

TG SERIES

POWER TAKE-OFF



WORLD'S MOST VERSATILE POWER TAKE-OFF

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



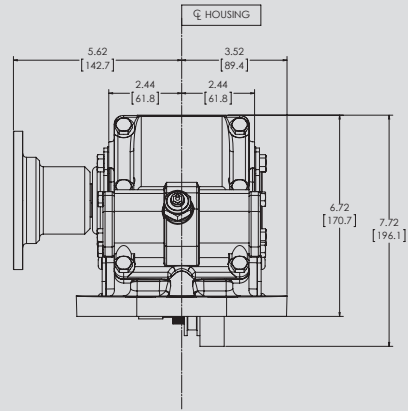
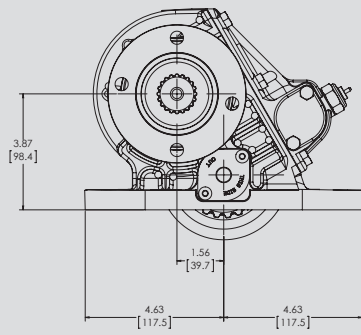
KEY FEATURES

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

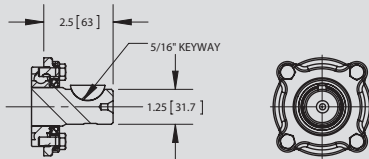
PTO TORQUE & HORSEPOWER RATINGS

SPEED RATIO	INTERMITTENT HP@1000 RPM	INTERMITTENT TORQUE LBS.FT.	CONTINUOUS TORQUE LBS.FT.	INTERMITTENT [KW]@1000 RPM	INTERMITTENT TORQUE [NM]	CONTINUOUS TORQUE [NM]
04	54	285	200	[40]	[386]	[270]
05	51	270	189	[38]	[366]	[256]
06	47	245	172	[35]	[332]	[232]
07	44	230	161	[33]	[312]	[218]
08	44	230	161	[33]	[312]	[218]
09	39	205	144	[29]	[278]	[195]
12H	40	210	147	[30]	[284]	[199]
13H	40	210	147	[30]	[284]	[199]
15H	37	195	137	[28]	[264]	[185]
18H	33	175	123	[25]	[237]	[166]

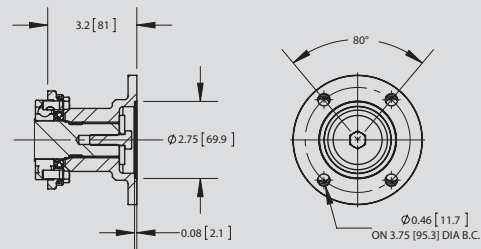
DIMENSIONS



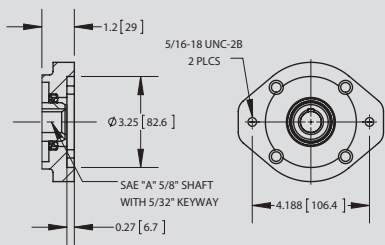
OUTPUT OPTIONS



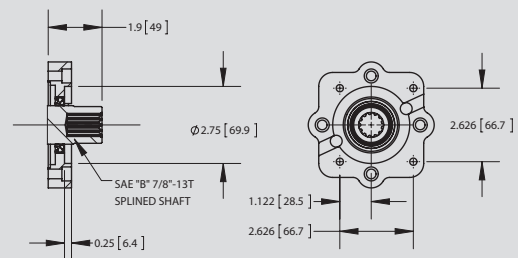
"B" OUTPUT - 1.25" RD SHAFT W/ 5/16" KEY



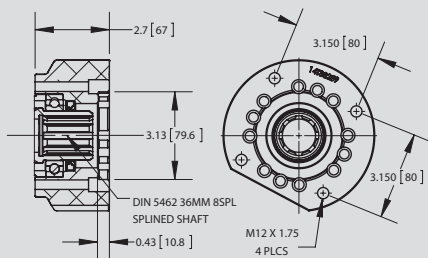
"C" OUTPUT - 1410 COMP FLANGE



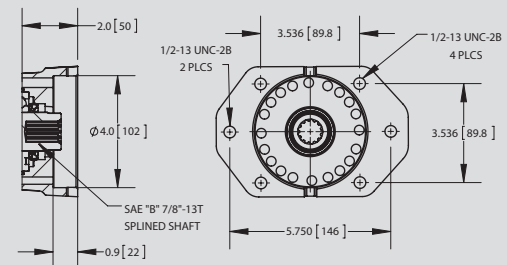
"F" OUTPUT - SAE "A" 2 BOLT



"G" OUTPUT - SPECIAL 4 BOLT DANA MOUNT FLANGE

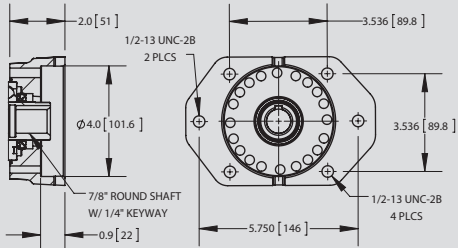


"I" OUTPUT - DIN 5462

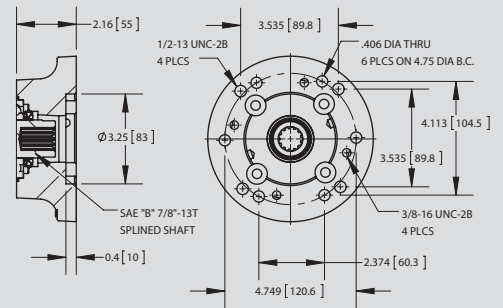


"K" OUTPUT - SAE "B" 2/4 BOLT

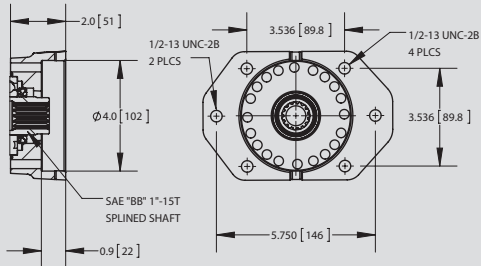
OUTPUT OPTIONS (CONT)



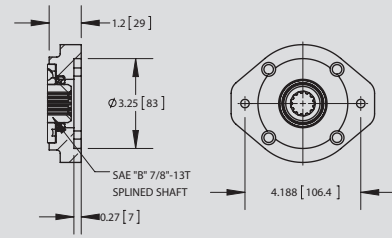
"L" OUTPUT - SAE "B" 2/4 BOLT FLANGE
7/8" ROUND SHAFT W/ 1/4" KEYWAY



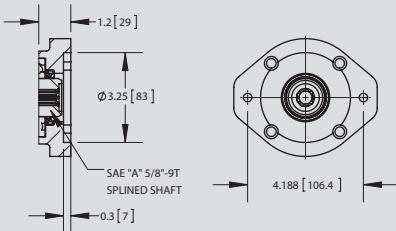
"M" OUTPUT - SAE "A" 2/6 BOLT FLANGE
SAE "B" 7/8"-13T SPLINED SHAFT



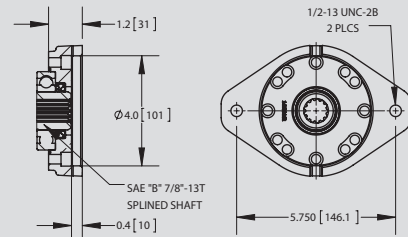
"P" OUTPUT - SAE "B" 2/4 BOLT FLANGE
SAE "BB" 1"-15T SPLINED SHAFT



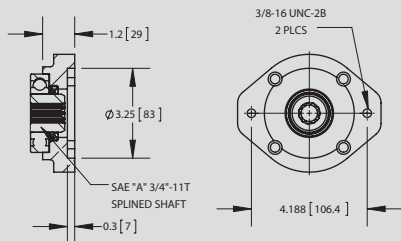
"Q" OUTPUT - SAE "A" 2 BOLT FLANGE
SAE "B" 7/8"-13T SPLINED SHAFT



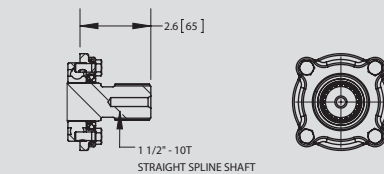
"R" OUTPUT - SAE "A" 2 BOLT FLANGE
SAE "A" 5/8"-9T SPLINED SHAFT



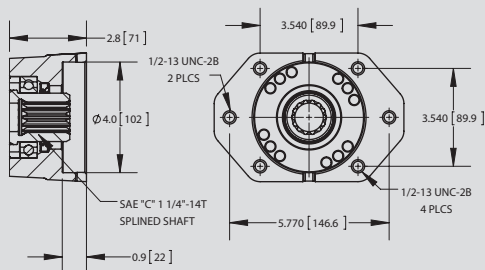
"S" OUTPUT - SAE "B" 2 BOLT



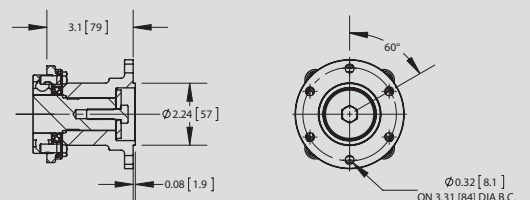
"T" OUTPUT - SAE "A" 2 BOLT FLANGE
SAE "A" 3/4"-11T SPLINED SHAFT



"X" OUTPUT - 1 1/2"-10T SHAFT
FOR COMP FLANGE



"Z" OUTPUT - SAE "B" 2/4 BOLT FLANGE
SAE "C" 1 1/4"-14T SHAFT



"2" OUTPUT - DIN 100 COMP FLANGE

MODEL NUMBER CONSTRUCTION

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

PTO Type

Triple Gear — TG

Mounting

SAE 6 Bolt Std. Mtg. — 6S
 SAE 6 Bolt Non-Std. Mtg. (N81, S68 & W80) — 6D
 SAE 6 Bolt Non-Std. Mtg. (Isuzu NPR, Spcr. S71, S73, I85, M80) — 6N
 SAE 8 Bolt Std. Mtg. — 8S
 SAE 8 Bolt Non-Std. Mtg. — 8D
 SAE 8 Bolt Extra Deep Mtg. (S68) — 8M
 SAE 6 Bolt Std. Mtg. w/29TK3863 (for N56) — 6A
 SAE 6 Bolt Std. Mtg. — Metric Studs — 6B
 SAE 6 Bolt Non-Std. Mtg. — Metric Studs — 6C
 SAE 6 Bolt Std. w/Dowel Pins — Metric Studs (F84/F86) — 6F
 SAE 6 Bolt Non-Std. Mtg. — Less Stud Kit — 6K
 SAE 6 Bolt Std. Mtg. — Less Stud Kit — 6L
 SAE 8 Bolt Std. Mtg. — Metric Studs — 8B
 SAE 8 Bolt Non-Std. Mtg. — Metric Studs — 8C
 SAE 8 Bolt Non-Std. Mtg. — Less Stud Kit — 8K
 SAE 8 Bolt Std. Mtg. — Less Stud Kit — 8L

Transmission

TG Gear Data

Aisin	8.46P 20° PA Spur	-I84
Allison	6.86P 20° PA Spur	-A69
Clark	5.7P 25° PA 38.7° LH	-C57
Clark	6.100P 25° PA 18° 40' 48" RH	-C60
Clark	6.100P 25° PA 32° 16' 48" LH	-C61
Clark	7P 25° PA 30° 46' 48" LH	-C70
Clark	7.6168P 18° 29' 22" 23° 12' 57" LH	-C76
Dodge	9.41P 18.33° PA 26.47° RH	-D94
Fuller	10.1P 20° PA Spur	-F10
Fuller	10.1P 21.5° PA Spur	-F11
Fuller	6.1P 20.5° PA 29° LH	-F61
Fuller	6.27P 22.5° PA Spur	-F62
Fuller	6.35P 20° PA 22° LH	-F63
Fuller	6.5P 20° PA 23° LH	-F65
Fuller	6.65P 20° PA 21.5° LH	-F66
Fuller	6.7P 25° PA 30.14° LH	-F67
Fuller	7P 23° PA 26° LH	-F70
Fuller	7.5P 22° PA 15° LH	-F75
Fuller	8.38P 18° PA 33.1° LH	-F84
Fuller	8.38P 18° PA 33.1° RH	-F86
Fuller	F97 9.72P 19 PA SPUR	-F97
G.M.C.	7P 20° PA 20° LH	-G70
G.M.C.	7.3449P 20° PA 24° LH	-G73
G.M.C.	7.9366P 22.5° PA 30° LH	-G79
G.M.C.	9.2364P 20° PA 36° LH	-G92
Getrag	8.4667P 17.5° PA LH	-G85
I.H.C.	6.540P 18° 27' 54" 23° 26' 48" LH	-H65
Isuzu	8P 20° PA 15° RH	-I80
Isuzu	8.46P 20° PA Spur	-I85
Mack	6.48P 17° 30' PA Spur	-M65
Mercedes	8.04P 17.5° PA 26.97° LH	-M80
Mercedes	8.38P 17.5° PA 24.97° LH	-M83
Mitsubishi	8.6689P 22.5° PA 11.65° RH	-M89
Mitsubishi	9.07P 22.5 PA 11.62 RH	-M90
New Process	6P 20° 17° 40' 41" LH	-N60
New Process	7P 20° 30° 29' 40" RH	-N70
New Process	7.1952P 16° 53' 01" PA 33° 30' LH	-N71
New Process	7P 20° LH	-N72
New Process	8.116P 20° PA 33° 30' LH	-N81
New Venture	10.4019P 20° PA 34.5° LH	-N10
New Venture	7.94P 22.5° PA 30° RH	-N78
New Venture	7.94P 22.5° PA 30° LH	-N79
New Venture	7.99P 22.19° PA 29° LH	-N80
Nissan	5.64P 20° PA Spur	-N56
Nissan	9.27P 20° PA 25° RH	-N92
Renault	6.77P 22.5° PA 23.8° LH	-R68
Renault	8.46P 22.5° PA 28.4° LH	-R85
Spicer	5.85P 20° PA Spur	-S58
Spicer	6P 17.5° PA 26° 10' 37" LH	-S60
Spicer	6P 17.5° PA 22.25° LH	-S61
Spicer	6P 17.5° PA 26.06° RH	-S62
Spicer	6.1P 20° PA 23.15° LH	-S63
Spicer	6.2P 20° PA 23.15° LH	-S64
Spicer	7P 17.5° PA 28° 4' 23" LH	-S70
Spicer	7P 17.5° PA 18° LH	-S71
Spicer	7P 22.5° PA 19° LH	-S73
Spicer	8.09P 20° Spur	-S80
Spicer	8.99P 20° Spur	-S89
Tremec	7P 25° PA 30.78° LH	-T61
Tremec	8.1P 20° PA 29.47° RH	-T81
Tremec	8.19P 20° PA 29.9° LH	-T82
Universal	6P or 6/8P 20° PA Spur Deep Reach	-S68
Universal	5 or 5/7P 20° Spur	-U57
Universal	6P 20° Spur, Full Addendum	-U60
Universal	6P 25° PA Spur	-U62
Universal	6P 17.50° PA Spur	-U67
Universal	6P or 6/8P 20° PA Spur	-U68

Special Features

X — None
 A — Inverted Air Cover
 E — U60 w/Std. Gasket Pack
 F — Clearance Idler Cap
 G — Greaseable Shaft (K, P & V Only)
 H — High Torque (12, 13, 15 & 18 Only) Std.
 I — Dual Terminal Indicator
 J — High Torque — Pressure Lube (12, 13, 15 & 18 Only)
 M — Clearance Idler Cap
 P — Pressure Lube (Optional)
 Q — Clearance Idler Cap — High Torque
 V — U60 w/Std. Gasket Pack, Milled Idler Cap
 7 — Remote Pressure Switch

Output Types*

B — 1-1/4 Rd. Std.
 C — 1410 Companion Flange
 F — SAE "A" 2 Bolt
 G — Special
 I — DIN 5462
 K — SAE "B" 2 or 4 Bolt
 L — SAE "B" 2 or 4 Bolt
 M — SAE "A" 2 or 6 Bolt
 P — SAE "BB" 2 or 4 Bolt
 Q — SAE "A" 2 Bolt
 R — SAE "A" 2 Bolt
 S — SAE "B" 2 Bolt
 T — SAE "A" 3/4 — 11T Spline
 X — 1.3 — 20T Spline
 Z — SAE "C" Shaft, SAE "B" Flange
 2 — DIN Companion Flange

Assembly Arrangement

1 2 3 4

Shifter Type

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

Speed Ratio

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

Trans.

Universal
 Universal
 Warner
 Warner
 Warner
 Zed F
 Zed F
 Zed F
 Zed F
 Zed F
 None

TG Gear Data (Continued)

6P or 6/8P 20° PA Spur, Full Dedendum -X68
 8P 20° PA Spur -U80
 8.0829P 20° PA 30° LH -W80
 9.605P 20° PA 21.6° RH -W96
 9.605P 20° PA 21.6° LH -W97
 10.3673P 20° LH -Z10
 9.2364P 20° PA 36° LH -Z92
 9.2364P 20° PA 36° RH -Z93
 9.96078P 20° LH -Z98
 9.96078P 20° LH -Z99
 Less Input Gear -Kit

