

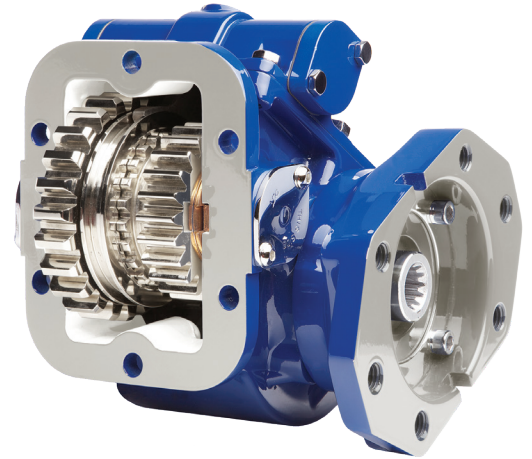
TG SERIES

POWER TAKE-OFF



THE 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 numerous input gears for all popular transmissions.



TARGET MARKETS

- Dump
- Refuse
- Tow and Recovery
- Utility

KEY FEATURES

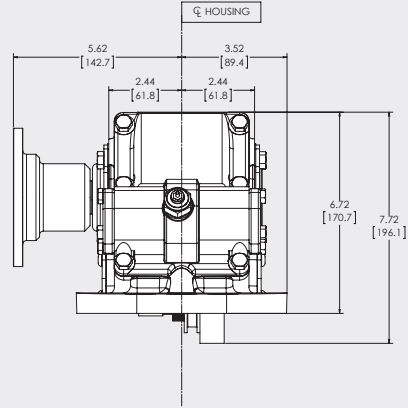
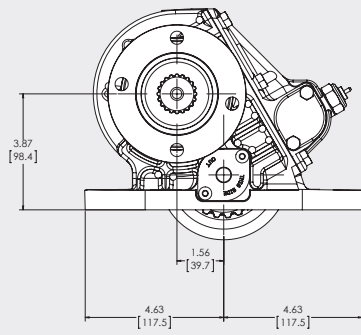
- Die-cast aluminum housing reduces weight and noise, with superior heat dissipation
- 6- or 8-bolt housing for simplified installation
- Modular design provides flexibility and ease of repair
- Constant mesh input gear isolates transmission from engagement errors
- Compact size minimizes mounting interference
- 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

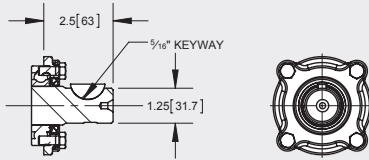
SPEED RATIO	INTERMITTENT HP @ 1,000 RPM	INTERMITTENT TORQUE LBS.FT.	CONTINUOUS TORQUE LBS.FT.	INTERMITTENT [KW] @ 1,000 RPM	INTERMITTENT TORQUE [NM]	CONTINUOUS TORQUE [NM]
04	54	285	200	[40]	[386]	[270]
05	51	270	189	[38]	[366]	[256]
06	47	245	172	[35]	[332]	[232]
07	44	230	161	[33]	[312]	[218]
08	44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

Approximate Weight: 22 lbs. (10.0 Kg.)

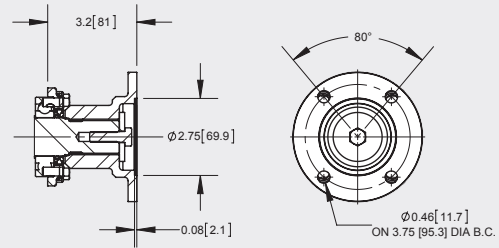
DIMENSIONS



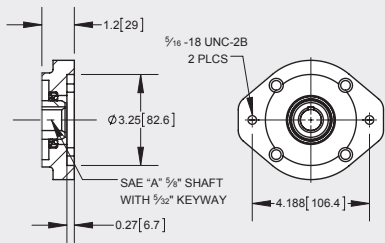
OUTPUT OPTIONS



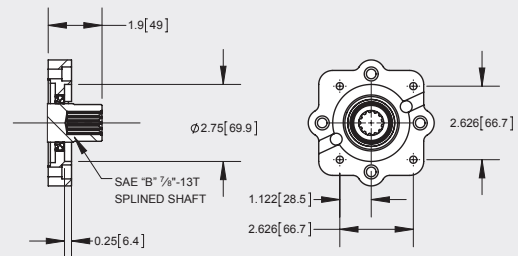
"B" OUTPUT - 1.25" RD SHAFT W/ 1/16" KEY



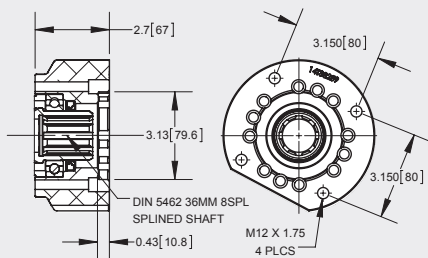
"C" OUTPUT - 1410 COMP FLANGE



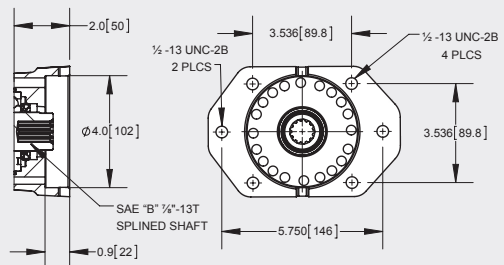
"F" OUTPUT - SAE "A" 2-BOLT



"G" OUTPUT - SPECIAL 4-BOLT DANA MOUNT FLANGE

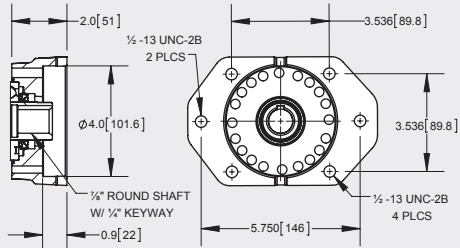


"I" OUTPUT - DIN 5462

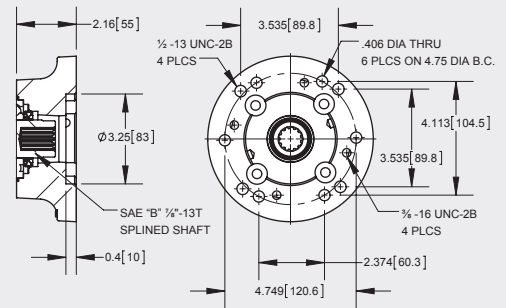


"K" OUTPUT - SAE "B" 2/4-BOLT

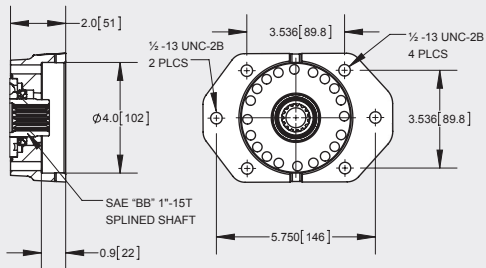
OUTPUT OPTIONS (CONT)



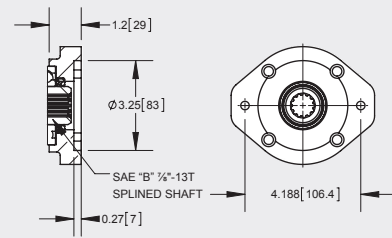
"L" OUTPUT - SAE "B" 2/4-BOLT FLANGE
3/8" ROUND SHAFT W/ 1/4" KEYWAY



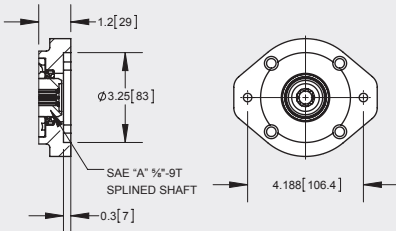
"M" OUTPUT - SAE "A" 2/6-BOLT FLANGE
SAE "B" 1/4"-13T SPLINED SHAFT



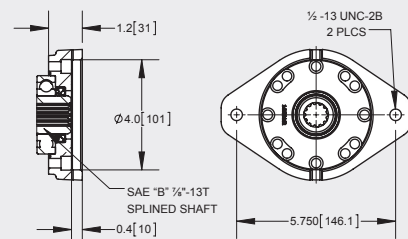
"P" OUTPUT - SAE "B" 2/4-BOLT FLANGE
SAE "BB" 1"-15T SPLINED SHAFT



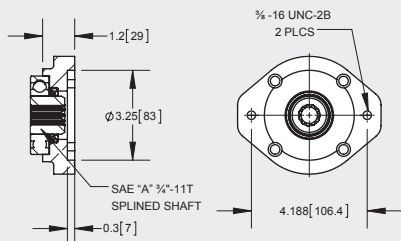
"Q" OUTPUT - SAE "A" 2-BOLT FLANGE
SAE "B" 1/4"-13T SPLINED SHAFT



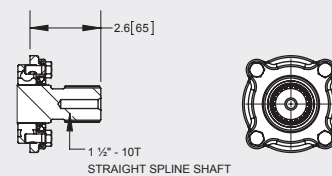
"R" OUTPUT - SAE "A" 2-BOLT FLANGE
SAE "A" 3/4"-9T SPLINED SHAFT



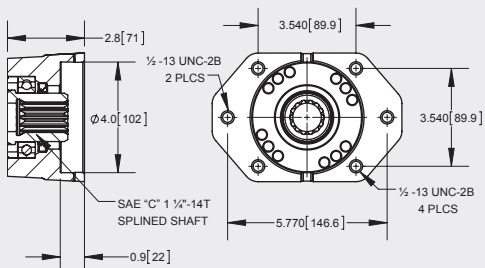
"S" OUTPUT - SAE "B" 2-BOLT



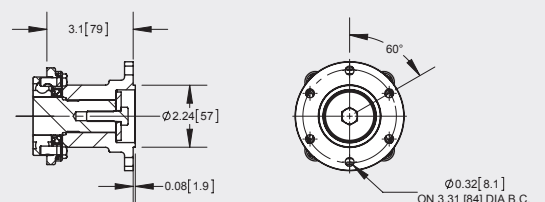
"T" OUTPUT - SAE "A" 2-BOLT FLANGE
SAE "A" 3/4"-11T SPLINED SHAFT



"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

TG — Triple Gear

Mountings

6S — SAE 6-Bolt Std. Mtg.
 6D — SAE 6-Bolt Non-Std. Mtg. (N81, S68 & W80)
 6N — SAE 6-Bolt Non-Std. Mtg. (Isuzu NPR, Spcr. S71, S73, M80)
 8S — SAE 8-Bolt Std. Mtg.
 8D — SAE 8-Bolt Non-Std. Mtg.
 8F — SAE 8-Bolt Non-Std. Mtg. — Eaton Endurant (E70 & E80)
 8M — SAE 8-Bolt Extra Deep Mtg. (S68)
 6A — SAE 6-Bolt Std. Mtg. w/29TK3863 (for N56)
 6B — SAE 6-Bolt Std. Mtg. — Metric Studs
 6C — SAE 6-Bolt Non-Std. Mtg. — Metric Studs
 6F — SAE 6-Bolt Std. w/Dowel Pins — Metric Studs (F84)
 6K — SAE 6-Bolt Non-Std. Mtg. — Less Stud Kit
 6L — SAE 6-Bolt Std. Mtg. — Less Stud Kit
 8B — SAE 8-Bolt Std. Mtg. — Metric Studs
 8C — SAE 8-Bolt Non-Std. Mtg. — Metric Studs
 8K — SAE 8-Bolt Non-Std. Mtg. — Less Stud Kit
 8L — SAE 8-Bolt Std. Mtg. — Less Stud Kit

Transmission Input Gear Options

I84 — Aisin	8.46P 20° PA Spur
A69 — Allison	6.86P 20° PA Spur
C57 — Clark	5.7P 25° PA 38.7° LH
C60 — Clark	6.100P 25° PA 18° 40' 48" RH
C61 — Clark	6.100P 25° PA 32° 16' 48" LH
C70 — Clark	7P 25° PA 30° 46' 48" LH
C76 — Clark	7.6168P 18° 29' 22" 23° 12' 57" LH
D94 — Dodge	9.41P 18.33° PA 26.47° RH
E70 — Eaton	7.055P 20° PA Spur
E80 — Eaton	8.048P 20° PA 28.98 RH
F10 — Fuller	10.1P 20° PA Spur
F11 — Fuller	10.1P 21.5° PA Spur
F56 — Fuller	5.64P 20° PA 12 RH
F61 — Fuller	6.1P 20.5° PA 29° LH
F62 — Fuller	6.27P 22.5° PA Spur
F63 — Fuller	6.35P 20° PA 22° LH
F65 — Fuller	6.5P 20° PA 23° LH
F66 — Fuller	6.65P 20° PA 21.5° LH
F70 — Fuller	7P 23° PA 26° LH
F75 — Fuller	7.5P 22° PA 15° LH
F84 — Fuller	8.38P 18° PA 33.1° LH
F89 — Fuller	8.97P 17PA 30.2 LH
G73 — GMC	7.3449P 20° PA 24° LH
M65 — Mack	6.48P 17° 30' PA Spur
M80 — Mercedes	8.04P 17.5° PA 26.97° LH
M83 — Mercedes	8.38P 17.5° PA 24.97° LH
N81 — New Process	8.116P 20° PA 33° 30' LH
N10 — New Venture	10.4019P 20° PA 34.5° LH
N79 — New Venture	7.94P 22.5° PA 30° LH
N80 — New Venture	7.99P 22.19° PA 29° LH
N56 — Nissan	5.64P 20° PA Spur
R85 — Renault	8.46P 22.5° PA 28.4° LH
S60 — Tremec/Spicer	6P 17.5° PA 26° 10' 37" LH
S61 — Tremec/Spicer	6P 17.5° PA 22.25° LH
S63 — Tremec/Spicer	6.1P 20° PA 23.15° LH
S70 — Tremec/Spicer	7P 17.5° PA 28° 4' 23" LH
S71 — Tremec/Spicer	7P 17.5° PA 18° LH
S73 — Tremec/Spicer	7P 22.5° PA 19° LH
T81 — Tremec	8.1P 20° PA 29.47° RH
T82 — Tremec	8.19P 20° PA 29.9° LH
S68 — Universal	6P or 6/8P 20° PA Spur Deep Reach
U57 — Universal	5 or 5/7P 20° Spur
U60 — Universal	6P 20° Spur, Full Addendum
U62 — Universal	6P 25° PA Spur
U68 — Universal	6P or 6/8P 20° PA Spur
X68 — Universal	6P or 6/8P 20° PA Spur, Full Dedendum
W80 — Warner	8.0829P 20° PA 30° LH
Z10 — Zed F	10.3673P 20° LH
Z92 — Zed F	9.2364P 20° PA 36° LH
Z98 — Zed F	9.96078P 20° RH
Z99 — Zed F	9.96078P 20° RH
Kit — None	Less Input Gear

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 — 1¼ Round Keyed Shaft
 C — 1410 Companion Flange
 F — SAE "A" 2-Bolt
 G — Special
 I — DIN 5462
 K — SAE "B" ¾" -13T, SAE "B" 2- & 4-Bolt
 L — SAE "B" 2- or 4-Bolt, Low Box Mount
 M — SAE "A" 5/8" -9T, SAE "A" 2- & 6-Bolt
 P — SAE "BB" 1" -15T, SAE "B" 2- & 4-Bolt
 Q — SAE "B" ¾" -13T, SAE "A" 2-Bolt
 R — SAE "A" 5/8" -9T, SAE "A" 2-Bolt
 S — SAE "B" ¾" -13T, SAE "B" 2-Bolt
 T — SAE "A" ¾" -11T, SAE "A" 2-Bolt
 X — 1¼" -20T Spline for Companion Flange
 Z — SAE "C" 1¼" -14T, SAE "B" 2- & 4-Bolt
 2 — DIN 100 Companion Flange
 6 — SAE "B" 2-Bolt
 7 — SAE "BB" 2-Bolt

Assembly Arrangements

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

Shift Types

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

Speed Ratios

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

Note:

*Requires Special Kit



A Member of the Interpump Group

MP15-27 (Rev. 05-22)

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