-R45                      |
| MO-11G10A-S11                 | RKW-2                     | 10                          | B45-R45                      |
| MO-11G10C-D11                 | RKW-4                     | 10                          | B45-R45                      |
| MO-11G10C-E11                 | RKW-4                     | 10                          | B45-R45                      |
| MO-11G10C-M11                 | RKW-4                     | 10                          | B45-R45                      |
| MO-11G10C-S11                 | RKW-4                     | 10                          | B45-R45                      |



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Transmission P.T.O. Driver & Aperatures (Viewed from Rear of Transmission)

L-Left Side R-Right Side B-Bottom Side T-Top Side

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## MERITOR TRANSMISSION INDEX

| Transmission Make and Model | P.T.O.<br>Appl.<br>Number | Number<br>Forward<br>Speeds | Teeth in<br>P.T.O.<br>Driver |
|-----------------------------|---------------------------|-----------------------------|------------------------------|
| MO-11G9B-D11                | RKW-3                     | 9                           | B45-R45                      |
| MO-11G9B-E11                | RKW-3                     | 9                           | B45-R45                      |
| MO-11G9B-M11                | RKW-3                     | 9                           | B45-R45                      |
| MO-11G9B-S11                | RKW-3                     | 9                           | B45-R45                      |
| MO-12F10A-E12               | RKW-2                     | 10                          | B45-R45                      |
| MO-12F10A-S12               | RKW-2                     | 10                          | B45-R45                      |
| MO-12F10C-E12               | RKW-4                     | 10                          | B45-R45                      |
| MO-12F10C-S12               | RKW-4                     | 10                          | B45-R45                      |
| MO-12F9A-E12                | RKW-2                     | 9                           | B45-R45                      |
| MO-12F9A-S12                | RKW-2                     | 9                           | B45-R45                      |
| MO-12F9B-E12                | RKW-3                     | 9                           | B45-R45                      |
| MO-12F9B-S12                | RKW-3                     | 9                           | B45-R45                      |
| MO-12G10A-D12               | RKW-2                     | 10                          | B45-R45                      |
| MO-12G10A-E12               | RKW-2                     | 10                          | B45-R45                      |
| MO-12G10A-M12               | RKW-2                     | 10                          | B45-R45                      |
| MO-12G10A-S12               | RKW-2                     | 10                          | B45-R45                      |
| MO-12G10C-D12               | RKW-4                     | 10                          | B45-R45                      |
| MO-12G10C-E12               | RKW-4                     | 10                          | B45-R45                      |
| MO-12G10C-M12               | RKW-4                     | 10                          | B45-R45                      |
| MO-12G10C-S12               | RKW-4                     | 10                          | B45-R45                      |
| MO-12G9A-D12                | RKW-2                     | 9                           | B45-R45                      |
| MO-12G9A-E12                | RKW-2                     | 9                           | B45-R45                      |
| MO-12G9A-M12                | RKW-2                     | 9                           | B45-R45                      |
| MO-12G9A-S12                | RKW-2                     | 9                           | B45-R45                      |
| MO-12G9B-D12                | RKW-3                     | 9                           | B45-R45                      |
| MO-12G9B-E12                | RKW-3                     | 9                           | B45-R45                      |
| MO-12G9B-M12                | RKW-3                     | 9                           | B45-R45                      |
| MO-12G9B-S12                | RKW-3                     | 9                           | B45-R45                      |
| MO-13F10A-E13               | RKW-2                     | 10                          | B45-R45                      |
| MO-13F10A-S13               | RKW-2                     | 10                          | B45-R45                      |
| MO-13F10C-E13               | RKW-4                     | 10                          | B45-R45                      |
| MO-13F10C-S13               | RKW-4                     | 10                          | B45-R45                      |
| MO-13F9A-E13                | RKW-2                     | 9                           | B45-R45                      |
| MO-13F9A-S13                | RKW-2                     | 9                           | B45-R45                      |
| MO-13F9B-E13                | RKW-3                     | 9                           | B45-R45                      |
| MO-13F9B-S13                | RKW-3                     | 9                           | B45-R45                      |



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Transmission P.T.O. Driver & Aperatures (Viewed from Rear of Transmission)

L-Left Side R-Right Side B-Bottom Side T-Top Side

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| Transmission Make and Model | P.T.O.<br>Appl.<br>Number | Number<br>Forward<br>Speeds | Teeth in<br>P.T.O.<br>Driver |
|-----------------------------|---------------------------|-----------------------------|------------------------------|
| MO-13G10A-D13               | RKW-2                     | 10                          | B45-R45                      |
| MO-13G10A-E13               | RKW-2                     | 10                          | B45-R45                      |
| MO-13G10A-M13               | RKW-2                     | 10                          | B45-R45                      |
| MO-13G10A-S13               | RKW-2                     | 10                          | B45-R45                      |
| MO-13G10C-D13               | RKW-4                     | 10                          | B45-R45                      |
| MO-13G10C-E13               | RKW-4                     | 10                          | B45-R45                      |
| MO-13G10C-M13               | RKW-4                     | 10                          | B45-R45                      |
| MO-13G10C-S13               | RKW-4                     | 10                          | B45-R45                      |
| MO-13G9A-D13                | RKW-2                     | 9                           | B45-R45                      |
| MO-13G9A-E13                | RKW-2                     | 9                           | B45-R45                      |
| MO-13G9A-M13                | RKW-2                     | 9                           | B45-R45                      |
| MO-13G9A-S13                | RKW-2                     | 9                           | B45-R45                      |
| MO-13G9B-D13                | RKW-3                     | 9                           | B45-R45                      |
| MO-13G9B-E13                | RKW-3                     | 9                           | B45-R45                      |
| MO-13G9B-M13                | RKW-3                     | 9                           | B45-R45                      |
| MO-13G9B-S13                | RKW-3                     | 9                           | B45-R45                      |
| MO-14F10A-E14               | RKW-2                     | 10                          | B45-R45                      |
| MO-14F10A-E16               | RKW-2                     | 10                          | B45-R45                      |
| MO-14F10A-M16               | RKW-2                     | 10                          | B45-R45                      |
| MO-14F10A-S14               | RKW-2                     | 10                          | B45-R45                      |
| MO-14F10A-S16               | RKW-2                     | 10                          | B45-R45                      |
| MO-14F10C-E14               | RKW-4                     | 10                          | B45-R45                      |
| MO-14F10C-E16               | RKW-4                     | 10                          | B45-R45                      |
| MO-14F10C-M16               | RKW-4                     | 10                          | B45-R45                      |
| MO-14F10C-S14               | RKW-4                     | 10                          | B45-R45                      |
| MO-14F10C-S16               | RKW-4                     | 10                          | B45-R45                      |
| MO-14F9A-E14                | RKW-2                     | 9                           | B45-R45                      |
| MO-14F9A-S14                | RKW-2                     | 9                           | B45-R45                      |
| MO-14F9B-E14                | RKW-3                     | 9                           | B45-R45                      |
| MO-14F9B-S14                | RKW-3                     | 9                           | B45-R45                      |
| MO-14G10A-D14               | RKW-2                     | 10                          | B45-R45                      |
| MO-14G10A-E14               | RKW-2                     | 10                          | B45-R45                      |
| MO-14G10A-E16               | RKW-2                     | 10                          | B45-R45                      |
| MO-14G10A-M14               | RKW-2                     | 10                          | B45-R45                      |
| MO-14G10A-M16               | RKW-2                     | 10                          | B45-R45                      |
| MO-14G10A-S14               | RKW-2                     | 10                          | B45-R45                      |



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Transmission P.T.O. Driver & Aperatures (Viewed from Rear of Transmission)

L-Left Side R-Right Side B-Bottom Side T-Top Side

January 2008

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## MERITOR TRANSMISSION INDEX

| Transmission Make and Model    | P.T.O.<br>Appl.<br>Number | Number<br>Forward<br>Speeds | Teeth in<br>P.T.O.<br>Driver |
|--------------------------------|---------------------------|-----------------------------|------------------------------|
| MO-14G10A-S16                  | RKW-2                     | 10                          | B45-R45                      |
| MO-14G10C-D14                  | RKW-4                     | 10                          | B45-R45                      |
| MO-14G10C-E14                  | RKW-4                     | 10                          | B45-R45                      |
| MO-14G10C-E16                  | RKW-4                     | 10                          | B45-R45                      |
| MO-14G10C-M14                  | RKW-4                     | 10                          | B45-R45                      |
| MO-14G10C-M16                  | RKW-4                     | 10                          | B45-R45                      |
| MO-14G10C-S14                  | RKW-4                     | 10                          | B45-R45                      |
| MO-14G10C-S16                  | RKW-4                     | 10                          | B45-R45                      |
| MO-14G9A-D14                   | RKW-2                     | 9                           | B45-R45                      |
| MO-14G9A-E14                   | RKW-2                     | 9                           | B45-R45                      |
| MO-14G9A-M14                   | RKW-2                     | 9                           | B45-R45                      |
| MO-14G9A-S14                   | RKW-2                     | 9                           | B45-R45                      |
| MO-14G9B-D14                   | RKW-3                     | 9                           | B45-R45                      |
| MO-14G9B-E14                   | RKW-3                     | 9                           | B45-R45                      |
| MO-14G9B-M14                   | RKW-3                     | 9                           | B45-R45                      |
| MO-14G9B-S14                   | RKW-3                     | 9                           | B45-R45                      |
| MO-14Z12A-A14 (Rear Mount PTO) | ZFM-6                     | 12                          | R14                          |
| MO-15F10A-E15                  | RKW-2                     | 10                          | B45-R45                      |
| MO-15F10A-S15                  | RKW-2                     | 10                          | B45-R45                      |
| MO-15F10C-E15                  | RKW-4                     | 10                          | B45-R45                      |
| MO-15F10C-S15                  | RKW-4                     | 10                          | B45-R45                      |
| MO-15F9B-E15                   | RKW-3                     | 9                           | B45-R45                      |
| MO-15F9B-S15                   | RKW-3                     | 9                           | B45-R45                      |
| MO-15G10A-D15                  | RKW-2                     | 10                          | B45-R45                      |
| MO-15G10A-E15                  | RKW-2                     | 10                          | B45-R45                      |
| MO-15G10A-M15                  | RKW-2                     | 10                          | B45-R45                      |
| MO-15G10A-S15                  | RKW-2                     | 10                          | B45-R45                      |
| MO-15G10C-D15                  | RKW-4                     | 10                          | B45-R45                      |
| MO-15G10C-E15                  | RKW-4                     | 10                          | B45-R45                      |
| MO-15G10C-M15                  | RKW-4                     | 10                          | B45-R45                      |
| MO-15G10C-S15                  | RKW-4                     | 10                          | B45-R45                      |
| MO-15G9B-D15                   | RKW-3                     | 9                           | B45-R45                      |
| MO-15G9B-E15                   | RKW-3                     | 9                           | B45-R45                      |
| MO-15G9B-M15                   | RKW-3                     | 9                           | B45-R45                      |
| MO-15G9B-S15                   | RKW-3                     | 9                           | B45-R45                      |
| MO-15Z16A-A15 (Rear Mount PTO) | ZFM-7                     | 12                          | R14                          |



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Transmission P.T.O. Driver & Aperatures (Viewed from Rear of Transmission)

L-Left Side R-Right Side B-Bottom Side T-Top Side

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| Transmission Make and Model | P.T.O.<br>Appl.<br>Number | Number<br>Forward<br>Speeds | Teeth in<br>P.T.O.<br>Driver |
|-----------------------------|---------------------------|-----------------------------|------------------------------|
| MO-16F10A-E16               | RKW-2                     | 10                          | B45-R45                      |
| MO-16F10A-S16               | RKW-2                     | 10                          | B45-R45                      |
| MO-16F10C-E16               | RKW-4                     | 10                          | B45-R45                      |
| MO-16F10C-E18               | RKW-4                     | 10                          | B45-R45                      |
| MO-16F10C-M18               | RKW-4                     | 10                          | B45-R45                      |
| MO-16F10C-S16               | RKW-4                     | 10                          | B45-R45                      |
| MO-16F10C-S18               | RKW-4                     | 10                          | B45-R45                      |
| MO-16G10A-D16               | RKW-2                     | 10                          | B45-R45                      |
| MO-16G10A-E16               | RKW-2                     | 10                          | B45-R45                      |
| MO-16G10A-M16               | RKW-2                     | 10                          | B45-R45                      |
| MO-16G10A-S16               | RKW-2                     | 10                          | B45-R45                      |
| MO-16G10C-D16               | RKW-4                     | 10                          | B45-R45                      |
| MO-16G10C-E16               | RKW-4                     | 10                          | B45-R45                      |
| MO-16G10C-E18               | RKW-4                     | 10                          | B45-R45                      |
| MO-16G10C-M16               | RKW-4                     | 10                          | B45-R45                      |
| MO-16G10C-M18               | RKW-4                     | 10                          | B45-R45                      |
| MO-16G10C-S16               | RKW-4                     | 10                          | B45-R45                      |
| MO-16G10C-S18               | RKW-4                     | 10                          | B45-R45                      |
| RD10-145A                   | RKW-1                     | 10                          | B45-R45                      |
| RE10-115A                   | RKW-1                     | 10                          | B45-R45                      |
| RE10-125A                   | RKW-1                     | 10                          | B45-R45                      |
| RE10-135A                   | RKW-1                     | 10                          | B45-R45                      |
| RE10-145A                   | RKW-1                     | 10                          | B45-R45                      |
| RE10-155A                   | RKW-1                     | 10                          | B45-R45                      |
| RE9-115A                    | RKW-1                     | 9                           | B45-R45                      |
| RE9-125A                    | RKW-1                     | 9                           | B45-R45                      |
| RE9-135A                    | RKW-1                     | 9                           | B45-R45                      |
| RE9-145A                    | RKW-1                     | 9                           | B45-R45                      |
| RE9-155A                    | RKW-1                     | 9                           | B45-R45                      |
| REO9-115B                   | RKW-3                     | 9                           | B45-R45                      |
| REO9-125A                   | RKW-2                     | 9                           | B45-R45                      |
| REO9-125B                   | RKW-3                     | 9                           | B45-R45                      |
| REO9-135A                   | RKW-2                     | 9                           | B45-R45                      |
| REO9-135B                   | RKW-3                     | 9                           | B45-R45                      |
| REO9-145A                   | RKW-2                     | 9                           | B45-R45                      |
| REO9-145B                   | RKW-3                     | 9                           | B45-R45                      |

Transmission P.T.O. Driver & Aperatures (Viewed from Rear of Transmission)

L-Left Side R-Right Side B-Bottom Side T-Top Side

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|-----------------------------|---------------------------|-----------------------------|------------------------------|
| REO9-155B                   | RKW-3                     | 9                           | B45-R45                      |
| REX10-115A                  | RKW-2                     | 10                          | B45-R45                      |
| REX10-115C                  | RKW-4                     | 10                          | B45-R45                      |
| REX10-125A                  | RKW-2                     | 10                          | B45-R45                      |
| REX10-125C                  | RKW-4                     | 10                          | B45-R45                      |
| REX10-135A                  | RKW-2                     | 10                          | B45-R45                      |
| REX10-135C                  | RKW-4                     | 10                          | B45-R45                      |
| REX10-145A                  | RKW-2                     | 10                          | B45-R45                      |
| REX10-145C                  | RKW-4                     | 10                          | B45-R45                      |
| REX10-155A                  | RKW-2                     | 10                          | B45-R45                      |
| REX10-155C                  | RKW-4                     | 10                          | B45-R45                      |
| REX10-165A                  | RKW-2                     | 10                          | B45-R45                      |
| REX10-165C                  | RKW-4                     | 10                          | B45-R45                      |
| REX9-115B                   | RKW-3                     | 9                           | B45-R45                      |
| REX9-115R                   | RKW-3                     | 9                           | B45-R45                      |
| REX9-125A                   | RKW-2                     | 9                           | B45-R45                      |
| REX9-125B                   | RKW-3                     | 9                           | B45-R45                      |
| REX9-125R                   | RKW-3                     | 9                           | B45-R45                      |
| REX9-135A                   | RKW-2                     | 9                           | B45-R45                      |
| REX9-135B                   | RKW-3                     | 9                           | B45-R45                      |
| REX9-135R                   | RKW-3                     | 9                           | B45-R45                      |
| REX9-145A                   | RKW-2                     | 9                           | B45-R45                      |
| REX9-145B                   | RKW-3                     | 9                           | B45-R45                      |
| REX9-145R                   | RKW-3                     | 9                           | B45-R45                      |
| REX9-155B                   | RKW-3                     | 9                           | B45-R45                      |
| RM10-115A                   | RKW-1                     | 10                          | B45-R45                      |
| RM10-125A                   | RKW-1                     | 10                          | B45-R45                      |
| RM10-135A                   | RKW-1                     | 10                          | B45-R45                      |
| RM10-145A                   | RKW-1                     | 10                          | B45-R45                      |
| RM10-155A                   | RKW-1                     | 10                          | B45-R45                      |
| RM9-115A                    | RKW-1                     | 9                           | B45-R45                      |
| RM9-125A                    | RKW-1                     | 9                           | B45-R45                      |
| RM9-135A                    | RKW-1                     | 9                           | B45-R45                      |
| RM9-145A                    | RKW-1                     | 9                           | B45-R45                      |
| RM9-155A                    | RKW-1                     | 9                           | B45-R45                      |
| RMO13-145A                  | RKW-1                     | 13                          | B45-R45                      |



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Transmission P.T.O. Driver & Aperatures (Viewed from Rear of Transmission)

L-Left Side R-Right Side B-Bottom Side T-Top Side

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| Transmission Make and Model | P.T.O.<br>Appl.<br>Number | Number<br>Forward<br>Speeds | Teeth in<br>P.T.O.<br>Driver |
|-----------------------------|---------------------------|-----------------------------|------------------------------|
| RMO9-115A                   | RKW-2                     | 9                           | B45-R45                      |
| RMO9-115B                   | RKW-3                     | 9                           | B45-R45                      |
| RMO9-125A                   | RKW-2                     | 9                           | B45-R45                      |
| RMO9-125B                   | RKW-3                     | 9                           | B45-R45                      |
| RMO9-135A                   | RKW-2                     | 9                           | B45-R45                      |
| RMO9-135B                   | RKW-3                     | 9                           | B45-R45                      |
| RMO9-145A                   | RKW-2                     | 9                           | B45-R45                      |
| RMO9-145B                   | RKW-3                     | 9                           | B45-R45                      |
| RMO9-155B                   | RKW-3                     | 9                           | B45-R45                      |
| RMX10-115A                  | RKW-2                     | 10                          | B45-R45                      |
| RMX10-115C                  | RKW-4                     | 10                          | B45-R45                      |
| RMX10-125A                  | RKW-2                     | 10                          | B45-R45                      |
| RMX10-125C                  | RKW-4                     | 10                          | B45-R45                      |
| RMX10-135A                  | RKW-2                     | 10                          | B45-R45                      |
| RMX10-135C                  | RKW-4                     | 10                          | B45-R45                      |
| RMX10-145A                  | RKW-2                     | 10                          | B45-R45                      |
| RMX10-145C                  | RKW-4                     | 10                          | B45-R45                      |
| RMX10-155A                  | RKW-2                     | 10                          | B45-R45                      |
| RMX10-155C                  | RKW-4                     | 10                          | B45-R45                      |
| RMX10-165A                  | RKW-2                     | 10                          | B45-R45                      |
| RMX10-165C                  | RKW-4                     | 10                          | B45-R45                      |
| RMX9-115B                   | RKW-3                     | 9                           | B45-R45                      |
| RMX9-115R                   | RKW-2                     | 9                           | B45-R45                      |
| RMX9-125A                   | RKW-2                     | 9                           | B45-R45                      |
| RMX9-125B                   | RKW-3                     | 9                           | B45-R45                      |
| RMX9-125R                   | RKW-2                     | 9                           | B45-R45                      |
| RMX9-135A                   | RKW-2                     | 9                           | B45-R45                      |
| RMX9-135B                   | RKW-3                     | 9                           | B45-R45                      |
| RMX9-135R                   | RKW-2                     | 9                           | B45-R45                      |
| RMX9-145A                   | RKW-2                     | 9                           | B45-R45                      |
| RMX9-145B                   | RKW-3                     | 9                           | B45-R45                      |
| RMX9-145R                   | RKW-2                     | 9                           | B45-R45                      |
| RMX9-155B                   | RKW-3                     | 9                           | B45-R45                      |
| RS10-115A                   | RKW-1                     | 10                          | B45-R45                      |
| RS10-125A                   | RKW-1                     | 10                          | B45-R45                      |
| RS10-135A                   | RKW-1                     | 10                          | B45-R45                      |



**IMPORTANT:** See Safety Information  
in Section I of the Chelsea Applications  
catalog HY25-3000/US.

Transmission P.T.O. Driver & Aperatures (Viewed from Rear of Transmission)

L-Left Side R-Right Side B-Bottom Side T-Top Side

January 2008

For transmission not listed, contact your authorized Chelsea Distributor.

## MERITOR TRANSMISSION INDEX

| Transmission Make and Model | P.T.O.<br>Appl.<br>Number | Number<br>Forward<br>Speeds | Teeth in<br>P.T.O.<br>Driver |
|-----------------------------|---------------------------|-----------------------------|------------------------------|
| RS10-145A                   | RKW-1                     | 10                          | B45-R45                      |
| RS10-155A                   | RKW-1                     | 10                          | B45-R45                      |
| RS9-115A                    | RKW-1                     | 9                           | B45-R45                      |
| RS9-125A                    | RKW-1                     | 9                           | B45-R45                      |
| RS9-135A                    | RKW-1                     | 9                           | B45-R45                      |
| RS9-145A                    | RKW-1                     | 9                           | B45-R45                      |
| RS9-155A                    | RKW-1                     | 9                           | B45-R45                      |
| RSO9-115B                   | RKW-3                     | 9                           | B45-R45                      |
| RSO9-125B                   | RKW-3                     | 9                           | B45-R45                      |
| RSO9-135B                   | RKW-3                     | 9                           | B45-R45                      |
| RSO9-145B                   | RKW-3                     | 9                           | B45-R45                      |
| RSO9-155B                   | RKW-3                     | 9                           | B45-R45                      |
| RSX10-115A                  | RKW-2                     | 10                          | B45-R45                      |
| RSX10-115C                  | RKW-4                     | 10                          | B45-R45                      |
| RSX10-125A                  | RKW-2                     | 10                          | B45-R45                      |
| RSX10-125C                  | RKW-4                     | 10                          | B45-R45                      |
| RSX10-135A                  | RKW-2                     | 10                          | B45-R45                      |
| RSX10-135C                  | RKW-4                     | 10                          | B45-R45                      |
| RSX10-145A                  | RKW-2                     | 10                          | B45-R45                      |
| RSX10-145C                  | RKW-4                     | 10                          | B45-R45                      |
| RSX10-155A                  | RKW-2                     | 10                          | B45-R45                      |
| RSX10-155C                  | RKW-4                     | 10                          | B45-R45                      |
| RSX10-165A                  | RKW-2                     | 10                          | B45-R45                      |
| RSX10-165C                  | RKW-4                     | 10                          | B45-R45                      |
| RSX9-115B                   | RKW-3                     | 9                           | B45-R45                      |
| RSX9-115C                   | RKW-3                     | 9                           | B45-R45                      |
| RSX9-115R                   | RKW-3                     | 9                           | B45-R45                      |
| RSX9-125A                   | RKW-2                     | 9                           | B45-R45                      |
| RSX9-125B                   | RKW-3                     | 9                           | B45-R45                      |
| RSX9-125C                   | RKW-3                     | 9                           | B45-R45                      |
| RSX9-125R                   | RKW-2                     | 9                           | B45-R45                      |
| RSX9-135A                   | RKW-2                     | 9                           | B45-R45                      |
| RSX9-135B                   | RKW-3                     | 9                           | B45-R45                      |
| RSX9-135C                   | RKW-3                     | 9                           | B45-R45                      |
| RSX9-135R                   | RKW-2                     | 9                           | B45-R45                      |
| RSX9-145A                   | RKW-2                     | 9                           | B45-R45                      |



**IMPORTANT:** See Safety Information  
in Section 1 of the Chelsea Applications  
catalog HY25-3000/US.

Transmission P.T.O. Driver & Aperatures (Viewed from Rear of Transmission)

L-Left Side R-Right Side B-Bottom Side T-Top Side

For transmission not listed, contact your authorized Chelsea Distributor.

January 2008

## MERITOR TRANSMISSION INDEX

| Transmission Make and Model | P.T.O.<br>Appl.<br>Number | Number<br>Forward<br>Speeds | Teeth in<br>P.T.O.<br>Driver |
|-----------------------------|---------------------------|-----------------------------|------------------------------|
| RSX9-145B                   | RKW-3                     | 9                           | B45-R45                      |
| RSX9-145C                   | RKW-3                     | 9                           | B45-R45                      |
| RSX9-145R                   | RKW-2                     | 9                           | B45-R45                      |
| RSX9-155B                   | RKW-3                     | 9                           | B45-R45                      |
| RSX9-155C                   | RKW-3                     | 9                           | B45-R45                      |



**IMPORTANT:** See Safety Information  
in Section 1 of the Chelsea Applications  
catalog HY25-3000/US.

Transmission P.T.O. Driver & Aperatures (Viewed from Rear of Transmission)

L-Left Side R-Right Side B-Bottom Side T-Top Side

January 2008

*For transmission not listed, contact your authorized Chelsea Distributor.*

|              |              |              |              |              |              |              |              |
|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| M-11F10A-E11 | M-11G10A-E11 | M-11G9A-M11  | M-12F9A-S12  | M-12G9A-D12  | M-13F10A-S13 | M-13G10A-M13 | M-13G9A-S13  |
| M-11F10A-S11 | M-11G10A-M11 | M-11G9A-S11  | M-12G10A-D12 | M-12G9A-E12  | M-13F9A-E13  | M-13G10A-S13 | M-14F10A-E14 |
| M-11F9A-E11  | M-11G10A-S11 | M-12F10A-E12 | M-12G10A-E12 | M-12G9A-M12  | M-13F9A-S13  | M-13G9A-D13  | M-14F10A-M16 |
| M-11F9A-S11  | M-11G9A-D11  | M-12F10A-S12 | M-12G10A-M12 | M-12G9A-S12  | M-13G10A-D13 | M-13G9A-E13  | M-14F10A-S14 |
| M-11G10A-D11 | M-11G9A-E11  | M-12F9A-E12  | M-12G10A-S12 | M-13F10A-E13 | M-13G10A-E13 | M-13G9A-M13  | M-14F10A-S15 |

## BOTTOM SIDE ONLY

## RIGHT SIDE ONLY

**TRANSMISSION GEAR DATA:**

BOT 8-Bolt Opening Gear FORWARD of Centerline

45 Teeth - SPUR

**PITCH LINE TO APERTURE FACE:**

.8100" (20.5740MM)

**TRANSMISSION GEAR DATA:**

R.H. 6-Bolt Opening Gear FORWARD of Centerline

45 Teeth - SPUR

**PITCH LINE TO APERTURE FACE:**

1.0850" (27.5600MM)

**Caution: Application Approval Required for P.T.O. Output Shaft Speeds Above 2500 R.P.M.**

| BOTTOM Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit | RIGHT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit |
|-----------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|----------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|
|                             |                 |              | Hi       | Rev |              |                  |          |                            |                 |              | Hi       | Rev |              |                  |          |

**ONE SPEED - SINGLE GEAR - MECHANICAL SHIFT**

|                 |     |     |     |  |            |         |           |                 |     |     |     |  |  |  |           |
|-----------------|-----|-----|-----|--|------------|---------|-----------|-----------------|-----|-----|-----|--|--|--|-----------|
| 100XRAHX-*3 (1) | 125 | Eng | 142 |  | 7-A-032(P) | 328481X | Furnished | 100XRAHX-*3 (1) | 125 | Eng | 142 |  |  |  | Furnished |
| 812XKAHX-*3     | 400 | Eng | 95  |  |            |         | Furnished |                 |     |     |     |  |  |  |           |

**ONE SPEED - TWO GEAR - MECHANICAL SHIFT**

|                 |     |     |     |  |               |         |           |                  |     |     |     |  |             |  |           |
|-----------------|-----|-----|-----|--|---------------|---------|-----------|------------------|-----|-----|-----|--|-------------|--|-----------|
| 221ZCAHX-*3     | 250 | Opp | 63  |  | 7-A-032(P)(2) | 328564X | Furnished | 221XCAHX-*3      | 250 | Opp | 63  |  | 7-A-032 (2) |  | Furnished |
| 221ZEAHX-*3     | 250 | Opp | 73  |  |               | 328564X | Furnished | 221XEAHX-*3      | 250 | Opp | 73  |  |             |  | Furnished |
| 221ZLAHX-*3     | 200 | Opp | 98  |  |               | 328564X | Furnished | 221XLAHX-*3      | 200 | Opp | 98  |  |             |  | Furnished |
| 221ZPAHX-*3     | 200 | Opp | 119 |  |               | 328564X | Furnished | 221XPAHX-*3      | 200 | Opp | 118 |  |             |  | Furnished |
| 442ZAAHX-*3 (4) | 250 | Opp | 56  |  |               | 328564X | Furnished | 442XBAHX-*3 (3)  | 250 | Eng | 56  |  | REQUIRED    |  | Furnished |
| 442ZCAHX-*3 (5) | 250 | Opp | 71  |  |               | 328564X | Furnished | 442XAAHX-*3 (4)  | 250 | Opp | 56  |  |             |  | Furnished |
| 442ZFAHX-*3 (6) | 250 | Opp | 88  |  |               | 328564X | Furnished | 442XCAHX-*3 (5)  | 250 | Opp | 71  |  |             |  | Furnished |
| 442ZHAHX-*3 (7) | 250 | Opp | 102 |  |               | 328564X | Furnished | 442XFAHX-*3 (6)  | 250 | Opp | 88  |  |             |  | Furnished |
| 442ZLAHX-*3 (8) | 250 | Opp | 114 |  |               | 328564X | Furnished | 442XHAHX-*3 (7)  | 250 | Opp | 102 |  |             |  | Furnished |
| 442ZQAHX-*3 (8) | 225 | Opp | 123 |  |               | 328564X | Furnished | 442XLAHX-*3 (8)  | 250 | Opp | 114 |  |             |  | Furnished |
| 442ZRAHX-*3 (8) | 225 | Opp | 142 |  |               | 328564X | Furnished | 442XQAHX-*3 (8)  | 225 | Opp | 123 |  |             |  | Furnished |
| 442ZSAHX-*3 (8) | 200 | Opp | 169 |  |               | 328564X | Furnished | 442XRAHX-*3 (8)  | 225 | Opp | 142 |  |             |  | Furnished |
| 442ZUAHX-*3 (8) | 195 | Opp | 202 |  |               | 328564X | Furnished | 442XSAHX-*3 (8)  | 200 | Opp | 169 |  |             |  | Furnished |
| 442ZWAHX-*3 (8) | 175 | Opp | 237 |  |               | 328564X | Furnished | 442XUAHX-*3 (8)  | 195 | Opp | 201 |  |             |  | Furnished |
| 442ZXAHX-*3 (8) | 140 | Opp | 281 |  |               | 328564X | Furnished | 442XWAHX-*3 (8)  | 175 | Opp | 237 |  |             |  | Furnished |
| 489XAAHX-*3 (4) | 250 | Opp | 56  |  |               |         | Furnished | 442XXAHX-*3 (8)  | 140 | Opp | 280 |  |             |  | Furnished |
| 489XCAHX-*3 (5) | 250 | Opp | 71  |  |               |         | Furnished | 660XFAHX-*3 (9)  | 375 | Opp | 88  |  |             |  | Furnished |
| 489XFAHX-*3 (6) | 250 | Opp | 88  |  |               |         | Furnished | 660XQAHX-*3 (10) | 375 | Opp | 123 |  |             |  | Furnished |
| 489XHAHX-*3 (7) | 250 | Opp | 102 |  |               |         | Furnished | 660XSAHX-*3 (11) | 325 | Opp | 169 |  |             |  | Furnished |
| 489XLAHX-*3 (8) | 250 | Opp | 114 |  |               |         | Furnished |                  |     |     |     |  |             |  |           |
| 489XQAHX-*3 (8) | 225 | Opp | 123 |  |               |         | Furnished |                  |     |     |     |  |             |  |           |
| 489XRAHX-*3 (8) | 225 | Opp | 142 |  |               |         | Furnished |                  |     |     |     |  |             |  |           |
| 489XSAHX-*3 (8) | 200 | Opp | 169 |  |               |         | Furnished |                  |     |     |     |  |             |  |           |
| 489XUAHX-*3 (8) | 195 | Opp | 202 |  |               |         | Furnished |                  |     |     |     |  |             |  |           |
| 489XWAHX-*3 (8) | 175 | Opp | 237 |  |               |         | Furnished |                  |     |     |     |  |             |  |           |
| 489XXAHX-*3 (8) | 140 | Opp | 281 |  |               |         | Furnished |                  |     |     |     |  |             |  |           |

**Continued Next Page****CAUTION:** 660/680 Series: Applications above 1500 RPM output shaft speed, contact Chelsea Technical Service for approval.**NOTE:** The AK & XK output flanges can not be used with the "A" & "C" ratios on the 489 Series P.T.O.s due to mounting stud interference. Use a RA or RB rotatable flange for the XK and the RA for the AK flange.**NOTE:** The 100 Series Output Shaft will Interfer with the Bulge on the Right Side of the Transmission. Use the Adapter shown (626XAHX-3XX) to space the 100 Series out from the Transmission to Clear the Bulge.**NOTE:** Two Gear P.T.O.s with Direct Mount Pumps may Not Clear the Transmission Bulge on the Right Side. Check for Clearance Before Mounting the P.T.O. and Pump.**NOTE:** If Ordering the 230/231 Series with the Shaft Brake Option, order the "BA" Output for Automatic Transmissions and the "BD" Output for Manual Transmissions.**NOTE:** The 422XBAH must use one of the Geared Adapters Listed on the Application Page. Direction of Rotation Shown is the Final Output Shaft Rotation w/ Geared Adapter.

(1) Gear and Shaft Kit No. KXA-2-P-565

(2) Filler block furnished with P.T.O.

(3) Input Gear Part No. 5-P-1418

(4) Input Gear Part No. 5-P-1280

(5) Input Gear Part No. 5-P-1287

(6) Input Gear Part No. 5-P-1077

(7) Input Gear Part No. 5-P-1364

(8) Input Gear Part No. 5-P-1004

(9) Input Gear Part No. 5-P-1242

(10) Input Gear Part No. 5-P-1246

(11) Input Gear Part No. 5-P-1322

|              |              |              |              |              |              |              |              |
|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| M-11F10A-E11 | M-11G10A-E11 | M-11G9A-M11  | M-12F9A-S12  | M-12G9A-D12  | M-13F10A-S13 | M-13G10A-M13 | M-13G9A-S13  |
| M-11F10A-S11 | M-11G10A-M11 | M-11G9A-S11  | M-12G10A-D12 | M-12G9A-E12  | M-13F9A-E13  | M-13G10A-S13 | M-14F10A-E14 |
| M-11F9A-E11  | M-11G10A-S11 | M-12F10A-E12 | M-12G10A-E12 | M-12G9A-M12  | M-13F9A-S13  | M-13G9A-D13  | M-14F10A-M16 |
| M-11F9A-S11  | M-11G9A-D11  | M-12F10A-S12 | M-12G10A-M12 | M-12G9A-S12  | M-13G10A-D13 | M-13G9A-E13  | M-14F10A-S14 |
| M-11G10A-D11 | M-11G9A-E11  | M-12F9A-E12  | M-12G10A-S12 | M-13F10A-E13 | M-13G10A-E13 | M-13G9A-M13  | M-14F10A-S15 |

## BOTTOM SIDE ONLY

## RIGHT SIDE ONLY

## TRANSMISSION GEAR DATA:

BOT 8-Bolt Opening Gear FORWARD of Centerline

45 Teeth - SPUR

## PITCH LINE TO APERTURE FACE:

.8100" (20.5740MM)

## TRANSMISSION GEAR DATA:

R.H. 6-Bolt Opening Gear FORWARD of Centerline

45 Teeth - SPUR

## PITCH LINE TO APERTURE FACE:

1.0850" (27.5600MM)

**Caution: Application Approval Required for P.T.O. Output Shaft Speeds Above 2500 R.P.M.**

| BOTTOM Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit | RIGHT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit |
|-----------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|----------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|
|                             |                 |              | Hi       | Rev |              |                  |          |                            |                 |              | Hi       | Rev |              |                  |          |

## ONE SPEED - TWO GEAR - MECHANICAL SHIFT

|                  |     |     |     |  |             |  |  |           |  |  |  |  |  |  |  |
|------------------|-----|-----|-----|--|-------------|--|--|-----------|--|--|--|--|--|--|--|
| 680XFAHX-*3 (9)  | 375 | Opp | 88  |  |             |  |  | Furnished |  |  |  |  |  |  |  |
| 680XQAHX-*3 (10) | 375 | Opp | 123 |  |             |  |  | Furnished |  |  |  |  |  |  |  |
| 680XSAHX-*3 (11) | 325 | Opp | 169 |  |             |  |  | Furnished |  |  |  |  |  |  |  |
| 823XBAHX-*3 (12) | 500 | Opp | 60  |  |             |  |  | Furnished |  |  |  |  |  |  |  |
| 823XJAHX-*3 (13) | 500 | Opp | 91  |  |             |  |  | Furnished |  |  |  |  |  |  |  |
| 823XMAHX-*3 (14) | 500 | Opp | 107 |  |             |  |  | Furnished |  |  |  |  |  |  |  |
| 823XRAHX-*3 (15) | 400 | Opp | 147 |  |             |  |  | Furnished |  |  |  |  |  |  |  |
| 823XTKTX-*3 (16) | 350 | Opp | 177 |  | 8-A-165 (2) |  |  | Furnished |  |  |  |  |  |  |  |
| 880XBAHX-*3 (17) | 500 | Opp | 60  |  |             |  |  | Furnished |  |  |  |  |  |  |  |
| 880XDAHX-*3 (18) | 500 | Opp | 71  |  |             |  |  | Furnished |  |  |  |  |  |  |  |
| 880XGAHX-*3 (19) | 500 | Opp | 77  |  |             |  |  | Furnished |  |  |  |  |  |  |  |
| 880XJAHX-*3 (20) | 500 | Opp | 91  |  |             |  |  | Furnished |  |  |  |  |  |  |  |
| 880XMAHX-*3 (21) | 500 | Opp | 107 |  |             |  |  | Furnished |  |  |  |  |  |  |  |
| 880XQAHX-*3 (22) | 450 | Opp | 125 |  |             |  |  | Furnished |  |  |  |  |  |  |  |
| 880XRAHX-*3 (23) | 400 | Opp | 147 |  |             |  |  | Furnished |  |  |  |  |  |  |  |
| 880XTAHX-*3 (24) | 350 | Opp | 189 |  |             |  |  | Furnished |  |  |  |  |  |  |  |

## ONE SPEED - TWO GEAR - POWERSHIFT (AIR)

|                  |     |     |     |  |  |         |           |                 |     |     |     |  |  |  |           |
|------------------|-----|-----|-----|--|--|---------|-----------|-----------------|-----|-----|-----|--|--|--|-----------|
| 230XAAJX-*3      | 250 | Opp | 46  |  |  | 328481X | Furnished | 230XAAJX-*3     | 250 | Opp | 46  |  |  |  | Furnished |
| 230XBAJX-*3      | 250 | Opp | 60  |  |  | 328481X | Furnished | 230XBAJX-*3     | 250 | Opp | 60  |  |  |  | Furnished |
| 230XDAJX-*3      | 250 | Opp | 70  |  |  | 328481X | Furnished | 230XDAJX-*3     | 250 | Opp | 70  |  |  |  | Furnished |
| 230XKAJX-*3      | 250 | Opp | 94  |  |  | 328481X | Furnished | 230XKAJX-*3     | 250 | Opp | 94  |  |  |  | Furnished |
| 230XQAJX-*3      | 250 | Opp | 125 |  |  | 328481X | Furnished | 230XQAJX-*3     | 250 | Opp | 125 |  |  |  | Furnished |
| 230XUAJX-*3      | 225 | Opp | 201 |  |  | 328481X | Furnished | 230XUAJX-*3     | 225 | Opp | 200 |  |  |  | Furnished |
| 236ZDAHX-*3 (8)  | 250 | Opp | 92  |  |  | 328564X | Furnished | 236ZDAHX-*3 (8) | 250 | Opp | 92  |  |  |  | Furnished |
| 236ZKAHX-*3 (8)  | 250 | Opp | 118 |  |  | 328564X | Furnished | 236ZKAHX-*3 (8) | 250 | Opp | 118 |  |  |  | Furnished |
| 236ZQAHX-*3 (8)  | 250 | Opp | 159 |  |  | 328564X | Furnished | 236ZQAHX-*3 (8) | 250 | Opp | 159 |  |  |  | Furnished |
| 236ZUAHX-*3 (8)  | 225 | Opp | 183 |  |  | 328564X | Furnished | 236ZUAHX-*3 (8) | 225 | Opp | 182 |  |  |  | Furnished |
| 885XBAHX-*3 (17) | 500 | Opp | 60  |  |  |         | Furnished |                 |     |     |     |  |  |  |           |
| 885XGAHX-*3 (19) | 500 | Opp | 77  |  |  |         | Furnished |                 |     |     |     |  |  |  |           |

## Continued Next Page

**CAUTION:** 660/680 Series: Applications above 1500 RPM output shaft speed, contact Chelsea Technical Service for approval.

**NOTE:** The AK & XK output flanges can not be used with the "A" & "C" ratios on the 489 Series P.T.O.s due to mounting stud interference. Use a RA or RB rotatable flange for the XK and the RA for the AK flange.

**NOTE:** The 100 Series Output Shaft will Interfer with the Bulge on the Right Side of the Transmission. Use the Adapter shown (626XAHX-3XX) to space the 100 Series out from the Transmission to Clear the Bulge.

**NOTE:** Two Gear P.T.O.s with Direct Mount Pumps may Not Clear the Transmission Bulge on the Right Side. Check for Clearance Before Mounting the P.T.O. and Pump.

**NOTE:** If Ordering the 230/231 Series with the Shaft Brake Option, order the "BA" Output for Automatic Transmissions and the "BD" Output for Manual Transmissions.

**NOTE:** The 422XBAH must use one of the Geared Adapters Listed on the Application Page. Direction of Rotation Shown is the Final Output Shaft Rotation w/ Geared Adapter.

(2) Filler block furnished with P.T.O.  
(8) Input Gear Part No. 5-P-1004  
(9) Input Gear Part No. 5-P-1242  
(10) Input Gear Part No. 5-P-1246  
(11) Input Gear Part No. 5-P-1322  
(12) Input Gear Part No. 5-P-285

(13) Input Gear Part No. 5-P-325  
(14) Input Gear Part No. 5-P-283  
(15) Input Gear Part No. 5-P-721  
(16) Input Gear Part No. 5-P-1395  
(17) Input Gear Part No. 5-P-1100  
(18) Input Gear Part No. 5-P-1101

(19) Input Gear Part No. 5-P-1135  
(20) Input Gear Part No. 5-P-1102  
(21) Input Gear Part No. 5-P-1103  
(22) Input Gear Part No. 5-P-1385  
(23) Input Gear Part No. 5-P-1104  
(24) Input Gear Part No. 5-P-1105

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|              |              |              |              |              |              |              |              |
|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| M-11F10A-E11 | M-11G10A-E11 | M-11G9A-M11  | M-12F9A-S12  | M-12G9A-D12  | M-13F10A-S13 | M-13G10A-M13 | M-13G9A-S13  |
| M-11F10A-S11 | M-11G10A-M11 | M-11G9A-S11  | M-12G10A-D12 | M-12G9A-E12  | M-13F9A-E13  | M-13G10A-S13 | M-14F10A-E14 |
| M-11F9A-E11  | M-11G10A-S11 | M-12F10A-E12 | M-12G10A-E12 | M-12G9A-M12  | M-13F9A-S13  | M-13G9A-D13  | M-14F10A-M16 |
| M-11F9A-S11  | M-11G9A-D11  | M-12F10A-S12 | M-12G10A-M12 | M-12G9A-S12  | M-13G10A-D13 | M-13G9A-E13  | M-14F10A-S14 |
| M-11G10A-D11 | M-11G9A-E11  | M-12F9A-E12  | M-12G10A-S12 | M-13F10A-E13 | M-13G10A-E13 | M-13G9A-M13  | M-14F10A-S15 |

## BOTTOM SIDE ONLY

## RIGHT SIDE ONLY

**TRANSMISSION GEAR DATA:**

BOT 8-Bolt Opening Gear FORWARD of Centerline

45 Teeth - SPUR

**PITCH LINE TO APERTURE FACE:**

.8100" (20.5740MM)

**TRANSMISSION GEAR DATA:**

R.H. 6-Bolt Opening Gear FORWARD of Centerline

45 Teeth - SPUR

**PITCH LINE TO APERTURE FACE:**

1.0850" (27.5600MM)

**Caution: Application Approval Required for P.T.O. Output Shaft Speeds Above 2500 R.P.M.**

| BOTTOM Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit | RIGHT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit |
|-----------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|----------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|
|                             |                 |              | Hi       | Rev |              |                  |          |                            |                 |              | Hi       | Rev |              |                  |          |

**ONE SPEED - TWO GEAR - POWERSHIFT (AIR)**

|                  |     |     |     |  |  |  |           |  |  |  |  |  |  |  |  |
|------------------|-----|-----|-----|--|--|--|-----------|--|--|--|--|--|--|--|--|
| 885XJAHX-*3 (20) | 500 | Opp | 91  |  |  |  | Furnished |  |  |  |  |  |  |  |  |
| 885XMAHX-*3 (21) | 500 | Opp | 107 |  |  |  | Furnished |  |  |  |  |  |  |  |  |

**ONE SPEED - FORWARD & REVERSE**

|                  |     |     |     |     |                             |         |           |                  |     |     |     |     |             |  |           |
|------------------|-----|-----|-----|-----|-----------------------------|---------|-----------|------------------|-----|-----|-----|-----|-------------|--|-----------|
| 340XFAHX-*5 (25) | 200 | Opp | 77  | 81  | 7-A-140(P)(2)<br>7-A-032(P) | 328481X | Furnished | 340XFAHX-*5 (25) | 200 | Opp | 77  | 81  | 7-A-140 (2) |  | Furnished |
| 352ZSAHX-*3 (8)  | 140 | Opp | 171 | 222 |                             | 328564X | Furnished | 352XSAHX-*3 (8)  | 140 | Opp | 171 | 221 |             |  | Furnished |
| 863XBAHX-*5      | 500 | Opp | 60  | 74  |                             |         | Furnished |                  |     |     |     |     |             |  |           |

**ONE SPEED - DUAL SHAFT**

|                 |     |     |     |  |  |         |           |                 |     |     |     |  |  |  |           |
|-----------------|-----|-----|-----|--|--|---------|-----------|-----------------|-----|-----|-----|--|--|--|-----------|
| 452XSAHX-*3 (8) | 140 | Opp | 171 |  |  | 328481X | Furnished | 452XSAHX-*3 (8) | 140 | Opp | 171 |  |  |  | Furnished |
|-----------------|-----|-----|-----|--|--|---------|-----------|-----------------|-----|-----|-----|--|--|--|-----------|

**GEARED ADAPTERS**

|             |  |  |  |  |  |  |           |             |  |  |  |  |  |  |           |
|-------------|--|--|--|--|--|--|-----------|-------------|--|--|--|--|--|--|-----------|
| 628XAHX-3AH |  |  |  |  |  |  | Furnished | 626XAHX-3AH |  |  |  |  |  |  | Furnished |
|             |  |  |  |  |  |  |           | 630XAHX-3AH |  |  |  |  |  |  | Furnished |
|             |  |  |  |  |  |  |           | 645XAHX-3AH |  |  |  |  |  |  | Furnished |

**CAUTION:** 660/680 Series: Applications above 1500 RPM output shaft speed, contact Chelsea Technical Service for approval.**NOTE:** The AK & XK output flanges can not be used with the "A" & "C" ratios on the 489 Series P.T.O.s due to mounting stud interference. Use a RA or RB rotatable flange for the XK and the RA for the AK flange.**NOTE:** The 100 Series Output Shaft will Interfer with the Bulge on the Right Side of the Transmission. Use the Adapter shown (626XAHX-3XX) to space the 100 Series out from the Transmission to Clear the Bulge.**NOTE:** Two Gear P.T.O.s with Direct Mount Pumps may Not Clear the Transmission Bulge on the Right Side. Check for Clearance Before Mounting the P.T.O. and Pump.**NOTE:** If Ordering the 230/231 Series with the Shaft Brake Option, order the "BA" Output for Automatic Transmissions and the "BD" Output for Manual Transmissions.**NOTE:** The 422XBAH must use one of the Geared Adapters Listed on the Application Page. Direction of Rotation Shown is the Final Output Shaft Rotation w/ Geared Adapter.

(2) Filler block furnished with P.T.O.  
 (8) Input Gear Part No. 5-P-1004  
 (20) Input Gear Part No. 5-P-1102  
 (21) Input Gear Part No. 5-P-1103  
 (25) Input Gear Part No. 5-P-581

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|               |               |               |               |               |               |               |               |
|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| MO-11F10A-S11 | MO-12F10A-E12 | MO-12G10A-E12 | MO-12G9A-M12  | MO-13F9A-S13  | MO-13G9A-D13  | MO-14F10A-E16 | MO-14F9A-S14  |
| MO-11G10A-D11 | MO-12F10A-S12 | MO-12G10A-M12 | MO-12G9A-S12  | MO-13G10A-D13 | MO-13G9A-E13  | MO-14F10A-M16 | MO-14G10A-D14 |
| MO-11G10A-E11 | MO-12F9A-E12  | MO-12G10A-S12 | MO-13F10A-E13 | MO-13G10A-E13 | MO-13G9A-M13  | MO-14F10A-S14 | MO-14G10A-E14 |
| MO-11G10A-M11 | MO-12F9A-S12  | MO-12G9A-D12  | MO-13F10A-S13 | MO-13G10A-M13 | MO-13G9A-S13  | MO-14F10A-S16 | MO-14G10A-E16 |
| MO-11G10A-S11 | MO-12G10A-D12 | MO-12G9A-E12  | MO-13F9A-E13  | MO-13G10A-S13 | MO-14F10A-E14 | MO-14F9A-E14  | MO-14G10A-M14 |

## BOTTOM SIDE ONLY

## RIGHT SIDE ONLY

## TRANSMISSION GEAR DATA:

BOT 8-Bolt Opening Gear FORWARD of Centerline

45 Teeth - SPUR

## PITCH LINE TO APERTURE FACE:

.8100" (20.5740MM)

## TRANSMISSION GEAR DATA:

R.H. 6-Bolt Opening Gear FORWARD of Centerline

45 Teeth - SPUR

## PITCH LINE TO APERTURE FACE:

1.0850" (27.5600MM)

**Caution: Application Approval Required for P.T.O. Output Shaft Speeds Above 2500 R.P.M.**

| BOTTOM Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit | RIGHT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit |
|-----------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|----------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|
|                             |                 |              | Hi       | Rev |              |                  |          |                            |                 |              | Hi       | Rev |              |                  |          |

## ONE SPEED - SINGLE GEAR - MECHANICAL SHIFT

|                 |     |     |     |  |            |         |           |                 |     |     |     |  |  |  |           |
|-----------------|-----|-----|-----|--|------------|---------|-----------|-----------------|-----|-----|-----|--|--|--|-----------|
| 100XRAHX-*3 (1) | 125 | Eng | 191 |  | 7-A-032(P) | 328481X | Furnished | 100XRAHX-*3 (1) | 125 | Eng | 191 |  |  |  | Furnished |
| 812XKAHX-*3     | 400 | Eng | 127 |  |            |         | Furnished |                 |     |     |     |  |  |  |           |

## ONE SPEED - TWO GEAR - MECHANICAL SHIFT

|                 |     |     |     |  |               |         |           |                  |     |     |     |  |             |  |           |
|-----------------|-----|-----|-----|--|---------------|---------|-----------|------------------|-----|-----|-----|--|-------------|--|-----------|
| 221ZCAHX-*3     | 250 | Opp | 85  |  | 7-A-032(P)(2) | 328564X | Furnished | 221XCAHX-*3      | 250 | Opp | 85  |  | 7-A-032 (2) |  | Furnished |
| 221ZEAHX-*3     | 250 | Opp | 98  |  |               | 328564X | Furnished | 221XEAHX-*3      | 250 | Opp | 98  |  |             |  | Furnished |
| 221ZLAHX-*3     | 200 | Opp | 132 |  |               | 328564X | Furnished | 221XLAHX-*3      | 200 | Opp | 132 |  |             |  | Furnished |
| 221ZPAHX-*3     | 200 | Opp | 159 |  |               | 328564X | Furnished | 221XPAHX-*3      | 200 | Opp | 159 |  |             |  | Furnished |
| 442ZAAHX-*3 (4) | 250 | Opp | 75  |  |               | 328564X | Furnished | 442XBAHX-*3 (3)  | 250 | Eng | 75  |  | REQUIRED    |  | Furnished |
| 442ZCAHX-*3 (5) | 250 | Opp | 96  |  |               | 328564X | Furnished | 442XAAHX-*3 (4)  | 250 | Opp | 75  |  |             |  | Furnished |
| 442ZFAHX-*3 (6) | 250 | Opp | 118 |  |               | 328564X | Furnished | 442XCAHX-*3 (5)  | 250 | Opp | 96  |  |             |  | Furnished |
| 442ZHAHX-*3 (7) | 250 | Opp | 137 |  |               | 328564X | Furnished | 442XFAHX-*3 (6)  | 250 | Opp | 118 |  |             |  | Furnished |
| 442ZLAHX-*3 (8) | 250 | Opp | 153 |  |               | 328564X | Furnished | 442XHAHX-*3 (7)  | 250 | Opp | 137 |  |             |  | Furnished |
| 442ZQAHX-*3 (8) | 225 | Opp | 165 |  |               | 328564X | Furnished | 442XLAHX-*3 (8)  | 250 | Opp | 153 |  |             |  | Furnished |
| 442ZRAHX-*3 (8) | 225 | Opp | 191 |  |               | 328564X | Furnished | 442XQAHX-*3 (8)  | 225 | Opp | 165 |  |             |  | Furnished |
| 442ZSAHX-*3 (8) | 200 | Opp | 227 |  |               | 328564X | Furnished | 442XRAHX-*3 (8)  | 225 | Opp | 191 |  |             |  | Furnished |
| 442ZUAHX-*3 (8) | 195 | Opp | 270 |  |               | 328564X | Furnished | 442XSAHX-*3 (8)  | 200 | Opp | 227 |  |             |  | Furnished |
| 442ZWAHX-*3 (8) | 175 | Opp | 318 |  |               | 328564X | Furnished | 442XUAHX-*3 (8)  | 195 | Opp | 270 |  |             |  | Furnished |
| 442ZXAHX-*3 (8) | 140 | Opp | 376 |  |               | 328564X | Furnished | 442XWAHX-*3 (8)  | 175 | Opp | 318 |  |             |  | Furnished |
| 489XAAHX-*3 (4) | 250 | Opp | 75  |  |               |         | Furnished | 442XXAHX-*3 (8)  | 140 | Opp | 376 |  |             |  | Furnished |
| 489XCAHX-*3 (5) | 250 | Opp | 96  |  |               |         | Furnished | 660XFAHX-*3 (9)  | 375 | Opp | 118 |  |             |  | Furnished |
| 489XFAHX-*3 (6) | 250 | Opp | 118 |  |               |         | Furnished | 660XQAHX-*3 (10) | 375 | Opp | 165 |  |             |  | Furnished |
| 489XHAHX-*3 (7) | 250 | Opp | 137 |  |               |         | Furnished | 660XSAHX-*3 (11) | 325 | Opp | 227 |  |             |  | Furnished |
| 489XLAHX-*3 (8) | 250 | Opp | 153 |  |               |         | Furnished |                  |     |     |     |  |             |  |           |
| 489XQAHX-*3 (8) | 225 | Opp | 165 |  |               |         | Furnished |                  |     |     |     |  |             |  |           |
| 489XRAHX-*3 (8) | 225 | Opp | 191 |  |               |         | Furnished |                  |     |     |     |  |             |  |           |
| 489XSAHX-*3 (8) | 200 | Opp | 227 |  |               |         | Furnished |                  |     |     |     |  |             |  |           |
| 489XUAHX-*3 (8) | 195 | Opp | 270 |  |               |         | Furnished |                  |     |     |     |  |             |  |           |
| 489XWAHX-*3 (8) | 175 | Opp | 318 |  |               |         | Furnished |                  |     |     |     |  |             |  |           |
| 489XXAHX-*3 (8) | 140 | Opp | 376 |  |               |         | Furnished |                  |     |     |     |  |             |  |           |

## Continued Next Page

**CAUTION:** Do not use geared adapters with 442 "A" and "C" ratios.

**CAUTION:** 660/680 Series: Applications above 1500 RPM output shaft speed, contact Chelsea Technical Service for approval.

**NOTE:** The AK & XK output flanges can not be used with the "A" & "C" ratios on the 489 Series P.T.O.s due to mounting stud interference. Use a RA or RB rotatable flange for the XK and the RA for the AK flange.

**NOTE:** The 100 Series Output Shaft will Interfer with the Bulge on the Right Side of the Transmission. Use the Adapter shown (626XAHX-3XX) to space the 100 Series out from the Transmission to Clear the Bulge.

**NOTE:** Two Gear P.T.O.s with Direct Mount Pumps may Not Clear the Transmission Bulge on the Right Side. Check for Clearance Before Mounting the P.T.O. and Pump.

**NOTE:** If Ordering the 230/231 Series with the Shaft Brake Option, order the "BA" Output for Automatic Transmissions and the "BD" Output for Manual Transmissions.

**NOTE:** The 422XBAH must use one of the Geared Adapters Listed on the Application Page. Direction of Rotation Shown is the Final Output Shaft Rotation w/ Geared Adapter.

(1) Gear and Shaft Kit No. KXA-2-P-565

(2) Filler block furnished with P.T.O.

(3) Input Gear Part No. 5-P-1418

(4) Input Gear Part No. 5-P-1280

(5) Input Gear Part No. 5-P-1287

(6) Input Gear Part No. 5-P-1077

(7) Input Gear Part No. 5-P-1364

(8) Input Gear Part No. 5-P-1004

(9) Input Gear Part No. 5-P-1242

(10) Input Gear Part No. 5-P-1246

(11) Input Gear Part No. 5-P-1322

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|               |               |               |               |               |               |               |               |
|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| MO-11F10A-S11 | MO-12F10A-E12 | MO-12G10A-E12 | MO-12G9A-M12  | MO-13F9A-S13  | MO-13G9A-D13  | MO-14F10A-E16 | MO-14F9A-S14  |
| MO-11G10A-D11 | MO-12F10A-S12 | MO-12G10A-M12 | MO-12G9A-S12  | MO-13G10A-D13 | MO-13G9A-E13  | MO-14F10A-M16 | MO-14G10A-D14 |
| MO-11G10A-E11 | MO-12F9A-E12  | MO-12G10A-S12 | MO-13F10A-E13 | MO-13G10A-E13 | MO-13G9A-M13  | MO-14F10A-S14 | MO-14G10A-E14 |
| MO-11G10A-M11 | MO-12F9A-S12  | MO-12G9A-D12  | MO-13F10A-S13 | MO-13G10A-M13 | MO-13G9A-S13  | MO-14F10A-S16 | MO-14G10A-E16 |
| MO-11G10A-S11 | MO-12G10A-D12 | MO-12G9A-E12  | MO-13F9A-E13  | MO-13G10A-S13 | MO-14F10A-E14 | MO-14F9A-E14  | MO-14G10A-M14 |

## BOTTOM SIDE ONLY

## RIGHT SIDE ONLY

**TRANSMISSION GEAR DATA:**

BOT 8-Bolt Opening Gear FORWARD of Centerline

45 Teeth - SPUR

**PITCH LINE TO APERTURE FACE:**

.8100" (20.5740MM)

**TRANSMISSION GEAR DATA:**

R.H. 6-Bolt Opening Gear FORWARD of Centerline

45 Teeth - SPUR

**PITCH LINE TO APERTURE FACE:**

1.0850" (27.5600MM)

**Caution: Application Approval Required for P.T.O. Output Shaft Speeds Above 2500 R.P.M.**

| BOTTOM Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit | RIGHT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit |
|-----------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|----------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|
|                             |                 |              | Hi       | Rev |              |                  |          |                            |                 |              | Hi       | Rev |              |                  |          |

**ONE SPEED - TWO GEAR - MECHANICAL SHIFT**

|                  |     |     |     |  |             |  |  |           |  |  |  |  |  |  |  |
|------------------|-----|-----|-----|--|-------------|--|--|-----------|--|--|--|--|--|--|--|
| 680XFAHX-*3 (9)  | 375 | Opp | 118 |  |             |  |  | Furnished |  |  |  |  |  |  |  |
| 680XQAHX-*3 (10) | 375 | Opp | 165 |  |             |  |  | Furnished |  |  |  |  |  |  |  |
| 680XSAHX-*3 (11) | 325 | Opp | 227 |  |             |  |  | Furnished |  |  |  |  |  |  |  |
| 823XBAHX-*3 (12) | 500 | Opp | 80  |  |             |  |  | Furnished |  |  |  |  |  |  |  |
| 823XJAHX-*3 (13) | 500 | Opp | 122 |  |             |  |  | Furnished |  |  |  |  |  |  |  |
| 823XMAHX-*3 (14) | 500 | Opp | 143 |  |             |  |  | Furnished |  |  |  |  |  |  |  |
| 823XRAHX-*3 (15) | 400 | Opp | 197 |  |             |  |  | Furnished |  |  |  |  |  |  |  |
| 823XTKTX-*3 (16) | 350 | Opp | 239 |  | 8-A-165 (2) |  |  | Furnished |  |  |  |  |  |  |  |
| 880XBAHX-*3 (17) | 500 | Opp | 80  |  |             |  |  | Furnished |  |  |  |  |  |  |  |
| 880XDAHX-*3 (18) | 500 | Opp | 95  |  |             |  |  | Furnished |  |  |  |  |  |  |  |
| 880XGAHX-*3 (19) | 500 | Opp | 104 |  |             |  |  | Furnished |  |  |  |  |  |  |  |
| 880XJAHX-*3 (20) | 500 | Opp | 122 |  |             |  |  | Furnished |  |  |  |  |  |  |  |
| 880XMAHX-*3 (21) | 500 | Opp | 143 |  |             |  |  | Furnished |  |  |  |  |  |  |  |
| 880XQAHX-*3 (22) | 450 | Opp | 167 |  |             |  |  | Furnished |  |  |  |  |  |  |  |
| 880XRAHX-*3 (23) | 400 | Opp | 197 |  |             |  |  | Furnished |  |  |  |  |  |  |  |
| 880XTAHX-*3 (24) | 350 | Opp | 254 |  |             |  |  | Furnished |  |  |  |  |  |  |  |

**ONE SPEED - TWO GEAR - POWERSHIFT (AIR)**

|                  |     |     |     |  |         |           |                 |     |     |     |  |           |
|------------------|-----|-----|-----|--|---------|-----------|-----------------|-----|-----|-----|--|-----------|
| 236ZDAHX-*3 (8)  | 250 | Opp | 124 |  | 328564X | Furnished | 230XAAJX-*3     | 250 | Opp | 62  |  | Furnished |
| 236ZKAHX-*3 (8)  | 250 | Opp | 159 |  | 328564X | Furnished | 230XBAJX-*3     | 250 | Opp | 81  |  | Furnished |
| 236ZQAHX-*3 (8)  | 250 | Opp | 214 |  | 328564X | Furnished | 230XDAJX-*3     | 250 | Opp | 93  |  | Furnished |
| 236ZUAHX-*3 (8)  | 225 | Opp | 244 |  | 328564X | Furnished | 230XKAJX-*3     | 250 | Opp | 126 |  | Furnished |
| 885XBAHX-*3 (17) | 500 | Opp | 80  |  |         | Furnished | 230XQAJX-*3     | 250 | Opp | 168 |  | Furnished |
| 885XGAHX-*3 (19) | 500 | Opp | 104 |  |         | Furnished | 230XUAJX-*3     | 225 | Opp | 269 |  | Furnished |
| 885XJAHX-*3 (20) | 500 | Opp | 122 |  |         | Furnished | 236XDAHX-*3 (8) | 250 | Opp | 124 |  | Furnished |
| 885XMAHX-*3 (21) | 500 | Opp | 143 |  |         | Furnished | 236XKAHX-*3 (8) | 250 | Opp | 159 |  | Furnished |
|                  |     |     |     |  |         |           | 236XQAHX-*3 (8) | 250 | Opp | 214 |  | Furnished |
|                  |     |     |     |  |         |           | 236XUAHX-*3 (8) | 225 | Opp | 244 |  | Furnished |

**Continued Next Page****CAUTION:** Do not use geared adapters with 442 "A" and "C" ratios.**CAUTION:** 660/680 Series: Applications above 1500 RPM output shaft speed, contact Chelsea Technical Service for approval.**NOTE:** The AK & XK output flanges can not be used with the "A" & "C" ratios on the 489 Series P.T.O.s due to mounting stud interference. Use a RA or RB rotatable flange for the XK and the RA for the AK flange.**NOTE:** The 100 Series Output Shaft will Interfer with the Bulge on the Right Side of the Transmission. Use the Adapter shown (626XAHX-3XX) to space the 100 Series out from the Transmission to Clear the Bulge.**NOTE:** Two Gear P.T.O.s with Direct Mount Pumps may Not Clear the Transmission Bulge on the Right Side. Check for Clearance Before Mounting the P.T.O. and Pump.**NOTE:** If Ordering the 230/231 Series with the Shaft Brake Option, order the "BA" Output for Automatic Transmissions and the "BD" Output for Manual Transmissions.**NOTE:** The 422XBAH must use one of the Geared Adapters Listed on the Application Page. Direction of Rotation Shown is the Final Output Shaft Rotation w/ Geared Adapter.

(2) Filler block furnished with P.T.O.  
 (8) Input Gear Part No. 5-P-1004  
 (9) Input Gear Part No. 5-P-1242  
 (10) Input Gear Part No. 5-P-1246  
 (11) Input Gear Part No. 5-P-1322  
 (12) Input Gear Part No. 5-P-285

(13) Input Gear Part No. 5-P-325  
 (14) Input Gear Part No. 5-P-283  
 (15) Input Gear Part No. 5-P-721  
 (16) Input Gear Part No. 5-P-1395  
 (17) Input Gear Part No. 5-P-1100  
 (18) Input Gear Part No. 5-P-1101

(19) Input Gear Part No. 5-P-1135  
 (20) Input Gear Part No. 5-P-1102  
 (21) Input Gear Part No. 5-P-1103  
 (22) Input Gear Part No. 5-P-1385  
 (23) Input Gear Part No. 5-P-1104  
 (24) Input Gear Part No. 5-P-1105

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|               |               |               |               |               |               |               |               |
|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| MO-11F10A-S11 | MO-12F10A-E12 | MO-12G10A-E12 | MO-12G9A-M12  | MO-13F9A-S13  | MO-13G9A-D13  | MO-14F10A-E16 | MO-14F9A-S14  |
| MO-11G10A-D11 | MO-12F10A-S12 | MO-12G10A-M12 | MO-12G9A-S12  | MO-13G10A-D13 | MO-13G9A-E13  | MO-14F10A-M16 | MO-14G10A-D14 |
| MO-11G10A-E11 | MO-12F9A-E12  | MO-12G10A-S12 | MO-13F10A-E13 | MO-13G10A-E13 | MO-13G9A-M13  | MO-14F10A-S14 | MO-14G10A-E14 |
| MO-11G10A-M11 | MO-12F9A-S12  | MO-12G9A-D12  | MO-13F10A-S13 | MO-13G10A-M13 | MO-13G9A-S13  | MO-14F10A-S16 | MO-14G10A-E16 |
| MO-11G10A-S11 | MO-12G10A-D12 | MO-12G9A-E12  | MO-13F9A-E13  | MO-13G10A-S13 | MO-14F10A-E14 | MO-14F9A-E14  | MO-14G10A-M14 |

## BOTTOM SIDE ONLY

## RIGHT SIDE ONLY

## TRANSMISSION GEAR DATA:

BOT 8-Bolt Opening Gear FORWARD of Centerline

45 Teeth - SPUR

## PITCH LINE TO APERTURE FACE:

.8100" (20.5740MM)

## TRANSMISSION GEAR DATA:

R.H. 6-Bolt Opening Gear FORWARD of Centerline

45 Teeth - SPUR

## PITCH LINE TO APERTURE FACE:

1.0850" (27.5600MM)

**Caution: Application Approval Required for P.T.O. Output Shaft Speeds Above 2500 R.P.M.**

| BOTTOM Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit | RIGHT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit |
|-----------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|----------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|
|                             |                 |              | Hi       | Rev |              |                  |          |                            |                 |              | Hi       | Rev |              |                  |          |

## ONE SPEED - FORWARD &amp; REVERSE

|                  |     |     |     |     |                             |         |           |                  |     |     |     |     |             |  |           |
|------------------|-----|-----|-----|-----|-----------------------------|---------|-----------|------------------|-----|-----|-----|-----|-------------|--|-----------|
| 340XFAHX-*5 (25) | 200 | Opp | 103 | 108 | 7-A-140(P)(2)<br>7-A-032(P) | 328481X | Furnished | 340XFAHX-*5 (25) | 200 | Opp | 103 | 108 | 7-A-140 (2) |  | Furnished |
| 352ZSAHX-*3 (8)  | 140 | Opp | 230 | 298 |                             | 328564X | Furnished | 352XSAHX-*3 (8)  | 140 | Opp | 230 | 298 |             |  | Furnished |
| 863XBAHX-*5      | 500 | Opp | 80  | 100 |                             |         | Furnished |                  |     |     |     |     |             |  |           |

## GEARED ADAPTERS

|             |           |                                           |                                     |
|-------------|-----------|-------------------------------------------|-------------------------------------|
| 628XAHX-3AH | Furnished | 626XAHX-3AH<br>630XAHX-3AH<br>645XAHX-3AH | Furnished<br>Furnished<br>Furnished |
|-------------|-----------|-------------------------------------------|-------------------------------------|

**CAUTION:** Do not use geared adapters with 442 "A" and "C" ratios.

**CAUTION:** 660/680 Series: Applications above 1500 RPM output shaft speed, contact Chelsea Technical Service for approval.

**NOTE:** The AK & XK output flanges can not be used with the "A" & "C" ratios on the 489 Series P.T.O.s due to mounting stud interference. Use a RA or RB rotatable flange for the XK and the RA for the AK flange.

**NOTE:** The 100 Series Output Shaft will Interfer with the Bulge on the Right Side of the Transmission. Use the Adapter shown (626XAHX-3XX) to space the 100 Series out from the Transmission to Clear the Bulge.

**NOTE:** Two Gear P.T.O.s with Direct Mount Pumps may Not Clear the Transmission Bulge on the Right Side. Check for Clearance Before Mounting the P.T.O. and Pump.

**NOTE:** If Ordering the 230/231 Series with the Shaft Brake Option, order the "BA" Output for Automatic Transmissions and the "BD" Output for Manual Transmissions.

**NOTE:** The 422XBAH must use one of the Geared Adapters Listed on the Application Page. Direction of Rotation Shown is the Final Output Shaft Rotation w/ Geared Adapter.

(2) Filler block furnished with P.T.O.

(8) Input Gear Part No. 5-P-1004

(25) Input Gear Part No. 5-P-581

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|              |              |              |              |              |              |           |           |
|--------------|--------------|--------------|--------------|--------------|--------------|-----------|-----------|
| MO-11F9B-E11 | MO-11G9B-S11 | MO-12G9B-M12 | MO-13G9B-E13 | MO-14G9B-D14 | MO-15F9B-S15 | REO9-115B | REX9-115B |
| MO-11F9B-S11 | MO-12F9B-E12 | MO-12G9B-S12 | MO-13G9B-M13 | MO-14G9B-E14 | MO-15G9B-D15 | REO9-125B | REX9-115R |
| MO-11G9B-D11 | MO-12F9B-S12 | MO-13F9B-E13 | MO-13G9B-S13 | MO-14G9B-M14 | MO-15G9B-E15 | REO9-135B | REX9-125B |
| MO-11G9B-E11 | MO-12G9B-D12 | MO-13F9B-S13 | MO-14F9B-E14 | MO-14G9B-S14 | MO-15G9B-M15 | REO9-145B | REX9-125R |
| MO-11G9B-M11 | MO-12G9B-E12 | MO-13G9B-D13 | MO-14F9B-S14 | MO-15F9B-E15 | MO-15G9B-S15 | REO9-155B | REX9-135B |

## BOTTOM SIDE ONLY

## RIGHT SIDE ONLY

**TRANSMISSION GEAR DATA:**

BOT 8-Bolt Opening Gear FORWARD of Centerline

45 Teeth - SPUR

**PITCH LINE TO APERTURE FACE:**

.8100" (20.5740MM)

**TRANSMISSION GEAR DATA:**

R.H. 6-Bolt Opening Gear FORWARD of Centerline

45 Teeth - SPUR

**PITCH LINE TO APERTURE FACE:**

1.0850" (27.5600MM)

**Caution: Application Approval Required for P.T.O. Output Shaft Speeds Above 2500 R.P.M.**

| BOTTOM Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit | RIGHT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit |
|-----------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|----------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|
|                             |                 |              | Hi       | Rev |              |                  |          |                            |                 |              | Hi       | Rev |              |                  |          |

**ONE SPEED - TWO GEAR - MECHANICAL SHIFT**

|                  |     |     |     |  |               |         |           |                  |     |     |     |  |               |         |           |
|------------------|-----|-----|-----|--|---------------|---------|-----------|------------------|-----|-----|-----|--|---------------|---------|-----------|
| 442ZAAHX-*3 (3)  | 250 | Opp | 64  |  |               | 328564X | Furnished | 221XCAHX-*3      | 250 | Eng | 73  |  | 7-A-032(P)(1) | 329138X | Furnished |
| 442ZCAHX-*3 (4)  | 250 | Opp | 82  |  |               | 328564X | Furnished | 221XEAHX-*3      | 250 | Eng | 84  |  |               | 329138X | Furnished |
| 442ZFAHX-*3 (5)  | 250 | Opp | 101 |  |               | 328564X | Furnished | 221XLAHX-*3      | 200 | Eng | 113 |  |               | 329138X | Furnished |
| 442ZHAHX-*3 (6)  | 250 | Opp | 117 |  |               | 328564X | Furnished | 221XPAHX-*3      | 200 | Eng | 136 |  |               | 329138X | Furnished |
| 442ZLAHX-*3 (7)  | 250 | Opp | 131 |  |               | 328564X | Furnished | 442XBAHX-*3 (2)  | 250 | Eng | 64  |  | REQUIRED      |         | Furnished |
| 442ZQAHX-*3 (7)  | 225 | Opp | 141 |  |               | 328564X | Furnished | 442XAAHX-*3 (3)  | 250 | Opp | 64  |  |               |         | Furnished |
| 442ZRAHX-*3 (7)  | 225 | Opp | 163 |  |               | 328564X | Furnished | 442XCAHX-*3 (4)  | 250 | Opp | 82  |  |               |         | Furnished |
| 442ZSAHX-*3 (7)  | 200 | Opp | 194 |  |               | 328564X | Furnished | 442XFAHX-*3 (5)  | 250 | Opp | 101 |  |               |         | Furnished |
| 489XAAHX-*3 (3)  | 250 | Opp | 64  |  |               |         | Furnished | 442XHAHX-*3 (6)  | 250 | Opp | 117 |  |               |         | Furnished |
| 489XCAHX-*3 (4)  | 250 | Opp | 82  |  |               |         | Furnished | 442XLAHX-*3 (7)  | 250 | Opp | 131 |  |               |         | Furnished |
| 489XFAHX-*3 (5)  | 250 | Opp | 101 |  |               |         | Furnished | 442XQAHX-*3 (7)  | 225 | Opp | 141 |  |               |         | Furnished |
| 489XHAHX-*3 (6)  | 250 | Opp | 117 |  |               |         | Furnished | 442XRAHX-*3 (7)  | 225 | Opp | 163 |  |               |         | Furnished |
| 489XLAHX-*3 (7)  | 250 | Opp | 131 |  |               |         | Furnished | 442XSAHX-*3 (7)  | 200 | Opp | 194 |  |               |         | Furnished |
| 489XQAHX-*3 (7)  | 225 | Opp | 141 |  |               |         | Furnished | 660XFAHX-*3 (8)  | 375 | Opp | 101 |  |               |         | Furnished |
| 489XRAHX-*3 (7)  | 225 | Opp | 163 |  |               |         | Furnished | 660XQAHX-*3 (9)  | 375 | Opp | 141 |  |               |         | Furnished |
| 489XSAHX-*3 (7)  | 200 | Opp | 194 |  |               |         | Furnished | 660XSAHX-*3 (10) | 325 | Opp | 194 |  |               |         | Furnished |
| 680XFAHX-*3 (8)  | 375 | Opp | 101 |  |               |         | Furnished |                  |     |     |     |  |               |         |           |
| 680XQAHX-*3 (9)  | 375 | Opp | 141 |  |               |         | Furnished |                  |     |     |     |  |               |         |           |
| 680XSAHX-*3 (10) | 325 | Opp | 194 |  |               |         | Furnished |                  |     |     |     |  |               |         |           |
| 823XBAHX-*3 (11) | 500 | Opp | 69  |  |               |         | Furnished |                  |     |     |     |  |               |         |           |
| 823XJAHX-*3 (12) | 500 | Opp | 104 |  |               |         | Furnished |                  |     |     |     |  |               |         |           |
| 823XMAHX-*3 (13) | 500 | Opp | 122 |  |               |         | Furnished |                  |     |     |     |  |               |         |           |
| 823XRAHX-*3 (14) | 400 | Opp | 169 |  |               |         | Furnished |                  |     |     |     |  |               |         |           |
| 823XTKTX-*3 (15) | 350 | Opp | 205 |  | 8-A-165(P)(1) |         | Furnished |                  |     |     |     |  |               |         |           |
| 880XBAHX-*3 (16) | 500 | Opp | 69  |  |               |         | Furnished |                  |     |     |     |  |               |         |           |
| 880XDAHX-*3 (17) | 500 | Opp | 82  |  |               |         | Furnished |                  |     |     |     |  |               |         |           |
| 880XGAHX-*3 (18) | 500 | Opp | 89  |  |               |         | Furnished |                  |     |     |     |  |               |         |           |
| 880XJAHX-*3 (19) | 500 | Opp | 104 |  |               |         | Furnished |                  |     |     |     |  |               |         |           |
| 880XMAHX-*3 (20) | 500 | Opp | 122 |  |               |         | Furnished |                  |     |     |     |  |               |         |           |
| 880XQAHX-*3 (21) | 450 | Opp | 143 |  |               |         | Furnished |                  |     |     |     |  |               |         |           |

**Continued Next Page****CAUTION:** Do not use geared adapters with 442 "A" and "C" ratios.**CAUTION:** 660/680 Series: Applications above 1500 RPM output shaft speed, contact Chelsea Technical Service for approval.**NOTE:** Use constant mesh P.T.O.s only on this application.**NOTE:** The AK & XK output flanges can not be used with the "A" & "C" ratios on the 489 Series PTOs due to mounting stud interference. Use a RA or RB rotatable flange for the XK and the RA for the AK flange.**NOTE:** Two gear P.T.O.s with direct mount pumps may not clear the transmission bulge on the right side. Check for clearance before mounting the P.T.O. and pump.**NOTE:** If Ordering the 230/231 Series with the Shaft Brake Option, order the "BA" Output for Automatic Transmissions and the "BD" Output for Manual Transmissions.**NOTE:** The 422XBAH must use one of the Geared Adapters Listed on the Application Page. Direction of Rotation Shown is the Final Output Shaft Rotation w/ Geared Adapter.

(1) Filler block furnished with P.T.O.

(2) Input Gear Part No. 5-P-1418

(3) Input Gear Part No. 5-P-1280

(4) Input Gear Part No. 5-P-1287

(5) Input Gear Part No. 5-P-1077

(6) Input Gear Part No. 5-P-1364

(7) Input Gear Part No. 5-P-1004

(8) Input Gear Part No. 5-P-1242

(9) Input Gear Part No. 5-P-1246

(10) Input Gear Part No. 5-P-1322

(11) Input Gear Part No. 5-P-285

(12) Input Gear Part No. 5-P-325

(13) Input Gear Part No. 5-P-283

(14) Input Gear Part No. 5-P-721

(15) Input Gear Part No. 5-P-1395

(16) Input Gear Part No. 5-P-1100

(17) Input Gear Part No. 5-P-1101

(18) Input Gear Part No. 5-P-1135

(19) Input Gear Part No. 5-P-1102

(20) Input Gear Part No. 5-P-1103

(21) Input Gear Part No. 5-P-1385

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|              |              |              |              |              |              |           |           |
|--------------|--------------|--------------|--------------|--------------|--------------|-----------|-----------|
| MO-11F9B-E11 | MO-11G9B-S11 | MO-12G9B-M12 | MO-13G9B-E13 | MO-14G9B-D14 | MO-15F9B-S15 | REO9-115B | REX9-115B |
| MO-11F9B-S11 | MO-12F9B-E12 | MO-12G9B-S12 | MO-13G9B-M13 | MO-14G9B-E14 | MO-15G9B-D15 | REO9-125B | REX9-115R |
| MO-11G9B-D11 | MO-12F9B-S12 | MO-13F9B-E13 | MO-13G9B-S13 | MO-14G9B-M14 | MO-15G9B-E15 | REO9-135B | REX9-125B |
| MO-11G9B-E11 | MO-12G9B-D12 | MO-13F9B-S13 | MO-14F9B-E14 | MO-14G9B-S14 | MO-15G9B-M15 | REO9-145B | REX9-125R |
| MO-11G9B-M11 | MO-12G9B-E12 | MO-13G9B-D13 | MO-14F9B-S14 | MO-15F9B-E15 | MO-15G9B-S15 | REO9-155B | REX9-135B |

## BOTTOM SIDE ONLY

## RIGHT SIDE ONLY

## TRANSMISSION GEAR DATA:

BOT 8-Bolt Opening Gear FORWARD of Centerline

45 Teeth - SPUR

## PITCH LINE TO APERTURE FACE:

.8100" (20.5740MM)

## TRANSMISSION GEAR DATA:

R.H. 6-Bolt Opening Gear FORWARD of Centerline

45 Teeth - SPUR

## PITCH LINE TO APERTURE FACE:

1.0850" (27.5600MM)

**Caution: Application Approval Required for P.T.O. Output Shaft Speeds Above 2500 R.P.M.**

| BOTTOM Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit | RIGHT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit |
|-----------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|----------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|
|                             |                 |              | Hi       | Rev |              |                  |          |                            |                 |              | Hi       | Rev |              |                  |          |

## ONE SPEED - TWO GEAR - MECHANICAL SHIFT

|                  |     |     |     |  |  |  |           |  |  |  |  |  |  |  |  |
|------------------|-----|-----|-----|--|--|--|-----------|--|--|--|--|--|--|--|--|
| 880XRAHX-*3 (22) | 400 | Opp | 169 |  |  |  | Furnished |  |  |  |  |  |  |  |  |
| 880XTAHX-*3 (23) | 350 | Opp | 218 |  |  |  | Furnished |  |  |  |  |  |  |  |  |

## ONE SPEED - TWO GEAR - POWERSHIFT (AIR)

|                  |     |     |     |  |  |         |           |                 |     |     |     |  |  |  |           |
|------------------|-----|-----|-----|--|--|---------|-----------|-----------------|-----|-----|-----|--|--|--|-----------|
| 236ZDAHX-*3 (7)  | 250 | Opp | 106 |  |  | 328564X | Furnished | 230XAAJX-*3     | 250 | Opp | 53  |  |  |  | Furnished |
| 236ZKAHX-*3 (7)  | 250 | Opp | 135 |  |  | 328564X | Furnished | 230XBAJX-*3     | 250 | Opp | 69  |  |  |  | Furnished |
| 885XBAHX-*3 (16) | 500 | Opp | 69  |  |  |         | Furnished | 230XDAJX-*3     | 250 | Opp | 80  |  |  |  | Furnished |
| 885XGAHX-*3 (18) | 500 | Opp | 89  |  |  |         | Furnished | 230XKAJX-*3     | 250 | Opp | 108 |  |  |  | Furnished |
| 885XJAHX-*3 (19) | 500 | Opp | 104 |  |  |         | Furnished | 230XQAJX-*3     | 250 | Opp | 144 |  |  |  | Furnished |
| 885XMAHX-*3 (20) | 500 | Opp | 122 |  |  |         | Furnished | 230XUAJX-*3     | 225 | Opp | 231 |  |  |  | Furnished |
|                  |     |     |     |  |  |         |           | 236XDAHX-*3 (7) | 250 | Opp | 106 |  |  |  | Furnished |
|                  |     |     |     |  |  |         |           | 236XKAHX-*3 (7) | 250 | Opp | 135 |  |  |  | Furnished |

## ONE SPEED - FORWARD &amp; REVERSE

|                  |     |     |     |     |                             |         |           |                  |     |     |     |     |             |  |           |
|------------------|-----|-----|-----|-----|-----------------------------|---------|-----------|------------------|-----|-----|-----|-----|-------------|--|-----------|
| 340XFAHX-*5 (24) | 200 | Opp | 88  | 93  | 7-A-140(P)(1)<br>7-A-032(P) | 328481X | Furnished | 340XFAHX-*5 (24) | 200 | Opp | 88  | 93  | 7-A-140 (1) |  | Furnished |
| 352ZSAHX-*3 (7)  | 140 | Opp | 197 | 255 |                             | 328564X | Furnished | 352XSAHX-*3 (7)  | 140 | Opp | 197 | 255 |             |  | Furnished |
| 863XBAHX-*5      | 500 | Opp | 69  | 85  |                             |         | Furnished |                  |     |     |     |     |             |  |           |

## GEARED ADAPTERS

|             |  |  |  |  |  |           |             |  |  |  |  |  |  |  |           |
|-------------|--|--|--|--|--|-----------|-------------|--|--|--|--|--|--|--|-----------|
| 628XAHX-3AH |  |  |  |  |  | Furnished | 626XAHX-3AH |  |  |  |  |  |  |  | Furnished |
|             |  |  |  |  |  |           | 630XAHX-3AH |  |  |  |  |  |  |  | Furnished |
|             |  |  |  |  |  |           | 645XAHX-3AH |  |  |  |  |  |  |  | Furnished |

**CAUTION:** Do not use geared adapters with 442 "A" and "C" ratios.

**CAUTION:** 660/680 Series: Applications above 1500 RPM output shaft speed, contact Chelsea Technical Service for approval.

**NOTE:** Use constant mesh P.T.O.s only on this application.

**NOTE:** The AK & XK output flanges can not be used with the "A" & "C" ratios on the 489 Series PTOs due to mounting stud interference. Use a RA or RB rotatable flange for the XK and the RA for the AK flange.

**NOTE:** Two gear P.T.O.s with direct mount pumps may not clear the transmission bulge on the right side. Check for clearance before mounting the P.T.O. and pump.

**NOTE:** If Ordering the 230/231 Series with the Shaft Brake Option, order the "BA" Output for Automatic Transmissions and the "BD" Output for Manual Transmissions.

**NOTE:** The 422XBAH must use one of the Geared Adapters Listed on the Application Page. Direction of Rotation Shown is the Final Output Shaft Rotation w/ Geared Adapter.

(1) Filler block furnished with P.T.O.  
(7) Input Gear Part No. 5-P-1004  
(16) Input Gear Part No. 5-P-1100  
(18) Input Gear Part No. 5-P-1135  
(19) Input Gear Part No. 5-P-1102  
(20) Input Gear Part No. 5-P-1103

(22) Input Gear Part No. 5-P-1104  
(23) Input Gear Part No. 5-P-1105  
(24) Input Gear Part No. 5-P-581

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|               |               |               |               |               |               |               |               |
|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| MO-11F10C-E11 | MO-11G10C-S11 | MO-12G10C-M12 | MO-13G10C-E13 | MO-14F10C-M16 | MO-14G10C-E16 | MO-15F10C-E15 | MO-15G10C-S15 |
| MO-11F10C-S11 | MO-12F10C-E12 | MO-12G10C-S12 | MO-13G10C-M13 | MO-14F10C-S14 | MO-14G10C-M14 | MO-15F10C-S15 | MO-16F10C-E16 |
| MO-11G10C-D11 | MO-12F10C-S12 | MO-13F10C-E13 | MO-13G10C-S13 | MO-14F10C-S16 | MO-14G10C-M16 | MO-15G10C-D15 | MO-16F10C-E18 |
| MO-11G10C-E11 | MO-12G10C-D12 | MO-13F10C-S13 | MO-14F10C-E14 | MO-14G10C-D14 | MO-14G10C-S14 | MO-15G10C-E15 | MO-16F10C-M18 |
| MO-11G10C-M11 | MO-12G10C-E12 | MO-13G10C-D13 | MO-14F10C-E16 | MO-14G10C-E14 | MO-14G10C-S16 | MO-15G10C-M15 | MO-16F10C-S16 |

## BOTTOM SIDE ONLY

## RIGHT SIDE ONLY

**TRANSMISSION GEAR DATA:**

BOT 8-Bolt Opening Gear FORWARD of Centerline

45 Teeth - SPUR

**PITCH LINE TO APERTURE FACE:**

.8100" (20.5740MM)

**TRANSMISSION GEAR DATA:**

R.H. 6-Bolt Opening Gear FORWARD of Centerline

45 Teeth - SPUR

**PITCH LINE TO APERTURE FACE:**

1.0850" (27.5600MM)

**Caution: Application Approval Required for P.T.O. Output Shaft Speeds Above 2500 R.P.M.**

| BOTTOM Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit | RIGHT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit |
|-----------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|----------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|
|                             |                 |              | Hi       | Rev |              |                  |          |                            |                 |              | Hi       | Rev |              |                  |          |

**ONE SPEED - SINGLE GEAR - MECHANICAL SHIFT**

|                 |     |     |     |  |         |           |                 |     |     |     |  |          |          |
|-----------------|-----|-----|-----|--|---------|-----------|-----------------|-----|-----|-----|--|----------|----------|
| 100XRAHX-*3 (1) | 125 | Eng | 184 |  | 328481X | Furnished | 100XRAHX-*3 (1) | 125 | Eng | 184 |  | 7-A-2000 | 7170-46X |
| 812XKAHX-*3     | 400 | Eng | 123 |  |         | Furnished |                 |     |     |     |  |          |          |

**ONE SPEED - TWO GEAR - MECHANICAL SHIFT**

|                 |     |     |     |               |           |           |                  |     |     |     |             |           |
|-----------------|-----|-----|-----|---------------|-----------|-----------|------------------|-----|-----|-----|-------------|-----------|
| 221ZCAHX-*3     | 250 | Opp | 82  | 7-A-032(P)(2) | 328564X   | Furnished | 221XCAHX-*3      | 250 | Opp | 82  | 7-A-032 (2) | Furnished |
| 221ZEAHX-*3     | 250 | Opp | 95  |               | 328564X   | Furnished | 221XEAHX-*3      | 250 | Opp | 95  |             | Furnished |
| 221ZLAHX-*3     | 200 | Opp | 127 |               | 328564X   | Furnished | 221XLAHX-*3      | 200 | Opp | 127 |             | Furnished |
| 221ZPAHX-*3     | 200 | Opp | 154 |               | 328564X   | Furnished | 221XPAHX-*3      | 200 | Opp | 154 |             | Furnished |
| 442ZAAHX-*3 (4) | 250 | Opp | 72  |               | 328564X   | Furnished | 442XBAHX-*3 (3)  | 250 | Eng | 72  | REQUIRED    | Furnished |
| 442ZCAHX-*3 (5) | 250 | Opp | 92  |               | 328564X   | Furnished | 442XAAHX-*3 (4)  | 250 | Opp | 72  |             | Furnished |
| 442ZFAHX-*3 (6) | 250 | Opp | 114 |               | 328564X   | Furnished | 442XCAHX-*3 (5)  | 250 | Opp | 92  |             | Furnished |
| 442ZHAHX-*3 (7) | 250 | Opp | 132 |               | 328564X   | Furnished | 442XFAHX-*3 (6)  | 250 | Opp | 114 |             | Furnished |
| 442ZLAHX-*3 (8) | 250 | Opp | 148 |               | 328564X   | Furnished | 442XHAHX-*3 (7)  | 250 | Opp | 132 |             | Furnished |
| 442ZQAHX-*3 (8) | 225 | Opp | 159 |               | 328564X   | Furnished | 442XLAHX-*3 (8)  | 250 | Opp | 148 |             | Furnished |
| 442ZRAHX-*3 (8) | 225 | Opp | 184 |               | 328564X   | Furnished | 442XQAHX-*3 (8)  | 225 | Opp | 159 |             | Furnished |
| 442ZSAHX-*3 (8) | 200 | Opp | 219 |               | 328564X   | Furnished | 442XRAHX-*3 (8)  | 225 | Opp | 184 |             | Furnished |
| 442ZUAHX-*3 (8) | 195 | Opp | 261 |               | 328564X   | Furnished | 442XSAHX-*3 (8)  | 200 | Opp | 219 |             | Furnished |
| 442ZWAHX-*3 (8) | 175 | Opp | 307 |               | 328564X   | Furnished | 442XUAHX-*3 (8)  | 195 | Opp | 261 |             | Furnished |
| 442ZXAHX-*3 (8) | 140 | Opp | 363 |               | 328564X   | Furnished | 442XWAHX-*3 (8)  | 175 | Opp | 307 |             | Furnished |
| 489XAAHX-*3 (4) | 250 | Opp | 72  |               | Furnished |           | 442XXAHX-*3 (8)  | 140 | Opp | 363 |             | Furnished |
| 489XCAHX-*3 (5) | 250 | Opp | 92  |               | Furnished |           | 660XFAHX-*3 (9)  | 375 | Opp | 114 |             | Furnished |
| 489XFAHX-*3 (6) | 250 | Opp | 114 |               | Furnished |           | 660XQAHX-*3 (10) | 375 | Opp | 159 |             | Furnished |
| 489XHAHX-*3 (7) | 250 | Opp | 132 |               | Furnished |           | 660XSAHX-*3 (11) | 325 | Opp | 219 |             | Furnished |
| 489XLAHX-*3 (8) | 250 | Opp | 148 |               | Furnished |           |                  |     |     |     |             |           |
| 489XQAHX-*3 (8) | 225 | Opp | 159 |               | Furnished |           |                  |     |     |     |             |           |
| 489XRAHX-*3 (8) | 225 | Opp | 184 |               | Furnished |           |                  |     |     |     |             |           |
| 489XSAHX-*3 (8) | 200 | Opp | 219 |               | Furnished |           |                  |     |     |     |             |           |
| 489XUAHX-*3 (8) | 195 | Opp | 261 |               | Furnished |           |                  |     |     |     |             |           |
| 489XWAHX-*3 (8) | 175 | Opp | 307 |               | Furnished |           |                  |     |     |     |             |           |
| 489XXAHX-*3 (8) | 140 | Opp | 363 |               | Furnished |           |                  |     |     |     |             |           |

**Continued Next Page**

**CAUTION:** 660/680 Series: Applications above 1500 RPM output shaft speed, contact Chelsea Technical Service for approval. **CAUTION:** Do not use geared adapters with 442 "A" and "C" ratios. **NOTE:** The AK & XK output flanges can not be used with the "A" & "C" ratios on the 489 Series P.T.O.s due to mounting stud interference. Use a RA or RB rotatable flange for the XK and the RA for the AK flange.

**NOTE:** If Ordering the 230/231 Series with the Shaft Brake Option, order the "BA" Output for Automatic Transmissions and the "BD" Output for Manual Transmissions.

**NOTE:** The 422XBAH must use one of the Geared Adapters Listed on the Application Page. Direction of Rotation Shown is the Final Output Shaft Rotation w/ Geared Adapter.

(1) Gear and Shaft Kit No. KXA-2-P-565  
 (2) Filler block furnished with P.T.O.  
 (3) Input Gear Part No. 5-P-1418  
 (4) Input Gear Part No. 5-P-1280  
 (5) Input Gear Part No. 5-P-1287  
 (6) Input Gear Part No. 5-P-1077

(7) Input Gear Part No. 5-P-1364  
 (8) Input Gear Part No. 5-P-1004  
 (9) Input Gear Part No. 5-P-1242  
 (10) Input Gear Part No. 5-P-1246  
 (11) Input Gear Part No. 5-P-1322

|               |               |               |               |               |               |               |               |
|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| MO-11F10C-E11 | MO-11G10C-S11 | MO-12G10C-M12 | MO-13G10C-E13 | MO-14F10C-M16 | MO-14G10C-E16 | MO-15F10C-E15 | MO-15G10C-S15 |
| MO-11F10C-S11 | MO-12F10C-E12 | MO-12G10C-S12 | MO-13G10C-M13 | MO-14F10C-S14 | MO-14G10C-M14 | MO-15F10C-S15 | MO-16F10C-E16 |
| MO-11G10C-D11 | MO-12F10C-S12 | MO-13F10C-E13 | MO-13G10C-S13 | MO-14F10C-S16 | MO-14G10C-M16 | MO-15G10C-D15 | MO-16F10C-E18 |
| MO-11G10C-E11 | MO-12G10C-D12 | MO-13F10C-S13 | MO-14F10C-E14 | MO-14G10C-D14 | MO-14G10C-S14 | MO-15G10C-E15 | MO-16F10C-M18 |
| MO-11G10C-M11 | MO-12G10C-E12 | MO-13G10C-D13 | MO-14F10C-E16 | MO-14G10C-E14 | MO-14G10C-S16 | MO-15G10C-M15 | MO-16F10C-S16 |

## BOTTOM SIDE ONLY

## RIGHT SIDE ONLY

## TRANSMISSION GEAR DATA:

BOT 8-Bolt Opening Gear FORWARD of Centerline

45 Teeth - SPUR

## PITCH LINE TO APERTURE FACE:

.8100" (20.5740MM)

## TRANSMISSION GEAR DATA:

R.H. 6-Bolt Opening Gear FORWARD of Centerline

45 Teeth - SPUR

## PITCH LINE TO APERTURE FACE:

1.0850" (27.5600MM)

**Caution: Application Approval Required for P.T.O. Output Shaft Speeds Above 2500 R.P.M.**

| BOTTOM Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit | RIGHT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit |
|-----------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|----------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|
|                             |                 |              | Hi       | Rev |              |                  |          |                            |                 |              | Hi       | Rev |              |                  |          |

## ONE SPEED - TWO GEAR - MECHANICAL SHIFT

|                  |     |     |     |  |             |  |           |  |  |  |  |  |  |  |  |
|------------------|-----|-----|-----|--|-------------|--|-----------|--|--|--|--|--|--|--|--|
| 680XFAHX-*3 (9)  | 375 | Opp | 114 |  |             |  | Furnished |  |  |  |  |  |  |  |  |
| 680XQAHX-*3 (10) | 375 | Opp | 159 |  |             |  | Furnished |  |  |  |  |  |  |  |  |
| 680XSAHX-*3 (11) | 325 | Opp | 219 |  |             |  | Furnished |  |  |  |  |  |  |  |  |
| 823XTKX-*3 (12)  | 350 | Opp | 230 |  | 8-A-165 (2) |  | Furnished |  |  |  |  |  |  |  |  |
| 880XBAHX-*3 (13) | 500 | Opp | 78  |  |             |  | Furnished |  |  |  |  |  |  |  |  |
| 880XDAHX-*3 (14) | 500 | Opp | 92  |  |             |  | Furnished |  |  |  |  |  |  |  |  |
| 880XGAHX-*3 (15) | 500 | Opp | 100 |  |             |  | Furnished |  |  |  |  |  |  |  |  |
| 880XJAHX-*3 (16) | 500 | Opp | 118 |  |             |  | Furnished |  |  |  |  |  |  |  |  |
| 880XMAHX-*3 (17) | 500 | Opp | 138 |  |             |  | Furnished |  |  |  |  |  |  |  |  |
| 880XQAHX-*3 (18) | 450 | Opp | 162 |  |             |  | Furnished |  |  |  |  |  |  |  |  |
| 880XRAHX-*3 (19) | 400 | Opp | 191 |  |             |  | Furnished |  |  |  |  |  |  |  |  |
| 880XTAHX-*3 (20) | 350 | Opp | 245 |  |             |  | Furnished |  |  |  |  |  |  |  |  |

## ONE SPEED - TWO GEAR - POWERSHIFT (AIR)

|                  |     |     |     |  |  |         |           |                 |     |     |     |  |  |  |           |
|------------------|-----|-----|-----|--|--|---------|-----------|-----------------|-----|-----|-----|--|--|--|-----------|
| 236ZDAH-X*3 (8)  | 250 | Opp | 120 |  |  | 328564X | Furnished | 230XAAJX-*3     | 250 | Opp | 60  |  |  |  | Furnished |
| 236ZKAHX-*3 (8)  | 250 | Opp | 153 |  |  | 328564X | Furnished | 230XBAJX-*3     | 250 | Opp | 78  |  |  |  | Furnished |
| 236ZQAHX-*3 (8)  | 250 | Opp | 206 |  |  | 328564X | Furnished | 230XDAJX-*3     | 250 | Opp | 90  |  |  |  | Furnished |
| 236ZUAHX-*3 (8)  | 225 | Opp | 236 |  |  | 328564X | Furnished | 230XKAJX-*3     | 250 | Opp | 122 |  |  |  | Furnished |
| 885XBAHX-*3 (13) | 500 | Opp | 78  |  |  |         | Furnished | 230XQAJX-*3     | 250 | Opp | 162 |  |  |  | Furnished |
| 885XGAHX-*3 (15) | 500 | Opp | 100 |  |  |         | Furnished | 230XUAJX-*3     | 225 | Opp | 260 |  |  |  | Furnished |
| 885XJAHX-*3 (16) | 500 | Opp | 118 |  |  |         | Furnished | 236XDAH-X*3 (8) | 250 | Opp | 120 |  |  |  | Furnished |
| 885XMAHX-*3 (17) | 500 | Opp | 138 |  |  |         | Furnished | 236XKAHX-*3 (8) | 250 | Opp | 153 |  |  |  | Furnished |
|                  |     |     |     |  |  |         |           | 236XQAHX-*3 (8) | 250 | Opp | 206 |  |  |  | Furnished |
|                  |     |     |     |  |  |         |           | 236XUAHX-*3 (8) | 225 | Opp | 236 |  |  |  | Furnished |

## ONE SPEED - FORWARD &amp; REVERSE

|                  |     |     |     |     |                        |         |           |                  |     |     |     |     |             |  |           |
|------------------|-----|-----|-----|-----|------------------------|---------|-----------|------------------|-----|-----|-----|-----|-------------|--|-----------|
| 340XFAHX-*5 (21) | 200 | Opp | 100 | 105 | 7-A-140 (2)<br>7-A-032 | 328481X | Furnished | 340XFAHX-*5 (21) | 200 | Opp | 100 | 105 | 7-A-140 (2) |  | Furnished |
| 352XSAHX-*3 (8)  | 140 | Opp | 222 | 287 |                        | 328481X | Furnished | 352XSAHX-*3 (8)  | 140 | Opp | 222 | 287 |             |  | Furnished |
| 863XBAHX-*5      | 500 | Opp | 78  | 96  |                        |         | Furnished |                  |     |     |     |     |             |  |           |

## Continued Next Page

**CAUTION:** 660/680 Series: Applications above 1500 RPM output shaft speed, contact Chelsea Technical Service for approval. **CAUTION:** Do not use geared adapters with 442 "A" and "C" ratios. **NOTE:** The AK & XK output flanges can not be used with the "A" & "C" ratios on the 489 Series P.T.O.s due to mounting stud interference. Use a RA or RB rotatable flange for the XK and the RA for the AK flange.

**NOTE:** If Ordering the 230/231 Series with the Shaft Brake Option, order the "BA" Output for Automatic Transmissions and the "BD" Output for Manual Transmissions.

**NOTE:** The 422XBAH must use one of the Geared Adapters Listed on the Application Page. Direction of Rotation Shown is the Final Output Shaft Rotation w/ Geared Adapter.

(2) Filler block furnished with P.T.O.  
(8) Input Gear Part No. 5-P-1004  
(9) Input Gear Part No. 5-P-1242  
(10) Input Gear Part No. 5-P-1246  
(11) Input Gear Part No. 5-P-1322  
(12) Input Gear Part No. 5-P-1395

(13) Input Gear Part No. 5-P-1100  
(14) Input Gear Part No. 5-P-1101  
(15) Input Gear Part No. 5-P-1135  
(16) Input Gear Part No. 5-P-1102  
(17) Input Gear Part No. 5-P-1103  
(18) Input Gear Part No. 5-P-1385

(19) Input Gear Part No. 5-P-1104  
(20) Input Gear Part No. 5-P-1105  
(21) Input Gear Part No. 5-P-581

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|               |               |               |               |               |               |               |               |
|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| MO-11F10C-E11 | MO-11G10C-S11 | MO-12G10C-M12 | MO-13G10C-E13 | MO-14F10C-M16 | MO-14G10C-E16 | MO-15F10C-E15 | MO-15G10C-S15 |
| MO-11F10C-S11 | MO-12F10C-E12 | MO-12G10C-S12 | MO-13G10C-M13 | MO-14F10C-S14 | MO-14G10C-M14 | MO-15F10C-S15 | MO-16F10C-E16 |
| MO-11G10C-D11 | MO-12F10C-S12 | MO-13F10C-E13 | MO-13G10C-S13 | MO-14F10C-S16 | MO-14G10C-M16 | MO-15G10C-D15 | MO-16F10C-E18 |
| MO-11G10C-E11 | MO-12G10C-D12 | MO-13F10C-S13 | MO-14F10C-E14 | MO-14G10C-D14 | MO-14G10C-S14 | MO-15G10C-E15 | MO-16F10C-M18 |
| MO-11G10C-M11 | MO-12G10C-E12 | MO-13G10C-D13 | MO-14F10C-E16 | MO-14G10C-E14 | MO-14G10C-S16 | MO-15G10C-M15 | MO-16F10C-S16 |

## BOTTOM SIDE ONLY

## RIGHT SIDE ONLY

**TRANSMISSION GEAR DATA:**

BOT 8-Bolt Opening Gear FORWARD of Centerline

45 Teeth - SPUR

**PITCH LINE TO APERTURE FACE:**

.8100" (20.5740MM)

**TRANSMISSION GEAR DATA:**

R.H. 6-Bolt Opening Gear FORWARD of Centerline

45 Teeth - SPUR

**PITCH LINE TO APERTURE FACE:**

1.0850" (27.5600MM)

**Caution: Application Approval Required for P.T.O. Output Shaft Speeds Above 2500 R.P.M.**

| BOTTOM Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit | RIGHT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit |
|-----------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|----------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|
|                             |                 |              | Hi       | Rev |              |                  |          |                            |                 |              | Hi       | Rev |              |                  |          |

**ONE SPEED - DUAL SHAFT**

|                 |     |     |     |  |         |           |                 |     |     |     |  |  |  |  |           |
|-----------------|-----|-----|-----|--|---------|-----------|-----------------|-----|-----|-----|--|--|--|--|-----------|
| 452XSAHX-*3 (8) | 140 | Opp | 222 |  | 328481X | Furnished | 452XSAHX-*3 (8) | 140 | Opp | 222 |  |  |  |  | Furnished |
|-----------------|-----|-----|-----|--|---------|-----------|-----------------|-----|-----|-----|--|--|--|--|-----------|

**GEARED ADAPTERS**

|             |  |  |  |  |  |           |             |  |  |  |  |  |  |  |           |
|-------------|--|--|--|--|--|-----------|-------------|--|--|--|--|--|--|--|-----------|
| 628XAHX-3AH |  |  |  |  |  | Furnished | 626XAHX-3AH |  |  |  |  |  |  |  | Furnished |
|             |  |  |  |  |  |           | 630XAHX-3AH |  |  |  |  |  |  |  | Furnished |
|             |  |  |  |  |  |           | 645XAHX-3AH |  |  |  |  |  |  |  | Furnished |

**CAUTION:** 660/680 Series: Applications above 1500 RPM output shaft speed, contact Chelsea Technical Service for approval. CAUTION: Do not use geared adapters with 442 "A" and "C" ratios. NOTE: The AK & XK output flanges can not be used with the "A" & "C" ratios on the 489 Series P.T.O.s due to mounting stud interference. Use a RA or RB rotatable flange for the XK and the RA for the AK flange.

**NOTE:** If Ordering the 230/231 Series with the Shaft Brake Option, order the "BA" Output for Automatic Transmissions and the "BD" Output for Manual Transmissions.

**NOTE:** The 422XBAH must use one of the Geared Adapters Listed on the Application Page. Direction of Rotation Shown is the Final Output Shaft Rotation w/ Geared Adapter.

(8) Input Gear Part No. 5-P-1004

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M-13Z12A-A13

## REAR SIDE ONLY

## TRANSMISSION GEAR DATA:

REAR 4-Bolt Opening Gear NON-STANDARD of Centerline

14 Teeth - INVOL

## PITCH LINE TO APERTURE FACE:

0" (0MM)

**Caution: Application Approval Required for P.T.O. Output Shaft Speeds Above 2500 R.P.M.**

| REAR Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit | P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit |
|---------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|--------------|-----------------|--------------|----------|-----|--------------|------------------|----------|
|                           |                 |              | Hi       | Rev |              |                  |          |              |                 |              | Hi       | Rev |              |                  |          |

## REAR MOUNT &amp; THRUSHAFT

|               |     |     |     |  |  |  |           |
|---------------|-----|-----|-----|--|--|--|-----------|
| 522XTACX-**-* | 258 | Eng | 110 |  |  |  | Furnished |
| 522XVACX-**-* | 258 | Eng | 139 |  |  |  | Furnished |

WARNING: Any attempt to bypass transmission control may result in damage to Freedomline Transmissions.

**CAUTION:** P.T.O. installers must ensure that P.T.O.s are integrated in a manner that permits proper transmission control of P.T.O. engagement and disengagement.**NOTE:** Freedomline Transmissions must control P.T.O. engagement. The "F" shift option provides a ZF Meritor approved 12v / Air Shift Kit and wiring harness to connect to the transmission (ZMTEC) controller.**NOTE:** Order installation kit 328388-82X (12v / Air w/ wiring harness) to connect a 522 Series with the "H" shift option, or contact ZF Meritor (800-535-5560) for other wiring considerations or ZMTEC software questions.

January 2008

MO-14Z12A-A14

## REAR SIDE ONLY

## TRANSMISSION GEAR DATA:

REAR 4-Bolt Opening Gear NON-STANDARD of Centerline

14 Teeth - INVOL

## PITCH LINE TO APERTURE FACE:

0" (0MM)

**Caution: Application Approval Required for P.T.O. Output Shaft Speeds Above 2500 R.P.M.**

| REAR Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit | P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit |
|---------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|--------------|-----------------|--------------|----------|-----|--------------|------------------|----------|
|                           |                 |              | Hi       | Rev |              |                  |          |              |                 |              | Hi       | Rev |              |                  |          |

## REAR MOUNT &amp; THRUSHAFT

|              |     |     |     |  |  |  |  |           |
|--------------|-----|-----|-----|--|--|--|--|-----------|
| 522XTACX-**- | 258 | Eng | 183 |  |  |  |  | Furnished |
| 522XVACX-**- | 258 | Eng | 230 |  |  |  |  | Furnished |

**WARNING:** Any attempt to bypass transmission control may result in damage to Freedomline Transmissions.

**CAUTION:** P.T.O. installers must ensure that P.T.O.s are integrated in a manner that permits proper transmission control of P.T.O. engagement and disengagement.

**NOTE:** Freedomline Transmissions must control P.T.O. engagement. The "F" shift option provides a ZF Meritor approved 12v / Air Shift Kit and wiring harness to connect to the transmission (ZMTEC) controller.

**NOTE:** Order installation kit 328388-82X (12v / Air w/ wiring harness) to connect a 522 Series with the "H" shift option, or contact ZF Meritor (800-535-5560) for other wiring considerations or ZMTEC software questions.

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MO-15Z16A-A15

## REAR SIDE ONLY

## TRANSMISSION GEAR DATA:

REAR 4-Bolt Opening Gear NON-STANDARD of Centerline

14 Teeth - INVOL

## PITCH LINE TO APERTURE FACE:

0" (0MM)

**Caution: Application Approval Required for P.T.O. Output Shaft Speeds Above 2500 R.P.M.**

| REAR Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit | P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit |
|---------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|--------------|-----------------|--------------|----------|-----|--------------|------------------|----------|
|                           |                 |              | Hi       | Rev |              |                  |          |              |                 |              | Hi       | Rev |              |                  |          |

## REAR MOUNT &amp; THRUSHAFT

|               |     |     |     |  |  |  |           |
|---------------|-----|-----|-----|--|--|--|-----------|
| 522XTACX-**-* | 258 | Eng | 150 |  |  |  | Furnished |
| 522XVACX-**-* | 258 | Eng | 189 |  |  |  | Furnished |



**MITSUBISHI**



## WARNING

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## MITSUBISHI TRANSMISSION INDEX

| Transmission Make and Model                                  | P.T.O.<br>Appl.<br>Number | Number<br>Forward<br>Speeds | Teeth in<br>P.T.O.<br>Driver |
|--------------------------------------------------------------|---------------------------|-----------------------------|------------------------------|
| M4                                                           | MTB-1                     | 4                           | L37                          |
| M5                                                           | MTB-1                     | 5                           | L37                          |
| M5S5 (Manual)                                                | MTB-1                     | 5                           | L37                          |
| M6                                                           | MTB-1                     | 6                           | L37                          |
| M6S5 (Manual)                                                | MTB-1                     | 5                           | L37                          |
| M6S6 (Manual)                                                | MTB-1                     | 6                           | L37                          |
| M8S2X5 (Manual)                                              | MTB-2                     | 10                          | L29                          |
| M8S2X5 (10.060/1.0 ratio after 4/94)                         | MTB-5                     | 10                          | L29                          |
| M8S5 (Model FM-557)                                          | MTB-3                     | 8                           | L28                          |
| M8S6 (Manual)                                                | MTB-3                     | 6                           | L28                          |
| M8S6 (7.814/.894 ratio after 4/94)                           | MTB-4                     | 6                           | L28                          |
| MO35A4                                                       | AIS-1                     | 4                           | L58                          |
| MO35S5 (FE Model)                                            | MTB-6                     | 5                           | L35                          |
| MO35S6 (Same as MO35S5 except counter shaft speed is faster) | MTB-11                    | 5                           | L35                          |
| MO36A6 (Aisin model MY600)                                   | AIS-2                     | 6                           | L69                          |
| MO36S5                                                       | MTB-10                    | 5                           | L40                          |
| MO36S6                                                       | MTB-10                    | 6                           | L40                          |
| MO6OS5 (FK-617 Model)                                        | MTB-9                     | 5                           | L35                          |
| MO6OS6-D (FM-617 Model - 1996)                               | MTB-7                     | 6                           | L41                          |
| MO6OS6-OD (FM-617 Model - 1997)                              | MTB-9                     | 6                           | L35                          |
| MO6OS6A                                                      | MTB-9                     | 6                           | L35                          |
| MO7OS6-D (FM-657 Model)                                      | MTB-7                     | 6                           | L41                          |



**IMPORTANT:** See Safety Information in Section 1 of the Chelsea Applications catalog HY25-3000/US.

Transmission P.T.O. Driver & Apertures (Viewed from Rear of Transmission)

L-Left Side   R-Right Side   B-Bottom Side   T-Top Side

*For transmission not listed, contact your authorized Chelsea Distributor.*

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A443E  
A445  
MO35A4

## LEFT SIDE ONLY

## TRANSMISSION GEAR DATA:

L.H. 6-Bolt Opening Gear FORWARD of Centerline

58 Teeth - SPUR

## PITCH LINE TO APERTURE FACE:

1.0880" (27.6352MM)

**Caution: Application Approval Required for P.T.O. Output Shaft Speeds Above 2500 R.P.M.**

| LEFT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit | P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit |
|---------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|--------------|-----------------|--------------|----------|-----|--------------|------------------|----------|
|                           |                 |              | Hi       | Rev |              |                  |          |              |                 |              | Hi       | Rev |              |                  |          |

## ONE SPEED - TWO GEAR - POWERSHIFT (HYDRAULIC)

|                 |     |     |     |  |  |  |           |
|-----------------|-----|-----|-----|--|--|--|-----------|
| 243AGKUP-*5 (1) | 85  | Opp | 140 |  |  |  | Furnished |
| 270AAKUP-*5 (2) | 210 | Eng | 55  |  |  |  | Furnished |
| 270ABKUP-*5 (3) | 163 | Eng | 71  |  |  |  | Furnished |
| 270ADKUP-*5 (4) | 139 | Eng | 82  |  |  |  | Furnished |
| 270AKKUP-*5 (5) | 104 | Eng | 111 |  |  |  | Furnished |
| 270AQKUP-*5 (6) | 78  | Eng | 130 |  |  |  | Furnished |

**NOTE:** When ordering the 270 "A", the hose kit 329246X and metric stud kit 328170-205X is furnished with the P.T.O. The hose kit and metric stud kit are required for completing the 270 Series installation. The 329246X kit supplies hoses for the low pressure lube, high pressure oil, and drain back oil.

**NOTE:** The torque ratings shown for the 270 Series are based on the maximum allowable torque capacity of the P.T.O. drive gear in the transmission.

**NOTE:** To mount the 243 Series or 270 Series a revision to the 6 bolt aperture face had to be made so the input gear of the PTO did not interfere with the transmission case. The revised transmission case will have a serial number of 8D3394 or higher.

- (1) Input Gear Part No. 5-P-1352
- (2) Input Gear Part No. 5-P-1353
- (3) Input Gear Part No. 5-P-1354
- (4) Input Gear Part No. 5-P-1355
- (5) Input Gear Part No. 5-P-1356
- (6) Input Gear Part No. 5-P-1359

January 2008

MY600  
MO36A6

**LEFT SIDE ONLY****TRANSMISSION GEAR DATA:**

L.H. 6-Bolt Opening Gear FORWARD of Centerline

69 Teeth - SPUR

**PITCH LINE TO APERTURE FACE:**

1.0880" (27.6352MM)

**Caution: Application Approval Required for P.T.O. Output Shaft Speeds Above 2500 R.P.M.**

| LEFT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit | P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit |
|---------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|--------------|-----------------|--------------|----------|-----|--------------|------------------|----------|
|                           |                 |              | Hi       | Rev |              |                  |          |              |                 |              | Hi       | Rev |              |                  |          |

**ONE SPEED - TWO GEAR - POWERSHIFT (HYDRAULIC)**

|                 |     |     |     |  |         |  |           |
|-----------------|-----|-----|-----|--|---------|--|-----------|
| 243AGKUP-*5 (1) | 65  | Opp | 167 |  | 7-A-032 |  | Furnished |
| 270AAKUP-*5 (2) | 167 | Eng | 65  |  | 7-A-032 |  | Furnished |
| 270ABKUP-*5 (3) | 129 | Eng | 85  |  | 7-A-032 |  | Furnished |
| 270ADKUP-*5 (4) | 112 | Eng | 98  |  | 7-A-032 |  | Furnished |
| 270AKKUP-*5 (5) | 82  | Eng | 132 |  | 7-A-032 |  | Furnished |
| 270AQKUP-*5 (6) | 78  | Eng | 155 |  | 7-A-032 |  | Furnished |

**NOTE:** When ordering the 270 "A", the Hose Kit 329246X and Metric Stud Kit 328170-205X are furnished with the P.T.O. The Hose and Metric Stud Kit are required for completing the 270 Series installation. The 329246X kit supplies the hoses for the low pressure lube, high pressure oil, and drain back oil.

- (1) Input Gear Part No. 5-P-1352  
(2) Input Gear Part No. 5-P-1353  
(3) Input Gear Part No. 5-P-1354  
(4) Input Gear Part No. 5-P-1355  
(5) Input Gear Part No. 5-P-1356  
(6) Input Gear Part No. 5-P-1359

January 2008

|      |      |
|------|------|
| M4   | M6S6 |
| M5   |      |
| M5S5 |      |
| M6   |      |
| M6S5 |      |

## LEFT SIDE ONLY

## TRANSMISSION GEAR DATA:

L.H. 6-Bolt Opening Gear NON-STANDARD of Centerline

37 Teeth - R.H. HELIX

## PITCH LINE TO APERTURE FACE:

2.3503" (59.6970MM)

**Caution: Application Approval Required for P.T.O. Output Shaft Speeds Above 2500 R.P.M.**

| LEFT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit | P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit |
|---------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|--------------|-----------------|--------------|----------|-----|--------------|------------------|----------|
|                           |                 |              | Hi       | Rev |              |                  |          |              |                 |              | Hi       | Rev |              |                  |          |

## ONE SPEED - SINGLE GEAR - MECHANICAL SHIFT

|                 |     |     |    |  |  |         |           |  |  |  |  |  |  |  |  |
|-----------------|-----|-----|----|--|--|---------|-----------|--|--|--|--|--|--|--|--|
| 100XRAHX-*3 (1) | 125 | Opp | 90 |  |  | 328997X | Furnished |  |  |  |  |  |  |  |  |
|-----------------|-----|-----|----|--|--|---------|-----------|--|--|--|--|--|--|--|--|

## ONE SPEED - TWO GEAR - MECHANICAL SHIFT

|                 |     |     |     |  |  |         |           |  |  |  |  |  |  |  |  |
|-----------------|-----|-----|-----|--|--|---------|-----------|--|--|--|--|--|--|--|--|
| 221XEAHX-*5     | 250 | Eng | 46  |  |  | 328997X | Furnished |  |  |  |  |  |  |  |  |
| 221XLAHX-*5     | 200 | Eng | 62  |  |  | 328997X | Furnished |  |  |  |  |  |  |  |  |
| 221XPAHX-*5     | 200 | Eng | 75  |  |  | 328997X | Furnished |  |  |  |  |  |  |  |  |
| 442XFAHX-*5 (2) | 250 | Eng | 56  |  |  | 328997X | Furnished |  |  |  |  |  |  |  |  |
| 442XHAHX-*5 (3) | 250 | Eng | 65  |  |  | 328997X | Furnished |  |  |  |  |  |  |  |  |
| 442XLAHX-*5 (4) | 250 | Eng | 72  |  |  | 328997X | Furnished |  |  |  |  |  |  |  |  |
| 442XQAHX-*5 (4) | 225 | Eng | 78  |  |  | 328997X | Furnished |  |  |  |  |  |  |  |  |
| 442XRAHX-*5 (4) | 225 | Eng | 90  |  |  | 328997X | Furnished |  |  |  |  |  |  |  |  |
| 442XSAHX-*5 (4) | 200 | Eng | 107 |  |  | 328997X | Furnished |  |  |  |  |  |  |  |  |
| 442XUAHX-*5 (4) | 195 | Eng | 128 |  |  | 328997X | Furnished |  |  |  |  |  |  |  |  |
| 442XWAHX-*5 (4) | 175 | Eng | 150 |  |  | 328997X | Furnished |  |  |  |  |  |  |  |  |
| 442XXAHX-*5 (4) | 140 | Eng | 178 |  |  | 328997X | Furnished |  |  |  |  |  |  |  |  |

## ONE SPEED - TWO GEAR - POWERSHIFT (AIR)

|                 |     |     |     |  |  |         |           |  |  |  |  |  |  |  |  |
|-----------------|-----|-----|-----|--|--|---------|-----------|--|--|--|--|--|--|--|--|
| 236XDAHX-*5 (4) | 250 | Eng | 58  |  |  | 328997X | Furnished |  |  |  |  |  |  |  |  |
| 236XKAHX-*5 (4) | 250 | Eng | 75  |  |  | 328997X | Furnished |  |  |  |  |  |  |  |  |
| 236XQAHX-*5 (4) | 250 | Eng | 101 |  |  | 328997X | Furnished |  |  |  |  |  |  |  |  |
| 236XUAHX-*5 (4) | 225 | Eng | 116 |  |  | 328997X | Furnished |  |  |  |  |  |  |  |  |

## ONE SPEED - FORWARD &amp; REVERSE

|                 |     |     |     |     |               |         |           |  |  |  |  |  |  |  |  |
|-----------------|-----|-----|-----|-----|---------------|---------|-----------|--|--|--|--|--|--|--|--|
| 340XFAHX-*5 (5) | 200 | Eng | 49  | 51  | 7-A-140(P)(6) | 328997X | Furnished |  |  |  |  |  |  |  |  |
| 352XSAHX-*5 (4) | 140 | Eng | 108 | 140 |               | 328997X | Furnished |  |  |  |  |  |  |  |  |

## ONE SPEED - DUAL SHAFT

|                 |     |     |     |  |  |         |           |  |  |  |  |  |  |  |  |
|-----------------|-----|-----|-----|--|--|---------|-----------|--|--|--|--|--|--|--|--|
| 452XSAHX-*3 (4) | 140 | Eng | 108 |  |  | 328997X | Furnished |  |  |  |  |  |  |  |  |
|-----------------|-----|-----|-----|--|--|---------|-----------|--|--|--|--|--|--|--|--|

**NOTE:** Adapter assembly shown is required to convert the non-standard opening to a standard S.A.E. 6-bolt opening.

- (1) Gear and Shaft Kit No. KXA-2-P-565  
 (2) Input Gear Part No. 5-P-1077  
 (3) Input Gear Part No. 5-P-1364  
 (4) Input Gear Part No. 5-P-1004  
 (5) Input Gear Part No. 5-P-581  
 (6) Filler block furnished with P.T.O.

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M8S2X5

## LEFT SIDE ONLY

## TRANSMISSION GEAR DATA:

L.H. 8-Bolt Opening Gear NON-STANDARD of Centerline

29 Teeth - SPUR

## PITCH LINE TO APERTURE FACE:

-1.3711" (-34.8300MM)

**Caution: Application Approval Required for P.T.O. Output Shaft Speeds Above 2500 R.P.M.**

| LEFT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit | P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit |
|---------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|--------------|-----------------|--------------|----------|-----|--------------|------------------|----------|
|                           |                 |              | Hi       | Rev |              |                  |          |              |                 |              | Hi       | Rev |              |                  |          |

## ONE SPEED - SINGLE GEAR - MECHANICAL SHIFT

|                 |     |     |    |  |  |         |           |  |  |  |  |  |  |  |  |
|-----------------|-----|-----|----|--|--|---------|-----------|--|--|--|--|--|--|--|--|
| 100XRAHX-*4 (1) | 125 | Eng | 63 |  |  | 329022X | Furnished |  |  |  |  |  |  |  |  |
|-----------------|-----|-----|----|--|--|---------|-----------|--|--|--|--|--|--|--|--|

## ONE SPEED - TWO GEAR - MECHANICAL SHIFT

|                 |     |     |     |  |  |         |           |  |  |  |  |  |  |  |  |
|-----------------|-----|-----|-----|--|--|---------|-----------|--|--|--|--|--|--|--|--|
| 442XFAHX-*6 (2) | 250 | Opp | 39  |  |  | 329022X | Furnished |  |  |  |  |  |  |  |  |
| 442XHAHX-*6 (3) | 250 | Opp | 45  |  |  | 329022X | Furnished |  |  |  |  |  |  |  |  |
| 442XLAHX-*6 (4) | 250 | Opp | 50  |  |  | 329022X | Furnished |  |  |  |  |  |  |  |  |
| 442XQAHX-*6 (4) | 225 | Opp | 54  |  |  | 329022X | Furnished |  |  |  |  |  |  |  |  |
| 442XRAHX-*6 (4) | 225 | Opp | 63  |  |  | 329022X | Furnished |  |  |  |  |  |  |  |  |
| 442XSAHX-*6 (4) | 200 | Opp | 75  |  |  | 329022X | Furnished |  |  |  |  |  |  |  |  |
| 442XUAHX-*6 (4) | 195 | Opp | 89  |  |  | 329022X | Furnished |  |  |  |  |  |  |  |  |
| 442XWAHX-*6 (4) | 175 | Opp | 105 |  |  | 329022X | Furnished |  |  |  |  |  |  |  |  |
| 442XXAHX-*6 (4) | 140 | Opp | 124 |  |  | 329022X | Furnished |  |  |  |  |  |  |  |  |

## ONE SPEED - TWO GEAR - POWERSHIFT (AIR)

|                 |     |     |    |  |  |         |           |  |  |  |  |  |  |  |  |
|-----------------|-----|-----|----|--|--|---------|-----------|--|--|--|--|--|--|--|--|
| 236XDAHX-*6 (4) | 250 | Opp | 41 |  |  | 329022X | Furnished |  |  |  |  |  |  |  |  |
| 236XKAHX-*6 (4) | 250 | Opp | 52 |  |  | 329022X | Furnished |  |  |  |  |  |  |  |  |
| 236XQAHX-*6 (4) | 250 | Opp | 71 |  |  | 329022X | Furnished |  |  |  |  |  |  |  |  |
| 236XUAHX-*6 (4) | 225 | Opp | 81 |  |  | 329022X | Furnished |  |  |  |  |  |  |  |  |

## ONE SPEED - FORWARD &amp; REVERSE

|                 |     |     |    |    |  |         |           |  |  |  |  |  |  |  |  |
|-----------------|-----|-----|----|----|--|---------|-----------|--|--|--|--|--|--|--|--|
| 352XSAHX-*6 (4) | 140 | Opp | 76 | 98 |  | 329022X | Furnished |  |  |  |  |  |  |  |  |
|-----------------|-----|-----|----|----|--|---------|-----------|--|--|--|--|--|--|--|--|

## ONE SPEED - DUAL SHAFT

|                 |     |     |    |  |  |         |           |  |  |  |  |  |  |  |  |
|-----------------|-----|-----|----|--|--|---------|-----------|--|--|--|--|--|--|--|--|
| 452XSAHX-*6 (4) | 140 | Opp | 76 |  |  | 329022X | Furnished |  |  |  |  |  |  |  |  |
|-----------------|-----|-----|----|--|--|---------|-----------|--|--|--|--|--|--|--|--|

**NOTE:** Adapter assembly shown is required to convert the non-standard opening to a standard S.A.E. 6-bolt opening. The negative sign (-) indicates the gear protrudes beyond the aperture face.

**NOTE:** The P.T.O. speeds shown are with the transmission in high range. For P.T.O. speeds with the transmission in low range, multiply the speeds shown by 1.226.

- (1) Gear and Shaft Kit No. KXA-2-P-565  
 (2) Input Gear Part No. 5-P-1077  
 (3) Input Gear Part No. 5-P-1364  
 (4) Input Gear Part No. 5-P-1004

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M8S5  
M8S6

## LEFT SIDE ONLY

## TRANSMISSION GEAR DATA:

L.H. 8-Bolt Opening Gear NON-STANDARD of Centerline

28 Teeth - SPUR

## PITCH LINE TO APERTURE FACE:

1.2730" (32.3340MM)

**Caution: Application Approval Required for P.T.O. Output Shaft Speeds Above 2500 R.P.M.**

| LEFT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit | P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit |
|---------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|--------------|-----------------|--------------|----------|-----|--------------|------------------|----------|
|                           |                 |              | Hi       | Rev |              |                  |          |              |                 |              | Hi       | Rev |              |                  |          |

## ONE SPEED - SINGLE GEAR - MECHANICAL SHIFT

|                 |     |     |    |  |  |  |  |         |           |  |  |  |  |  |  |
|-----------------|-----|-----|----|--|--|--|--|---------|-----------|--|--|--|--|--|--|
| 100XRAHX-*4 (1) | 125 | Eng | 61 |  |  |  |  | 329072X | Furnished |  |  |  |  |  |  |
|-----------------|-----|-----|----|--|--|--|--|---------|-----------|--|--|--|--|--|--|

## ONE SPEED - TWO GEAR - MECHANICAL SHIFT

|                 |     |     |     |  |  |  |  |         |           |  |  |  |  |  |  |
|-----------------|-----|-----|-----|--|--|--|--|---------|-----------|--|--|--|--|--|--|
| 442XFAHX-*6 (2) | 250 | Opp | 38  |  |  |  |  | 329072X | Furnished |  |  |  |  |  |  |
| 442XHAHX-*6 (3) | 250 | Opp | 44  |  |  |  |  | 329072X | Furnished |  |  |  |  |  |  |
| 442XLAHX-*6 (4) | 250 | Opp | 49  |  |  |  |  | 329072X | Furnished |  |  |  |  |  |  |
| 442XQAHX-*6 (4) | 225 | Opp | 53  |  |  |  |  | 329072X | Furnished |  |  |  |  |  |  |
| 442XRAHX-*6 (4) | 225 | Opp | 61  |  |  |  |  | 329072X | Furnished |  |  |  |  |  |  |
| 442XSAHX-*6 (4) | 200 | Opp | 73  |  |  |  |  | 329072X | Furnished |  |  |  |  |  |  |
| 442XUAHX-*6 (4) | 195 | Opp | 87  |  |  |  |  | 329072X | Furnished |  |  |  |  |  |  |
| 442XWAHX-*6 (4) | 175 | Opp | 102 |  |  |  |  | 329072X | Furnished |  |  |  |  |  |  |
| 442XXAHX-*6 (4) | 140 | Opp | 121 |  |  |  |  | 329072X | Furnished |  |  |  |  |  |  |

## ONE SPEED - TWO GEAR - POWERSHIFT (AIR)

|                 |     |     |    |  |  |  |  |         |           |  |  |  |  |  |  |
|-----------------|-----|-----|----|--|--|--|--|---------|-----------|--|--|--|--|--|--|
| 236XDAHX-*6 (4) | 250 | Opp | 40 |  |  |  |  | 329072X | Furnished |  |  |  |  |  |  |
| 236XKAHX-*6 (4) | 250 | Opp | 51 |  |  |  |  | 329072X | Furnished |  |  |  |  |  |  |
| 236XQAHX-*6 (4) | 250 | Opp | 68 |  |  |  |  | 329072X | Furnished |  |  |  |  |  |  |
| 236XUAHX-*6 (4) | 225 | Opp | 79 |  |  |  |  | 329072X | Furnished |  |  |  |  |  |  |

## ONE SPEED - FORWARD &amp; REVERSE

|                 |     |     |    |    |  |  |  |         |           |  |  |  |  |  |  |
|-----------------|-----|-----|----|----|--|--|--|---------|-----------|--|--|--|--|--|--|
| 352XSAHX-*6 (4) | 140 | Opp | 74 | 95 |  |  |  | 329072X | Furnished |  |  |  |  |  |  |
|-----------------|-----|-----|----|----|--|--|--|---------|-----------|--|--|--|--|--|--|

## ONE SPEED - DUAL SHAFT

|                 |     |     |    |  |  |  |  |         |           |  |  |  |  |  |  |
|-----------------|-----|-----|----|--|--|--|--|---------|-----------|--|--|--|--|--|--|
| 452XSAHX-*6 (4) | 140 | Opp | 74 |  |  |  |  | 329072X | Furnished |  |  |  |  |  |  |
|-----------------|-----|-----|----|--|--|--|--|---------|-----------|--|--|--|--|--|--|

(1) Gear and Shaft Kit No. KXA-2-P-565  
(2) Input Gear Part No. 5-P-1077  
(3) Input Gear Part No. 5-P-1364  
(4) Input Gear Part No. 5-P-1004

M8S6

**LEFT SIDE ONLY****TRANSMISSION GEAR DATA:**

L.H. 10-Bolt Opening Gear NON-STANDARD of Centerline

28 Teeth - L.H. HELIX

**PITCH LINE TO APERTURE FACE:**

1.2930" (32.8422MM)

**Caution: Application Approval Required for P.T.O. Output Shaft Speeds Above 2500 R.P.M.**

| LEFT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit | P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit |
|---------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|--------------|-----------------|--------------|----------|-----|--------------|------------------|----------|
|                           |                 |              | Hi       | Rev |              |                  |          |              |                 |              | Hi       | Rev |              |                  |          |

**ONE SPEED - SINGLE GEAR - MECHANICAL SHIFT**

|                 |     |     |    |  |  |         |           |
|-----------------|-----|-----|----|--|--|---------|-----------|
| 100XRAHX-*4 (1) | 125 | Eng | 61 |  |  | 329211X | Furnished |
|-----------------|-----|-----|----|--|--|---------|-----------|

**ONE SPEED - TWO GEAR - MECHANICAL SHIFT**

|                 |     |     |     |  |  |         |           |
|-----------------|-----|-----|-----|--|--|---------|-----------|
| 442XFAHX-*6 (2) | 250 | Opp | 38  |  |  | 329211X | Furnished |
| 442XHAHX-*6 (3) | 250 | Opp | 44  |  |  | 329211X | Furnished |
| 442XLAHX-*6 (4) | 250 | Opp | 49  |  |  | 329211X | Furnished |
| 442XQAHX-*6 (4) | 225 | Opp | 53  |  |  | 329211X | Furnished |
| 442XRAHX-*6 (4) | 225 | Opp | 61  |  |  | 329211X | Furnished |
| 442XSAHX-*6 (4) | 200 | Opp | 73  |  |  | 329211X | Furnished |
| 442XUAHX-*6 (4) | 195 | Opp | 87  |  |  | 329211X | Furnished |
| 442XWAHX-*6 (4) | 175 | Opp | 102 |  |  | 329211X | Furnished |
| 442XXAHX-*6 (4) | 140 | Opp | 121 |  |  | 329211X | Furnished |

**ONE SPEED - TWO GEAR - POWERSHIFT (AIR)**

|                 |     |     |    |  |  |         |           |
|-----------------|-----|-----|----|--|--|---------|-----------|
| 236XDAHX-*6 (4) | 250 | Opp | 40 |  |  | 329211X | Furnished |
| 236XKAHX-*6 (4) | 250 | Opp | 51 |  |  | 329211X | Furnished |
| 236XQAHX-*6 (4) | 250 | Opp | 68 |  |  | 329211X | Furnished |
| 236XUAHX-*6 (4) | 225 | Opp | 79 |  |  | 329211X | Furnished |

**ONE SPEED - FORWARD & REVERSE**

|                 |     |     |    |    |  |         |           |
|-----------------|-----|-----|----|----|--|---------|-----------|
| 352XSAHX-*6 (4) | 140 | Opp | 74 | 95 |  | 329211X | Furnished |
|-----------------|-----|-----|----|----|--|---------|-----------|

**ONE SPEED - DUAL SHAFT**

|                 |     |     |    |  |  |         |           |
|-----------------|-----|-----|----|--|--|---------|-----------|
| 452XSAHX-*6 (4) | 140 | Opp | 74 |  |  | 329211X | Furnished |
|-----------------|-----|-----|----|--|--|---------|-----------|

(1) Gear and Shaft Kit No. KXA-2-P-565  
(2) Input Gear Part No. 5-P-1077  
(3) Input Gear Part No. 5-P-1364  
(4) Input Gear Part No. 5-P-1004

M8S2X5

## LEFT SIDE ONLY

## TRANSMISSION GEAR DATA:

L.H. 10-Bolt Opening Gear NON-STANDARD of Centerline

29 Teeth - L.H. HELIX

## PITCH LINE TO APERTURE FACE:

1.3920" (35.3568MM)

**Caution: Application Approval Required for P.T.O. Output Shaft Speeds Above 2500 R.P.M.**

| LEFT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit | P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit |
|---------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|--------------|-----------------|--------------|----------|-----|--------------|------------------|----------|
|                           |                 |              | Hi       | Rev |              |                  |          |              |                 |              | Hi       | Rev |              |                  |          |

## ONE SPEED - SINGLE GEAR - MECHANICAL SHIFT

|                 |     |     |    |  |  |         |           |  |  |  |  |  |  |  |  |
|-----------------|-----|-----|----|--|--|---------|-----------|--|--|--|--|--|--|--|--|
| 100XRAHX-*4 (1) | 125 | Eng | 63 |  |  | 329210X | Furnished |  |  |  |  |  |  |  |  |
|-----------------|-----|-----|----|--|--|---------|-----------|--|--|--|--|--|--|--|--|

## ONE SPEED - TWO GEAR - MECHANICAL SHIFT

|                 |     |     |     |  |  |         |           |  |  |  |  |  |  |  |  |
|-----------------|-----|-----|-----|--|--|---------|-----------|--|--|--|--|--|--|--|--|
| 442XFAHX-*6 (2) | 250 | Opp | 39  |  |  | 329210X | Furnished |  |  |  |  |  |  |  |  |
| 442XHAHX-*6 (3) | 250 | Opp | 45  |  |  | 329210X | Furnished |  |  |  |  |  |  |  |  |
| 442XLAHX-*6 (4) | 250 | Opp | 50  |  |  | 329210X | Furnished |  |  |  |  |  |  |  |  |
| 442XQAHX-*6 (4) | 225 | Opp | 54  |  |  | 329210X | Furnished |  |  |  |  |  |  |  |  |
| 442XRAHX-*6 (4) | 225 | Opp | 63  |  |  | 329210X | Furnished |  |  |  |  |  |  |  |  |
| 442XSAHX-*6 (4) | 200 | Opp | 75  |  |  | 329210X | Furnished |  |  |  |  |  |  |  |  |
| 442XUAHX-*6 (4) | 195 | Opp | 89  |  |  | 329210X | Furnished |  |  |  |  |  |  |  |  |
| 442XWAHX-*6 (4) | 175 | Opp | 105 |  |  | 329210X | Furnished |  |  |  |  |  |  |  |  |
| 442XXAHX-*6 (4) | 140 | Opp | 124 |  |  | 329210X | Furnished |  |  |  |  |  |  |  |  |

## ONE SPEED - TWO GEAR - POWERSHIFT (AIR)

|                 |     |     |    |  |  |         |           |  |  |  |  |  |  |  |  |
|-----------------|-----|-----|----|--|--|---------|-----------|--|--|--|--|--|--|--|--|
| 236XDAHX-*6 (4) | 250 | Opp | 41 |  |  | 329210X | Furnished |  |  |  |  |  |  |  |  |
| 236XKAHX-*6 (4) | 250 | Opp | 52 |  |  | 329210X | Furnished |  |  |  |  |  |  |  |  |
| 236XQAHX-*6 (4) | 250 | Opp | 71 |  |  | 329210X | Furnished |  |  |  |  |  |  |  |  |
| 236XUAHX-*6 (4) | 225 | Opp | 81 |  |  | 329210X | Furnished |  |  |  |  |  |  |  |  |

## ONE SPEED - FORWARD &amp; REVERSE

|                 |     |     |    |    |  |         |           |  |  |  |  |  |  |  |  |
|-----------------|-----|-----|----|----|--|---------|-----------|--|--|--|--|--|--|--|--|
| 352XSAHX-*6 (4) | 140 | Opp | 76 | 98 |  | 329210X | Furnished |  |  |  |  |  |  |  |  |
|-----------------|-----|-----|----|----|--|---------|-----------|--|--|--|--|--|--|--|--|

## ONE SPEED - DUAL SHAFT

|                 |     |     |    |  |  |         |           |  |  |  |  |  |  |  |  |
|-----------------|-----|-----|----|--|--|---------|-----------|--|--|--|--|--|--|--|--|
| 452XSAHX-*6 (4) | 140 | Opp | 76 |  |  | 329210X | Furnished |  |  |  |  |  |  |  |  |
|-----------------|-----|-----|----|--|--|---------|-----------|--|--|--|--|--|--|--|--|

(1) Gear and Shaft Kit No. KXA-2-P-565

(2) Input Gear Part No. 5-P-1077

(3) Input Gear Part No. 5-P-1364

(4) Input Gear Part No. 5-P-1004

MO35S5

**LEFT SIDE ONLY****TRANSMISSION GEAR DATA:**

L.H. 6-Bolt Opening Gear REAR of Centerline

35 Teeth - L.H. HELIX

**PITCH LINE TO APERTURE FACE:**

0.9820" (24.9428MM)

**Caution: Application Approval Required for P.T.O. Output Shaft Speeds Above 2500 R.P.M.**

| LEFT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit | P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit |
|---------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|--------------|-----------------|--------------|----------|-----|--------------|------------------|----------|
|                           |                 |              | Hi       | Rev |              |                  |          |              |                 |              | Hi       | Rev |              |                  |          |

**ONE SPEED - TWO GEAR - MECHANICAL SHIFT**

|                 |     |     |    |           |
|-----------------|-----|-----|----|-----------|
| 447CXHAX-*4 (1) | 140 | Eng | 57 | Furnished |
|-----------------|-----|-----|----|-----------|

**NOTE:** The P.T.O. drive gear in the transmission protrudes above the P.T.O. mounting surface by .982".**NOTE:** The 6 bolt P.T.O. mounting pad on the transmission is not a standard SAE 6 bolt pad.

(1) Input Gear Part No. 5-P-1220

January 2008

MO6OS6-D  
MO7OS6-D

## LEFT SIDE ONLY

## TRANSMISSION GEAR DATA:

L.H. 6-Bolt Opening Gear CENTER of Centerline

41 Teeth - R.H. HELIX

## PITCH LINE TO APERTURE FACE:

2.3900" (60.7060MM)

**Caution: Application Approval Required for P.T.O. Output Shaft Speeds Above 2500 R.P.M.**

| LEFT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit | P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit |
|---------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|--------------|-----------------|--------------|----------|-----|--------------|------------------|----------|
|                           |                 |              | Hi       | Rev |              |                  |          |              |                 |              | Hi       | Rev |              |                  |          |

## ONE SPEED - TWO GEAR - MECHANICAL SHIFT

429GQHBX-\*5 (1) 175 Opp 100 Furnished

**NOTE:** The 6 bolt opening on this transmission is not a standard SAE 6 bolt pad.

(1) Input Gear Part No. 5-P-1229

January 2008

MO6OS5  
MO6OS6-OD  
MO6OS6A

**LEFT SIDE ONLY****TRANSMISSION GEAR DATA:**

L.H. 6-Bolt Opening Gear FORWARD of Centerline

35 Teeth - R.H. HELIX

**PITCH LINE TO APERTURE FACE:**

2.5000" (63.5000MM)

**Caution: Application Approval Required for P.T.O. Output Shaft Speeds Above 2500 R.P.M.**

| LEFT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit | P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit |
|---------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|--------------|-----------------|--------------|----------|-----|--------------|------------------|----------|
|                           |                 |              | Hi       | Rev |              |                  |          |              |                 |              | Hi       | Rev |              |                  |          |

**ONE SPEED - TWO GEAR - MECHANICAL SHIFT**

429GQHDx-\*5 (1) 175 Opp 82 Furnished

**NOTE:** The 6 bolt P.T.O. mounting pad on the transmission is not a standard SAE 6 bolt pad.

(1) Input Gear Part No. 5-P-1228

January 2008

MO36S5  
MO36S6

## LEFT SIDE ONLY

## TRANSMISSION GEAR DATA:

L.H. 6-Bolt Opening Gear REAR of Centerline

40 Teeth - L.H. HELIX

## PITCH LINE TO APERTURE FACE:

1.4720" (37.3880MM)

**Caution: Application Approval Required for P.T.O. Output Shaft Speeds Above 2500 R.P.M.**

| LEFT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit | P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit |
|---------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|--------------|-----------------|--------------|----------|-----|--------------|------------------|----------|
|                           |                 |              | Hi       | Rev |              |                  |          |              |                 |              | Hi       | Rev |              |                  |          |

## ONE SPEED - TWO GEAR - MECHANICAL SHIFT

447CXHAX-\*4 (1) 140 Eng 72 7-A-500(P) 7170-6X

**NOTE:** The 7-A-500 spacer and 7170-6X stud kit does not come with the 447C Series and must be ordered separately. The spacer is required to go between the P.T.O. and the adapter that is furnished with the P.T.O. and the stud kit is required to mount the P.T.O. thru the spacer to the adapter.

**NOTE:** The 40 tooth P.T.O. drive gear in the transmission protrudes above the P.T.O. aperture face by 1.472"

**NOTE:** The 6 bolt pad on this transmission is not a standard S.A.E. 6 bolt mounting pad.

(1) Input Gear Part No. 5-P-1220

January 2008

MO35S6

**LEFT SIDE ONLY****TRANSMISSION GEAR DATA:**

L.H. 6-Bolt Opening Gear REAR of Centerline

35 Teeth - L.H. HELIX

**PITCH LINE TO APERTURE FACE:**

0.9820" (24.9428MM)

**Caution: Application Approval Required for P.T.O. Output Shaft Speeds Above 2500 R.P.M.**

| LEFT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit | P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit |
|---------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|--------------|-----------------|--------------|----------|-----|--------------|------------------|----------|
|                           |                 |              | Hi       | Rev |              |                  |          |              |                 |              | Hi       | Rev |              |                  |          |

**ONE SPEED - TWO GEAR - MECHANICAL SHIFT**

447CXHAX-\*4 (1) 140 Eng 69 Furnished

**NOTE:** The P.T.O. drive gear in this transmission protrudes above the P.T.O. aperture face by .982".**NOTE:** The 6 bolt mount pad is not a standard SAE 6 bolt mounting pad.

(1) Input Gear Part No. 5-P-1220

January 2008

El Poder de Mover



El Poder de Mover

**NEW  
PROCESS**



## WARNING

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## NEW PROCESS TRANSMISSION INDEX

| Transmission Make and Model | P.T.O.<br>Appl.<br>Number | Number<br>Forward<br>Speeds | Teeth in<br>P.T.O.<br>Driver |
|-----------------------------|---------------------------|-----------------------------|------------------------------|
| NP-203 (Transfer Case)      | NPG-20                    | 2                           | L32-R32                      |
| 441-RTJ                     | NPG-6                     | 5                           | L23-R19                      |
| 541                         | NPG-5                     | 5                           | L23-R20                      |
| 541-12                      | NPG-6                     | 5                           | L23-R19                      |
| 541-15                      | NPG-6                     | 5                           | L23-R19                      |
| 541-16                      | NPG-6                     | 5                           | L23-R19                      |
| 541-C                       | NPG-5                     | 5                           | L23-R20                      |
| 541-CL                      | NPG-7                     | 5                           | L23-R20                      |
| 541-DD12                    | NPG-6                     | 5                           | L23-R19                      |
| 541-DD12A                   | NPG-6                     | 5                           | L23-R19                      |
| 541-DD13                    | NPG-5                     | 5                           | L23-R20                      |
| 541-DD14                    | NPG-5                     | 5                           | L23-R20                      |
| 541-DD15                    | NPG-6                     | 5                           | L23-R19                      |
| 541-DD15A                   | NPG-6                     | 5                           | L23-R19                      |
| 541-DD16                    | NPG-6                     | 5                           | L23-R19                      |
| 541-DD16A                   | NPG-6                     | 5                           | L23-R19                      |
| 541-DD17                    | NPG-6                     | 5                           | L23-R19                      |
| 541-DD17A                   | NPG-6                     | 5                           | L23-R19                      |
| 541-DD17B                   | NPG-6                     | 5                           | L23-R19                      |
| 541-DD18                    | NPG-6                     | 5                           | L23-R19                      |
| 541-DD18A                   | NPG-6                     | 5                           | L23-R19                      |
| 541-DD22B                   | NPG-6                     | 5                           | L23-R19                      |
| 541-DD23B                   | NPG-6                     | 5                           | L23-R19                      |
| 541-DG21                    | NPG-5                     | 5                           | L23-R20                      |
| 541-FD1                     | NPG-5                     | 5                           | L23-R20                      |
| 541-FD2                     | NPG-5                     | 5                           | L23-R20                      |
| 541-FD23B                   | NPG-7                     | 5                           | L23-R20                      |
| 541-FL1                     | NPG-6                     | 5                           | L23-R19                      |
| 541-FL2                     | NPG-6                     | 5                           | L23-R19                      |
| 541-FO1                     | NPG-5                     | 5                           | L23-R20                      |
| 541-FO2                     | NPG-5                     | 5                           | L23-R20                      |
| 541-GD11                    | NPG-5                     | 5                           | L23-R20                      |
| 541-GD22                    | NPG-5                     | 5                           | L23-R20                      |
| 541-GD23                    | NPG-7                     | 5                           | L23-R20                      |
| 541-GD24                    | NPG-7                     | 5                           | L23-R20                      |
| 541-GD24B                   | NPG-7                     | 5                           | L23-R20                      |



**IMPORTANT:** See Safety Information  
in Section 1 of the Chelsea Applications  
catalog HY25-3000/US.

Transmission P.T.O. Driver & Aperatures (Viewed from Rear of Transmission)

L-Left Side R-Right Side B-Bottom Side T-Top Side

For transmission not listed, contact your authorized Chelsea Distributor.

January 2008

## NEW PROCESS TRANSMISSION INDEX

| Transmission Make and Model | P.T.O.<br>Appl.<br>Number | Number<br>Forward<br>Speeds | Teeth in<br>P.T.O.<br>Driver |
|-----------------------------|---------------------------|-----------------------------|------------------------------|
| 541-GD25                    | NPG-7                     | 5                           | L23-R20                      |
| 541-GL                      | NPG-7                     | 5                           | L23-R20                      |
| 541-GO                      | NPG-5                     | 5                           | L23-R20                      |
| 542-CD                      | NPG-5                     | 5                           | L23-R20                      |
| 542-CL                      | NPG-7                     | 5                           | L23-R20                      |
| 542-CO                      | NPG-5                     | 5                           | L23-R20                      |
| 542-DD                      | NPG-5                     | 5                           | L23-R20                      |
| 542-DL                      | NPG-6                     | 5                           | L23-R19                      |
| 542-DO                      | NPG-5                     | 5                           | L23-R20                      |
| 542-FD                      | NPG-5                     | 5                           | L23-R20                      |
| 542-FL                      | NPG-6                     | 5                           | L23-R19                      |
| 542-FO                      | NPG-5                     | 5                           | L23-R20                      |
| 542-GD                      | NPG-5                     | 5                           | L23-R20                      |
| 542-GL                      | NPG-7                     | 5                           | L23-R20                      |
| 542-GO                      | NPG-5                     | 5                           | L23-R20                      |

Transmission P.T.O. Driver & Aperatures (Viewed from Rear of Transmission)

L-Left Side R-Right Side B-Bottom Side T-Top Side

January 2008

For transmission not listed, contact your authorized Chelsea Distributor.



**IMPORTANT:** See Safety Information  
in Section I of the Chelsea Applications  
catalog HY25-3000/US.

|          |          |          |        |
|----------|----------|----------|--------|
| 541      | 541-FD1  | 541-GD22 | 542-DO |
| 541-C    | 541-FD2  | 541-GO   | 542-FD |
| 541-DD13 | 541-FO1  | 542-CD   | 542-FO |
| 541-DD14 | 541-FO2  | 542-CO   | 542-GD |
| 541-DG21 | 541-GD11 | 542-DD   | 542-GO |

## LEFT SIDE ONLY

## RIGHT SIDE ONLY

## TRANSMISSION GEAR DATA:

L.H. 6-Bolt Opening Gear FORWARD of Centerline

23 Teeth - SPUR

## PITCH LINE TO APERTURE FACE:

1.0750" (27.3100MM)

## TRANSMISSION GEAR DATA:

R.H. 6-Bolt Opening Gear FORWARD of Centerline

20 Teeth - HELIX

## PITCH LINE TO APERTURE FACE:

.9390" (23.8500MM)

**Caution: Application Approval Required for P.T.O. Output Shaft Speeds Above 2500 R.P.M.**

| LEFT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit | RIGHT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit |
|---------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|----------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|
|                           |                 |              | Hi       | Rev |              |                  |          |                            |                 |              | Hi       | Rev |              |                  |          |

## ONE SPEED - SINGLE GEAR - MECHANICAL SHIFT

|                 |     |     |    |  |  |  |           |                 |     |     |    |  |         |  |         |
|-----------------|-----|-----|----|--|--|--|-----------|-----------------|-----|-----|----|--|---------|--|---------|
| 100XRAHX-*3 (1) | 125 | Opp | 42 |  |  |  | Furnished | 100XRAWX-*3 (2) | 125 | Eng | 45 |  | 7-A-187 |  | 8000-4X |
|-----------------|-----|-----|----|--|--|--|-----------|-----------------|-----|-----|----|--|---------|--|---------|

## ONE SPEED - TWO GEAR - MECHANICAL SHIFT

|                 |     |     |    |  |             |  |           |                 |     |     |    |  |         |  |         |
|-----------------|-----|-----|----|--|-------------|--|-----------|-----------------|-----|-----|----|--|---------|--|---------|
| 221XCAHX-*5     | 250 | Eng | 19 |  | 7-A-032 (3) |  | Furnished | 442KLAWX-*3 (4) | 250 | Opp | 33 |  | 7-A-187 |  | 7170-4X |
| 221XEAHX-*5     | 250 | Eng | 21 |  |             |  | Furnished | 442KQAWX-*3 (4) | 225 | Opp | 36 |  | 7-A-187 |  | 7170-4X |
| 221XLAHX-*5     | 200 | Eng | 29 |  |             |  | Furnished | 442KRAWX-*3 (4) | 225 | Opp | 42 |  | 7-A-187 |  | 7170-4X |
| 221XPAHX-*5     | 200 | Eng | 35 |  |             |  | Furnished | 442KSAWX-*3 (4) | 200 | Opp | 50 |  | 7-A-187 |  | 7170-4X |
| 442XBAHX-*5 (5) | 250 | Eng | 16 |  |             |  | Furnished | 442KUAWX-*3 (4) | 195 | Opp | 59 |  | 7-A-187 |  | 7170-4X |
| 442XFAHX-*5 (6) | 250 | Eng | 26 |  |             |  | Furnished | 442KWAWX-*3 (4) | 175 | Opp | 70 |  | 7-A-187 |  | 7170-4X |
| 442XHAHX-*5 (7) | 250 | Eng | 30 |  |             |  | Furnished | 442KXAWX-*3 (4) | 140 | Opp | 82 |  | 7-A-187 |  | 7170-4X |
| 442XLAHX-*5 (8) | 250 | Eng | 33 |  |             |  | Furnished |                 |     |     |    |  |         |  |         |
| 442XQAHX-*5 (8) | 225 | Eng | 36 |  |             |  | Furnished |                 |     |     |    |  |         |  |         |
| 442XRAHX-*5 (8) | 225 | Eng | 42 |  |             |  | Furnished |                 |     |     |    |  |         |  |         |
| 442XSAHX-*5 (8) | 200 | Eng | 50 |  |             |  | Furnished |                 |     |     |    |  |         |  |         |
| 442XUAHX-*5 (8) | 195 | Eng | 59 |  |             |  | Furnished |                 |     |     |    |  |         |  |         |
| 442XWAHX-*5 (8) | 175 | Eng | 70 |  |             |  | Furnished |                 |     |     |    |  |         |  |         |
| 442XXAHX-*5 (8) | 140 | Eng | 82 |  |             |  | Furnished |                 |     |     |    |  |         |  |         |

## ONE SPEED - TWO GEAR - POWERSHIFT (AIR)

|                 |     |     |    |  |  |  |           |  |  |  |  |  |  |  |  |
|-----------------|-----|-----|----|--|--|--|-----------|--|--|--|--|--|--|--|--|
| 236XDAHX-*5 (8) | 250 | Eng | 27 |  |  |  | Furnished |  |  |  |  |  |  |  |  |
| 236XKAHX-*5 (8) | 250 | Eng | 35 |  |  |  | Furnished |  |  |  |  |  |  |  |  |
| 236XQAHX-*5 (8) | 250 | Eng | 47 |  |  |  | Furnished |  |  |  |  |  |  |  |  |
| 236XUAHX-*5 (8) | 225 | Eng | 53 |  |  |  | Furnished |  |  |  |  |  |  |  |  |

## ONE SPEED - FORWARD &amp; REVERSE

|                 |     |     |    |    |             |  |           |                 |     |     |    |    |         |  |         |
|-----------------|-----|-----|----|----|-------------|--|-----------|-----------------|-----|-----|----|----|---------|--|---------|
| 340XFAHX-*5 (9) | 200 | Eng | 23 | 24 | 7-A-140 (3) |  | Furnished | 352XSAWX-*3 (4) | 140 | Opp | 50 | 65 | 7-A-187 |  | 7170-4X |
| 352XSAHX-*5 (8) | 140 | Eng | 50 | 65 |             |  | Furnished |                 |     |     |    |    |         |  |         |

## ONE SPEED - DUAL SHAFT

|                 |     |     |    |  |  |  |           |                 |     |     |    |  |         |  |         |
|-----------------|-----|-----|----|--|--|--|-----------|-----------------|-----|-----|----|--|---------|--|---------|
| 452XSAHX-*3 (8) | 140 | Eng | 50 |  |  |  | Furnished | 452XSAWX-*3 (4) | 140 | Opp | 50 |  | 7-A-187 |  | 7170-4X |
|-----------------|-----|-----|----|--|--|--|-----------|-----------------|-----|-----|----|--|---------|--|---------|

## GEARED ADAPTERS

|             |  |  |  |  |  |  |           |             |  |  |  |  |         |  |         |
|-------------|--|--|--|--|--|--|-----------|-------------|--|--|--|--|---------|--|---------|
| 626XAHX-4AH |  |  |  |  |  |  | Furnished | 626KAWX-3GZ |  |  |  |  | 7-A-187 |  | 7170-4X |
| 630XAHX-4AH |  |  |  |  |  |  | Furnished | 630KAWX-3GZ |  |  |  |  | 7-A-187 |  | 7170-4X |
| 645XAHX-4AH |  |  |  |  |  |  | Furnished | 645KAWX-3GZ |  |  |  |  | 7-A-187 |  | 7170-4X |

**CAUTION:** Do Not Use a Geared Adapter with the 442XBAH Ratio. Final P.T.O. Output Shaft Rotation Must be "Engine".

(1) Gear and Shaft Kit No. KXA-2-P-565  
(2) Gear and Shaft Kit No. KXA-2-P-566  
(3) Filler block furnished with P.T.O.  
(4) Input Gear Part No. 5-P-1009  
(5) Input Gear Part No. 5-P-1418  
(6) Input Gear Part No. 5-P-1077

(7) Input Gear Part No. 5-P-1364  
(8) Input Gear Part No. 5-P-1004  
(9) Input Gear Part No. 5-P-581

|          |           |           |           |        |
|----------|-----------|-----------|-----------|--------|
| 441-RTJ  | 541-DD12A | 541-DD17  | 541-DD22B | 542-FL |
| 541-12   | 541-DD15  | 541-DD17A | 541-DD23B |        |
| 541-15   | 541-DD15A | 541-DD17B | 541-FL1   |        |
| 541-16   | 541-DD16  | 541-DD18  | 541-FL2   |        |
| 541-DD12 | 541-DD16A | 541-DD18A | 542-DL    |        |

## LEFT SIDE ONLY

## RIGHT SIDE ONLY

## TRANSMISSION GEAR DATA:

L.H. 6-Bolt Opening Gear FORWARD of Centerline

23 Teeth - SPUR

## PITCH LINE TO APERTURE FACE:

1.0750" (27.3100MM)

## TRANSMISSION GEAR DATA:

R.H. 6-Bolt Opening Gear FORWARD of Centerline

19 Teeth - HELIX

## PITCH LINE TO APERTURE FACE:

1.0500" (26.6700MM)

**Caution: Application Approval Required for P.T.O. Output Shaft Speeds Above 2500 R.P.M.**

| LEFT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit | RIGHT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit |
|---------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|----------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|
|                           |                 |              | Hi       | Rev |              |                  |          |                            |                 |              | Hi       | Rev |              |                  |          |

## ONE SPEED - SINGLE GEAR - MECHANICAL SHIFT

|                 |     |     |    |  |  |  |           |                 |     |     |    |  |  |  |           |
|-----------------|-----|-----|----|--|--|--|-----------|-----------------|-----|-----|----|--|--|--|-----------|
| 100XRAHX-*3 (1) | 125 | Opp | 35 |  |  |  | Furnished | 100XRAWX-*3 (2) | 125 | Eng | 37 |  |  |  | Furnished |
|-----------------|-----|-----|----|--|--|--|-----------|-----------------|-----|-----|----|--|--|--|-----------|

## ONE SPEED - TWO GEAR - MECHANICAL SHIFT

|                 |     |     |    |  |             |  |           |                 |     |     |    |  |         |  |           |
|-----------------|-----|-----|----|--|-------------|--|-----------|-----------------|-----|-----|----|--|---------|--|-----------|
| 221XCAHX-*5     | 250 | Eng | 16 |  | 7-A-032 (3) |  | Furnished | 442XLAWX-*3 (8) | 250 | Opp | 27 |  | 7-A-062 |  | Furnished |
| 221XEAHX-*5     | 250 | Eng | 18 |  |             |  | Furnished | 442XQAWX-*3 (8) | 225 | Opp | 29 |  | 7-A-062 |  | Furnished |
| 221XLAHX-*5     | 200 | Eng | 24 |  |             |  | Furnished | 442XRAWX-*3 (8) | 225 | Opp | 34 |  | 7-A-062 |  | Furnished |
| 221XPAHX-*5     | 200 | Eng | 30 |  |             |  | Furnished | 442XSAWX-*3 (8) | 200 | Opp | 40 |  | 7-A-062 |  | Furnished |
| 442XBAHX-*5 (4) | 250 | Eng | 14 |  |             |  | Furnished | 442XUAWX-*3 (8) | 195 | Opp | 48 |  | 7-A-062 |  | Furnished |
| 442XFAHX-*5 (5) | 250 | Eng | 22 |  |             |  | Furnished | 442XWAWX-*3 (8) | 175 | Opp | 56 |  | 7-A-062 |  | Furnished |
| 442XHAHX-*5 (6) | 250 | Eng | 26 |  |             |  | Furnished | 442XXAWX-*3 (8) | 140 | Opp | 66 |  | 7-A-062 |  | Furnished |
| 442XLAHX-*5 (7) | 250 | Eng | 28 |  |             |  | Furnished |                 |     |     |    |  |         |  |           |
| 442XQAHX-*5 (7) | 225 | Eng | 31 |  |             |  | Furnished |                 |     |     |    |  |         |  |           |
| 442XRAHX-*5 (7) | 225 | Eng | 35 |  |             |  | Furnished |                 |     |     |    |  |         |  |           |
| 442XSAHX-*5 (7) | 200 | Eng | 42 |  |             |  | Furnished |                 |     |     |    |  |         |  |           |
| 442XUAHX-*5 (7) | 195 | Eng | 50 |  |             |  | Furnished |                 |     |     |    |  |         |  |           |
| 442XWAHX-*5 (7) | 175 | Eng | 59 |  |             |  | Furnished |                 |     |     |    |  |         |  |           |
| 442XXAHX-*5 (7) | 140 | Eng | 70 |  |             |  | Furnished |                 |     |     |    |  |         |  |           |

## ONE SPEED - TWO GEAR - POWERSHIFT (AIR)

|                 |     |     |    |  |  |  |           |  |  |  |  |  |  |  |  |
|-----------------|-----|-----|----|--|--|--|-----------|--|--|--|--|--|--|--|--|
| 236XDAHX-*5 (7) | 250 | Eng | 23 |  |  |  | Furnished |  |  |  |  |  |  |  |  |
| 236XKAHX-*5 (7) | 250 | Eng | 29 |  |  |  | Furnished |  |  |  |  |  |  |  |  |
| 236XQAHX-*5 (7) | 250 | Eng | 40 |  |  |  | Furnished |  |  |  |  |  |  |  |  |
| 236XUAHX-*5 (7) | 225 | Eng | 46 |  |  |  | Furnished |  |  |  |  |  |  |  |  |

## ONE SPEED - FORWARD &amp; REVERSE

|                 |     |     |    |    |             |  |           |                 |     |     |    |    |         |  |           |
|-----------------|-----|-----|----|----|-------------|--|-----------|-----------------|-----|-----|----|----|---------|--|-----------|
| 340XFAHX-*5 (9) | 200 | Eng | 19 | 20 | 7-A-140 (3) |  | Furnished | 352XSAWX-*3 (8) | 140 | Opp | 41 | 52 | 7-A-062 |  | Furnished |
| 352XSAHX-*5 (7) | 140 | Eng | 43 | 55 |             |  | Furnished |                 |     |     |    |    |         |  |           |

## ONE SPEED - DUAL SHAFT

|                 |     |     |    |  |  |  |           |                 |     |     |    |  |         |  |           |
|-----------------|-----|-----|----|--|--|--|-----------|-----------------|-----|-----|----|--|---------|--|-----------|
| 452XSAHX-*3 (7) | 140 | Eng | 43 |  |  |  | Furnished | 452XSAWX-*3 (8) | 140 | Opp | 41 |  | 7-A-062 |  | Furnished |
|-----------------|-----|-----|----|--|--|--|-----------|-----------------|-----|-----|----|--|---------|--|-----------|

## GEARED ADAPTERS

|             |  |  |  |  |  |  |           |             |  |     |  |  |         |  |           |
|-------------|--|--|--|--|--|--|-----------|-------------|--|-----|--|--|---------|--|-----------|
| 626XAHX-4AH |  |  |  |  |  |  | Furnished | 626XAWX-3GZ |  | Eng |  |  | 7-A-062 |  | Furnished |
| 630XAHX-4AH |  |  |  |  |  |  | Furnished | 630XAWX-3GZ |  | Eng |  |  | 7-A-062 |  | Furnished |
| 645XAHX-4AH |  |  |  |  |  |  | Furnished | 645XAWX-3GZ |  | Eng |  |  | 7-A-062 |  | Furnished |

**CAUTION:** Do Not Use a Geared Adapter with the 442XBAH Ratio. Final P.T.O. Output Shaft Rotation Must be "Engine".

(1) Gear and Shaft Kit No. KXA-2-P-565  
 (2) Gear and Shaft Kit No. KXA-2-P-566  
 (3) Filler block furnished with P.T.O.  
 (4) Input Gear Part No. 5-P-1418  
 (5) Input Gear Part No. 5-P-1077  
 (6) Input Gear Part No. 5-P-1364

(7) Input Gear Part No. 5-P-1004  
 (8) Input Gear Part No. 5-P-1009  
 (9) Input Gear Part No. 5-P-581

|           |          |
|-----------|----------|
| 541-CL    | 541-GD25 |
| 541-FD23B | 541-GL   |
| 541-GD23  | 542-CL   |
| 541-GD24  | 542-GL   |
| 541-GD24B |          |

| LEFT SIDE ONLY                                                                                                                                                    | RIGHT SIDE ONLY                                                                                                                                                   |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>TRANSMISSION GEAR DATA:</b><br>L.H. 6-Bolt Opening Gear FORWARD of Centerline<br>23 Teeth - SPUR<br><b>PITCH LINE TO APERTURE FACE:</b><br>1.0750" (27.3100MM) | <b>TRANSMISSION GEAR DATA:</b><br>R.H. 6-Bolt Opening Gear FORWARD of Centerline<br>20 Teeth - HELIX<br><b>PITCH LINE TO APERTURE FACE:</b><br>.9390" (23.8500MM) |

**Caution: Application Approval Required for P.T.O. Output Shaft Speeds Above 2500 R.P.M.**

| LEFT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit | RIGHT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit |
|---------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|----------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|
|                           |                 |              | Hi       | Rev |              |                  |          |                            |                 |              | Hi       | Rev |              |                  |          |

### ONE SPEED - SINGLE GEAR - MECHANICAL SHIFT

|                 |     |     |    |  |  |  |           |                 |     |     |    |  |         |  |         |
|-----------------|-----|-----|----|--|--|--|-----------|-----------------|-----|-----|----|--|---------|--|---------|
| 100XRAHX-*3 (1) | 125 | Opp | 35 |  |  |  | Furnished | 100XRAWX-*3 (2) | 125 | Eng | 39 |  | 7-A-187 |  | 8000-4X |
|-----------------|-----|-----|----|--|--|--|-----------|-----------------|-----|-----|----|--|---------|--|---------|

### ONE SPEED - TWO GEAR - MECHANICAL SHIFT

|                 |     |     |    |  |             |  |           |                 |     |     |    |  |         |  |         |
|-----------------|-----|-----|----|--|-------------|--|-----------|-----------------|-----|-----|----|--|---------|--|---------|
| 221XCAHX-*5     | 250 | Eng | 16 |  | 7-A-032 (3) |  | Furnished | 442KLAWX-*3 (4) | 250 | Opp | 28 |  | 7-A-187 |  | 7170-4X |
| 221XEAHX-*5     | 250 | Eng | 18 |  |             |  | Furnished | 442KQAWX-*3 (4) | 225 | Opp | 31 |  | 7-A-187 |  | 7170-4X |
| 221XLAHX-*5     | 200 | Eng | 24 |  |             |  | Furnished | 442KRAWX-*3 (4) | 225 | Opp | 35 |  | 7-A-187 |  | 7170-4X |
| 221XPAHX-*5     | 200 | Eng | 30 |  |             |  | Furnished | 442KSAWX-*3 (4) | 200 | Opp | 42 |  | 7-A-187 |  | 7170-4X |
| 442XBAHX-*5 (5) | 250 | Eng | 14 |  |             |  | Furnished | 442KUAWX-*3 (4) | 195 | Opp | 50 |  | 7-A-187 |  | 7170-4X |
| 442XFAHX-*5 (6) | 250 | Eng | 22 |  |             |  | Furnished | 442KWAWX-*3 (4) | 175 | Opp | 59 |  | 7-A-187 |  | 7170-4X |
| 442XHAHX-*5 (7) | 250 | Eng | 26 |  |             |  | Furnished | 442KXAWX-*3 (4) | 140 | Opp | 70 |  | 7-A-187 |  | 7170-4X |
| 442XLAHX-*5 (8) | 250 | Eng | 28 |  |             |  | Furnished |                 |     |     |    |  |         |  |         |
| 442XQAHX-*5 (8) | 225 | Eng | 31 |  |             |  | Furnished |                 |     |     |    |  |         |  |         |
| 442XRAHX-*5 (8) | 225 | Eng | 35 |  |             |  | Furnished |                 |     |     |    |  |         |  |         |
| 442XSAHX-*5 (8) | 200 | Eng | 42 |  |             |  | Furnished |                 |     |     |    |  |         |  |         |
| 442XUAHX-*5 (8) | 195 | Eng | 50 |  |             |  | Furnished |                 |     |     |    |  |         |  |         |
| 442XWAHX-*5 (8) | 175 | Eng | 59 |  |             |  | Furnished |                 |     |     |    |  |         |  |         |
| 442XXAHX-*5 (8) | 140 | Eng | 70 |  |             |  | Furnished |                 |     |     |    |  |         |  |         |

### ONE SPEED - TWO GEAR - POWERSHIFT (AIR)

|                 |     |     |    |  |  |  |           |  |  |  |  |  |  |  |  |
|-----------------|-----|-----|----|--|--|--|-----------|--|--|--|--|--|--|--|--|
| 236XDAHX-*5 (8) | 250 | Eng | 23 |  |  |  | Furnished |  |  |  |  |  |  |  |  |
| 236XKAHX-*5 (8) | 250 | Eng | 29 |  |  |  | Furnished |  |  |  |  |  |  |  |  |
| 236XQAHX-*5 (8) | 250 | Eng | 40 |  |  |  | Furnished |  |  |  |  |  |  |  |  |
| 236XUAHX-*5 (8) | 225 | Eng | 46 |  |  |  | Furnished |  |  |  |  |  |  |  |  |

### ONE SPEED - FORWARD & REVERSE

|                 |     |     |    |    |             |  |           |                 |     |     |    |    |         |  |         |
|-----------------|-----|-----|----|----|-------------|--|-----------|-----------------|-----|-----|----|----|---------|--|---------|
| 340XFAHX-*5 (9) | 200 | Eng | 19 | 20 | 7-A-140 (3) |  | Furnished | 352XSAWX-*3 (4) | 140 | Opp | 43 | 55 | 7-A-187 |  | 7170-4X |
| 352XSAHX-*5 (8) | 140 | Eng | 43 | 55 |             |  | Furnished |                 |     |     |    |    |         |  |         |

### ONE SPEED - DUAL SHAFT

|                 |     |     |    |  |  |  |           |                 |     |     |    |  |         |  |         |
|-----------------|-----|-----|----|--|--|--|-----------|-----------------|-----|-----|----|--|---------|--|---------|
| 452XSAHX-*3 (8) | 140 | Eng | 43 |  |  |  | Furnished | 452XSAWX-*3 (4) | 140 | Opp | 43 |  | 7-A-187 |  | 7170-4X |
|-----------------|-----|-----|----|--|--|--|-----------|-----------------|-----|-----|----|--|---------|--|---------|

### GEARED ADAPTERS

|             |  |  |  |  |  |  |           |             |  |  |  |  |         |  |         |
|-------------|--|--|--|--|--|--|-----------|-------------|--|--|--|--|---------|--|---------|
| 626XAHX-4AH |  |  |  |  |  |  | Furnished | 626KAWX-3GZ |  |  |  |  | 7-A-187 |  | 7170-4X |
| 630XAHX-4AH |  |  |  |  |  |  | Furnished | 630KAWX-3GZ |  |  |  |  | 7-A-187 |  | 7170-4X |
| 645XAHX-4AH |  |  |  |  |  |  | Furnished | 645KAWX-3GZ |  |  |  |  | 7-A-187 |  | 7170-4X |

**CAUTION:** Do Not Use a Geared Adapter with the 442XBAH Ratio. Final P.T.O. Output Shaft Rotation Must be "Engine".

(1) Gear and Shaft Kit No. KXA-2-P-565  
 (2) Gear and Shaft Kit No. KXA-2-P-566  
 (3) Filler block furnished with P.T.O.  
 (4) Input Gear Part No. 5-P-1009  
 (5) Input Gear Part No. 5-P-1418  
 (6) Input Gear Part No. 5-P-1077

(7) Input Gear Part No. 5-P-1364  
 (8) Input Gear Part No. 5-P-1004  
 (9) Input Gear Part No. 5-P-581

NP-203

## LEFT SIDE ONLY

## RIGHT SIDE ONLY

## TRANSMISSION GEAR DATA:

L.H. 6-Bolt Opening Gear FORWARD of Centerline

32 Teeth - R.H. HELIX

## PITCH LINE TO APERTURE FACE:

1.0850" (27.5600MM)

## TRANSMISSION GEAR DATA:

R.H. 6-Bolt Opening Gear FORWARD of Centerline

32 Teeth - R.H. HELIX

## PITCH LINE TO APERTURE FACE:

1.0850" (27.5600MM)

**Caution: Application Approval Required for P.T.O. Output Shaft Speeds Above 2500 R.P.M.**

| LEFT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit | RIGHT Side<br>P.T.O. Model | Inter.<br>Torq. | Dir.<br>Rot. | Engine % |     | Filler Block | Adapter<br>Assy. | Stud Kit |
|---------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|----------------------------|-----------------|--------------|----------|-----|--------------|------------------|----------|
|                           |                 |              | Hi       | Rev |              |                  |          |                            |                 |              | Hi       | Rev |              |                  |          |

**ONE SPEED - SINGLE GEAR - MECHANICAL SHIFT**

|                 |     |     |     |  |  |  |           |                 |     |     |     |  |  |  |           |
|-----------------|-----|-----|-----|--|--|--|-----------|-----------------|-----|-----|-----|--|--|--|-----------|
| 100XRBKX-*3 (1) | 125 | Eng | 121 |  |  |  | Furnished | 100XRBKX-*3 (1) | 125 | Eng | 121 |  |  |  | Furnished |
|-----------------|-----|-----|-----|--|--|--|-----------|-----------------|-----|-----|-----|--|--|--|-----------|

**ONE SPEED - TWO GEAR - MECHANICAL SHIFT**

|                 |     |     |     |  |  |  |           |                 |     |     |     |  |  |  |           |
|-----------------|-----|-----|-----|--|--|--|-----------|-----------------|-----|-----|-----|--|--|--|-----------|
| 442XLBKX-*3 (2) | 250 | Opp | 93  |  |  |  | Furnished | 442XLBKX-*3 (2) | 250 | Opp | 93  |  |  |  | Furnished |
| 442XQBKX-*3 (2) | 225 | Opp | 100 |  |  |  | Furnished | 442XQBKX-*3 (2) | 225 | Opp | 100 |  |  |  | Furnished |
| 442XRBKX-*3 (2) | 225 | Opp | 116 |  |  |  | Furnished | 442XRBKX-*3 (2) | 225 | Opp | 116 |  |  |  | Furnished |
| 442XSBKX-*3 (2) | 200 | Opp | 138 |  |  |  | Furnished | 442XSBKX-*3 (2) | 200 | Opp | 138 |  |  |  | Furnished |
| 442XUBKX-*3 (2) | 195 | Opp | 164 |  |  |  | Furnished | 442XUBKX-*3 (2) | 195 | Opp | 164 |  |  |  | Furnished |
| 442XWBKX-*3 (2) | 175 | Opp | 193 |  |  |  | Furnished | 442XWBKX-*3 (2) | 175 | Opp | 193 |  |  |  | Furnished |
| 442XXBKX-*3 (2) | 140 | Opp | 228 |  |  |  | Furnished | 442XXBKX-*3 (2) | 140 | Opp | 228 |  |  |  | Furnished |

**NOTE:** 203 Model is available with aperture on right or left side. However, all models will have only one (1) opening. Chevrolet Blazer has L.H. Opening.**NOTE:** Speeds shown are with main transmission in direct drive. Reverse and all ratios of transmission are available through P.T.O. by shifting of main transmission.(1) Gear and Shaft Kit No. KXA-2-P-574  
(2) Input Gear Part No. 5-P-1018

January 2008



Podcast Moves

**NEW  
VENTURE**



## WARNING

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