

EATON/FULLER TRANSMISSION INDEX

| TRANSMISSION MAKE & MODEL | PTO APPLICATION NUMBER | TEETH IN PTO DRIVER |
|--|------------------------|---------------------|
| AT-1202 (AUXILIARY) | FUL-19 | 30T&30B |
| EH-6E706B-CD (Hybrid Electric System) | FUL-35 | L48 |
| EH-6E706B-P (Hybrid Electric System) | FUL-35 | L48 |
| EH-8E306A-CD (Hybrid Electric System) | FUL-35 | L48 |
| EH-8E706A-UP (Hybrid Electric System) | FUL-35 | L48 |
| EH-8E706A-UPG (Hybrid Electric System) | FUL-35 | L48 |
| EH-8E406A-CD (Hybrid Electric System) | FUL-35 | L48 |
| EH-8E406A-CDR (Hybrid Electric System) | FUL-35 | L48 |
| EH-8E406A-P (Hybrid Electric System) | FUL-35 | L48 |
| EH-8E406A-T (Hybrid Electric System) | FUL-35 | L48 |
| EH-8E406A-UP (Hybrid Electric System) | FUL-35 | L48 |
| EH-8E406A-UPG (Hybrid Electric System) | FUL-35 | L48 |
| ET-16109 (Eaton China) Thrushaft use AU mounting | N/A | R58 |
| ET-16109 (Eaton China) Countershaft | N/A | N/A |
| ET-16110 (Eaton China) | N/A | R58 |
| ET-16113 (Eaton China) | N/A | R62 |
| ET-18109 (Eaton China Countershaft) | N/A | N/A |
| ET-18109 (Eaton China) Thrushaft use AU mounting | N/A | R58 |
| ET-18110 (Eaton China) | N/A | R58 |
| ET-18113 (Eaton China) | N/A | R62 |
| ET-20109 (Eaton China Countershaft) | N/A | N/A |
| ET-20109 (Eaton China) Thrushaft use AU mounting | N/A | R58 |
| ET-20110 (Eaton China) | N/A | R58 |
| ET-20113 (Eaton China) | N/A | R62 |
| ET-16109 (Eaton China Countershaft) | N/A | N/A |
| ETO-16110 (Eaton China) | N/A | R69 |
| ETO-16113 (Eaton China) | N/A | R69-B69 |
| ETO-18109 (Eaton China Countershaft) | N/A | N/A |
| ETO-18110 (Eaton China) | N/A | R69 |
| ETO-18113 (Eaton China) | N/A | R69-B69 |
| ETO-20109 (Eaton China Countershaft) | N/A | N/A |
| ETO-20110 (Eaton China) | N/A | R69 |
| ETO-20113 (Eaton China) | N/A | R69-B69 |

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| TRANSMISSION MAKE & MODEL | PTO APPLICATION NUMBER | TEETH IN PTO DRIVER |
|--|------------------------|---------------------|
| ETO-20113 (Eaton China) | N/A | R69-B69 |
| ETS-16409 (Eaton India) Thrushaft use AU mounting | N/A | R58 |
| ETS-16409 (Eaton India Countershaft) | N/A | N/A |
| ETS-16410 (Eaton India) | N/A | R58 |
| ETS-16413 (Eaton India) | N/A | R62 |
| ETS-18409 (Eaton India) Thrushaft use AU mounting | N/A | R58 |
| ETS-18409 (Eaton India Countershaft) | N/A | N/A |
| ETS-18410 (Eaton India) | N/A | R58 |
| ETS-18413 (Eaton India) | N/A | R62 |
| ETS-20409 (Eaton India) Thrushaft use AU mounting | N/A | R58 |
| ETS-20409 (Eaton India Countershaft) | N/A | N/A |
| ETS-20410 (Eaton India) | N/A | R58 |
| ETS-20413 (Eaton India) | N/A | R62 |
| ETSO-16409 (Eaton India Countershaft) | N/A | N/A |
| ETSO-16409 (Eaton India) Thrushaft use AU mounting | N/A | R69 |
| ETSO-16410 (Eaton India) | N/A | R69 |
| ETSO-18409 (Eaton India Countershaft) | N/A | N/A |
| ETSO-18409 (Eaton India) Thrushaft use AU mounting | N/A | R69 |
| ETSO-18410 (Eaton India) | N/A | R69 |
| ETSO-20409 (Eaton India Countershaft) | N/A | N/A |
| ETSO-20409 (Eaton India) Thrushaft use AU mounting | N/A | R69 |
| ETSO-20410 (Eaton India) | N/A | R69 |
| 4106 | N/A | 47L |
| 2A-92 | N/A | N/A |
| 3905A | N/A | 36R |
| 3905B | N/A | 36R |
| 3905C | N/A | 36R |
| 4106 O/D (OVERDRIVE VERSION) | N/A | 47L |
| 4106A (MACK MIDLINERS) | N/A | 45L |
| 4106B | N/A | 43L |
| 6109A | N/A | 23L |
| F-5405-DM3 | FUL-37 | R39&L39 |
| F-5405B-DM3 (6 Speed from Brazil w/6th gear locked out electronically) | FUL-35 | 48R&48L |

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| TRANSMISSION MAKE & MODEL | PTO APPLICATION NUMBER | TEETH IN PTO DRIVER |
|---|------------------------|---------------------|
| F-5406B | FUL-35 | 48R&48L |
| F-6405B-DM3 | FUL-35 | 48R&48L |
| F-6406N-ASW | FUL-37 | 39R&39L |
| F8405B-DM3 | FUL-35 | 48R&48L |
| F-8406N-ASW | FUL-37 | 39R&39L |
| F-8406N-AW3 | FUL-37 | 39R&39L |
| FM-14D310B-LST (UltraShift Plus) | FUL-1 | 45R&47B |
| FM-14D310B-LST (UltraShift Plus) | FUL-1 | 45R&47B |
| FM-14E310B-LAS (UltraShift Plus) Thrushaft use AT mounting | FUL-1 | 45R&47B |
| FM-15D310B-LST (UltraShift Plus) | FUL-1 | 45R&47B |
| FM-15D310B-LST (UltraShift Plus) | FUL-1 | 45R&47B |
| FM-15E310B-LAS (UltraShift Plus) Thrushaft use AT mounting | FUL-1 | 45R&47B |
| FO-14E308LL-VCS (UltraShift Plus) | FUL-16 | 45R&47B |
| FO-14E309ALL-VMS (UltraShift Plus) | FUL-17 | 45R&47B |
| FO-14E310C-LAS (UltraShift Plus) Thrushaft use AT mounting | FUL-17 | 45R&47B |
| FO-14E313A-MHP (UltraShift Plus) | FUL-17 | 45R&47B |
| FO-14E318B-MXP (UltraShift Plus) | FUL-17 | 45R&47B |
| FO-14E318B-VXP (UltraShift Plus) | FUL-17 | 45R&47B |
| FO-16D313E-LEP (UltraShift Plus) | FUL-17 | 45R&47B |
| FO-16E308LL-VCS (UltraShift Plus) Thrushaft use BD mounting | FUL-16 | 45R&47B |
| FO-16E309ALL-VM (UltraShift Plus) Thrushaft use BD mounting | FUL-17 | 45R&47B |
| FO-16E310C-LAS (UltraShift Plus) Thrushaft use AT mounting | FUL-17 | 45R&47B |
| FO-16E313A-MHP (UltraShift Plus) | FUL-17 | 45R&47B |
| FO-16E318B-MXP (UltraShift Plus) | FUL-17 | 45R&47B |
| FO-16E318B-VXP (UltraShift Plus) | FUL-17 | 45R&47B |
| FO-17E308LL-VCS (UltraShift Plus) | | 45R&47B |
| FO-17E309LL-VM (UltraShift Plus) Thrushaft use BD mounting | FUL-17 | 45R&47B |
| FO-18E310C-LAS (UltraShift Plus) | FUL-17 | 45R&47B |
| FO-18E313A-MHP (UltraShift Plus) | FUL-17 | 45R&47B |
| FO-18E318B-MXP (UltraShift Plus) | FUL-17 | 45R&47B |
| FO-18E318B-VXP (UltraShift Plus) | FUL-17 | 45R&47B |
| FO-20E313A-MHP (UltraShift Plus) | FUL-17 | 45R&47B |
| FO-20E318B-MXP (UltraShift Plus) | FUL-17 | 45R&47B |

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| TRANSMISSION MAKE & MODEL | PTO APPLICATION NUMBER | TEETH IN PTO DRIVER |
|---|------------------------|---------------------|
| FO-20E318B-VXP (UltraShift Plus) | FUL-17 | 45R&47B |
| FO-22E318B-MXP (UltraShift Plus) | FUL-17 | 45R&47B |
| FO-22E318B-VXP (UltraShift Plus) | FUL-17 | 45R&47B |
| FO-5406B-DM3 | FUL-35 | 48R&48L |
| FO-6406A-ASW | FUL-35 | 48R&48L |
| FO-6406A-ASX | FUL-35 | 48R&48L |
| FO-6406A-AW3 | FUL-35 | 48R&48L |
| FO-6406B-DM3 | FUL-35 | 48R&48L |
| FO-8406A-ASW | FUL-35 | 48R&48L |
| FO-8406A-ASX | FUL-35 | 48R&48L |
| FO-8406A-AW3 | FUL-35 | 48R&48L |
| FO-8406B-DM3 | FUL-35 | 48R&48L |
| FOM-14E310C-LAS (UltraShift Plus) Thrushaft use AT mounting | FUL-17 | 45R&47B |
| FOM-15E310C-LAS (UltraShift Plus) Thrushaft use AT mounting | FUL-17 | 45R&47B |
| FOM-16D313E-LEP | FUL-17 | 45R&47B |
| FOM-16E310C-LAS (UltraShift Plus) Thrushaft use AT mounting | FUL-17 | 45R&47B |
| FR-11210B | FUL-33 | 45R&47B |
| FR-12210B | FUL-33 | 45R&47B |
| FR-13210B | FUL-33 | 45R&47B |
| FR-14210B | FUL-33 | 45R&47B |
| FR-15210B | FUL-33 | 45R&47B |
| FR-16210B | FUL-33 | 45R&47B |
| FR-9210 | FUL-33 | 45R&47B |
| FR-9210B | FUL-33 | 45R&47B |
| FRLO-14410C | N/A | 51R&51L |
| FRLO-14410C-T2 | N/A | 51R&51L |
| FRLO-15410C | N/A | 51R&51L |
| FRLO-15410C-T2 | N/A | 51R&51L |
| FRLO-16410C | N/A | 51R&51L |
| FRLO-16410C-T2 | N/A | 51R&51L |
| FRLO-18410C-T2 | N/A | 51R&51L |
| FRLO-XX410C-T2 (REAR COUNTER SHAFT) | N/A | N/A |
| FRM-15210B Thrushaft use BJ mounting | FUL-33 | 45R&47B |

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|-------------------------------------|------------------------|---------------------|
| FRO-11210B | FUL-34 | 45R&47B |
| FRO-11210C | FUL-32 | 45R&47B |
| FRO-12210B | FUL-34 | 45R&47B |
| FRO-12210C | FUL-32 | 45R&47B |
| FRO-13210B | FUL-34 | 45R&47B |
| FRO-13210C | FUL-32 | 45R&47B |
| FRO-14210B | FUL-34 | 45R&47B |
| FRO-14210C | FUL-32 | 45R&47B |
| FRO-14210R | FUL-32 | 45R&47B |
| FRO-15210B | FUL-34 | 45R&47B |
| FRO-15210C | FUL-32 | 45R&47B |
| FRO-15210R | FUL-32 | 45R&47B |
| FRO-16210B | FUL-34 | 45R&47B |
| FRO-16210C | FUL-32 | 45R&47B |
| FRO-16210R | FUL-32 | 45R&47B |
| FRO-17210C | FUL-32 | 45R&47B |
| FRO-18210C | FUL-32 | 45R&47B |
| FRO-9210B | FUL-34 | 45R&47B |
| FROF-15210C | FUL32 | 45R&47B |
| FROM-16D313E-LE (UltraShift Plus) | FUL-17 | 45R&47B |
| FRW-15210B | FUL-33 | 45R&47B |
| FS-3005A (1988 Model Year & Before) | N/A | 25R&25L |
| FS-3005A (1989 Model Year & After) | FUL-38 | 28R&28L |
| FS-3005B (1988 Model & Before) | N/A | 25R&25L |
| FS-3005B (After Sept. 1988) | N/A | 28R&28L |
| FS-3005C | N/A | 29R&29L |
| FS-3205A | FUL-38 | 28R&28L |
| FS-3205B | FUL-39 | 28R&28L |
| FS-3205C | N/A | 29R&29L |
| FS-4005A (After Nov. 1987) | FUL-38 | 28R&28L |
| FS-4005A (Before Nov. 1987) | N/A | 25R&25L |
| FS-4005B (1988 Model Year & Before) | N/A | 25R&25L |
| FS-4005B (1989 Model Year & After) | N/A | 28R&28L |

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| TRANSMISSION MAKE & MODEL | PTO APPLICATION NUMBER | TEETH IN PTO DRIVER |
|-------------------------------------|------------------------|---------------------|
| FS-4005B (Serial # 86*****) | FUL-39 | 28R&28L |
| FS-4005B (Serial#7AJ-1512 & After) | FUL-39 | 28R&28L |
| FS-4005B (Serial#7AJ-1512 & Before) | N/A | 25R&25L |
| FS-4005B (Serial#7AS-648 & Before) | N/A | 25R&25L |
| FS-4005B (Serial#7AS-649 & After) | FUL-39 | 28R&28L |
| FS-4005B (Serial#7AY-205 & After) | FUL-39 | 28R&28L |
| FS-4005B (Serial#7BA-786 & Before) | N/A | 25R&25L |
| FS-4005B (Serial#7BA-787 & After) | FUL-39 | 28R&28L |
| FS-4005C | N/A | 29R&29L |
| FS-4106A (FRONT OPENING) | N/A | 45R |
| FS-4205A | FUL-38 | 28R&28L |
| FS-4205B | FUL-39 | 28R&28L |
| FS-4205C | N/A | 29R&29L |
| FS-5005A (TREMEC) | FUL-24 | 33R&19L |
| FS-5005B | FUL-25 | 33R&19L |
| FS-5005C | FUL-26 | 30R&19L |
| FS-5005D (TREMEC) | N/A | 33R&19L |
| FS-5106A | FUL-22 | 38R&38L |
| FS-5205A | FUL-24 | 33R&19L |
| FS-5205B | FUL-25 | 33R&19L |
| FS-5205C | FUL-26 | 30R&19L |
| FS-5206A (FRONT OPENING) | N/A | 45R |
| FS-5206B (FRONT OPENING) | N/A | 45L |
| FS-5296A | FUL-22 | 38R&38L |
| FS-5306A | FUL-22 | 38R&38L |
| FS-5406A | FUL-22 | 38R&38L |
| FS5406N | FUL-37 | 39R&39L |
| FS-5506 | N/A | 50R&50L |
| FS-6005A | FUL-23 | 39R&39L |
| FS-6005B | N/A | 41R&41L |
| FS-6105A | FUL-23 | 39R&39L |
| FS-6105B | N/A | 41R&41L |
| FS-6106 | N/A | 50R&50L |

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| TRANSMISSION MAKE & MODEL | PTO APPLICATION NUMBER | TEETH IN PTO DRIVER |
|-------------------------------------|------------------------|---------------------|
| FS-6106A | N/A | 50R&50L |
| FS-6109A (Left Forward) | N/A | 32L |
| FS-6109A (Left Rear) | N/A | 23L |
| FS-6205A | FUL-23 | 39R&39L |
| FS-6205B | N/A | 41R&41L |
| FS-6206A | FUL-22 | 38R&38L |
| FS-6305A | FUL-23 | 39R&39L |
| FS-6305B | N/A | 41R&41L |
| FS-6305N | N/A | N/A |
| FS-6306A | FUL-22 | 38R&38L |
| FS-6306X | FUL-22 | 38R&38L |
| FS6309A (Left Side Forward Opening) | N/A | 32L |
| FS6309A (Left Side Rear Opening) | N/A | 23L |
| FS-6406A | FUL-22 | 38R&38L |
| FS-6406N | FUL-37 | 39R&39L |
| FS-6406N-ASW | FUL-37 | 39R&39L |
| FS-7206A | N/A | 50R&50L |
| FS-8206A | N/A | 50R&50L |
| FS-8209A (Australia) | N/A | 23L |
| FS-8209B (Overdrive Left Rear) | N/A | 23L |
| FS-8309A | N/A | 23L |
| FS-8406A | N/A | 50R&50L |
| FS-8406N-ASW | FUL-37 | 39R&39L |
| FSB-5305D (Eaton Brazil) | N/A | 31R |
| FSB-5406B | FUL-36 | 38R&38L |
| FSB-6406B | FUL-36 | 38R&38L |
| FSBO-6406B | FUL-35 | 48R&48L |
| FSBO-8406B | FUL-35 | 48R&48L |
| FSM-5005E | N/A | 33R&33L |
| FSM-5005G | NA | 32R&32L |
| FSM-5005H | N/A | 33R&33L |
| FSM-5005J | FUL-35 | 48R&48L |
| FSM-5305E | N/A | 33R&33L |

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| TRANSMISSION MAKE & MODEL | PTO APPLICATION NUMBER | TEETH IN PTO DRIVER |
|--|------------------------|---------------------|
| FSM-5305G | NA | 32R&32L |
| FSM-5305H | N/A | 33R&33L |
| FSO-4305A (Same as CL-3905A) | N/A | 36R |
| FSO-4305B (Same as CL-3905B) | N/A | 36R |
| FSO-4305C (Same as CL-3905C) | N/A | 36R |
| FSO-4405A | N/A | 36R |
| FSO-4405B | N/A | 36R |
| FSO-4405C | N/A | 36R |
| FSO-5406A | FUL-35 | 48R&48L |
| FSO-6109 (Left Forward) | N/A | 23L |
| FSO-6109 (Left Rear) | N/A | 23L |
| FSO-6109A | N/A | 23L |
| FSO-6406A (EATON BRAZIL) | FUL-35 | 48R&48L |
| FSO-8209A | N/A | 23L |
| FSO-8406A (EATON BRAZIL) | FUL-35 | 48R&48L |
| FTS-12316A | N/A | 47R&47B |
| FTS-16108LL (Eaton Europe/Brazil) Thrushaft use LG mounting | N/A | R58 |
| FTS-16109A (Eaton Europe/Brazil) Thrushaft use AU mounting | N/A | R58 |
| FTS-16109A (Eaton Europe/Brazil Countershaft) | N/A | |
| FTS-16112A (Eaton Europe/Brazil) Thrushaft use LH mounting | N/A | R62 |
| FTS-18108LL (Eaton Europe/Brazil) Thrushaft use LG mounting | N/A | R58 |
| FTS-18109A (Eaton Europe/Brazil) Thrushaft use AU mounting | N/A | R58 |
| FTS-18109A (Eaton Europe/Brazil Countershaft) | N/A | |
| FTS-18112L (Eaton Europe/Brazil) Thrushaft use LH mounting | N/A | R62 |
| FTS-20108LL (Eaton Europe/Brazil) Thrushaft use LG mounting | N/A | R58 |
| FTS-20109A (Eaton Europe/Brazil) Thrushaft use AU mounting | N/A | R58 |
| FTS-20109A (Eaton Europe/Brazil Countershaft) | N/A | |
| FTS-20112L (Eaton Europe/Brazil) Thrushaft use LH mounting | N/A | R62 |
| FTSO-16108LL (Eaton Europe/Brazil) Thrushaft use LG mounting | N/A | R69 |
| FTSO-16109A (Eaton Europe/Brazil) Thrushaft use AU mounting | N/A | R69 |
| FTSO-16109A (Eaton Europe/Brazil Countershaft) | N/A | |
| FTSO-16112L (Eaton Europe/Brazil) Thrushaft use LH mounting | N/A | R69&B69 |
| FTSO-18108LL (Eaton Europe/Brazil) Thrushaft use LG mounting | N/A | R69 |

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|--|------------------------|---------------------|
| FTSO-18109A (Eaton Europe/Brazil) Thrushaft use AU mounting | N/A | R69 |
| FTSO-18109A (Eaton Europe/Brazil Countershaft) | N/A | |
| FTSO-18112L (Eaton Europe/Brazil) Thrushaft use LH mounting | N/A | R69&B69 |
| FTSO-20108LL (Eaton Europe/Brazil) Thrushaft use LG mounting | N/A | R69 |
| FTSO-20109A (Eaton Europe/Brazil) Thrushaft use AU mounting | N/A | R69 |
| FTSO-20109A (Eaton Europe/Brazil Countershaft) | N/A | |
| FTSO-20112L (Eaton Europe/Brazil) Thrushaft use LH mounting | N/A | R69&B69 |
| FTSO-22112L (Eaton Europe/Brazil) Thrushaft use LH mounting | N/A | R69&B69 |
| H4106B (H is Horizontally Mounted) | N/A | 43L |
| RT0-13109B-AT | FUL-31 | 45R&47B |
| RT-1110 | FUL-1 | 45R&47B |
| RT-11109A-AT | FUL-29 | 45R&47B |
| RT-11109A-ATE (Thrushaft option use AT mounting) | FUL-29 | 45R&47B |
| RT-11109A-MAT | FUL-29 | 45R&47B |
| RT-11209H | FUL-33 | 45R&47B |
| RT-11210B | FUL-33 | 45R&47B |
| RT-11509 | FUL-1 | 45R&47B |
| RT-11608 | FUL-20 | 45R&47B |
| RT-11609A (Thrushaft option use AT mounting) | FUL-1 | 45R&47B |
| RT-11609H | FUL-1 | 45R&47B |
| RT-11610 | FUL-1 | 45R&47B |
| RT-11613 | FUL-1 | 45R&47B |
| RT-11615 | FUL-1 | 45R&47B |
| RT-11709A | FUL-1 | 45R&47B |
| RT-11709H (Thrushaft option use AU mounting) | FUL-1 | 45R&47B |
| RT-11710B (Thrushaft option use AU mounting) | FUL-1 | 45R&47B |
| RT-11715 (Thrushaft option use BD mounting) | FUL-1 | 45R&47B |
| RT-12109A-AT | FUL-29 | 45R&47B |
| RT-12109A-MAT | FUL-29 | 45R&47B |
| RT-12109Z-MAT | FUL-29 | 45R&47B |
| RT-12209H | FUL-33 | 45R&47B |
| RT-12210B | FUL-33 | 45R&47B |
| RT-12509 | FUL-1 | 45R&47B |

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|--|------------------------|---------------------|
| RT-12510 | FUL-1 | 45R&47B |
| RT-12513 | FUL-1 | 45R&47B |
| RT-12515 | FUL-1 | 45R&47B |
| RT-12609A (Thrushaft option use AT mounting) | FUL-1 | 45R&47B |
| RT-12609H | FUL-1 | 45R&47B |
| RT-12610 | FUL-1 | 45R&47B |
| RT-12709A | FUL-1 | 45R&47B |
| RT-12709H (Thrushaft option use AU mounting) | FUL-1 | 45R&47B |
| RT-12710B (Thrushaft option use AU mounting) | FUL-1 | 45R&47B |
| RT-13109A-AT | FUL-29 | 45R&47B |
| RT-13109A-ATE | FUL-29 | 45R&47B |
| RT-13109A-ATE (Thrushaft use AT mounting) | FUL-29 | 45R&47B |
| RT-13109A-MAT | FUL-29 | 45R&47B |
| RT-13209H (Thrushaft option use AT mounting) | FUL-1 | 45R&47B |
| RT-13210B | FUL-33 | 45R&47B |
| RT-13609A (Thrushaft option use AT mounting) | FUL-1 | 45R&47B |
| RT-13609H | FUL-1 | 45R&47B |
| RT-13709H (Thrushaft option use AU mounting) | FUL-1 | 45R&47B |
| RT-13710B (Thrushaft option use AU mounting) | FUL-1 | 45R&47B |
| RT-14109A-AT | FUL-29 | 45R&47B |
| RT-14109A-ATE | FUL-29 | 45R&47B |
| RT-14109A-ATE (Thrushaft option use AU mounting) | FUL-29 | 45R&47B |
| RT-14109A-MAT | FUL-29 | 45R&47B |
| RT-14209H | FUL-33 | 45R&47B |
| RT-14210H | FUL-33 | 45R&47B |
| RT-14608 | FUL-20 | 45R&47B |
| RT-14609A | FUL-1 | 45R&47B |
| RT-14609H | FUL-1 | 45R&47B |
| RT-14610 | FUL-1 | 45R&47B |
| RT-14613 | FUL-1 | 45R&47B |
| RT-14615 | FUL-1 | 45R&47B |
| RT-14708LL | FUL-20 | 45R&47B |
| RT-14709A | FUL-1 | 45R&47B |

EATON/FULLER TRANSMISSION INDEX

| TRANSMISSION MAKE & MODEL | PTO APPLICATION NUMBER | TEETH IN PTO DRIVER |
|--|------------------------|---------------------|
| RT-14709H (Thrushaft option use AU mounting) | FUL-1 | 45R&47B |
| RT-14710B (Thrushaft option use AU mounting) | FUL-1 | 45R&47B |
| RT-14710B-AS2 & AS3 | FUL-1 | 45R&47B |
| RT-14715 (Thrushaft option use BD mounting) | FUL-1 | 45R&47B |
| RT-14910B-AS2 & AS3 | FUL-1 | 45R&47B |
| RT-14915 | FUL-1 | 45R&47B |
| RT-15613 | FUL-1 | 45R&47B |
| RT-15615 | FUL-1 | 45R&47B |
| RT-15715 | FUL-1 | 45R&47B |
| RT-16109A-AT | FUL-29 | 45R&47B |
| RT-16109A-ATE | FUL-29 | 45R&47B |
| RT-16109A-ATE (Thrushaft option use AU mounting) | FUL-29 | 45R&47B |
| RT-510 | FUL-7 | 33R&33B |
| RT-610 | FUL-7 | 33R&33B |
| RT-613 | FUL-7 | 33R&33B |
| RT-6609A | FUL-21 | 33R&33B |
| RT-6610 | FUL-7 | 33R&33B |
| RT-6613 | FUL-7 | 33R&33B |
| RT-7608LL | FUL-21 | 33R&33B |
| RT-7609 (ENGLAND) | FUL-7 | 33R&33B |
| RT-7613 (ENGLAND) | FUL-7 | 33R&33B |
| RT-8606L | FUL-20 | 45R&47B |
| RT-8608L | FUL-20 | 45R&47B |
| RT-8609 | FUL-21 | 33R&33B |
| RT-8609A | FUL-21 | 33R&33B |
| RT-8709B | FUL-1 | 45R&47B |
| RT-8908LL | FUL-1 | 45R&47B |
| RT-906 | FUL-1 | 45R&47B |
| RT-906A | FUL-1 | 45R&47B |
| RT-909 | FUL-1 | 45R&47B |
| RT-909A | FUL-1 | 45R&47B |
| RT-910 | FUL-1 | 45R&47B |
| RT-9109A-AT | FUL-29 | 45R&47B |

EATON/FULLER TRANSMISSION INDEX

| TRANSMISSION MAKE & MODEL | PTO APPLICATION NUMBER | TEETH IN PTO DRIVER |
|---|------------------------|---------------------|
| RT-9109A-MAT | FUL-29 | 45R&47B |
| RT-915 | FUL-1 | 45R&47B |
| RT-9508 | FUL-20 | 45R&47B |
| RT-9509A | FUL-1 | 45R&47B |
| RT-9509C (ENGLAND) | FUL-1 | 45R&47B |
| RT-9513 | FUL-1 | 45R&47B |
| RT-9710B (Thrushaft option use AU mounting) | FUL-1 | 45R&47B |
| RTA-13709H | FUL-1 | 45R&47B |
| RTA-14710B-AS | FULL-1 | 45R&47B |
| RTAO-10710B -AC | FUL-16 | 45R&47B |
| RTAO-10710B-AS | FUL-16 | 45R&47B |
| RTAO-10710C-AC | FUL-17 | 45R&47B |
| RTAO-10710C-AS | FUL-17 | 45R&47B |
| RTAO-12710A | FUL-16 | 45R&47B |
| RTAO-12710B | FUL-16 | 45R&47B |
| RTAO-12710B-AC | FUL-16 | 45R&47B |
| RTAO-12710B-AS | FUL-16 | 45R&47B |
| RTAO-12710C | FUL-16 | 45R&47B |
| RTAO-12710C-AC | FUL-17 | 45R&47B |
| RTAO-12710C-AS | FUL-17 | 45R&47B |
| RTAO-14710B-AC | FUL-16 | 45R&47B |
| RTAO-14710B-AS | FUL-16 | 45R&47B |
| RTAO-14710C-AC | FUL-17 | 45R&47B |
| RTAO-14710C-AS | FUL-17 | 45R&47B |
| RTAO-16710B-AC | FUL-16 | 45R&47B |
| RTAO-16710B-AC (AUSTRALIA) | FUL-16 | 45R&47B |
| RTAO-16710B-AS | FUL-16 | 45R&47B |
| RTAO-16710C-AC | FUL-17 | 45R&47B |
| RTAO-16710C-AS | FUL-17 | 45R&47B |
| RTF-11609A | FUL-1 | 45R&47B |
| RTF-12609A | FUL-1 | 45R&47B |
| RTF-12709H | FUL-1 | 45R&47B |
| RTF-12710B | FUL-1 | 45R&47B |

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| TRANSMISSION MAKE & MODEL | PTO APPLICATION NUMBER | TEETH IN PTO DRIVER |
|-----------------------------|------------------------|---------------------|
| RTF-13609A | FUL-1 | 45R&47B |
| RTF-13710B | FUL-1 | 45R&47B |
| RTF-14609A | FUL-1 | 45R&47B |
| RTF-14709H | FUL-1 | 45R&47B |
| RTF-14710B | FUL-1 | 45R&47B |
| RTF-14715 | FUL-1 | 45R&47B |
| RTF-14915 | FUL-1 | 45R&47B |
| RTF-15715 | FUL-1 | 45R&47B |
| RTF-8709A (AUSTRALIA MODEL) | FUL-1 | 45R&47B |
| RTF-8908LL (AUSTRALIA) | FUL-1 | 45R&47B |
| RTF-906 | FUL-1 | 45R&47B |
| RTF-906A | FUL-1 | 45R&47B |
| RTF-909 | FUL-1 | 45R&47B |
| RTF-909A | FUL-1 | 45R&47B |
| RTF-910 | FUL-1 | 45R&47B |
| RTF-915 | FUL-1 | 45R&47B |
| RTL-11710B | FUL-1 | 45R&47B |
| RTL-11710B-T2 | FUL-1 | 45R&47B |
| RTL-12710B | FUL-1 | 45R&47B |
| RTL-12710B-T2 | FUL-1 | 45R&47B |
| RTL-13710B (T2) | FUL-1 | 45R&47B |
| RTL-14710B (T2) | FUL-1 | 45R&47B |
| RTLC-16609A | FUL-17 | 45R&47B |
| RTLC-16613A | FUL-17 | 45R&47B |
| RTLO-11610B | FUL-1 | 45R&47B |
| RTLO-11610B-T2 | FUL-1 | 45R&47B |
| RTLO-12610B | FUL-1 | 45R&47B |
| RTLO-12610B-T2 | FUL-1 | 45R&47B |
| RTLO-12613B | FUL-1 | 45R&47B |
| RTLO-12713A | FUL-17 | 45R&47B |
| RTLO-12913A (AUSTRALIA) | FUL-17 | 45R&47B |
| RTLO-13118-AMT | FUL-17 | 45R&47B |
| RTLO-13610B | FUL-1 | 45R&47B |

EATON/FULLER TRANSMISSION INDEX

| TRANSMISSION MAKE & MODEL | PTO APPLICATION NUMBER | TEETH IN PTO DRIVER |
|-----------------------------|------------------------|---------------------|
| RTLO-13610B-T2 (AS) | FUL-1 | 45R&47B |
| RTLO-14610A | FUL-1 | 45R&47B |
| RTLO-14610B | FUL-1 | 45R&47B |
| RTLO-14610B-T2 | FUL-1 | 45R&47B |
| RTLO-14613A | FUL-1 | 45R&47B |
| RTLO-14613B | FUL-1 | 45R&47B |
| RTLO-14618A | FUL-1 | 45R&47B |
| RTLO-14713A | FUL-1 | 45R&47B |
| RTLO-14713A-T2 | FUL-17 | 45R&47B |
| RTLO-14718B | FUL-17 | 45R&47B |
| RTLO-14718B-T2 | FUL-17 | 45R&47B |
| RTLO-14913A (AUSTRALIA) | FUL-17 | 45R&47B |
| RTLO-14913-T2 (AUSTRALIA) | FUL-17 | 45R&47B |
| RTLO-14918A-AS2 & AS3 | FUL-17 | 45R&47B |
| RTLO-14918B | FUL-17 | 45R&47B |
| RTLO-14918B-AS | FUL-17 | 45R&47B |
| RTLO-15610B | FUL-1 | 45R&47B |
| RTLO-15610B-T2 | FUL-1 | 45R&47B |
| RTLO-16610B | FUL-1 | 45R&47B |
| RTLO-16610B-T2 | FUL-1 | 45R&47B |
| RTLO-16618A | FUL-1 | 45R&47B |
| RTLO-16713A | FUL-17 | 45R&47B |
| RTLO-16713A-MT | FUL-17 | 45R&47B |
| RTLO-16713A-T2 | FUL-17 | 45R&47B |
| RTLO-16718B | FUL-17 | 45R&47B |
| RTLO-16718B-T2 | FUL-17 | 45R&47B |
| RTLO-16909ALL | FUL-17 | 45R&47B |
| RTLO-16913A (AUSTRALIA) | FUL-17 | 45R&47B |
| RTLO-16913A(T2) (AUSTRALIA) | FUL-17 | 45R&47B |
| RTLO-16913L-DM3 | FUL-17 | 45R&47B |
| RTLO-16918A-AS2 & AS3 | FUL-17 | 45R&47B |
| RTLO-16918B | FUL-17 | 45R&47B |
| RTLO-16918B (T2) | FUL-17 | 45R&47B |

EATON/FULLER TRANSMISSION INDEX

| TRANSMISSION MAKE & MODEL | PTO APPLICATION NUMBER | TEETH IN PTO DRIVER |
|---|------------------------|---------------------|
| RTLO-16918B-AS | FUL-17 | 45R&47B |
| RTLO-17610B | FUL-1 | 45R&47B |
| RTLO-17610B-T2 | FUL-1 | 45R&47B |
| RTLO-18610B | FUL-1 | 45R&47B |
| RTLO-18610B-T2 | FUL-1 | 45R&47B |
| RTLO-18718B | FUL-17 | 45R&47B |
| RTLO-18718B-T2 | FUL-17 | 45R&47B |
| RTLO-18913A | FUL-17 | 45R&47B |
| RTLO-18913A-T2 | FUL-17 | 45R&47B |
| RTLO-18918A-AS2 & AS3 | FUL-17 | 45R&47B |
| RTLO-18918-AS | FUL-17 | 45R&47B |
| RTLO-18918B | FUL-17 | 45R&47B |
| RTLO-18918B-AS | FUL-17 | 45R&47B |
| RTLO-18918B-T2 | FUL-17 | 45R&47B |
| RTLO-19610B | FUL-3 | 45R&47B |
| RTLO-20718B (T2) | FUL-17 | 45R&47B |
| RTLO-20913A | FUL-17 | 45R&47B |
| RTLO-20918A-AS2 & AS3 | FUL-17 | 45R&47B |
| RTLO-20918B | FUL-17 | 45R&47B |
| RTLO-20918B-AS (T2) | FUL-17 | 45R&47B |
| RTLO-22918A-AS2 & AS3 | FUL-17 | 45R&47B |
| RTLO-22918B | FUL-17 | 45R&47B |
| RTLO-22918B (AS) | FUL-17 | 45R&47B |
| RTLO-9118A-MT | FUL-1 | 45R&47B |
| RTLOC-16909A-T2 (Convertible 9 to 13 Speed) | FUL-17 | 45R&47B |
| RTLOFC-16909A (T2) | FUL-17 | 45R&47B |
| RTLOM-16913L-DM3 | FUL-17 | 45R&47B |
| RTO-10710B-AS | FUL-16 | 45R&47B |
| RTO-10710B-AS2 & AS3 | FUL-16 | 45R&47B |
| RTO-10910B-AS2 & AS3 | FUL-16 | 45R&47B |
| RTO-10910B-DM2 (Ultra Shift) | FUL-16 | 45R&47B |
| RTO-10910B-DM3 | FUL-16 | 45R&47B |
| RTO-1110 | FUL-18 | 45R&47B |

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| TRANSMISSION MAKE & MODEL | PTO APPLICATION NUMBER | TEETH IN PTO DRIVER |
|---|------------------------|---------------------|
| RTO-11109A-AT | FUL-30 | 45R&47B |
| RTO-11109A-ATE | FUL-30 | 45R&47B |
| RTO-11109A-ATE (Thrushaft option use AT mounting) | FUL-30 | 45R&47B |
| RTO-11109A-MAT | FUL-30 | 45R&47B |
| RTO-11109B-AT | FUL-31 | 45R&47B |
| RTO-11109B-ATE | FUL-31 | 45R&47B |
| RTO-11109B-ATE (Thrushaft use AT mounting) | FUL-31 | 45R&47B |
| RTO-11109B-MAT | FUL-31 | 45R&47B |
| RTO-11209B | FUL-34 | 45R&47B |
| RTO-11209H | FUL-34 | 45R&47B |
| RTO-11210B | FUL-34 | 45R&47B |
| RTO-11210C | FUL-32 | 45R&47B |
| RTO-11210R | FUL-32 | 45R&47B |
| RTO-11509 | FUL-1 | 45R&47B |
| RTO-1157DL | FUL-5 | 45R&47B |
| RTO-1157DLL | FUL-5 | 45R&47B |
| RTO-11607L | FUL-5 | 45R&47B |
| RTO-11607LL | FUL-5 | 45R&47B |
| RTO-11608LL | FUL-16 | 45R&47B |
| RTO-11609A (Thrushaft option use AT mounting) | FUL-16 | 45R&47B |
| RTO-11609B (Thrushaft option use AT mounting) | FUL-17 | 45R&47B |
| RTO-11609H | FUL-17 | 45R&47B |
| RTO-11609P (Thrushaft option use AT mounting) | FUL-16 | 45R&47B |
| RTO-11609R | FUL-16 | 45R&47B |
| RTO-11610 | FUL-18 | 45R&47B |
| RTO-11613 | FUL-1 | 45R&47B |
| RTO-11615 | FUL-18 | 45R&47B |
| RTO-11707DLL | FUL-5 | 45R&47B |
| RTO-11707LL | FUL-5 | 45R&47B |
| RTO-11708LL (Thrushaft option use BD mounting) | FUL-16 | 45R&47B |
| RTO-11709A | FUL-16 | 45R&47B |
| RTO-11709B | FUL-17 | 45R&47B |
| RTO-11709H (Thrushaft option use AU mounting) | FUL-17 | 45R&47B |

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| TRANSMISSION MAKE & MODEL | PTO APPLICATION NUMBER | TEETH IN PTO DRIVER |
|---|------------------------|---------------------|
| RTO-11709MLL | FUL-17 | 45R&47B |
| RTO-11710B | FUL-16 | 45R&47B |
| RTO-11710C | FUL-17 | 45R&47B |
| RTO-11715 (Thrushaft option use BD mounting) | FUL-18 | 45R&47B |
| RTO-11813 | FUL-1 | 45R&47B |
| RTO-11908LL | FUL-16 | 45R&47B |
| RTO-11909ALL | FUL-17 | 45R&47B |
| RTO-11909MLL | FUL-17 | 45R&47B |
| RTO-12109A-AT (ATE) | FUL-30 | 45R&47B |
| RTO-12109A-MAT (AT) (ATE) | FUL-30 | 45R&47B |
| RTO-12109B-AT | FUL-31 | 45R&47B |
| RTO-12109B-AT (ATE) Engine Driven Opening | N/A | 66L |
| RTO-1213 | FUL-1 | 45R&47B |
| RTO-12209B | FUL-34 | 45R&47B |
| RTO-12209H | FUL-34 | 45R&47B |
| RTO-12210B | FUL-34 | 45R&47B |
| RTO-12210C | FUL-32 | 45R&47B |
| RTO-12210R | FUL-32 | 45R&47B |
| RTO-12509 | FUL-16 | 45R&47B |
| RTO-12510 | FUL-18 | 45R&47B |
| RTO-12513 | FUL-1 | 45R&47B |
| RTO-12515 | FUL-18 | 45R&47B |
| RTO-1258LL | FUL-16 | 45R&47B |
| RTO-12609A (Thrushaft option use AT mounting) | FUL-16 | 45R&47B |
| RTO-12609B (Thrushaft option use AT mounting) | FUL-17 | 45R&47B |
| RTO-12609H | FUL-17 | 45R&47B |
| RTO-12609P (Thrushaft option use AT mounting) | FUL-16 | 45R&47B |
| RTO-12609R (Thrushaft option use AT mounting) | FUL-16 | 45R&47B |
| RTO-12610 | FUL-18 | 45R&47B |
| RTO-12610C | FUL-17 | 45R&47B |
| RTO-12709A | FUL-17 | 45R&47B |
| RTO-12709B | FUL-17 | 45R&47B |
| RTO-12709H (Thrushaft option use AU mounting) | FUL-17 | 45R&47B |

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| TRANSMISSION MAKE & MODEL | PTO APPLICATION NUMBER | TEETH IN PTO DRIVER |
|---|------------------------|---------------------|
| RTO-12710B | FUL-16 | 45R&47B |
| RTO-12710B-AS2 & AS3 | FUL-16 | 45R&47B |
| RTO-12710C | FUL-17 | 45R&47B |
| RTO-12910B-AS2 & AS3 | FUL-16 | 45R&47B |
| RTO-12910B-DM2 & DM3 (UltraShift) | FUL-16 | 45R&47B |
| RTO-13109A-AT (ATE) Engine Driven Opening | FUL-30 | 45R&47B |
| RTO-13109A-AT (ATE) Engine Driven Opening | N/A | 66L |
| RTO-13109A-MAT | FUL-30 | 45R&47B |
| RTO-13109B-AT (ATE) Engine Driven Opening | N/A | 66L |
| RTO-13109B-AT(ATE) | FUL-30 | 45R&47B |
| RTO-13109B-ATE | FUL-31 | 45R&47B |
| RTO-13109B-ATE (Thrushaft option use AT mounting) | FUL-31 | 45R&47B |
| RTO-13109B-MAT | FUL-31 | 45R&47B |
| RTO-13209H | FUL-34 | 45R&47B |
| RTO-13210B | FUL-34 | 45R&47B |
| RTO-13210C | FUL-32 | 45R&47B |
| RTO-13210R | FUL-32 | 45R&47B |
| RTO-13609A (Thrushaft option use AT mounting) | FUL-16 | 45R&47B |
| RTO-13609B (Thrushaft option use AT mounting) | FUL-17 | 45R&47B |
| RTO-13609H | FUL-17 | 45R&47B |
| RTO-13609P (Thrushaft option use AT mounting) | FUL-16 | 45R&47B |
| RTO-13609R (Thrushaft option use AT mounting) | FUL-16 | 45R&47B |
| RTO-13707DLL | FUL-5 | 45R&47B |
| RTO-13707MLL | FUL-5 | 45R&47B |
| RTO-13709H (Thrushaft option use AU mounting) | FUL-17 | 45R&47B |
| RTO-13710B | FUL-16 | 45R&47B |
| RTO-13710C | FUL-17 | 45R&47B |
| RTO-14109A-(ATE) | FUL-30 | 45R&47B |
| RTO-14109A-(ATE) (Thrushaft option use AU mounting) | FUL-30 | 45R&47B |
| RTO-14109A-AT | FUL-30 | 45R&47B |
| RTO-14109A-AT (ATE) Engine Driven Opening | FUL-30 | 45R&47B |
| RTO-14109A-MAT | FUL-30 | 45R&47B |
| RTO-14109B-AT | FUL-31 | 45R&47B |

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| TRANSMISSION MAKE & MODEL | PTO APPLICATION NUMBER | TEETH IN PTO DRIVER |
|---|------------------------|---------------------|
| RTO-14109B-ATE | FUL-31 | 45R&47B |
| RTO-14109B-ATE (Thrushaft option use AU mounting) | FUL-31 | 45R&47B |
| RTO-14109B-MAT | FUL-31 | 45R&47B |
| RTO-14209B | FUL-34 | 45R&47B |
| RTO-14209H | FUL-34 | 45R&47B |
| RTO-14210B | FUL-34 | 45R&47B |
| RTO-14210C | FUL-32 | 45R&47B |
| RTO-14210C (Thrushaft option use BJ mounting) | FUL-32 | 45R&47B |
| RTO-14210R | FUL-32 | 45R&47B |
| RTO-14607LL | FUL-5 | 45R&47B |
| RTO-14608LL | FUL-16 | 45R&47B |
| RTO-14609A | FUL-16 | 45R&47B |
| RTO-14609B (Thrushaft option use AU mounting) | FUL-17 | 45R&47B |
| RTO-14609H | FUL-17 | 45R&47B |
| RTO-14609LL | FUL-16 | 45R&47B |
| RTO-14609P (Thrushaft option use AU mounting) | FUL-16 | 45R&47B |
| RTO-14609R | FUL-16 | 45R&47B |
| RTO-14610 | FUL-18 | 45R&47B |
| RTO-14610C | FUL-17 | 45R&47B |
| RTO-14613 | FUL-1 | 45R&47B |
| RTO-14615 | FUL-18 | 45R&47B |
| RTO-14618 | FUL-1 | 45R&47B |
| RTO-14708LL (Thrushaft option use BD mounting) | FUL-16 | 45R&47B |
| RTO-14709A | FUL-16 | 45R&47B |
| RTO-14709B | FUL-17 | 45R&47B |
| RTO-14709H (Thrushaft option use AU mounting) | FUL-17 | 45R&47B |
| RTO-14709LL | FUL-17 | 45R&47B |
| RTO-14709MLL | FUL-17 | 45R&47B |
| RTO-14710B | FUL-16 | 45R&47B |
| RTO-14710B-AS2 & AS3 | FUL-16 | 45R&47B |
| RTO-14710C | FUL-17 | 45R&47B |
| RTO-14710C-AS2 & AS3 | FUL-17 | 45R&47B |
| RTO-14713 | FUL-1 | 45R&47B |

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| TRANSMISSION MAKE & MODEL | PTO APPLICATION NUMBER | TEETH IN PTO DRIVER |
|---|------------------------|---------------------|
| RTO-14715 (Thrushaft option use BD mounting) | FUL-18 | 45R&47B |
| RTO-14813 | FUL-1 | 45R&47B |
| RTO-14908ALL | FUL-17 | 45R&47B |
| RTO-14908LL | FUL-16 | 45R&47B |
| RTO-14909ALL | FUL-17 | 45R&47B |
| RTO-14909ALL | FUL-17 | 45R&47B |
| RTO-14909MLL | FUL-17 | 45R&47B |
| RTO-14910B-AS2 & AS3 | FUL-16 | 45R&47B |
| RTO-14910B-DM2 & DM3 (UltraShift) | FUL-16 | 45R&47B |
| RTO-14910C-AS2 & AS3 | FUL-17 | 45R&47B |
| RTO-14915 | FUL-18 | 45R&47B |
| RTO-15210B | FUL-34 | 45R&47B |
| RTO-15210C | FUL-32 | 45R&47B |
| RTO-15210C (Thrushaft option use BJ mounting) | FUL-32 | 45R&47B |
| RTO-15613 | FUL-1 | 45R&47B |
| RTO-15615 | FUL-18 | 45R&47B |
| RTO-15618 | FUL-1 | 45R&47B |
| RTO-15708LL | FUL-16 | 45R&47B |
| RTO-15710B | FUL-16 | 45R&47B |
| RTO-15710B | FUL-16 | 45R&47B |
| RTO-15710C | FUL-17 | 45R&47B |
| RTO-15715 | FUL-18 | 45R&47B |
| RTO-15813 | FUL-1 | 45R&47B |
| RTO-16109A-AT | FUL-30 | 45R&47B |
| RTO-16109A-ATE | FUL-30 | 45R&47B |
| RTO-16109A-ATE (Thrushaft option use AU mounting) | FUL-30 | 45R&47B |
| RTO-16109B-AT | FUL-31 | 45R&47B |
| RTO-16109B-ATE (Thrushaft option use AU mounting) | FUL-31 | 45R&47B |
| RTO-16210B | FUL-34 | 45R&47B |
| RTO-16210C | FUL-32 | 45R&47B |
| RTO-16210C (Thrushaft option use BJ mounting) | FUL-32 | 45R&47B |
| RTO-16709B | FUL-17 | 45R&47B |
| RTO-16709H | FUL-17 | 45R&47B |

EATON/FULLER TRANSMISSION INDEX

| TRANSMISSION MAKE & MODEL | PTO APPLICATION NUMBER | TEETH IN PTO DRIVER |
|-----------------------------------|------------------------|---------------------|
| RTO-16710B | FUL-16 | 45R&47B |
| RTO-16710B-AS2 & AS3 | FUL-16 | 45R&47B |
| RTO-16710C | FUL-17 | 45R&47B |
| RTO-16710C-AS2 & AS3 | FUL-17 | 45R&47B |
| RTO-16715 | FUL-18 | 45R&47B |
| RTO-16908LL | FUL-16 | 45R&47B |
| RTO-16909ALL | FUL-17 | 45R&47B |
| RTO-16910B-AS | FUL-16 | 45R&47B |
| RTO-16910B-AS2 & AS3 | FUL-16 | 45R&47B |
| RTO-16910B-DM2 & DM3 (UltraShift) | FUL-16 | 45R&47B |
| RTO-16910C-AS2 & AS3 | FUL-17 | 45R&47B |
| RTO-16915 | FUL-18 | 45R&47B |
| RTO-18910B-AS2 & AS3 | FUL-17 | 45R&47B |
| RTO-510 | FUL-8 | 33R&33B |
| RTO-609 | FUL-8 | 33R&33B |
| RTO-610 | FUL-8 | 33R&33B |
| RTO-613 | FUL-8 | 33R&33B |
| RTO-6610 | FUL-8 | 33R&33B |
| RTO-6613 | FUL-8 | 33R&33B |
| RTO-7613 | FUL-7 | 33R&33B |
| RTO-909A | FUL-16 | 45R&47B |
| RTO-909B | FUL-17 | 45R&47B |
| RTO-910 | FUL-2 | 45R&47B |
| RTO-9109A-AT | FUL-30 | 45R&47B |
| RTO-9109A-MAT (AUTOMATIC) | FUL-30 | 45R&47B |
| RTO-9109B-AT | FUL-31 | 45R&47B |
| RTO-9109B-MAT | FUL-31 | 45R&47B |
| RTO-913 | FUL-1 | 45R&47B |
| RTO-913A | FUL-1 | 45R&47B |
| RTO-915 | FUL-2 | 45R&47B |
| RTO-9508LL | FUL-16 | 45R&47B |
| RTO-9509A | FUL-16 | 45R&47B |
| RTO-9509B | FUL-17 | 45R&47B |

EATON/FULLER TRANSMISSION INDEX

| TRANSMISSION MAKE & MODEL | PTO APPLICATION NUMBER | TEETH IN PTO DRIVER |
|---|------------------------|---------------------|
| RTO-9513 | FUL-1 | 45R&47B |
| RTO-958LL | FUL-16 | 45R&47B |
| RTOC-16909A (Convertible 9 to 13 Speed) | FUL-17 | 45R&47B |
| RTOC-16913A | FUL-17 | 45R&47B |
| RTOF-12913A (AUSTRALIA) | FUL-17 | 45R&47B |
| RTOF-909A | FUL-16 | 45R&47B |
| RTOF-909B | FUL-17 | 45R&47B |
| RTOF-910 | FUL-2 | 45R&47B |
| RTOF-915 | FUL-2 | 45R&47B |
| RTOF-9513 | FUL-1 | 45R&47B |
| RTOM16910B-DM3 | FUL-16 | 45R&47B |
| RTOO-11613 | FUL-17 | 45R&47B |
| RTOO-11707LL | FUL-5 | 45R&47B |
| RTOO-14613 | FUL-17 | 45R&47B |
| RTOO-913 | FUL-15 | 45R&47B |
| RTOO-9513 | FUL-17 | 45R&47B |
| RTOOF-913 | FUL-15 | 45R&47B |
| RTS-12316 | N/A | 47R&47B |
| RTS-17316 | N/A | 47R&47B |
| RTS-17316A | N/A | 47R&47B |
| RTSO-12316 | N/A | 47R&47B |
| RTSO-12316A | N/A | 47R&47B |
| RTSO-17316 | N/A | 47R&47B |
| RTSO-17316A | N/A | 47R&47B |
| RTX-11609A | FUL-16 | 45R&47B |
| RTX-11609B | FUL-17 | 45R&47B |
| RTX-11609P | FUL-16 | 45R&47B |
| RTX-11609R (Thrushaft option use AT mounting) | FUL-16 | 45R&47B |
| RTX-11708LL | FUL-16 | 45R&47B |
| RTX-11709H | FUL-17 | 45R&47B |
| RTX-11710B (Thrushaft option use AU mounting) | FUL-16 | 45R&47B |
| RTX-11710C (Thrushaft option use AU mounting) | FUL-17 | 45R&47B |
| RTX-12609B (Thrushaft option use AT mounting) | FUL-17 | 45R&47B |

EATON/FULLER TRANSMISSION INDEX

| TRANSMISSION MAKE & MODEL | PTO APPLICATION NUMBER | TEETH IN PTO DRIVER |
|---|------------------------|---------------------|
| RTX-12609P | FUL-16 | 45R&47B |
| RTX-12609R | FUL-16 | 45R&47B |
| RTX-12709H | FUL-17 | 45R&47B |
| RTX-12710B (Thrushaft option use AU mounting) | FUL-16 | 45R&47B |
| RTX-12710C (Thrushaft option use AU mounting) | FUL-17 | 45R&47B |
| RTX-13609B | FUL-17 | 45R&47B |
| RTX-13609B (Thrushaft option use AT mounting) | FUL-17 | 45R&47B |
| RTX-13609P | FUL-16 | 45R&47B |
| RTX-13609R | FUL-16 | 45R&47B |
| RTX-13709H | FUL-17 | 45R&47B |
| RTX-13710B | FUL-16 | 45R&47B |
| RTX-13710C (Thrushaft option use AU mounting) | FUL-17 | 45R&47B |
| RTX-14609A | FUL-16 | 45R&47B |
| RTX-14609B | FUL-17 | 45R&47B |
| RTX-14609P | FUL-16 | 45R&47B |
| RTX-14609R (Thrushaft option use AU mounting) | FUL-16 | 45R&47B |
| RTX-14708LL | FUL-16 | 45R&47B |
| RTX-14709H | FUL-17 | 45R&47B |
| RTX-14710B (Thrushaft option use AU mounting) | FUL-16 | 45R&47B |
| RTX-14710C (Thrushaft option use AU mounting) | FUL-17 | 45R&47B |
| RTX-14715 | FUL-18 | 45R&47B |
| RTX-15710B | FUL-16 | 45R&47B |
| RTX-15710C | FUL-17 | 45R&47B |
| RTX-15715 | FUL-18 | 45R&47B |
| RTX-16709B | FUL-17 | 45R&47B |
| RTX-16709H | FUL-17 | 45R&47B |
| RTX-16710B | FUL-16 | 45R&47B |
| RTX-16710C | FUL-17 | 45R&47B |
| RTX-16710X | FUL-17 | 45R&47B |
| RTX-510 | FUL-8 | 33R&33B |
| T-1050A | N/A | 47R&47B |
| T-1056A | N/A | 47R&47B |
| T-1056AA | N/A | 47R&47B |

EATON/FULLER TRANSMISSION INDEX

| TRANSMISSION MAKE & MODEL | PTO APPLICATION NUMBER | TEETH IN PTO DRIVER |
|---------------------------|------------------------|---------------------|
| T-11605A | FUL-3 | 45R&47B |
| T-11605B | FUL-4 | 45R&47B |
| T-11605C | FUL-9 | 45R&47B |
| T-11605D | FUL-11 | 45R&47B |
| T-11605F | FUL-9 | 45R&47B |
| T-11605M | FUL-11 | 45R&47B |
| T-11606 | N/A | 78R&78L |
| T-11607 | N/A | 78R&78L |
| T-11607A | N/A | 78R&78L |
| T-11607B | N/A | 78R&78L |
| T-14607A | FUL-27 | 78R&78L |
| T-14607B | FUL-27 | 78R&78L |
| T-8607A | N/A | 78R&78L |
| T-8607B | N/A | 78R&78L |
| T-905A | FUL-3 | 45R&47B |
| T-905B | FUL-4 | 45R&47B |
| T-905C | FUL-9 | 45R&47B |
| T-905D | FUL-11 | 45R&47B |
| T-905E | FUL-2 | 45R&47B |
| T-905F | FUL-13 | 45R&47B |
| T-905G | FUL-1 | 45R&47B |
| T-905H | FUL-3 | 45R&47B |
| T-905J | FUL-10 | 45R&47B |
| T-905M | FUL-11 | 45R&47B |
| T-905P | FUL-3 | 45R&47B |
| T-955AL | FUL-3 | 45R&47B |
| T-955ALL | FUL-3 | 45R&47B |
| T-955GL | FUL-1 | 45R&47B |
| TA-4510 | FUL-1 | 45R&47B |
| TA-7610 | FUL-1 | 45R&47B |
| TO-11605A | FUL-5 | 45R&47B |
| TO-11605B | FUL-6 | 45R&47B |
| TO-11605C | FUL-10 | 45R&47B |

EATON/FULLER TRANSMISSION INDEX

| TRANSMISSION MAKE & MODEL | PTO APPLICATION NUMBER | TEETH IN PTO DRIVER |
|---------------------------|------------------------|---------------------|
| TO-11605D | FUL-12 | 45R&47B |
| TO-14607B-ASX | FUL-27 | 78R&78B |
| TO-905A | FUL-5 | 45R&47B |
| TO-905B | FUL-6 | 45R&47B |
| TO-905C | FUL-10 | 45R&47B |
| TO-905D | FUL-5 | 45R&47B |
| TO-955AL | FUL-5 | 45R&47B |
| TO-955ALL | FUL-5 | 45R&47B |
| TO-955DLL | FUL-5 | 45R&47B |
| TO-955LL | FUL-16 | 45R&47B |
| TS-11612A | N/A | 78R&78L |
| TS-12612A | N/A | 78R&78L |
| TS-13612A | N/A | 78R&78L |
| TS-15612A | N/A | 78R&78L |
| TS-16612A | N/A | 78R&78L |
| TSO-11612A | N/A | 78R&78L |
| TSO-12612A | N/A | 78R&78L |
| TSO-13612A | N/A | 78R&78L |
| TSO-15612A | N/A | 78R&78L |
| TSO-16612A | N/A | 78R&78L |
| TX-1407B | FUL-28 | 78R&78B |
| TX-14607B | FUL-28 | 78R&78L |
| TX-8607B | FUL-27 | 78R&78B |

EATON/FULLER

FULL-1

TRANSMISSION Gear Data: RIGHT SIDE
R.H. 6- Bolt Opening - Gear Forward of Centerline
45 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
1.0850" (27.5600MM)

TRANSMISSION Gear Data: BOTTOM SIDE
L.H. 8- Bolt Opening - Gear Forward of Centerline
47 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
.8050" (20.4500MM)

Caution: Maximum Output Shaft Speed 2500 rpm's

RIGHT SIDE ONLY

6 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH6SB01X(1)1(2) | OPP | 79 | | | Included | 250 | 49 | 5 |
| MH6SC01X(1)1(2) | OPP | 105 | | | Included | 250 | 49 | 5 |
| MH6SE01X(1)1(2) | OPP | 125 | | | Included | 225 | 44 | 5 |
| MH6SJ01X(1)1(2) | OPP | 137 | | | Included | 225 | 44 | 5 |
| MH6SO01X(1)1(2) | OPP | 179 | | | Included | 200 | 39 | 5 |
| MH6SR01X(1)1(2) | OPP | 196 | | | Included | 200 | 39 | 5 |
| MH6SS01X(1)1(2) | OPP | 215 | | | Included | 190 | 37 | 5 |
| MH6ST01X(1)1(2) | OPP | 236 | | | Included | 175 | 34 | 5 |

BOTTOM SIDE ONLY

8 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH8SA01X(1)1(2) | OPP | 75 | | | Included | 250 | 49 | 5 |
| MH8SB01X(1)1(2) | OPP | 82 | | | Included | 250 | 49 | 5 |
| MH8SC01X(1)1(2) | OPP | 109 | | | Included | 250 | 49 | 5 |
| MH8SE01X(1)1(2) | OPP | 131 | | | Included | 225 | 44 | 5 |
| MH8SJ01X(1)1(2) | OPP | 143 | | | Included | 225 | 44 | 5 |
| MH8SO01X(1)1(2) | OPP | 187 | | | Included | 200 | 39 | 5 |
| MH8SR01X(1)1(2) | OPP | 205 | | | Included | 200 | 39 | 5 |
| MH8SS01X(1)1(2) | OPP | 224 | | | Included | 190 | 37 | 5 |
| MH8ST01X(1)1(2) | OPP | 246 | | | Included | 175 | 34 | 5 |

FOOTNOTES MAY AFFECT PTO SELECTION

| | |
|---------------------------------------|--|
| (1) Pick Shifting Option | (A=AIR) (L=LEVER) (M=CONSTANT MESH) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (2) Pick Output Option | (DA=DIN 5462 8T) (GA= ROTATABLE GREASEABLE "B" 2/4 BOLT 7/8" 13T) (GB= ROTATABLE GREASEABLE "B" 2/4 BOLT 1" 15T) (RA=ROTATABLE SAE "B" 2/4 BOLT 7/8" 13T) (RB=ROTATABLE SAE "B" 2/4 BOLT 1" 15T) (RC=ROTATABLE SAE "B" 2/4 BOLT 1-1/4" 14T) (SB=ROTATABLE SAE "BB" 2 BOLT 1" 15T) (SD= ROTATABLE SAE "B" 2 BOLT 7/8" 13T) (SE= 1.250 ROUND SHAFT) (SF= "A" 5/8" 2 BOLT 9T) (TP=TYRONE PUMP 7/8" 13T) |
| (3) Pick Shifting Option | (A=AIR) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (4) Pick Output Option | (IC=1410 SPICER® FLANGE) (RJ=ROTATABLE SAE "C" 4 BOLT 1.125 14T) (SE=1.25 ROUND SHAFT) |
| (5) Eaton UltraShift (DM2 & DM3 ONLY) | This transmission must have a signal from the PTO when activated. Please refer to Eaton Installation Guide "TRIG-2600" for proper wiring diagrams. Engine/Transmission speed must be at least 1000 RPM for proper operation. |

EATON/FULLER

FULL-1

TRANSMISSION Gear Data: RIGHT SIDE
R.H. 6- Bolt Opening - Gear Forward of Centerline
45 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
1.0850" (27.5600MM)

TRANSMISSION Gear Data: BOTTOM SIDE
L.H. 8- Bolt Opening - Gear Forward of Centerline
47 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
.8050" (20.4500MM)

Caution: Maximum Output Shaft Speed 2500 rpm's

BOTTOM SIDE ONLY

8 BOLT - ONE SPEED - TWO GEAR - HEAVY DUTY

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|------------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MHD8SB01X(3)3(4) | OPP | 82 | | | Included | 505 | 95 | 5 |
| MHD8SC01X(3)3(4) | OPP | 101 | | | Included | 505 | 95 | 5 |
| MHD8SE01X(3)3(4) | OPP | 123 | | | Included | 505 | 95 | 5 |
| MHD8SJ01X(3)3(4) | OPP | 150 | | | Included | 405 | 95 | 5 |
| MHD8SO01X(3)3(4) | OPP | 182 | | | Included | 355 | 95 | 5 |

FOOTNOTES MAY AFFECT PTO SELECTION

| | |
|---------------------------------------|--|
| (1) Pick Shifting Option | (A=AIR) (L=LEVER) (M=CONSTANT MESH) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (2) Pick Output Option | (DA=DIN 5462 8T) (GA= ROTATABLE GREASEABLE "B" 2/4 BOLT 7/8" 13T) (GB= ROTATABLE GREASEABLE "B" 2/4 BOLT 1" 15T) (RA=ROTATABLE SAE "B" 2/4 BOLT 7/8" 13T) (RB=ROTATABLE SAE "B" 2/4 BOLT 1" 15T) (RC=ROTATABLE SAE "B" 2/4 BOLT 1-1/4" 14T) (SB=ROTATABLE SAE "BB" 2 BOLT 1" 15T) (SD= ROTATABLE SAE "B" 2 BOLT 7/8" 13T) (SE= 1.250 ROUND SHAFT) (SF= "A" 5/8" 2 BOLT 9T) (TP=TYRONE PUMP 7/8" 13T) |
| (3) Pick Shifting Option | (A=AIR) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (4) Pick Output Option | (IC=1410 SPICER® FLANGE) (RJ=ROTATABLE SAE "C" 4 BOLT 1.125 14T) (SE=1.25 ROUND SHAFT) |
| (5) Eaton UltraShift (DM2 & DM3 ONLY) | This transmission must have a signal from the PTO when activated. Please refer to Eaton Installation Guide "TRIG-2600" for proper wiring diagrams. Engine/Transmission speed must be at least 1000 RPM for proper operation. |

EATON/FULLER

FULL-2

TRANSMISSION Gear Data: RIGHT SIDE
R.H. 6- Bolt Opening - Gear Forward of Centerline
45 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
1.0850" (27.5600MM)

TRANSMISSION Gear Data: BOTTOM SIDE
L.H. 8- Bolt Opening - Gear Forward of Centerline
47 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
.8050" (20.4500MM)

Caution: Maximum Output Shaft Speed 2500 rpm's

RIGHT SIDE ONLY

6 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH6SB01X(1)1(2) | OPP | 97 | | | Included | 250 | 49 | |
| MH6SC01X(1)1(2) | OPP | 129 | | | Included | 250 | 49 | |
| MH6SE01X(1)1(2) | OPP | 155 | | | Included | 225 | 44 | |
| MH6SJ01X(1)1(2) | OPP | 169 | | | Included | 225 | 44 | |
| MH6SO01X(1)1(2) | OPP | 221 | | | Included | 200 | 39 | |
| MH6SR01X(1)1(2) | OPP | 242 | | | Included | 200 | 39 | |
| MH6SS01X(1)1(2) | OPP | 265 | | | Included | 190 | 37 | |
| MH6ST01X(1)1(2) | OPP | 291 | | | Included | 175 | 34 | |

BOTTOM SIDE ONLY

8 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH8SA01X(1)1(2) | OPP | 92 | | | Included | 250 | 49 | |
| MH8SB01X(1)1(2) | OPP | 102 | | | Included | 250 | 49 | |
| MH8SC01X(1)1(2) | OPP | 135 | | | Included | 250 | 49 | |
| MH8SE01X(1)1(2) | OPP | 162 | | | Included | 225 | 44 | |
| MH8SJ01X(1)1(2) | OPP | 177 | | | Included | 225 | 44 | |
| MH8SO01X(1)1(2) | OPP | 231 | | | Included | 200 | 39 | |
| MH8SR01X(1)1(2) | OPP | 253 | | | Included | 200 | 39 | |
| MH8SS01X(1)1(2) | OPP | 277 | | | Included | 190 | 37 | |
| MH8ST01X(1)1(2) | OPP | 304 | | | Included | 175 | 34 | |

FOOTNOTES MAY AFFECT PTO SELECTION

| | |
|---------------------------------------|--|
| (1) Pick Shifting Option | (A=AIR) (L=LEVER) (M=CONSTANT MESH) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (2) Pick Output Option | (DA=DIN 5462 8T) (GA= ROTATABLE GREASEABLE "B" 2/4 BOLT 7/8" 13T) (GB= ROTATABLE GREASEABLE "B" 2/4 BOLT 1" 15T) (RA=ROTATABLE SAE "B" 2/4 BOLT 7/8" 13T) (RB=ROTATABLE SAE "B" 2/4 BOLT 1" 15T) (RC=ROTATABLE SAE "B" 2/4 BOLT 1-1/4" 14T) (SB=ROTATABLE SAE "BB" 2 BOLT 1" 15T) (SD= ROTATABLE SAE "B" 2 BOLT 7/8" 13T) (SE= 1.250 ROUND SHAFT) (SF= "A" 5/8" 2 BOLT 9T) (TP=TYRONE PUMP 7/8" 13T) |
| (3) Pick Shifting Option | (A=AIR) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (4) Pick Output Option | (IC=1410 SPICER® FLANGE) (RJ=ROTATABLE SAE "C" 4 BOLT 1.125 14T) (SE=1.25 ROUND SHAFT) |
| (5) Eaton UltraShift (DM2 & DM3 ONLY) | This transmission must have a signal from the PTO when activated. Please refer to Eaton Installation Guide "TRIG-2600" for proper wiring diagrams. Engine/Transmission speed must be at least 1000 RPM for proper operation. |

EATON/FULLER

FULL-2

TRANSMISSION Gear Data: RIGHT SIDE
R.H. 6- Bolt Opening - Gear Forward of Centerline
45 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
1.0850" (27.5600MM)

TRANSMISSION Gear Data: BOTTOM SIDE
L.H. 8- Bolt Opening - Gear Forward of Centerline
47 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
.8050" (20.4500MM)

Caution: Maximum Output Shaft Speed 2500 rpm's

BOTTOM SIDE ONLY

8 BOLT - ONE SPEED - TWO GEAR - HEAVY DUTY

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|------------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MHD8SB01X(3)3(4) | OPP | 106 | | | Included | 505 | 95 | |
| MHD8SC01X(3)3(4) | OPP | 131 | | | Included | 505 | 95 | |
| MHD8SE01X(3)3(4) | OPP | 159 | | | Included | 505 | 95 | |
| MHD8SJ01X(3)3(4) | OPP | 194 | | | Included | 405 | 95 | |
| MHD8SO01X(3)3(4) | OPP | 235 | | | Included | 355 | 95 | |

FOOTNOTES MAY AFFECT PTO SELECTION

| | |
|---------------------------------------|--|
| (1) Pick Shifting Option | (A=AIR) (L=LEVER) (M=CONSTANT MESH) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (2) Pick Output Option | (DA=DIN 5462 8T) (GA= ROTATABLE GREASEABLE "B" 2/4 BOLT 7/8" 13T) (GB= ROTATABLE GREASEABLE "B" 2/4 BOLT 1" 15T) (RA=ROTATABLE SAE "B" 2/4 BOLT 7/8" 13T) (RB=ROTATABLE SAE "B" 2/4 BOLT 1" 15T) (RC=ROTATABLE SAE "B" 2/4 BOLT 1-1/4" 14T) (SB=ROTATABLE SAE "BB" 2 BOLT 1" 15T) (SD= ROTATABLE SAE "B" 2 BOLT 7/8" 13T) (SE= 1.250 ROUND SHAFT) (SF= "A" 5/8" 2 BOLT 9T) (TP=TYRONE PUMP 7/8" 13T) |
| (3) Pick Shifting Option | (A=AIR) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (4) Pick Output Option | (IC=1410 SPICER® FLANGE) (RJ=ROTATABLE SAE "C" 4 BOLT 1.125 14T) (SE=1.25 ROUND SHAFT) |
| (5) Eaton UltraShift (DM2 & DM3 ONLY) | This transmission must have a signal from the PTO when activated. Please refer to Eaton Installation Guide "TRIG-2600" for proper wiring diagrams. Engine/Transmission speed must be at least 1000 RPM for proper operation. |

EATON/FULLER

FULL-3

TRANSMISSION Gear Data: RIGHT SIDE
R.H. 6- Bolt Opening - Gear Forward of Centerline
45 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
1.0850" (27.5600MM)

TRANSMISSION Gear Data: BOTTOM SIDE
L.H. 8- Bolt Opening - Gear Forward of Centerline
47 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
.8050" (20.4500MM)

Caution: Maximum Output Shaft Speed 2500 rpm's

RIGHT SIDE ONLY

6 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH6SB01X(1)1(2) | OPP | 79 | | | Included | 250 | 49 | |
| MH6SC01X(1)1(2) | OPP | 105 | | | Included | 250 | 49 | |
| MH6SE01X(1)1(2) | OPP | 125 | | | Included | 225 | 44 | |
| MH6SJ01X(1)1(2) | OPP | 137 | | | Included | 225 | 44 | |
| MH6SO01X(1)1(2) | OPP | 179 | | | Included | 200 | 39 | |
| MH6SR01X(1)1(2) | OPP | 196 | | | Included | 200 | 39 | |
| MH6SS01X(1)1(2) | OPP | 215 | | | Included | 190 | 37 | |
| MH6ST01X(1)1(2) | OPP | 236 | | | Included | 175 | 34 | |

BOTTOM SIDE ONLY

8 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH8SA01X(1)1(2) | OPP | 75 | | | Included | 250 | 49 | |
| MH8SB01X(1)1(2) | OPP | 82 | | | Included | 250 | 49 | |
| MH8SC01X(1)1(2) | OPP | 109 | | | Included | 250 | 49 | |
| MH8SE01X(1)1(2) | OPP | 131 | | | Included | 225 | 44 | |
| MH8SJ01X(1)1(2) | OPP | 143 | | | Included | 225 | 44 | |
| MH8SO01X(1)1(2) | OPP | 187 | | | Included | 200 | 39 | |
| MH8SR01X(1)1(2) | OPP | 205 | | | Included | 200 | 39 | |
| MH8SS01X(1)1(2) | OPP | 224 | | | Included | 190 | 37 | |
| MH8ST01X(1)1(2) | OPP | 246 | | | Included | 175 | 34 | |

FOOTNOTES MAY AFFECT PTO SELECTION

| | |
|---------------------------------------|--|
| (1) Pick Shifting Option | (A=AIR) (L=LEVER) (M=CONSTANT MESH) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (2) Pick Output Option | (DA=DIN 5462 8T) (GA= ROTATABLE GREASEABLE "B" 2/4 BOLT 7/8" 13T) (GB= ROTATABLE GREASEABLE "B" 2/4 BOLT 1" 15T) (RA=ROTATABLE SAE "B" 2/4 BOLT 7/8" 13T) (RB=ROTATABLE SAE "B" 2/4 BOLT 1" 15T) (RC=ROTATABLE SAE "B" 2/4 BOLT 1-1/4" 14T) (SB=ROTATABLE SAE "BB" 2 BOLT 1" 15T) (SD= ROTATABLE SAE "B" 2 BOLT 7/8" 13T) (SE= 1.250 ROUND SHAFT) (SF= "A" 5/8" 2 BOLT 9T) (TP=TYRONE PUMP 7/8" 13T) |
| (3) Pick Shifting Option | (A=AIR) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (4) Pick Output Option | (IC=1410 SPICER® FLANGE) (RJ=ROTATABLE SAE "C" 4 BOLT 1.125 14T) (SE=1.25 ROUND SHAFT) |
| (5) Eaton UltraShift (DM2 & DM3 ONLY) | This transmission must have a signal from the PTO when activated. Please refer to Eaton Installation Guide "TRIG-2600" for proper wiring diagrams. Engine/Transmission speed must be at least 1000 RPM for proper operation. |

EATON/FULLER

FULL-3

TRANSMISSION Gear Data: RIGHT SIDE
R.H. 6- Bolt Opening - Gear Forward of Centerline
45 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
1.0850" (27.5600MM)

TRANSMISSION Gear Data: BOTTOM SIDE
L.H. 8- Bolt Opening - Gear Forward of Centerline
47 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
.8050" (20.4500MM)

Caution: Maximum Output Shaft Speed 2500 rpm's

BOTTOM SIDE ONLY

8 BOLT - ONE SPEED - TWO GEAR - HEAVY DUTY

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|------------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MHD8SB01X(3)3(4) | OPP | 86 | | | Included | 505 | 95 | |
| MHD8SC01X(3)3(4) | OPP | 106 | | | Included | 505 | 95 | |
| MHD8SE01X(3)3(4) | OPP | 129 | | | Included | 505 | 95 | |
| MHD8SJ01X(3)3(4) | OPP | 157 | | | Included | 405 | 95 | |
| MHD8SO01X(3)3(4) | OPP | 190 | | | Included | 355 | 95 | |

FOOTNOTES MAY AFFECT PTO SELECTION

| | |
|---------------------------------------|--|
| (1) Pick Shifting Option | (A=AIR) (L=LEVER) (M=CONSTANT MESH) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (2) Pick Output Option | (DA=DIN 5462 8T) (GA= ROTATABLE GREASEABLE "B" 2/4 BOLT 7/8" 13T) (GB= ROTATABLE GREASEABLE "B" 2/4 BOLT 1" 15T) (RA=ROTATABLE SAE "B" 2/4 BOLT 7/8" 13T) (RB=ROTATABLE SAE "B" 2/4 BOLT 1" 15T) (RC=ROTATABLE SAE "B" 2/4 BOLT 1-1/4" 14T) (SB=ROTATABLE SAE "BB" 2 BOLT 1" 15T) (SD= ROTATABLE SAE "B" 2 BOLT 7/8" 13T) (SE= 1.250 ROUND SHAFT) (SF= "A" 5/8" 2 BOLT 9T) (TP=TYRONE PUMP 7/8" 13T) |
| (3) Pick Shifting Option | (A=AIR) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (4) Pick Output Option | (IC=1410 SPICER® FLANGE) (RJ=ROTATABLE SAE "C" 4 BOLT 1.125 14T) (SE=1.25 ROUND SHAFT) |
| (5) Eaton UltraShift (DM2 & DM3 ONLY) | This transmission must have a signal from the PTO when activated. Please refer to Eaton Installation Guide "TRIG-2600" for proper wiring diagrams. Engine/Transmission speed must be at least 1000 RPM for proper operation. |

EATON/FULLER

FULL-4

TRANSMISSION Gear Data: RIGHT SIDE
R.H. 6- Bolt Opening - Gear Forward of Centerline
45 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
1.0850" (27.5600MM)

TRANSMISSION Gear Data: BOTTOM SIDE
L.H. 8- Bolt Opening - Gear Forward of Centerline
47 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
.8050" (20.4500MM)

Caution: Maximum Output Shaft Speed 2500 rpm's

RIGHT SIDE ONLY

6 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH6SB01X(1)1(2) | OPP | 60 | | | Included | 250 | 49 | |
| MH6SC01X(1)1(2) | OPP | 80 | | | Included | 250 | 49 | |
| MH6SE01X(1)1(2) | OPP | 95 | | | Included | 225 | 44 | |
| MH6SJ01X(1)1(2) | OPP | 104 | | | Included | 225 | 44 | |
| MH6SO01X(1)1(2) | OPP | 136 | | | Included | 200 | 39 | |
| MH6SR01X(1)1(2) | OPP | 149 | | | Included | 200 | 39 | |
| MH6SS01X(1)1(2) | OPP | 164 | | | Included | 190 | 37 | |
| MH6ST01X(1)1(2) | OPP | 180 | | | Included | 175 | 34 | |

BOTTOM SIDE ONLY

8 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH8SA01X(1)1(2) | OPP | 57 | | | Included | 250 | 49 | |
| MH8SB01X(1)1(2) | OPP | 63 | | | Included | 250 | 49 | |
| MH8SC01X(1)1(2) | OPP | 83 | | | Included | 250 | 49 | |
| MH8SE01X(1)1(2) | OPP | 100 | | | Included | 225 | 44 | |
| MH8SJ01X(1)1(2) | OPP | 109 | | | Included | 225 | 44 | |
| MH8SO01X(1)1(2) | OPP | 142 | | | Included | 200 | 39 | |
| MH8SR01X(1)1(2) | OPP | 156 | | | Included | 200 | 39 | |
| MH8SS01X(1)1(2) | OPP | 171 | | | Included | 190 | 37 | |
| MH8ST01X(1)1(2) | OPP | 188 | | | Included | 175 | 34 | |

FOOTNOTES MAY AFFECT PTO SELECTION

| | |
|---------------------------------------|--|
| (1) Pick Shifting Option | (A=AIR) (L=LEVER) (M=CONSTANT MESH) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (2) Pick Output Option | (DA=DIN 5462 8T) (GA= ROTATABLE GREASEABLE "B" 2/4 BOLT 7/8" 13T) (GB= ROTATABLE GREASEABLE "B" 2/4 BOLT 1" 15T) (RA=ROTATABLE SAE "B" 2/4 BOLT 7/8" 13T) (RB=ROTATABLE SAE "B" 2/4 BOLT 1" 15T) (RC=ROTATABLE SAE "B" 2/4 BOLT 1-1/4" 14T) (SB=ROTATABLE SAE "BB" 2 BOLT 1" 15T) (SD= ROTATABLE SAE "B" 2 BOLT 7/8" 13T) (SE= 1.250 ROUND SHAFT) (SF= "A" 5/8" 2 BOLT 9T) (TP=TYRONE PUMP 7/8" 13T) |
| (3) Pick Shifting Option | (A=AIR) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (4) Pick Output Option | (IC=1410 SPICER® FLANGE) (RJ=ROTATABLE SAE "C" 4 BOLT 1.125 14T) (SE=1.25 ROUND SHAFT) |
| (5) Eaton UltraShift (DM2 & DM3 ONLY) | This transmission must have a signal from the PTO when activated. Please refer to Eaton Installation Guide "TRIG-2600" for proper wiring diagrams. Engine/Transmission speed must be at least 1000 RPM for proper operation. |

EATON/FULLER

FULL-4

TRANSMISSION Gear Data: RIGHT SIDE
R.H. 6- Bolt Opening - Gear Forward of Centerline
45 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
1.0850" (27.5600MM)

TRANSMISSION Gear Data: BOTTOM SIDE
L.H. 8- Bolt Opening - Gear Forward of Centerline
47 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
.8050" (20.4500MM)

Caution: Maximum Output Shaft Speed 2500 rpm's

BOTTOM SIDE ONLY

8 BOLT - ONE SPEED - TWO GEAR - HEAVY DUTY

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|------------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MHD8SB01X(3)3(4) | OPP | 66 | | | Included | 505 | 95 | |
| MHD8SC01X(3)3(4) | OPP | 81 | | | Included | 505 | 95 | |
| MHD8SE01X(3)3(4) | OPP | 98 | | | Included | 505 | 95 | |
| MHD8SJ01X(3)3(4) | OPP | 120 | | | Included | 405 | 95 | |
| MHD8SO01X(3)3(4) | OPP | 145 | | | Included | 355 | 95 | |

FOOTNOTES MAY AFFECT PTO SELECTION

| | |
|---------------------------------------|--|
| (1) Pick Shifting Option | (A=AIR) (L=LEVER) (M=CONSTANT MESH) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (2) Pick Output Option | (DA=DIN 5462 8T) (GA= ROTATABLE GREASEABLE "B" 2/4 BOLT 7/8" 13T) (GB= ROTATABLE GREASEABLE "B" 2/4 BOLT 1" 15T) (RA=ROTATABLE SAE "B" 2/4 BOLT 7/8" 13T) (RB=ROTATABLE SAE "B" 2/4 BOLT 1" 15T) (RC=ROTATABLE SAE "B" 2/4 BOLT 1-1/4" 14T) (SB=ROTATABLE SAE "BB" 2 BOLT 1" 15T) (SD= ROTATABLE SAE "B" 2 BOLT 7/8" 13T) (SE= 1.250 ROUND SHAFT) (SF= "A" 5/8" 2 BOLT 9T) (TP=TYRONE PUMP 7/8" 13T) |
| (3) Pick Shifting Option | (A=AIR) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (4) Pick Output Option | (IC=1410 SPICER® FLANGE) (RJ=ROTATABLE SAE "C" 4 BOLT 1.125 14T) (SE=1.25 ROUND SHAFT) |
| (5) Eaton UltraShift (DM2 & DM3 ONLY) | This transmission must have a signal from the PTO when activated. Please refer to Eaton Installation Guide "TRIG-2600" for proper wiring diagrams. Engine/Transmission speed must be at least 1000 RPM for proper operation. |

EATON/FULLER

FULL-5

TRANSMISSION Gear Data: RIGHT SIDE
R.H. 6- Bolt Opening - Gear Forward of Centerline
45 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
1.0850" (27.5600MM)

TRANSMISSION Gear Data: BOTTOM SIDE
L.H. 8- Bolt Opening - Gear Forward of Centerline
47 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
.8050" (20.4500MM)

Caution: Maximum Output Shaft Speed 2500 rpm's

RIGHT SIDE ONLY

6 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH6SB01X(1)1(2) | OPP | 92 | | | Included | 250 | 49 | |
| MH6SC01X(1)1(2) | OPP | 123 | | | Included | 250 | 49 | |
| MH6SE01X(1)1(2) | OPP | 147 | | | Included | 225 | 44 | |
| MH6SJ01X(1)1(2) | OPP | 161 | | | Included | 225 | 44 | |
| MH6SO01X(1)1(2) | OPP | 210 | | | Included | 200 | 39 | |
| MH6SR01X(1)1(2) | OPP | 230 | | | Included | 200 | 39 | |
| MH6SS01X(1)1(2) | OPP | 252 | | | Included | 190 | 37 | |
| MH6ST01X(1)1(2) | OPP | 277 | | | Included | 175 | 34 | |

BOTTOM SIDE ONLY

8 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH8SA01X(1)1(2) | OPP | 88 | | | Included | 250 | 49 | |
| MH8SB01X(1)1(2) | OPP | 96 | | | Included | 250 | 49 | |
| MH8SC01X(1)1(2) | OPP | 128 | | | Included | 250 | 49 | |
| MH8SE01X(1)1(2) | OPP | 153 | | | Included | 225 | 44 | |
| MH8SJ01X(1)1(2) | OPP | 168 | | | Included | 225 | 44 | |
| MH8SO01X(1)1(2) | OPP | 219 | | | Included | 200 | 39 | |
| MH8SR01X(1)1(2) | OPP | 240 | | | Included | 200 | 39 | |
| MH8SS01X(1)1(2) | OPP | 263 | | | Included | 190 | 37 | |
| MH8ST01X(1)1(2) | OPP | 289 | | | Included | 175 | 34 | |

FOOTNOTES MAY AFFECT PTO SELECTION

| | |
|---------------------------------------|--|
| (1) Pick Shifting Option | (A=AIR) (L=LEVER) (M=CONSTANT MESH) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (2) Pick Output Option | (DA=DIN 5462 8T) (GA= ROTATABLE GREASEABLE "B" 2/4 BOLT 7/8" 13T) (GB= ROTATABLE GREASEABLE "B" 2/4 BOLT 1" 15T) (RA=ROTATABLE SAE "B" 2/4 BOLT 7/8" 13T) (RB=ROTATABLE SAE "B" 2/4 BOLT 1" 15T) (RC=ROTATABLE SAE "B" 2/4 BOLT 1-1/4" 14T) (SB=ROTATABLE SAE "BB" 2 BOLT 1" 15T) (SD= ROTATABLE SAE "B" 2 BOLT 7/8" 13T) (SE= 1.250 ROUND SHAFT) (SF= "A" 5/8" 2 BOLT 9T) (TP=TYRONE PUMP 7/8" 13T) |
| (3) Pick Shifting Option | (A=AIR) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (4) Pick Output Option | (IC=1410 SPICER® FLANGE) (RJ=ROTATABLE SAE "C" 4 BOLT 1.125 14T) (SE=1.25 ROUND SHAFT) |
| (5) Eaton UltraShift (DM2 & DM3 ONLY) | This transmission must have a signal from the PTO when activated. Please refer to Eaton Installation Guide "TRIG-2600" for proper wiring diagrams. Engine/Transmission speed must be at least 1000 RPM for proper operation. |

EATON/FULLER

FULL-5

TRANSMISSION Gear Data: RIGHT SIDE
R.H. 6- Bolt Opening - Gear Forward of Centerline
45 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
1.0850" (27.5600MM)

TRANSMISSION Gear Data: BOTTOM SIDE
L.H. 8- Bolt Opening - Gear Forward of Centerline
47 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
.8050" (20.4500MM)

Caution: Maximum Output Shaft Speed 2500 rpm's

BOTTOM SIDE ONLY

8 BOLT - ONE SPEED - TWO GEAR - HEAVY DUTY

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|------------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MHD8SB01X(3)3(4) | OPP | 101 | | | Included | 505 | 95 | |
| MHD8SC01X(3)3(4) | OPP | 124 | | | Included | 505 | 95 | |
| MHD8SE01X(3)3(4) | OPP | 151 | | | Included | 505 | 95 | |
| MHD8SJ01X(3)3(4) | OPP | 184 | | | Included | 405 | 95 | |
| MHD8SO01X(3)3(4) | OPP | 223 | | | Included | 355 | 95 | |

FOOTNOTES MAY AFFECT PTO SELECTION

| | |
|---------------------------------------|--|
| (1) Pick Shifting Option | (A=AIR) (L=LEVER) (M=CONSTANT MESH) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (2) Pick Output Option | (DA=DIN 5462 8T) (GA= ROTATABLE GREASEABLE "B" 2/4 BOLT 7/8" 13T) (GB= ROTATABLE GREASEABLE "B" 2/4 BOLT 1" 15T) (RA=ROTATABLE SAE "B" 2/4 BOLT 7/8" 13T) (RB=ROTATABLE SAE "B" 2/4 BOLT 1" 15T) (RC=ROTATABLE SAE "B" 2/4 BOLT 1-1/4" 14T) (SB=ROTATABLE SAE "BB" 2 BOLT 1" 15T) (SD= ROTATABLE SAE "B" 2 BOLT 7/8" 13T) (SE= 1.250 ROUND SHAFT) (SF= "A" 5/8" 2 BOLT 9T) (TP=TYRONE PUMP 7/8" 13T) |
| (3) Pick Shifting Option | (A=AIR) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (4) Pick Output Option | (IC=1410 SPICER® FLANGE) (RJ=ROTATABLE SAE "C" 4 BOLT 1.125 14T) (SE=1.25 ROUND SHAFT) |
| (5) Eaton UltraShift (DM2 & DM3 ONLY) | This transmission must have a signal from the PTO when activated. Please refer to Eaton Installation Guide "TRIG-2600" for proper wiring diagrams. Engine/Transmission speed must be at least 1000 RPM for proper operation. |

EATON/FULLER

FULL-6

TRANSMISSION Gear Data: RIGHT SIDE
R.H. 6- Bolt Opening - Gear Forward of Centerline
45 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
1.0850" (27.5600MM)

TRANSMISSION Gear Data: BOTTOM SIDE
L.H. 8- Bolt Opening - Gear Forward of Centerline
47 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
.8050" (20.4500MM)

Caution: Maximum Output Shaft Speed 2500 rpm's

RIGHT SIDE ONLY

6 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH6SB01X(1)1(2) | OPP | 70 | | | Included | 250 | 49 | |
| MH6SC01X(1)1(2) | OPP | 92 | | | Included | 250 | 49 | |
| MH6SE01X(1)1(2) | OPP | 111 | | | Included | 225 | 44 | |
| MH6SJ01X(1)1(2) | OPP | 121 | | | Included | 225 | 44 | |
| MH6SO01X(1)1(2) | OPP | 158 | | | Included | 200 | 39 | |

BOTTOM SIDE ONLY

8 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH8SA01X(1)1(2) | OPP | 66 | | | Included | 250 | 49 | |
| MH8SB01X(1)1(2) | OPP | 73 | | | Included | 250 | 49 | |
| MH8SC01X(1)1(2) | OPP | 97 | | | Included | 250 | 49 | |
| MH8SE01X(1)1(2) | OPP | 116 | | | Included | 225 | 44 | |
| MH8SJ01X(1)1(2) | OPP | 126 | | | Included | 225 | 44 | |
| MH8SO01X(1)1(2) | OPP | 165 | | | Included | 200 | 39 | |

FOOTNOTES MAY AFFECT PTO SELECTION

| | |
|---------------------------------------|--|
| (1) Pick Shifting Option | (A=AIR) (L=LEVER) (M=CONSTANT MESH) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (2) Pick Output Option | (DA=DIN 5462 8T) (GA= ROTATABLE GREASEABLE "B" 2/4 BOLT 7/8" 13T) (GB= ROTATABLE GREASEABLE "B" 2/4 BOLT 1" 15T) (RA=ROTATABLE SAE "B" 2/4 BOLT 7/8" 13T) (RB=ROTATABLE SAE "B" 2/4 BOLT 1" 15T) (RC=ROTATABLE SAE "B" 2/4 BOLT 1-1/4" 14T) (SB=ROTATABLE SAE "BB" 2 BOLT 1" 15T) (SD= ROTATABLE SAE "B" 2 BOLT 7/8" 13T) (SE= 1.250 ROUND SHAFT) (SF= "A" 5/8" 2 BOLT 9T) (TP=TYRONE PUMP 7/8" 13T) |
| (3) Pick Shifting Option | (A=AIR) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (4) Pick Output Option | (IC=1410 SPICER® FLANGE) (RJ=ROTATABLE SAE "C" 4 BOLT 1.125 14T) (SE=1.25 ROUND SHAFT) |
| (5) Eaton UltraShift (DM2 & DM3 ONLY) | This transmission must have a signal from the PTO when activated. Please refer to Eaton Installation Guide "TRIG-2600" for proper wiring diagrams. Engine/Transmission speed must be at least 1000 RPM for proper operation. |

EATON/FULLER

FULL-6

TRANSMISSION Gear Data: RIGHT SIDE
R.H. 6- Bolt Opening - Gear Forward of Centerline
45 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
1.0850" (27.5600MM)

TRANSMISSION Gear Data: BOTTOM SIDE
L.H. 8- Bolt Opening - Gear Forward of Centerline
47 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
.8050" (20.4500MM)

Caution: Maximum Output Shaft Speed 2500 rpm's

BOTTOM SIDE ONLY

8 BOLT - ONE SPEED - TWO GEAR - HEAVY DUTY

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|------------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MHD8SB01X(3)3(4) | OPP | 76 | | | Included | 505 | 95 | |
| MHD8SC01X(3)3(4) | OPP | 94 | | | Included | 505 | 95 | |
| MHD8SE01X(3)3(4) | OPP | 114 | | | Included | 505 | 95 | |
| MHD8SJ01X(3)3(4) | OPP | 139 | | | Included | 405 | 95 | |
| MHD8SO01X(3)3(4) | OPP | 168 | | | Included | 355 | 95 | |

FOOTNOTES MAY AFFECT PTO SELECTION

| | |
|---------------------------------------|--|
| (1) Pick Shifting Option | (A=AIR) (L=LEVER) (M=CONSTANT MESH) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (2) Pick Output Option | (DA=DIN 5462 8T) (GA= ROTATABLE GREASEABLE "B" 2/4 BOLT 7/8" 13T) (GB= ROTATABLE GREASEABLE "B" 2/4 BOLT 1" 15T) (RA=ROTATABLE SAE "B" 2/4 BOLT 7/8" 13T) (RB=ROTATABLE SAE "B" 2/4 BOLT 1" 15T) (RC=ROTATABLE SAE "B" 2/4 BOLT 1-1/4" 14T) (SB=ROTATABLE SAE "BB" 2 BOLT 1" 15T) (SD= ROTATABLE SAE "B" 2 BOLT 7/8" 13T) (SE= 1.250 ROUND SHAFT) (SF= "A" 5/8" 2 BOLT 9T) (TP=TYRONE PUMP 7/8" 13T) |
| (3) Pick Shifting Option | (A=AIR) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (4) Pick Output Option | (IC=1410 SPICER® FLANGE) (RJ=ROTATABLE SAE "C" 4 BOLT 1.125 14T) (SE=1.25 ROUND SHAFT) |
| (5) Eaton UltraShift (DM2 & DM3 ONLY) | This transmission must have a signal from the PTO when activated. Please refer to Eaton Installation Guide "TRIG-2600" for proper wiring diagrams. Engine/Transmission speed must be at least 1000 RPM for proper operation. |

EATON/FULLER

FULL-7

TRANSMISSION Gear Data: RIGHT SIDE
R.H. 6- Bolt Opening - Gear Rear of Centerline
33 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
1.0850" (27.5600MM)

TRANSMISSION Gear Data: BOTTOM SIDE
L.H. 8- Bolt Opening - Gear Rear of Centerline
33 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
.8050" (20.4500MM)

Caution: Maximum Output Shaft Speed 2500 rpm's

RIGHT SIDE ONLY

6 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH6SB01X(1)4(2) | OPP | 60 | | | Included | 250 | 49 | |
| MH6SC01X(1)4(2) | OPP | 80 | | | Included | 250 | 49 | |
| MH6SE01X(1)4(2) | OPP | 96 | | | Included | 225 | 44 | |
| MH6SJ01X(1)4(2) | OPP | 105 | | | Included | 225 | 44 | |
| MH6SO01X(1)4(2) | OPP | 137 | | | Included | 200 | 39 | |
| MH6SR01X(1)4(2) | OPP | 150 | | | Included | 200 | 39 | |
| MH6SS01X(1)4(2) | OPP | 165 | | | Included | 190 | 37 | |
| MH6ST01X(1)4(2) | OPP | 181 | | | Included | 175 | 34 | |

BOTTOM SIDE ONLY

8 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH8SB01X(1)4(2) | OPP | 60 | | | Included | 250 | 49 | |
| MH8SC01X(1)4(2) | OPP | 80 | | | Included | 250 | 49 | |
| MH8SE01X(1)4(2) | OPP | 96 | | | Included | 225 | 44 | |
| MH8SJ01X(1)4(2) | OPP | 105 | | | Included | 225 | 44 | |
| MH8SO01X(1)4(2) | OPP | 137 | | | Included | 200 | 39 | |
| MH8SR01X(1)4(2) | OPP | 150 | | | Included | 200 | 39 | |
| MH8SS01X(1)4(2) | OPP | 165 | | | Included | 190 | 37 | |
| MH8ST01X(1)4(2) | OPP | 181 | | | Included | 175 | 34 | |

FOOTNOTES MAY AFFECT PTO SELECTION

| | |
|---------------------------------------|--|
| (1) Pick Shifting Option | (A=AIR) (L=LEVER) (M=CONSTANT MESH) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (2) Pick Output Option | (DA=DIN 5462 8T) (GA= ROTATABLE GREASEABLE "B" 2/4 BOLT 7/8" 13T) (GB= ROTATABLE GREASEABLE "B" 2/4 BOLT 1" 15T) (RA=ROTATABLE SAE "B" 2/4 BOLT 7/8" 13T) (RB=ROTATABLE SAE "B" 2/4 BOLT 1" 15T) (RC=ROTATABLE SAE "B" 2/4 BOLT 1-1/4" 14T) (SB=ROTATABLE SAE "BB" 2 BOLT 1" 15T) (SD= ROTATABLE SAE "B" 2 BOLT 7/8" 13T) (SE= 1.250 ROUND SHAFT) (SF= "A" 5/8" 2 BOLT 9T) (TP=TYRONE PUMP 7/8" 13T) |
| (3) Pick Shifting Option | (A=AIR) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (4) Pick Output Option | (IC=1410 SPICER® FLANGE) (RJ=ROTATABLE SAE "C" 4 BOLT 1.125 14T) (SE=1.25 ROUND SHAFT) |
| (5) Eaton UltraShift (DM2 & DM3 ONLY) | This transmission must have a signal from the PTO when activated. Please refer to Eaton Installation Guide "TRIG-2600" for proper wiring diagrams. Engine/Transmission speed must be at least 1000 RPM for proper operation. |

EATON/FULLER

FULL-8

TRANSMISSION Gear Data: RIGHT SIDE
R.H. 6- Bolt Opening - Gear Rear of Centerline
33 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
1.0850" (27.5600MM)

TRANSMISSION Gear Data: BOTTOM SIDE
L.H. 8- Bolt Opening - Gear Rear of Centerline
33 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
.8050" (20.4500MM)

Caution: Maximum Output Shaft Speed 2500 rpm's

RIGHT SIDE ONLY

6 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH6SB01X(1)4(2) | OPP | 78 | | | Included | 250 | 49 | |
| MH6SC01X(1)4(2) | OPP | 99 | | | Included | 250 | 49 | |
| MH6SE01X(1)4(2) | OPP | 106 | | | Included | 225 | 44 | |
| MH6SJ01X(1)4(2) | OPP | 123 | | | Included | 225 | 44 | |
| MH6SO01X(1)4(2) | OPP | 151 | | | Included | 200 | 39 | |
| MH6SR01X(1)4(2) | OPP | 168 | | | Included | 200 | 39 | |
| MH6SS01X(1)4(2) | OPP | 186 | | | Included | 190 | 37 | |
| MH6ST01X(1)4(2) | OPP | 193 | | | Included | 175 | 34 | |

BOTTOM SIDE ONLY

8 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH8SB01X(1)4(2) | OPP | 78 | | | Included | 250 | 49 | |
| MH8SC01X(1)4(2) | OPP | 99 | | | Included | 250 | 49 | |
| MH8SE01X(1)4(2) | OPP | 106 | | | Included | 225 | 44 | |
| MH8SJ01X(1)4(2) | OPP | 123 | | | Included | 225 | 44 | |
| MH8SO01X(1)4(2) | OPP | 151 | | | Included | 200 | 39 | |
| MH8SR01X(1)4(2) | OPP | 168 | | | Included | 200 | 39 | |
| MH8SS01X(1)4(2) | OPP | 186 | | | Included | 190 | 37 | |
| MH8ST01X(1)4(2) | OPP | 193 | | | Included | 175 | 34 | |

FOOTNOTES MAY AFFECT PTO SELECTION

| | |
|---------------------------------------|--|
| (1) Pick Shifting Option | (A=AIR) (L=LEVER) (M=CONSTANT MESH) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (2) Pick Output Option | (DA=DIN 5462 8T) (GA= ROTATABLE GREASEABLE "B" 2/4 BOLT 7/8" 13T) (GB= ROTATABLE GREASEABLE "B" 2/4 BOLT 1" 15T) (RA=ROTATABLE SAE "B" 2/4 BOLT 7/8" 13T) (RB=ROTATABLE SAE "B" 2/4 BOLT 1" 15T) (RC=ROTATABLE SAE "B" 2/4 BOLT 1-1/4" 14T) (SB=ROTATABLE SAE "BB" 2 BOLT 1" 15T) (SD= ROTATABLE SAE "B" 2 BOLT 7/8" 13T) (SE= 1.250 ROUND SHAFT) (SF= "A" 5/8" 2 BOLT 9T) (TP=TYRONE PUMP 7/8" 13T) |
| (3) Pick Shifting Option | (A=AIR) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (4) Pick Output Option | (IC=1410 SPICER® FLANGE) (RJ=ROTATABLE SAE "C" 4 BOLT 1.125 14T) (SE=1.25 ROUND SHAFT) |
| (5) Eaton UltraShift (DM2 & DM3 ONLY) | This transmission must have a signal from the PTO when activated. Please refer to Eaton Installation Guide "TRIG-2600" for proper wiring diagrams. Engine/Transmission speed must be at least 1000 RPM for proper operation. |

EATON/FULLER

FULL-9

TRANSMISSION Gear Data: RIGHT SIDE
R.H. 6- Bolt Opening - Gear Forward of Centerline
45 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
1.0850" (27.5600MM)

TRANSMISSION Gear Data: BOTTOM SIDE
L.H. 8- Bolt Opening - Gear Forward of Centerline
47 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
.8050" (20.4500MM)

Caution: Maximum Output Shaft Speed 2500 rpm's

RIGHT SIDE ONLY

6 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH6SB01X(1)1(2) | OPP | 57 | | | Included | 250 | 49 | |
| MH6SC01X(1)1(2) | OPP | 76 | | | Included | 250 | 49 | |
| MH6SE01X(1)1(2) | OPP | 91 | | | Included | 225 | 44 | |
| MH6SJ01X(1)1(2) | OPP | 100 | | | Included | 225 | 44 | |
| MH6SO01X(1)1(2) | OPP | 130 | | | Included | 200 | 39 | |
| MH6SR01X(1)1(2) | OPP | 143 | | | Included | 200 | 39 | |
| MH6SS01X(1)1(2) | OPP | 156 | | | Included | 190 | 37 | |
| MH6ST01X(1)1(2) | OPP | 172 | | | Included | 175 | 34 | |

BOTTOM SIDE ONLY

8 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH8SA01X(1)1(2) | OPP | 54 | | | Included | 250 | 49 | |
| MH8SB01X(1)1(2) | OPP | 60 | | | Included | 250 | 49 | |
| MH8SC01X(1)1(2) | OPP | 80 | | | Included | 250 | 49 | |
| MH8SE01X(1)1(2) | OPP | 95 | | | Included | 225 | 44 | |
| MH8SJ01X(1)1(2) | OPP | 104 | | | Included | 225 | 44 | |
| MH8SO01X(1)1(2) | OPP | 136 | | | Included | 200 | 39 | |
| MH8SR01X(1)1(2) | OPP | 149 | | | Included | 200 | 39 | |
| MH8SS01X(1)1(2) | OPP | 163 | | | Included | 190 | 37 | |
| MH8ST01X(1)1(2) | OPP | 179 | | | Included | 175 | 34 | |

FOOTNOTES MAY AFFECT PTO SELECTION

| | |
|---------------------------------------|--|
| (1) Pick Shifting Option | (A=AIR) (L=LEVER) (M=CONSTANT MESH) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (2) Pick Output Option | (DA=DIN 5462 8T) (GA= ROTATABLE GREASEABLE "B" 2/4 BOLT 7/8" 13T) (GB= ROTATABLE GREASEABLE "B" 2/4 BOLT 1" 15T) (RA=ROTATABLE SAE "B" 2/4 BOLT 7/8" 13T) (RB=ROTATABLE SAE "B" 2/4 BOLT 1" 15T) (RC=ROTATABLE SAE "B" 2/4 BOLT 1-1/4" 14T) (SB=ROTATABLE SAE "BB" 2 BOLT 1" 15T) (SD= ROTATABLE SAE "B" 2 BOLT 7/8" 13T) (SE= 1.250 ROUND SHAFT) (SF= "A" 5/8" 2 BOLT 9T) (TP=TYRONE PUMP 7/8" 13T) |
| (3) Pick Shifting Option | (A=AIR) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (4) Pick Output Option | (IC=1410 SPICER® FLANGE) (RJ=ROTATABLE SAE "C" 4 BOLT 1.125 14T) (SE=1.25 ROUND SHAFT) |
| (5) Eaton UltraShift (DM2 & DM3 ONLY) | This transmission must have a signal from the PTO when activated. Please refer to Eaton Installation Guide "TRIG-2600" for proper wiring diagrams. Engine/Transmission speed must be at least 1000 RPM for proper operation. |

EATON/FULLER

FULL-9

TRANSMISSION Gear Data: RIGHT SIDE
R.H. 6- Bolt Opening - Gear Forward of Centerline
45 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
1.0850" (27.5600MM)

TRANSMISSION Gear Data: BOTTOM SIDE
L.H. 8- Bolt Opening - Gear Forward of Centerline
47 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
.8050" (20.4500MM)

Caution: Maximum Output Shaft Speed 2500 rpm's

BOTTOM SIDE ONLY

8 BOLT - ONE SPEED - TWO GEAR - HEAVY DUTY

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|------------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MHD8SB01X(3)3(4) | OPP | 63 | | | Included | 505 | 95 | |
| MHD8SC01X(3)3(4) | OPP | 77 | | | Included | 505 | 95 | |
| MHD8SE01X(3)3(4) | OPP | 94 | | | Included | 505 | 95 | |
| MHD8SJ01X(3)3(4) | OPP | 114 | | | Included | 405 | 95 | |
| MHD8SO01X(3)3(4) | OPP | 138 | | | Included | 355 | 95 | |

FOOTNOTES MAY AFFECT PTO SELECTION

| | |
|---------------------------------------|--|
| (1) Pick Shifting Option | (A=AIR) (L=LEVER) (M=CONSTANT MESH) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (2) Pick Output Option | (DA=DIN 5462 8T) (GA= ROTATABLE GREASEABLE "B" 2/4 BOLT 7/8" 13T) (GB= ROTATABLE GREASEABLE "B" 2/4 BOLT 1" 15T) (RA=ROTATABLE SAE "B" 2/4 BOLT 7/8" 13T) (RB=ROTATABLE SAE "B" 2/4 BOLT 1" 15T) (RC=ROTATABLE SAE "B" 2/4 BOLT 1-1/4" 14T) (SB=ROTATABLE SAE "BB" 2 BOLT 1" 15T) (SD= ROTATABLE SAE "B" 2 BOLT 7/8" 13T) (SE= 1.250 ROUND SHAFT) (SF= "A" 5/8" 2 BOLT 9T) (TP=TYRONE PUMP 7/8" 13T) |
| (3) Pick Shifting Option | (A=AIR) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (4) Pick Output Option | (IC=1410 SPICER® FLANGE) (RJ=ROTATABLE SAE "C" 4 BOLT 1.125 14T) (SE=1.25 ROUND SHAFT) |
| (5) Eaton UltraShift (DM2 & DM3 ONLY) | This transmission must have a signal from the PTO when activated. Please refer to Eaton Installation Guide "TRIG-2600" for proper wiring diagrams. Engine/Transmission speed must be at least 1000 RPM for proper operation. |

EATON/FULLER

FULL-10

TRANSMISSION Gear Data: RIGHT SIDE
R.H. 6- Bolt Opening - Gear Forward of Centerline
45 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
1.0850" (27.5600MM)

TRANSMISSION Gear Data: BOTTOM SIDE
L.H. 8- Bolt Opening - Gear Forward of Centerline
47 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
.8050" (20.4500MM)

Caution: Maximum Output Shaft Speed 2500 rpm's

RIGHT SIDE ONLY

6 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH6SB01X(1)1(2) | OPP | 68 | | | Included | 250 | 49 | |
| MH6SC01X(1)1(2) | OPP | 90 | | | Included | 250 | 49 | |
| MH6SE01X(1)1(2) | OPP | 108 | | | Included | 225 | 44 | |
| MH6SJ01X(1)1(2) | OPP | 118 | | | Included | 225 | 44 | |

BOTTOM SIDE ONLY

8 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH8SA01X(1)1(2) | OPP | 64 | | | Included | 250 | 49 | |
| MH8SB01X(1)1(2) | OPP | 71 | | | Included | 250 | 49 | |
| MH8SC01X(1)1(2) | OPP | 94 | | | Included | 250 | 49 | |
| MH8SE01X(1)1(2) | OPP | 113 | | | Included | 225 | 44 | |
| MH8SJ01X(1)1(2) | OPP | 123 | | | Included | 225 | 44 | |

8 BOLT - ONE SPEED - TWO GEAR - HEAVY DUTY

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|------------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MHD8SB01X(3)3(4) | OPP | 74 | | | Included | 505 | 95 | |
| MHD8SC01X(3)3(4) | OPP | 91 | | | Included | 505 | 95 | |
| MHD8SE01X(3)3(4) | OPP | 111 | | | Included | 505 | 95 | |
| MHD8SJ01X(3)3(4) | OPP | 135 | | | Included | 405 | 95 | |
| MHD8SO01X(3)3(4) | OPP | 164 | | | Included | 355 | 95 | |

FOOTNOTES MAY AFFECT PTO SELECTION

| | |
|---------------------------------------|--|
| (1) Pick Shifting Option | (A=AIR) (L=LEVER) (M=CONSTANT MESH) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (2) Pick Output Option | (DA=DIN 5462 8T) (GA= ROTATABLE GREASEABLE "B" 2/4 BOLT 7/8" 13T) (GB= ROTATABLE GREASEABLE "B" 2/4 BOLT 1" 15T) (RA=ROTATABLE SAE "B" 2/4 BOLT 7/8" 13T) (RB=ROTATABLE SAE "B" 2/4 BOLT 1" 15T) (RC=ROTATABLE SAE "B" 2/4 BOLT 1-1/4" 14T) (SB=ROTATABLE SAE "BB" 2 BOLT 1" 15T) (SD= ROTATABLE SAE "B" 2 BOLT 7/8" 13T) (SE= 1.250 ROUND SHAFT) (SF= "A" 5/8" 2 BOLT 9T) (TP=TYRONE PUMP 7/8" 13T) |
| (3) Pick Shifting Option | (A=AIR) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (4) Pick Output Option | (IC=1410 SPICER® FLANGE) (RJ=ROTATABLE SAE "C" 4 BOLT 1.125 14T) (SE=1.25 ROUND SHAFT) |
| (5) Eaton UltraShift (DM2 & DM3 ONLY) | This transmission must have a signal from the PTO when activated. Please refer to Eaton Installation Guide "TRIG-2600" for proper wiring diagrams. Engine/Transmission speed must be at least 1000 RPM for proper operation. |

EATON/FULLER

FULL-11

TRANSMISSION Gear Data: RIGHT SIDE
R.H. 6- Bolt Opening - Gear Forward of Centerline
45 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
1.0850" (27.5600MM)

TRANSMISSION Gear Data: BOTTOM SIDE
L.H. 8- Bolt Opening - Gear Forward of Centerline
47 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
.8050" (20.4500MM)

Caution: Maximum Output Shaft Speed 2500 rpm's

RIGHT SIDE ONLY

6 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH6SB01X(1)1(2) | OPP | 70 | | | Included | 250 | 49 | |
| MH6SC01X(1)1(2) | OPP | 92 | | | Included | 250 | 49 | |
| MH6SE01X(1)1(2) | OPP | 111 | | | Included | 225 | 44 | |
| MH6SJ01X(1)1(2) | OPP | 121 | | | Included | 225 | 44 | |
| MH6SO01X(1)1(2) | OPP | 158 | | | Included | 200 | 39 | |
| MH6SR01X(1)1(2) | OPP | 173 | | | Included | 200 | 39 | |
| MH6SS01X(1)1(2) | OPP | 190 | | | Included | 190 | 37 | |
| MH6ST01X(1)1(2) | OPP | 209 | | | Included | 175 | 34 | |

BOTTOM SIDE ONLY

8 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH8SA01X(1)1(2) | OPP | 66 | | | Included | 250 | 49 | |
| MH8SB01X(1)1(2) | OPP | 73 | | | Included | 250 | 49 | |
| MH8SC01X(1)1(2) | OPP | 97 | | | Included | 250 | 49 | |
| MH8SE01X(1)1(2) | OPP | 116 | | | Included | 225 | 44 | |
| MH8SJ01X(1)1(2) | OPP | 126 | | | Included | 225 | 44 | |
| MH8SO01X(1)1(2) | OPP | 165 | | | Included | 200 | 39 | |
| MH8SR01X(1)1(2) | OPP | 181 | | | Included | 200 | 39 | |
| MH8SS01X(1)1(2) | OPP | 198 | | | Included | 190 | 37 | |
| MH8ST01X(1)1(2) | OPP | 218 | | | Included | 175 | 34 | |

FOOTNOTES MAY AFFECT PTO SELECTION

| | |
|---------------------------------------|--|
| (1) Pick Shifting Option | (A=AIR) (L=LEVER) (M=CONSTANT MESH) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (2) Pick Output Option | (DA=DIN 5462 8T) (GA= ROTATABLE GREASEABLE "B" 2/4 BOLT 7/8" 13T) (GB= ROTATABLE GREASEABLE "B" 2/4 BOLT 1" 15T) (RA=ROTATABLE SAE "B" 2/4 BOLT 7/8" 13T) (RB=ROTATABLE SAE "B" 2/4 BOLT 1" 15T) (RC=ROTATABLE SAE "B" 2/4 BOLT 1-1/4" 14T) (SB=ROTATABLE SAE "BB" 2 BOLT 1" 15T) (SD= ROTATABLE SAE "B" 2 BOLT 7/8" 13T) (SE= 1.250 ROUND SHAFT) (SF= "A" 5/8" 2 BOLT 9T) (TP=TYRONE PUMP 7/8" 13T) |
| (3) Pick Shifting Option | (A=AIR) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (4) Pick Output Option | (IC=1410 SPICER® FLANGE) (RJ=ROTATABLE SAE "C" 4 BOLT 1.125 14T) (SE=1.25 ROUND SHAFT) |
| (5) Eaton UltraShift (DM2 & DM3 ONLY) | This transmission must have a signal from the PTO when activated. Please refer to Eaton Installation Guide "TRIG-2600" for proper wiring diagrams. Engine/Transmission speed must be at least 1000 RPM for proper operation. |

EATON/FULLER

FULL-11

TRANSMISSION Gear Data: RIGHT SIDE
R.H. 6- Bolt Opening - Gear Forward of Centerline
45 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
1.0850" (27.5600MM)

TRANSMISSION Gear Data: BOTTOM SIDE
L.H. 8- Bolt Opening - Gear Forward of Centerline
47 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
.8050" (20.4500MM)

Caution: Maximum Output Shaft Speed 2500 rpm's

BOTTOM SIDE ONLY

8 BOLT - ONE SPEED - TWO GEAR - HEAVY DUTY

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|------------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MHD8SB01X(3)3(4) | OPP | 76 | | | Included | 505 | 95 | |
| MHD8SC01X(3)3(4) | OPP | 94 | | | Included | 505 | 95 | |
| MHD8SE01X(3)3(4) | OPP | 114 | | | Included | 505 | 95 | |
| MHD8SJ01X(3)3(4) | OPP | 139 | | | Included | 405 | 95 | |
| MHD8SO01X(3)3(4) | OPP | 168 | | | Included | 355 | 95 | |

FOOTNOTES MAY AFFECT PTO SELECTION

| | |
|---------------------------------------|--|
| (1) Pick Shifting Option | (A=AIR) (L=LEVER) (M=CONSTANT MESH) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (2) Pick Output Option | (DA=DIN 5462 8T) (GA= ROTATABLE GREASEABLE "B" 2/4 BOLT 7/8" 13T) (GB= ROTATABLE GREASEABLE "B" 2/4 BOLT 1" 15T) (RA=ROTATABLE SAE "B" 2/4 BOLT 7/8" 13T) (RB=ROTATABLE SAE "B" 2/4 BOLT 1" 15T) (RC=ROTATABLE SAE "B" 2/4 BOLT 1-1/4" 14T) (SB=ROTATABLE SAE "BB" 2 BOLT 1" 15T) (SD= ROTATABLE SAE "B" 2 BOLT 7/8" 13T) (SE= 1.250 ROUND SHAFT) (SF= "A" 5/8" 2 BOLT 9T) (TP=TYRONE PUMP 7/8" 13T) |
| (3) Pick Shifting Option | (A=AIR) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (4) Pick Output Option | (IC=1410 SPICER® FLANGE) (RJ=ROTATABLE SAE "C" 4 BOLT 1.125 14T) (SE=1.25 ROUND SHAFT) |
| (5) Eaton UltraShift (DM2 & DM3 ONLY) | This transmission must have a signal from the PTO when activated. Please refer to Eaton Installation Guide "TRIG-2600" for proper wiring diagrams. Engine/Transmission speed must be at least 1000 RPM for proper operation. |

EATON/FULLER

FULL-12

TRANSMISSION Gear Data: RIGHT SIDE
R.H. 6- Bolt Opening - Gear Forward of Centerline
45 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
1.0850" (27.5600MM)

TRANSMISSION Gear Data: BOTTOM SIDE
L.H. 8- Bolt Opening - Gear Forward of Centerline
47 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
.8050" (20.4500MM)

Caution: Maximum Output Shaft Speed 2500 rpm's

RIGHT SIDE ONLY

6 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH6SB01X(1)1(2) | OPP | 91 | | | Included | 250 | 49 | |
| MH6SC01X(1)1(2) | OPP | 121 | | | Included | 250 | 49 | |
| MH6SE01X(1)1(2) | OPP | 146 | | | Included | 225 | 44 | |
| MH6SJ01X(1)1(2) | OPP | 159 | | | Included | 225 | 44 | |
| MH6SO01X(1)1(2) | OPP | 208 | | | Included | 200 | 39 | |

BOTTOM SIDE ONLY

8 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH8SA01X(1)1(2) | OPP | 87 | | | Included | 250 | 49 | |
| MH8SB01X(1)1(2) | OPP | 96 | | | Included | 250 | 49 | |
| MH8SC01X(1)1(2) | OPP | 127 | | | Included | 250 | 49 | |
| MH8SE01X(1)1(2) | OPP | 152 | | | Included | 225 | 44 | |
| MH8SJ01X(1)1(2) | OPP | 166 | | | Included | 225 | 44 | |
| MH8SO01X(1)1(2) | OPP | 217 | | | Included | 200 | 39 | |
| MH8SR01X(1)1(2) | OPP | 238 | | | Included | 200 | 39 | |
| MH8SS01X(1)1(2) | OPP | 261 | | | Included | 190 | 37 | |
| MH8ST01X(1)1(2) | OPP | 286 | | | Included | 175 | 34 | |

FOOTNOTES MAY AFFECT PTO SELECTION

| | |
|---------------------------------------|--|
| (1) Pick Shifting Option | (A=AIR) (L=LEVER) (M=CONSTANT MESH) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (2) Pick Output Option | (DA=DIN 5462 8T) (GA= ROTATABLE GREASEABLE "B" 2/4 BOLT 7/8" 13T) (GB= ROTATABLE GREASEABLE "B" 2/4 BOLT 1" 15T) (RA=ROTATABLE SAE "B" 2/4 BOLT 7/8" 13T) (RB=ROTATABLE SAE "B" 2/4 BOLT 1" 15T) (RC=ROTATABLE SAE "B" 2/4 BOLT 1-1/4" 14T) (SB=ROTATABLE SAE "BB" 2 BOLT 1" 15T) (SD= ROTATABLE SAE "B" 2 BOLT 7/8" 13T) (SE= 1.250 ROUND SHAFT) (SF= "A" 5/8" 2 BOLT 9T) (TP=TYRONE PUMP 7/8" 13T) |
| (3) Pick Shifting Option | (A=AIR) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (4) Pick Output Option | (IC=1410 SPICER® FLANGE) (RJ=ROTATABLE SAE "C" 4 BOLT 1.125 14T) (SE=1.25 ROUND SHAFT) |
| (5) Eaton UltraShift (DM2 & DM3 ONLY) | This transmission must have a signal from the PTO when activated. Please refer to Eaton Installation Guide "TRIG-2600" for proper wiring diagrams. Engine/Transmission speed must be at least 1000 RPM for proper operation. |

EATON/FULLER

FULL-12

TRANSMISSION Gear Data: RIGHT SIDE
R.H. 6- Bolt Opening - Gear Forward of Centerline
45 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
1.0850" (27.5600MM)

TRANSMISSION Gear Data: BOTTOM SIDE
L.H. 8- Bolt Opening - Gear Forward of Centerline
47 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
.8050" (20.4500MM)

Caution: Maximum Output Shaft Speed 2500 rpm's

BOTTOM SIDE ONLY

8 BOLT - ONE SPEED - TWO GEAR - HEAVY DUTY

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|------------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MHD8SB01X(3)3(4) | OPP | 100 | | | Included | 505 | 95 | |
| MHD8SC01X(3)3(4) | OPP | 123 | | | Included | 505 | 95 | |
| MHD8SE01X(3)3(4) | OPP | 150 | | | Included | 505 | 95 | |
| MHD8SJ01X(3)3(4) | OPP | 182 | | | Included | 405 | 95 | |
| MHD8SO01X(3)3(4) | OPP | 221 | | | Included | 355 | 95 | |

FOOTNOTES MAY AFFECT PTO SELECTION

| | |
|---------------------------------------|--|
| (1) Pick Shifting Option | (A=AIR) (L=LEVER) (M=CONSTANT MESH) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (2) Pick Output Option | (DA=DIN 5462 8T) (GA= ROTATABLE GREASEABLE "B" 2/4 BOLT 7/8" 13T) (GB= ROTATABLE GREASEABLE "B" 2/4 BOLT 1" 15T) (RA=ROTATABLE SAE "B" 2/4 BOLT 7/8" 13T) (RB=ROTATABLE SAE "B" 2/4 BOLT 1" 15T) (RC=ROTATABLE SAE "B" 2/4 BOLT 1-1/4" 14T) (SB=ROTATABLE SAE "BB" 2 BOLT 1" 15T) (SD= ROTATABLE SAE "B" 2 BOLT 7/8" 13T) (SE= 1.250 ROUND SHAFT) (SF= "A" 5/8" 2 BOLT 9T) (TP=TYRONE PUMP 7/8" 13T) |
| (3) Pick Shifting Option | (A=AIR) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (4) Pick Output Option | (IC=1410 SPICER® FLANGE) (RJ=ROTATABLE SAE "C" 4 BOLT 1.125 14T) (SE=1.25 ROUND SHAFT) |
| (5) Eaton UltraShift (DM2 & DM3 ONLY) | This transmission must have a signal from the PTO when activated. Please refer to Eaton Installation Guide "TRIG-2600" for proper wiring diagrams. Engine/Transmission speed must be at least 1000 RPM for proper operation. |

EATON/FULLER

FULL-13

TRANSMISSION Gear Data: RIGHT SIDE
R.H. 6- Bolt Opening - Gear Forward of Centerline
45 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
1.0850" (27.5600MM)

TRANSMISSION Gear Data: BOTTOM SIDE
L.H. 8- Bolt Opening - Gear Forward of Centerline
47 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
.8050" (20.4500MM)

Caution: Maximum Output Shaft Speed 2500 rpm's

RIGHT SIDE ONLY

6 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH6SB01X(1)1(2) | OPP | 57 | | | Included | 250 | 49 | |
| MH6SC01X(1)1(2) | OPP | 76 | | | Included | 250 | 49 | |
| MH6SE01X(1)1(2) | OPP | 91 | | | Included | 225 | 44 | |
| MH6SJ01X(1)1(2) | OPP | 100 | | | Included | 225 | 44 | |
| MH6SO01X(1)1(2) | OPP | 130 | | | Included | 200 | 39 | |
| MH6SR01X(1)1(2) | OPP | 143 | | | Included | 200 | 39 | |
| MH6SS01X(1)1(2) | OPP | 156 | | | Included | 190 | 37 | |
| MH6ST01X(1)1(2) | OPP | 172 | | | Included | 175 | 34 | |

BOTTOM SIDE ONLY

8 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH8SA01X(1)1(2) | OPP | 54 | | | Included | 250 | 49 | |
| MH8SB01X(1)1(2) | OPP | 60 | | | Included | 250 | 49 | |
| MH8SC01X(1)1(2) | OPP | 80 | | | Included | 250 | 49 | |
| MH8SE01X(1)1(2) | OPP | 95 | | | Included | 225 | 44 | |
| MH8SJ01X(1)1(2) | OPP | 104 | | | Included | 225 | 44 | |
| MH8SO01X(1)1(2) | OPP | 136 | | | Included | 200 | 39 | |
| MH8SR01X(1)1(2) | OPP | 149 | | | Included | 200 | 39 | |
| MH8SS01X(1)1(2) | OPP | 163 | | | Included | 190 | 37 | |
| MH8ST01X(1)1(2) | OPP | 179 | | | Included | 175 | 34 | |

FOOTNOTES MAY AFFECT PTO SELECTION

| | |
|---------------------------------------|--|
| (1) Pick Shifting Option | (A=AIR) (L=LEVER) (M=CONSTANT MESH) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (2) Pick Output Option | (DA=DIN 5462 8T) (GA= ROTATABLE GREASEABLE "B" 2/4 BOLT 7/8" 13T) (GB= ROTATABLE GREASEABLE "B" 2/4 BOLT 1" 15T) (RA=ROTATABLE SAE "B" 2/4 BOLT 7/8" 13T) (RB=ROTATABLE SAE "B" 2/4 BOLT 1" 15T) (RC=ROTATABLE SAE "B" 2/4 BOLT 1-1/4" 14T) (SB=ROTATABLE SAE "BB" 2 BOLT 1" 15T) (SD= ROTATABLE SAE "B" 2 BOLT 7/8" 13T) (SE= 1.250 ROUND SHAFT) (SF= "A" 5/8" 2 BOLT 9T) (TP=TYRONE PUMP 7/8" 13T) |
| (3) Pick Shifting Option | (A=AIR) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (4) Pick Output Option | (IC=1410 SPICER® FLANGE) (RJ=ROTATABLE SAE "C" 4 BOLT 1.125 14T) (SE=1.25 ROUND SHAFT) |
| (5) Eaton UltraShift (DM2 & DM3 ONLY) | This transmission must have a signal from the PTO when activated. Please refer to Eaton Installation Guide "TRIG-2600" for proper wiring diagrams. Engine/Transmission speed must be at least 1000 RPM for proper operation. |

EATON/FULLER

FULL-13

TRANSMISSION Gear Data: RIGHT SIDE
R.H. 6- Bolt Opening - Gear Forward of Centerline
45 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
1.0850" (27.5600MM)

TRANSMISSION Gear Data: BOTTOM SIDE
L.H. 8- Bolt Opening - Gear Forward of Centerline
47 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
.8050" (20.4500MM)

Caution: Maximum Output Shaft Speed 2500 rpm's

BOTTOM SIDE ONLY

8 BOLT - ONE SPEED - TWO GEAR - HEAVY DUTY

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|------------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MHD8SB01X(3)3(4) | OPP | 63 | | | Included | 505 | 95 | |
| MHD8SC01X(3)3(4) | OPP | 77 | | | Included | 505 | 95 | |
| MHD8SE01X(3)3(4) | OPP | 94 | | | Included | 505 | 95 | |
| MHD8SJ01X(3)3(4) | OPP | 114 | | | Included | 405 | 95 | |
| MHD8SO01X(3)3(4) | OPP | 138 | | | Included | 355 | 95 | |

FOOTNOTES MAY AFFECT PTO SELECTION

| | |
|---------------------------------------|--|
| (1) Pick Shifting Option | (A=AIR) (L=LEVER) (M=CONSTANT MESH) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (2) Pick Output Option | (DA=DIN 5462 8T) (GA= ROTATABLE GREASEABLE "B" 2/4 BOLT 7/8" 13T) (GB= ROTATABLE GREASEABLE "B" 2/4 BOLT 1" 15T) (RA=ROTATABLE SAE "B" 2/4 BOLT 7/8" 13T) (RB=ROTATABLE SAE "B" 2/4 BOLT 1" 15T) (RC=ROTATABLE SAE "B" 2/4 BOLT 1-1/4" 14T) (SB=ROTATABLE SAE "BB" 2 BOLT 1" 15T) (SD= ROTATABLE SAE "B" 2 BOLT 7/8" 13T) (SE= 1.250 ROUND SHAFT) (SF= "A" 5/8" 2 BOLT 9T) (TP=TYRONE PUMP 7/8" 13T) |
| (3) Pick Shifting Option | (A=AIR) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (4) Pick Output Option | (IC=1410 SPICER® FLANGE) (RJ=ROTATABLE SAE "C" 4 BOLT 1.125 14T) (SE=1.25 ROUND SHAFT) |
| (5) Eaton UltraShift (DM2 & DM3 ONLY) | This transmission must have a signal from the PTO when activated. Please refer to Eaton Installation Guide "TRIG-2600" for proper wiring diagrams. Engine/Transmission speed must be at least 1000 RPM for proper operation. |

EATON/FULLER

FULL-14

TRANSMISSION Gear Data: RIGHT SIDE
R.H. 6- Bolt Opening - Gear Forward of Centerline
45 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
1.0850" (27.5600MM)

TRANSMISSION Gear Data: BOTTOM SIDE
L.H. 8- Bolt Opening - Gear Forward of Centerline
47 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
.8050" (20.4500MM)

Caution: Maximum Output Shaft Speed 2500 rpm's

RIGHT SIDE ONLY

6 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH6SB01X(1)1(2) | OPP | 88 | | | Included | 250 | 49 | |
| MH6SC01X(1)1(2) | OPP | 112 | | | Included | 250 | 49 | |
| MH6SE01X(1)1(2) | OPP | 120 | | | Included | 225 | 44 | |
| MH6SJ01X(1)1(2) | OPP | 139 | | | Included | 225 | 44 | |
| MH6SO01X(1)1(2) | OPP | 171 | | | Included | 200 | 39 | |

BOTTOM SIDE ONLY

8 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH8SA01X(1)1(2) | OPP | 75 | | | Included | 250 | 49 | |
| MH8SB01X(1)1(2) | OPP | 92 | | | Included | 250 | 49 | |
| MH8SC01X(1)1(2) | OPP | 117 | | | Included | 250 | 49 | |
| MH8SE01X(1)1(2) | OPP | 125 | | | Included | 225 | 44 | |
| MH8SJ01X(1)1(2) | OPP | 145 | | | Included | 225 | 44 | |
| MH8SO01X(1)1(2) | OPP | 178 | | | Included | 200 | 39 | |

FOOTNOTES MAY AFFECT PTO SELECTION

| | |
|---------------------------------------|--|
| (1) Pick Shifting Option | (A=AIR) (L=LEVER) (M=CONSTANT MESH) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (2) Pick Output Option | (DA=DIN 5462 8T) (GA= ROTATABLE GREASEABLE "B" 2/4 BOLT 7/8" 13T) (GB= ROTATABLE GREASEABLE "B" 2/4 BOLT 1" 15T) (RA=ROTATABLE SAE "B" 2/4 BOLT 7/8" 13T) (RB=ROTATABLE SAE "B" 2/4 BOLT 1" 15T) (RC=ROTATABLE SAE "B" 2/4 BOLT 1-1/4" 14T) (SB=ROTATABLE SAE "BB" 2 BOLT 1" 15T) (SD= ROTATABLE SAE "B" 2 BOLT 7/8" 13T) (SE= 1.250 ROUND SHAFT) (SF= "A" 5/8" 2 BOLT 9T) (TP=TYRONE PUMP 7/8" 13T) |
| (3) Pick Shifting Option | (A=AIR) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (4) Pick Output Option | (IC=1410 SPICER® FLANGE) (RJ=ROTATABLE SAE "C" 4 BOLT 1.125 14T) (SE=1.25 ROUND SHAFT) |
| (5) Eaton UltraShift (DM2 & DM3 ONLY) | This transmission must have a signal from the PTO when activated. Please refer to Eaton Installation Guide "TRIG-2600" for proper wiring diagrams. Engine/Transmission speed must be at least 1000 RPM for proper operation. |

EATON/FULLER

FULL-15

TRANSMISSION Gear Data: RIGHT SIDE
R.H. 6- Bolt Opening - Gear Forward of Centerline
45 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
1.0850" (27.5600MM)

TRANSMISSION Gear Data: BOTTOM SIDE
L.H. 8- Bolt Opening - Gear Forward of Centerline
47 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
.8050" (20.4500MM)

Caution: Maximum Output Shaft Speed 2500 rpm's

RIGHT SIDE ONLY

6 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH6SB01X(1)1(2) | OPP | 89 | | | Included | 250 | 49 | |
| MH6SC01X(1)1(2) | OPP | 118 | | | Included | 250 | 49 | |
| MH6SE01X(1)1(2) | OPP | 141 | | | Included | 225 | 44 | |
| MH6SJ01X(1)1(2) | OPP | 154 | | | Included | 225 | 44 | |
| MH6SO01X(1)1(2) | OPP | 201 | | | Included | 200 | 39 | |

BOTTOM SIDE ONLY

8 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH8SA01X(1)1(2) | OPP | 84 | | | Included | 250 | 49 | |
| MH8SB01X(1)1(2) | OPP | 93 | | | Included | 250 | 49 | |
| MH8SC01X(1)1(2) | OPP | 123 | | | Included | 250 | 49 | |
| MH8SE01X(1)1(2) | OPP | 147 | | | Included | 225 | 44 | |
| MH8SJ01X(1)1(2) | OPP | 161 | | | Included | 225 | 44 | |
| MH8SO01X(1)1(2) | OPP | 210 | | | Included | 200 | 39 | |
| MH8SR01X(1)1(2) | OPP | 230 | | | Included | 200 | 39 | |
| MH8SS01X(1)1(2) | OPP | 253 | | | Included | 190 | 37 | |
| MH8ST01X(1)1(2) | OPP | 277 | | | Included | 175 | 34 | |

FOOTNOTES MAY AFFECT PTO SELECTION

| | |
|---------------------------------------|--|
| (1) Pick Shifting Option | (A=AIR) (L=LEVER) (M=CONSTANT MESH) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (2) Pick Output Option | (DA=DIN 5462 8T) (GA= ROTATABLE GREASEABLE "B" 2/4 BOLT 7/8" 13T) (GB= ROTATABLE GREASEABLE "B" 2/4 BOLT 1" 15T) (RA=ROTATABLE SAE "B" 2/4 BOLT 7/8" 13T) (RB=ROTATABLE SAE "B" 2/4 BOLT 1" 15T) (RC=ROTATABLE SAE "B" 2/4 BOLT 1-1/4" 14T) (SB=ROTATABLE SAE "BB" 2 BOLT 1" 15T) (SD= ROTATABLE SAE "B" 2 BOLT 7/8" 13T) (SE= 1.250 ROUND SHAFT) (SF= "A" 5/8" 2 BOLT 9T) (TP=TYRONE PUMP 7/8" 13T) |
| (3) Pick Shifting Option | (A=AIR) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (4) Pick Output Option | (IC=1410 SPICER® FLANGE) (RJ=ROTATABLE SAE "C" 4 BOLT 1.125 14T) (SE=1.25 ROUND SHAFT) |
| (5) Eaton UltraShift (DM2 & DM3 ONLY) | This transmission must have a signal from the PTO when activated. Please refer to Eaton Installation Guide "TRIG-2600" for proper wiring diagrams. Engine/Transmission speed must be at least 1000 RPM for proper operation. |

EATON/FULLER

FULL-15

TRANSMISSION Gear Data: RIGHT SIDE
R.H. 6- Bolt Opening - Gear Forward of Centerline
45 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
1.0850" (27.5600MM)

TRANSMISSION Gear Data: BOTTOM SIDE
L.H. 8- Bolt Opening - Gear Forward of Centerline
47 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
.8050" (20.4500MM)

Caution: Maximum Output Shaft Speed 2500 rpm's

BOTTOM SIDE ONLY

8 BOLT - ONE SPEED - TWO GEAR - HEAVY DUTY

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|------------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MHD8SB01X(3)3(4) | OPP | 97 | | | Included | 505 | 95 | |
| MHD8SC01X(3)3(4) | OPP | 119 | | | Included | 505 | 95 | |
| MHD8SE01X(3)3(4) | OPP | 145 | | | Included | 505 | 95 | |
| MHD8SJ01X(3)3(4) | OPP | 177 | | | Included | 405 | 95 | |
| MHD8SO01X(3)3(4) | OPP | 214 | | | Included | 355 | 95 | |

FOOTNOTES MAY AFFECT PTO SELECTION

| | |
|---------------------------------------|--|
| (1) Pick Shifting Option | (A=AIR) (L=LEVER) (M=CONSTANT MESH) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (2) Pick Output Option | (DA=DIN 5462 8T) (GA= ROTATABLE GREASEABLE "B" 2/4 BOLT 7/8" 13T) (GB= ROTATABLE GREASEABLE "B" 2/4 BOLT 1" 15T) (RA=ROTATABLE SAE "B" 2/4 BOLT 7/8" 13T) (RB=ROTATABLE SAE "B" 2/4 BOLT 1" 15T) (RC=ROTATABLE SAE "B" 2/4 BOLT 1-1/4" 14T) (SB=ROTATABLE SAE "BB" 2 BOLT 1" 15T) (SD= ROTATABLE SAE "B" 2 BOLT 7/8" 13T) (SE= 1.250 ROUND SHAFT) (SF= "A" 5/8" 2 BOLT 9T) (TP=TYRONE PUMP 7/8" 13T) |
| (3) Pick Shifting Option | (A=AIR) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (4) Pick Output Option | (IC=1410 SPICER® FLANGE) (RJ=ROTATABLE SAE "C" 4 BOLT 1.125 14T) (SE=1.25 ROUND SHAFT) |
| (5) Eaton UltraShift (DM2 & DM3 ONLY) | This transmission must have a signal from the PTO when activated. Please refer to Eaton Installation Guide "TRIG-2600" for proper wiring diagrams. Engine/Transmission speed must be at least 1000 RPM for proper operation. |

EATON/FULLER

FULL-16

TRANSMISSION Gear Data: RIGHT SIDE
R.H. 6- Bolt Opening - Gear Forward of Centerline
45 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
1.0850" (27.5600MM)

TRANSMISSION Gear Data: BOTTOM SIDE
L.H. 8- Bolt Opening - Gear Forward of Centerline
47 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
.8050" (20.4500MM)

Caution: Maximum Output Shaft Speed 2500 rpm's

RIGHT SIDE ONLY

6 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH6SB01X(1)1(2) | OPP | 106 | | | Included | 250 | 49 | |
| MH6SC01X(1)1(2) | OPP | 140 | | | Included | 250 | 49 | |
| MH6SE01X(1)1(2) | OPP | 168 | | | Included | 225 | 44 | |
| MH6SJ01X(1)1(2) | OPP | 184 | | | Included | 225 | 44 | |
| MH6SO01X(1)1(2) | OPP | 240 | | | Included | 200 | 39 | |
| MH6SR01X(1)1(2) | OPP | 263 | | | Included | 200 | 39 | |
| MH6SS01X(1)1(2) | OPP | 288 | | | Included | 190 | 37 | |
| MH6ST01X(1)1(2) | OPP | 317 | | | Included | 175 | 34 | |

BOTTOM SIDE ONLY

8 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH8SA01X(1)1(2) | OPP | 100 | | | Included | 250 | 49 | |
| MH8SB01X(1)1(2) | OPP | 110 | | | Included | 250 | 49 | |
| MH8SC01X(1)1(2) | OPP | 147 | | | Included | 250 | 49 | |
| MH8SE01X(1)1(2) | OPP | 176 | | | Included | 225 | 44 | |
| MH8SJ01X(1)1(2) | OPP | 192 | | | Included | 225 | 44 | |
| MH8SO01X(1)1(2) | OPP | 251 | | | Included | 200 | 39 | |
| MH8SR01X(1)1(2) | OPP | 275 | | | Included | 200 | 39 | |
| MH8SS01X(1)1(2) | OPP | 301 | | | Included | 190 | 37 | |
| MH8ST01X(1)1(2) | OPP | 331 | | | Included | 175 | 34 | |

FOOTNOTES MAY AFFECT PTO SELECTION

| | |
|---------------------------------------|--|
| (1) Pick Shifting Option | (A=AIR) (L=LEVER) (M=CONSTANT MESH) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (2) Pick Output Option | (DA=DIN 5462 8T) (GA= ROTATABLE GREASEABLE "B" 2/4 BOLT 7/8" 13T) (GB= ROTATABLE GREASEABLE "B" 2/4 BOLT 1" 15T) (RA=ROTATABLE SAE "B" 2/4 BOLT 7/8" 13T) (RB=ROTATABLE SAE "B" 2/4 BOLT 1" 15T) (RC=ROTATABLE SAE "B" 2/4 BOLT 1-1/4" 14T) (SB=ROTATABLE SAE "BB" 2 BOLT 1" 15T) (SD= ROTATABLE SAE "B" 2 BOLT 7/8" 13T) (SE= 1.250 ROUND SHAFT) (SF= "A" 5/8" 2 BOLT 9T) (TP=TYRONE PUMP 7/8" 13T) |
| (3) Pick Shifting Option | (A=AIR) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (4) Pick Output Option | (IC=1410 SPICER® FLANGE) (RJ=ROTATABLE SAE "C" 4 BOLT 1.125 14T) (SE=1.25 ROUND SHAFT) |
| (5) Eaton UltraShift (DM2 & DM3 ONLY) | This transmission must have a signal from the PTO when activated. Please refer to Eaton Installation Guide "TRIG-2600" for proper wiring diagrams. Engine/Transmission speed must be at least 1000 RPM for proper operation. |

EATON/FULLER

FULL-16

TRANSMISSION Gear Data: RIGHT SIDE
R.H. 6- Bolt Opening - Gear Forward of Centerline
45 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
1.0850" (27.5600MM)

TRANSMISSION Gear Data: BOTTOM SIDE
L.H. 8- Bolt Opening - Gear Forward of Centerline
47 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
.8050" (20.4500MM)

Caution: Maximum Output Shaft Speed 2500 rpm's

BOTTOM SIDE ONLY

8 BOLT - ONE SPEED - TWO GEAR - HEAVY DUTY

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|------------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MHD8SB01X(3)3(4) | OPP | 111 | | | Included | 505 | 95 | |
| MHD8SC01X(3)3(4) | OPP | 136 | | | Included | 505 | 95 | |
| MHD8SE01X(3)3(4) | OPP | 166 | | | Included | 505 | 95 | |
| MHD8SJ01X(3)3(4) | OPP | 202 | | | Included | 405 | 95 | |
| MHD8SO01X(3)3(4) | OPP | 244 | | | Included | 355 | 95 | |

FOOTNOTES MAY AFFECT PTO SELECTION

| | |
|---------------------------------------|--|
| (1) Pick Shifting Option | (A=AIR) (L=LEVER) (M=CONSTANT MESH) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (2) Pick Output Option | (DA=DIN 5462 8T) (GA= ROTATABLE GREASEABLE "B" 2/4 BOLT 7/8" 13T) (GB= ROTATABLE GREASEABLE "B" 2/4 BOLT 1" 15T) (RA=ROTATABLE SAE "B" 2/4 BOLT 7/8" 13T) (RB=ROTATABLE SAE "B" 2/4 BOLT 1" 15T) (RC=ROTATABLE SAE "B" 2/4 BOLT 1-1/4" 14T) (SB=ROTATABLE SAE "BB" 2 BOLT 1" 15T) (SD= ROTATABLE SAE "B" 2 BOLT 7/8" 13T) (SE= 1.250 ROUND SHAFT) (SF= "A" 5/8" 2 BOLT 9T) (TP=TYRONE PUMP 7/8" 13T) |
| (3) Pick Shifting Option | (A=AIR) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (4) Pick Output Option | (IC=1410 SPICER® FLANGE) (RJ=ROTATABLE SAE "C" 4 BOLT 1.125 14T) (SE=1.25 ROUND SHAFT) |
| (5) Eaton UltraShift (DM2 & DM3 ONLY) | This transmission must have a signal from the PTO when activated. Please refer to Eaton Installation Guide "TRIG-2600" for proper wiring diagrams. Engine/Transmission speed must be at least 1000 RPM for proper operation. |

EATON/FULLER

FULL-17

TRANSMISSION Gear Data: RIGHT SIDE
R.H. 6- Bolt Opening - Gear Forward of Centerline
45 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
1.0850" (27.5600MM)

TRANSMISSION Gear Data: BOTTOM SIDE
L.H. 8- Bolt Opening - Gear Forward of Centerline
47 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
.8050" (20.4500MM)

Caution: Maximum Output Shaft Speed 2500 rpm's

RIGHT SIDE ONLY

6 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH6SB01X(1)1(2) | OPP | 89 | | | Included | 250 | 49 | |
| MH6SC01X(1)1(2) | OPP | 118 | | | Included | 250 | 49 | |
| MH6SE01X(1)1(2) | OPP | 141 | | | Included | 225 | 44 | |
| MH6SJ01X(1)1(2) | OPP | 154 | | | Included | 225 | 44 | |

BOTTOM SIDE ONLY

8 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH8SA01X(1)1(2) | OPP | 84 | | | Included | 250 | 49 | |
| MH8SB01X(1)1(2) | OPP | 93 | | | Included | 250 | 49 | |
| MH8SC01X(1)1(2) | OPP | 123 | | | Included | 250 | 49 | |
| MH8SE01X(1)1(2) | OPP | 148 | | | Included | 225 | 44 | |
| MH8SJ01X(1)1(2) | OPP | 161 | | | Included | 225 | 44 | |
| MH8SO01X(1)1(2) | OPP | 211 | | | Included | 200 | 39 | |

8 BOLT - ONE SPEED - TWO GEAR - HEAVY DUTY

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|------------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MHD8SB01X(3)3(4) | OPP | 93 | | | Included | 505 | 95 | |
| MHD8SC01X(3)3(4) | OPP | 114 | | | Included | 505 | 95 | |
| MHD8SE01X(3)3(4) | OPP | 139 | | | Included | 505 | 95 | |
| MHD8SJ01X(3)3(4) | OPP | 170 | | | Included | 405 | 95 | |

FOOTNOTES MAY AFFECT PTO SELECTION

| | |
|---------------------------------------|--|
| (1) Pick Shifting Option | (A=AIR) (L=LEVER) (M=CONSTANT MESH) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (2) Pick Output Option | (DA=DIN 5462 8T) (GA= ROTATABLE GREASEABLE "B" 2/4 BOLT 7/8" 13T) (GB= ROTATABLE GREASEABLE "B" 2/4 BOLT 1" 15T) (RA=ROTATABLE SAE "B" 2/4 BOLT 7/8" 13T) (RB=ROTATABLE SAE "B" 2/4 BOLT 1" 15T) (RC=ROTATABLE SAE "B" 2/4 BOLT 1-1/4" 14T) (SB=ROTATABLE SAE "BB" 2 BOLT 1" 15T) (SD= ROTATABLE SAE "B" 2 BOLT 7/8" 13T) (SE= 1.250 ROUND SHAFT) (SF= "A" 5/8" 2 BOLT 9T) (TP=TYRONE PUMP 7/8" 13T) |
| (3) Pick Shifting Option | (A=AIR) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (4) Pick Output Option | (IC=1410 SPICER® FLANGE) (RJ=ROTATABLE SAE "C" 4 BOLT 1.125 14T) (SE=1.25 ROUND SHAFT) |
| (5) Eaton UltraShift (DM2 & DM3 ONLY) | This transmission must have a signal from the PTO when activated. Please refer to Eaton Installation Guide "TRIG-2600" for proper wiring diagrams. Engine/Transmission speed must be at least 1000 RPM for proper operation. |

EATON/FULLER

FULL-18

TRANSMISSION Gear Data: RIGHT SIDE
R.H. 6- Bolt Opening - Gear Forward of Centerline
45 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
1.0850" (27.5600MM)

TRANSMISSION Gear Data: BOTTOM SIDE
L.H. 8- Bolt Opening - Gear Forward of Centerline
47 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
.8050" (20.4500MM)

Caution: Maximum Output Shaft Speed 2500 rpm's

RIGHT SIDE ONLY

6 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH6SB01X(1)1(2) | OPP | 100 | | | Included | 250 | 49 | |
| MH6SC01X(1)1(2) | OPP | 133 | | | Included | 250 | 49 | |
| MH6SE01X(1)1(2) | OPP | 159 | | | Included | 225 | 44 | |
| MH6SJ01X(1)1(2) | OPP | 174 | | | Included | 225 | 44 | |
| MH6SO01X(1)1(2) | OPP | 228 | | | Included | 200 | 39 | |
| MH6SR01X(1)1(2) | OPP | 249 | | | Included | 200 | 39 | |
| MH6SS01X(1)1(2) | OPP | 273 | | | Included | 190 | 37 | |
| MH6ST01X(1)1(2) | OPP | 300 | | | Included | 175 | 34 | |

BOTTOM SIDE ONLY

8 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH8SA01X(1)1(2) | OPP | 95 | | | Included | 250 | 49 | |
| MH8SB01X(1)1(2) | OPP | 105 | | | Included | 250 | 49 | |
| MH8SC01X(1)1(2) | OPP | 139 | | | Included | 250 | 49 | |
| MH8SE01X(1)1(2) | OPP | 166 | | | Included | 225 | 44 | |
| MH8SJ01X(1)1(2) | OPP | 182 | | | Included | 225 | 44 | |
| MH8SO01X(1)1(2) | OPP | 238 | | | Included | 200 | 39 | |
| MH8SR01X(1)1(2) | OPP | 260 | | | Included | 200 | 39 | |
| MH8SS01X(1)1(2) | OPP | 285 | | | Included | 190 | 37 | |
| MH8ST01X(1)1(2) | OPP | 313 | | | Included | 175 | 34 | |

FOOTNOTES MAY AFFECT PTO SELECTION

| | |
|---------------------------------------|--|
| (1) Pick Shifting Option | (A=AIR) (L=LEVER) (M=CONSTANT MESH) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (2) Pick Output Option | (DA=DIN 5462 8T) (GA= ROTATABLE GREASEABLE "B" 2/4 BOLT 7/8" 13T) (GB= ROTATABLE GREASEABLE "B" 2/4 BOLT 1" 15T) (RA=ROTATABLE SAE "B" 2/4 BOLT 7/8" 13T) (RB=ROTATABLE SAE "B" 2/4 BOLT 1" 15T) (RC=ROTATABLE SAE "B" 2/4 BOLT 1-1/4" 14T) (SB=ROTATABLE SAE "BB" 2 BOLT 1" 15T) (SD= ROTATABLE SAE "B" 2 BOLT 7/8" 13T) (SE= 1.250 ROUND SHAFT) (SF= "A" 5/8" 2 BOLT 9T) (TP=TYRONE PUMP 7/8" 13T) |
| (3) Pick Shifting Option | (A=AIR) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (4) Pick Output Option | (IC=1410 SPICER® FLANGE) (RJ=ROTATABLE SAE "C" 4 BOLT 1.125 14T) (SE=1.25 ROUND SHAFT) |
| (5) Eaton UltraShift (DM2 & DM3 ONLY) | This transmission must have a signal from the PTO when activated. Please refer to Eaton Installation Guide "TRIG-2600" for proper wiring diagrams. Engine/Transmission speed must be at least 1000 RPM for proper operation. |

EATON/FULLER

FULL-18

TRANSMISSION Gear Data: RIGHT SIDE
R.H. 6- Bolt Opening - Gear Forward of Centerline
45 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
1.0850" (27.5600MM)

TRANSMISSION Gear Data: BOTTOM SIDE
L.H. 8- Bolt Opening - Gear Forward of Centerline
47 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
.8050" (20.4500MM)

Caution: Maximum Output Shaft Speed 2500 rpm's

BOTTOM SIDE ONLY

8 BOLT - ONE SPEED - TWO GEAR - HEAVY DUTY

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|------------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MHD8SB01X(3)3(4) | OPP | 105 | | | Included | 505 | 95 | |
| MHD8SC01X(3)3(4) | OPP | 129 | | | Included | 505 | 95 | |
| MHD8SE01X(3)3(4) | OPP | 157 | | | Included | 505 | 95 | |
| MHD8SJ01X(3)3(4) | OPP | 191 | | | Included | 405 | 95 | |
| MHD8SO01X(3)3(4) | OPP | 231 | | | Included | 355 | 95 | |

FOOTNOTES MAY AFFECT PTO SELECTION

| | |
|---------------------------------------|--|
| (1) Pick Shifting Option | (A=AIR) (L=LEVER) (M=CONSTANT MESH) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (2) Pick Output Option | (DA=DIN 5462 8T) (GA= ROTATABLE GREASEABLE "B" 2/4 BOLT 7/8" 13T) (GB= ROTATABLE GREASEABLE "B" 2/4 BOLT 1" 15T) (RA=ROTATABLE SAE "B" 2/4 BOLT 7/8" 13T) (RB=ROTATABLE SAE "B" 2/4 BOLT 1" 15T) (RC=ROTATABLE SAE "B" 2/4 BOLT 1-1/4" 14T) (SB=ROTATABLE SAE "BB" 2 BOLT 1" 15T) (SD= ROTATABLE SAE "B" 2 BOLT 7/8" 13T) (SE= 1.250 ROUND SHAFT) (SF= "A" 5/8" 2 BOLT 9T) (TP=TYRONE PUMP 7/8" 13T) |
| (3) Pick Shifting Option | (A=AIR) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (4) Pick Output Option | (IC=1410 SPICER® FLANGE) (RJ=ROTATABLE SAE "C" 4 BOLT 1.125 14T) (SE=1.25 ROUND SHAFT) |
| (5) Eaton UltraShift (DM2 & DM3 ONLY) | This transmission must have a signal from the PTO when activated. Please refer to Eaton Installation Guide "TRIG-2600" for proper wiring diagrams. Engine/Transmission speed must be at least 1000 RPM for proper operation. |

EATON/FULLER

FULL-19

TRANSMISSION Gear Data: TOP SIDE
R.H. 8- Bolt Opening - Gear Forward of Centerline
30 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
1.0850" (27.5600MM)

TRANSMISSION Gear Data: BOTTOM SIDE
L.H. 6- Bolt Opening - Gear Forward of Centerline
30 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
.8050" (20.4500MM)

Caution: Maximum Output Shaft Speed 2500 rpm's

TOP SIDE ONLY

8 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH8SA02X(1)3(2) | OPP | 73 | | | Included | 250 | 49 | |
| MH8SB02X(1)3(2) | OPP | 81 | | | Included | 250 | 49 | |
| MH8SC02X(1)3(2) | OPP | 107 | | | Included | 250 | 49 | |
| MH8SE02X(1)3(2) | OPP | 128 | | | Included | 225 | 44 | |
| MH8SJ02X(1)3(2) | OPP | 140 | | | Included | 225 | 44 | |
| MH8SO02X(1)3(2) | OPP | 184 | | | Included | 200 | 39 | |
| MH8SR02X(1)3(2) | OPP | 201 | | | Included | 200 | 39 | |
| MH8SS02X(1)3(2) | OPP | 220 | | | Included | 190 | 37 | |
| MH8ST02X(1)3(2) | OPP | 242 | | | Included | 175 | 34 | |

BOTTOM SIDE ONLY

6 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|----------|--------------|----------|-------------|-------------|------------|
| MH6SB02X(1)1(2) | OPP | 81 | MGA-6032 | | Included | 250 | 49 | |
| MH6SC02X(1)1(2) | OPP | 107 | MGA-6032 | | Included | 250 | 49 | |
| MH6SE02X(1)1(2) | OPP | 128 | MGA-6032 | | Included | 225 | 44 | |
| MH6SJ02X(1)1(2) | OPP | 140 | MGA-6032 | | Included | 225 | 44 | |
| MH6SO02X(1)1(2) | OPP | 184 | MGA-6032 | | Included | 200 | 39 | |
| MH6SR02X(1)1(2) | OPP | 201 | MGA-6032 | | Included | 200 | 39 | |
| MH6SS02X(1)1(2) | OPP | 220 | MGA-6032 | | Included | 190 | 37 | |
| MH6ST02X(1)1(2) | OPP | 242 | MGA-6032 | | Included | 175 | 34 | |

FOOTNOTES MAY AFFECT PTO SELECTION

| | |
|---------------------------------------|--|
| (1) Pick Shifting Option | (A=AIR) (L=LEVER) (M=CONSTANT MESH) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (2) Pick Output Option | (DA=DIN 5462 8T) (GA= ROTATABLE GREASEABLE "B" 2/4 BOLT 7/8" 13T) (GB= ROTATABLE GREASEABLE "B" 2/4 BOLT 1" 15T) (RA=ROTATABLE SAE "B" 2/4 BOLT 7/8" 13T) (RB=ROTATABLE SAE "B" 2/4 BOLT 1" 15T) (RC=ROTATABLE SAE "B" 2/4 BOLT 1-1/4" 14T) (SB=ROTATABLE SAE "BB" 2 BOLT 1" 15T) (SD= ROTATABLE SAE "B" 2 BOLT 7/8" 13T) (SE= 1.250 ROUND SHAFT) (SF= "A" 5/8" 2 BOLT 9T) (TP=TYRONE PUMP 7/8" 13T) |
| (3) Pick Shifting Option | (A=AIR) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (4) Pick Output Option | (IC=1410 SPICER® FLANGE) (RJ=ROTATABLE SAE "C" 4 BOLT 1.125 14T) (SE=1.25 ROUND SHAFT) |
| (5) Eaton UltraShift (DM2 & DM3 ONLY) | This transmission must have a signal from the PTO when activated. Please refer to Eaton Installation Guide "TRIG-2600" for proper wiring diagrams. Engine/Transmission speed must be at least 1000 RPM for proper operation. |

EATON/FULLER

FULL-20

TRANSMISSION Gear Data: RIGHT SIDE
R.H. 6- Bolt Opening - Gear Forward of Centerline
45 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
1.0850" (27.5600MM)

TRANSMISSION Gear Data: BOTTOM SIDE
L.H. 8- Bolt Opening - Gear Forward of Centerline
47 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
.8050" (20.4500MM)

Caution: Maximum Output Shaft Speed 2500 rpm's

RIGHT SIDE ONLY

6 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH6SB01X(1)1(2) | OPP | 65 | | | Included | 250 | 49 | |
| MH6SC01X(1)1(2) | OPP | 87 | | | Included | 250 | 49 | |
| MH6SE01X(1)1(2) | OPP | 104 | | | Included | 225 | 44 | |
| MH6SJ01X(1)1(2) | OPP | 113 | | | Included | 225 | 44 | |
| MH6SO01X(1)1(2) | OPP | 148 | | | Included | 200 | 39 | |
| MH6SR01X(1)1(2) | OPP | 162 | | | Included | 200 | 39 | |
| MH6SS01X(1)1(2) | OPP | 178 | | | Included | 190 | 37 | |
| MH6ST01X(1)1(2) | OPP | 198 | | | Included | 175 | 34 | |

BOTTOM SIDE ONLY

8 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH8SA01X(1)1(2) | OPP | 62 | | | Included | 250 | 49 | |
| MH8SB01X(1)1(2) | OPP | 68 | | | Included | 250 | 49 | |
| MH8SC01X(1)1(2) | OPP | 90 | | | Included | 250 | 49 | |
| MH8SE01X(1)1(2) | OPP | 108 | | | Included | 225 | 44 | |
| MH8SJ01X(1)1(2) | OPP | 118 | | | Included | 225 | 44 | |
| MH8SO01X(1)1(2) | OPP | 155 | | | Included | 200 | 39 | |
| MH8SR01X(1)1(2) | OPP | 170 | | | Included | 200 | 39 | |
| MH8SS01X(1)1(2) | OPP | 186 | | | Included | 190 | 37 | |
| MH8ST01X(1)1(2) | OPP | 204 | | | Included | 175 | 34 | |

FOOTNOTES MAY AFFECT PTO SELECTION

| | |
|---------------------------------------|--|
| (1) Pick Shifting Option | (A=AIR) (L=LEVER) (M=CONSTANT MESH) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (2) Pick Output Option | (DA=DIN 5462 8T) (GA= ROTATABLE GREASEABLE "B" 2/4 BOLT 7/8" 13T) (GB= ROTATABLE GREASEABLE "B" 2/4 BOLT 1" 15T) (RA=ROTATABLE SAE "B" 2/4 BOLT 7/8" 13T) (RB=ROTATABLE SAE "B" 2/4 BOLT 1" 15T) (RC=ROTATABLE SAE "B" 2/4 BOLT 1-1/4" 14T) (SB=ROTATABLE SAE "BB" 2 BOLT 1" 15T) (SD= ROTATABLE SAE "B" 2 BOLT 7/8" 13T) (SE= 1.250 ROUND SHAFT) (SF= "A" 5/8" 2 BOLT 9T) (TP=TYRONE PUMP 7/8" 13T) |
| (3) Pick Shifting Option | (A=AIR) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (4) Pick Output Option | (IC=1410 SPICER® FLANGE) (RJ=ROTATABLE SAE "C" 4 BOLT 1.125 14T) (SE=1.25 ROUND SHAFT) |
| (5) Eaton UltraShift (DM2 & DM3 ONLY) | This transmission must have a signal from the PTO when activated. Please refer to Eaton Installation Guide "TRIG-2600" for proper wiring diagrams. Engine/Transmission speed must be at least 1000 RPM for proper operation. |

EATON/FULLER

FULL-20

TRANSMISSION Gear Data: RIGHT SIDE
R.H. 6- Bolt Opening - Gear Forward of Centerline
45 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
1.0850" (27.5600MM)

TRANSMISSION Gear Data: BOTTOM SIDE
L.H. 8- Bolt Opening - Gear Forward of Centerline
47 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
.8050" (20.4500MM)

Caution: Maximum Output Shaft Speed 2500 rpm's

BOTTOM SIDE ONLY

8 BOLT - ONE SPEED - TWO GEAR - HEAVY DUTY

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|------------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MHD8SB01X(3)3(4) | OPP | 68 | | | Included | 505 | 95 | |
| MHD8SC01X(3)3(4) | OPP | 84 | | | Included | 505 | 95 | |
| MHD8SE01X(3)3(4) | OPP | 102 | | | Included | 505 | 95 | |
| MHD8SJ01X(3)3(4) | OPP | 124 | | | Included | 405 | 95 | |
| MHD8SO01X(3)3(4) | OPP | 151 | | | Included | 355 | 95 | |

FOOTNOTES MAY AFFECT PTO SELECTION

| | |
|---------------------------------------|--|
| (1) Pick Shifting Option | (A=AIR) (L=LEVER) (M=CONSTANT MESH) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (2) Pick Output Option | (DA=DIN 5462 8T) (GA= ROTATABLE GREASEABLE "B" 2/4 BOLT 7/8" 13T) (GB= ROTATABLE GREASEABLE "B" 2/4 BOLT 1" 15T) (RA=ROTATABLE SAE "B" 2/4 BOLT 7/8" 13T) (RB=ROTATABLE SAE "B" 2/4 BOLT 1" 15T) (RC=ROTATABLE SAE "B" 2/4 BOLT 1-1/4" 14T) (SB=ROTATABLE SAE "BB" 2 BOLT 1" 15T) (SD= ROTATABLE SAE "B" 2 BOLT 7/8" 13T) (SE= 1.250 ROUND SHAFT) (SF= "A" 5/8" 2 BOLT 9T) (TP=TYRONE PUMP 7/8" 13T) |
| (3) Pick Shifting Option | (A=AIR) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (4) Pick Output Option | (IC=1410 SPICER® FLANGE) (RJ=ROTATABLE SAE "C" 4 BOLT 1.125 14T) (SE=1.25 ROUND SHAFT) |
| (5) Eaton UltraShift (DM2 & DM3 ONLY) | This transmission must have a signal from the PTO when activated. Please refer to Eaton Installation Guide "TRIG-2600" for proper wiring diagrams. Engine/Transmission speed must be at least 1000 RPM for proper operation. |

EATON/FULLER

FULL-21

TRANSMISSION Gear Data: RIGHT SIDE
R.H. 6- Bolt Opening - Gear Forward of Centerline
33 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
1.0900" (27.6900MM)

TRANSMISSION Gear Data: BOTTOM SIDE
L.H. 8- Bolt Opening - Gear Forward of Centerline
33 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
.8100" (20.5700MM)

Caution: Maximum Output Shaft Speed 2500 rpm's

RIGHT SIDE ONLY

6 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH6SB01X(1)1(2) | OPP | 59 | | | Included | 250 | 49 | |
| MH6SC01X(1)1(2) | OPP | 79 | | | Included | 250 | 49 | |
| MH6SE01X(1)1(2) | OPP | 95 | | | Included | 225 | 44 | |
| MH6SJ01X(1)1(2) | OPP | 103 | | | Included | 225 | 44 | |
| MH6SO01X(1)1(2) | OPP | 135 | | | Included | 200 | 39 | |
| MH6SR01X(1)1(2) | OPP | 148 | | | Included | 200 | 39 | |
| MH6SS01X(1)1(2) | OPP | 162 | | | Included | 190 | 37 | |
| MH6ST01X(1)1(2) | OPP | 178 | | | Included | 175 | 34 | |

BOTTOM SIDE ONLY

8 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH8SA01X(1)1(2) | OPP | 54 | | | Included | 250 | 49 | |
| MH8SB01X(1)1(2) | OPP | 59 | | | Included | 250 | 49 | |
| MH8SC01X(1)1(2) | OPP | 79 | | | Included | 250 | 49 | |
| MH8SE01X(1)1(2) | OPP | 95 | | | Included | 225 | 44 | |
| MH8SJ01X(1)1(2) | OPP | 103 | | | Included | 225 | 44 | |
| MH8SO01X(1)1(2) | OPP | 135 | | | Included | 200 | 39 | |
| MH8SR01X(1)1(2) | OPP | 148 | | | Included | 200 | 39 | |
| MH8SS01X(1)1(2) | OPP | 162 | | | Included | 190 | 37 | |
| MH8ST01X(1)1(2) | OPP | 178 | | | Included | 175 | 34 | |

FOOTNOTES MAY AFFECT PTO SELECTION

| | |
|---------------------------------------|--|
| (1) Pick Shifting Option | (A=AIR) (L=LEVER) (M=CONSTANT MESH) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (2) Pick Output Option | (DA=DIN 5462 8T) (GA= ROTATABLE GREASEABLE "B" 2/4 BOLT 7/8" 13T) (GB= ROTATABLE GREASEABLE "B" 2/4 BOLT 1" 15T) (RA=ROTATABLE SAE "B" 2/4 BOLT 7/8" 13T) (RB=ROTATABLE SAE "B" 2/4 BOLT 1" 15T) (RC=ROTATABLE SAE "B" 2/4 BOLT 1-1/4" 14T) (SB=ROTATABLE SAE "BB" 2 BOLT 1" 15T) (SD= ROTATABLE SAE "B" 2 BOLT 7/8" 13T) (SE= 1.250 ROUND SHAFT) (SF= "A" 5/8" 2 BOLT 9T) (TP=TYRONE PUMP 7/8" 13T) |
| (3) Pick Shifting Option | (A=AIR) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (4) Pick Output Option | (IC=1410 SPICER® FLANGE) (RJ=ROTATABLE SAE "C" 4 BOLT 1.125 14T) (SE=1.25 ROUND SHAFT) |
| (5) Eaton UltraShift (DM2 & DM3 ONLY) | This transmission must have a signal from the PTO when activated. Please refer to Eaton Installation Guide "TRIG-2600" for proper wiring diagrams. Engine/Transmission speed must be at least 1000 RPM for proper operation. |

EATON/FULLER

FULL-21

TRANSMISSION Gear Data: RIGHT SIDE
R.H. 6- Bolt Opening - Gear Forward of Centerline
45 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
1.0850" (27.5600MM)

TRANSMISSION Gear Data: BOTTOM SIDE
L.H. 8- Bolt Opening - Gear Forward of Centerline
47 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
.8050" (20.4500MM)

Caution: Maximum Output Shaft Speed 2500 rpm's

BOTTOM SIDE ONLY

8 BOLT - ONE SPEED - TWO GEAR - HEAVY DUTY

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|------------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MHD8SB01X(3)3(4) | OPP | 60 | | | Included | 505 | 95 | |
| MHD8SC01X(3)3(4) | OPP | 73 | | | Included | 505 | 95 | |
| MHD8SE01X(3)3(4) | OPP | 89 | | | Included | 505 | 95 | |
| MHD8SJ01X(3)3(4) | OPP | 108 | | | Included | 405 | 95 | |
| MHD8SO01X(3)3(4) | OPP | 131 | | | Included | 355 | 95 | |

FOOTNOTES MAY AFFECT PTO SELECTION

| | |
|---------------------------------------|--|
| (1) Pick Shifting Option | (A=AIR) (L=LEVER) (M=CONSTANT MESH) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (2) Pick Output Option | (DA=DIN 5462 8T) (GA= ROTATABLE GREASEABLE "B" 2/4 BOLT 7/8" 13T) (GB= ROTATABLE GREASEABLE "B" 2/4 BOLT 1" 15T) (RA=ROTATABLE SAE "B" 2/4 BOLT 7/8" 13T) (RB=ROTATABLE SAE "B" 2/4 BOLT 1" 15T) (RC=ROTATABLE SAE "B" 2/4 BOLT 1-1/4" 14T) (SB=ROTATABLE SAE "BB" 2 BOLT 1" 15T) (SD= ROTATABLE SAE "B" 2 BOLT 7/8" 13T) (SE= 1.250 ROUND SHAFT) (SF= "A" 5/8" 2 BOLT 9T) (TP=TYRONE PUMP 7/8" 13T) |
| (3) Pick Shifting Option | (A=AIR) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (4) Pick Output Option | (IC=1410 SPICER® FLANGE) (RJ=ROTATABLE SAE "C" 4 BOLT 1.125 14T) (SE=1.25 ROUND SHAFT) |
| (5) Eaton UltraShift (DM2 & DM3 ONLY) | This transmission must have a signal from the PTO when activated. Please refer to Eaton Installation Guide "TRIG-2600" for proper wiring diagrams. Engine/Transmission speed must be at least 1000 RPM for proper operation. |

EATON/FULLER

FULL-22

TRANSMISSION Gear Data: RIGHT SIDE
R.H. 6- Bolt Opening - Gear Forward of Centerline
38 TEETH - R.H. HELIX
PITCH LINE TO APERTURE FACE:
1.0850" (27.5590MM)

TRANSMISSION Gear Data: LEFT SIDE
L.H. 6- Bolt Opening - Gear Forward of Centerline
38 TEETH - R.H. HELIX
PITCH LINE TO APERTURE FACE:
1.0850" (27.5590MM)

Caution: Maximum Output Shaft Speed 2500 rpm's

RIGHT SIDE ONLY

6 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH6SC17X(1)1(2) | OPP | 66 | M6062 | | Included | 250 | 49 | |
| MH6SE17X(1)1(2) | OPP | 79 | M6062 | | Included | 225 | 44 | |
| MH6SJ17X(1)1(2) | OPP | 86 | M6062 | | Included | 225 | 44 | |
| MH6SO17X(1)1(2) | OPP | 112 | M6062 | | Included | 200 | 39 | |
| MH6SR17X(1)1(2) | OPP | 123 | M6062 | | Included | 200 | 39 | |
| MH6SS17X(1)1(2) | OPP | 135 | M6062 | | Included | 190 | 37 | |
| MH6ST17X(1)1(2) | OPP | 148 | M6062 | | Included | 175 | 34 | |

LEFT SIDE ONLY

6 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH6SC17X(1)3(2) | OPP | 66 | M6062 | | Included | 250 | 49 | |
| MH6SE17X(1)3(2) | OPP | 79 | M6062 | | Included | 225 | 44 | |
| MH6SJ17X(1)3(2) | OPP | 86 | M6062 | | Included | 225 | 44 | |
| MH6SO17X(1)3(2) | OPP | 112 | M6062 | | Included | 200 | 39 | |
| MH6SR17X(1)3(2) | OPP | 123 | M6062 | | Included | 200 | 39 | |
| MH6SS17X(1)3(2) | OPP | 135 | M6062 | | Included | 190 | 37 | |
| MH6ST17X(1)3(2) | OPP | 148 | M6062 | | Included | 175 | 34 | |

FOOTNOTES MAY AFFECT PTO SELECTION

| | |
|---------------------------------------|--|
| (1) Pick Shifting Option | (A=AIR) (L=LEVER) (M=CONSTANT MESH) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (2) Pick Output Option | (DA=DIN 5462 8T) (GA= ROTATABLE GREASEABLE "B" 2/4 BOLT 7/8" 13T) (GB= ROTATABLE GREASEABLE "B" 2/4 BOLT 1" 15T) (RA=ROTATABLE SAE "B" 2/4 BOLT 7/8" 13T) (RB=ROTATABLE SAE "B" 2/4 BOLT 1" 15T) (RC=ROTATABLE SAE "B" 2/4 BOLT 1-1/4" 14T) (SB=ROTATABLE SAE "BB" 2 BOLT 1" 15T) (SD= ROTATABLE SAE "B" 2 BOLT 7/8" 13T) (SE= 1.250 ROUND SHAFT) (SF= "A" 5/8" 2 BOLT 9T) (TP=TYRONE PUMP 7/8" 13T) |
| (3) Pick Shifting Option | (A=AIR) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (4) Pick Output Option | (IC=1410 SPICER® FLANGE) (RJ=ROTATABLE SAE "C" 4 BOLT 1.125 14T) (SE=1.25 ROUND SHAFT) |
| (5) Eaton UltraShift (DM2 & DM3 ONLY) | This transmission must have a signal from the PTO when activated. Please refer to Eaton Installation Guide "TRIG-2600" for proper wiring diagrams. Engine/Transmission speed must be at least 1000 RPM for proper operation. |

EATON/FULLER

FULL-23

TRANSMISSION Gear Data: RIGHT SIDE
R.H. 6- Bolt Opening - Gear Forward of Centerline
39 TEETH - R.H. HELIX
PITCH LINE TO APERTURE FACE:
1.0000" (25.4000MM)

TRANSMISSION Gear Data: LEFT SIDE
L.H. 6- Bolt Opening - Gear Forward of Centerline
39 TEETH - R.H. HELIX
PITCH LINE TO APERTURE FACE:
1.0000" (25.4000MM)

Caution: Maximum Output Shaft Speed 2500 rpm's

RIGHT SIDE ONLY

6 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH6NC17X(1)1(2) | OPP | 62 | M6165 | | MH170-3X | 250 | 49 | |
| MH6NE17X(1)1(2) | OPP | 74 | M6165 | | MH170-3X | 225 | 44 | |

LEFT SIDE ONLY

6 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH6NC17X(1)3(2) | OPP | 62 | M6165 | | MH170-3X | 250 | 49 | |
| MH6NE17X(1)3(2) | OPP | 74 | M6165 | | MH170-3X | 225 | 44 | |

FOOTNOTES MAY AFFECT PTO SELECTION

| | |
|---------------------------------------|--|
| (1) Pick Shifting Option | (A=AIR) (L=LEVER) (M=CONSTANT MESH) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (2) Pick Output Option | (DA=DIN 5462 8T) (GA= ROTATABLE GREASEABLE "B" 2/4 BOLT 7/8" 13T) (GB= ROTATABLE GREASEABLE "B" 2/4 BOLT 1" 15T) (RA=ROTATABLE SAE "B" 2/4 BOLT 7/8" 13T) (RB=ROTATABLE SAE "B" 2/4 BOLT 1" 15T) (RC=ROTATABLE SAE "B" 2/4 BOLT 1-1/4" 14T) (SB=ROTATABLE SAE "BB" 2 BOLT 1" 15T) (SD= ROTATABLE SAE "B" 2 BOLT 7/8" 13T) (SE= 1.250 ROUND SHAFT) (SF= "A" 5/8" 2 BOLT 9T) (TP=TYRONE PUMP 7/8" 13T) |
| (3) Pick Shifting Option | (A=AIR) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (4) Pick Output Option | (IC=1410 SPICER® FLANGE) (RJ=ROTATABLE SAE "C" 4 BOLT 1.125 14T) (SE=1.25 ROUND SHAFT) |
| (5) Eaton UltraShift (DM2 & DM3 ONLY) | This transmission must have a signal from the PTO when activated. Please refer to Eaton Installation Guide "TRIG-2600" for proper wiring diagrams. Engine/Transmission speed must be at least 1000 RPM for proper operation. |

EATON/FULLER

FULL-24

TRANSMISSION Gear Data: RIGHT SIDE
R.H. 6- Bolt Opening - Gear Forward of Centerline
33 TEETH - L.H. HELIX
PITCH LINE TO APERTURE FACE:
.9980" (25.3492MM)

TRANSMISSION Gear Data: LEFT SIDE
L.H. 6- Bolt Opening - Gear Rear of Centerline
19 TEETH - L.H. HELIX
PITCH LINE TO APERTURE FACE:
1.0850" (27.5590MM)

Caution: Maximum Output Shaft Speed 2500 rpm's

RIGHT SIDE ONLY

6 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|--------------------------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| Nothing Available At This Time | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |

LEFT SIDE ONLY

6 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH6SC06X(1)4(2) | ENG | 30 | | | Included | 250 | 49 | |
| MH6SE06X(1)4(2) | ENG | 36 | | | Included | 225 | 44 | |
| MH6SJ06X(1)4(2) | ENG | 40 | | | Included | 225 | 44 | |
| MH6SO06X(1)4(2) | ENG | 52 | | | Included | 200 | 39 | |
| MH6SR06X(1)4(2) | ENG | 57 | | | Included | 200 | 39 | |
| MH6SS06X(1)4(2) | ENG | 62 | | | Included | 190 | 37 | |
| MH6ST06X(1)4(2) | ENG | 68 | | | Included | 175 | 34 | |

FOOTNOTES MAY AFFECT PTO SELECTION

| | |
|---------------------------------------|--|
| (1) Pick Shifting Option | (A=AIR) (L=LEVER) (M=CONSTANT MESH) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (2) Pick Output Option | (DA=DIN 5462 8T) (GA= ROTATABLE GREASEABLE "B" 2/4 BOLT 7/8" 13T) (GB= ROTATABLE GREASEABLE "B" 2/4 BOLT 1" 15T) (RA=ROTATABLE SAE "B" 2/4 BOLT 7/8" 13T) (RB=ROTATABLE SAE "B" 2/4 BOLT 1" 15T) (RC=ROTATABLE SAE "B" 2/4 BOLT 1-1/4" 14T) (SB=ROTATABLE SAE "BB" 2 BOLT 1" 15T) (SD= ROTATABLE SAE "B" 2 BOLT 7/8" 13T) (SE= 1.250 ROUND SHAFT) (SF= "A" 5/8" 2 BOLT 9T) (TP=TYRONE PUMP 7/8" 13T) |
| (3) Pick Shifting Option | (A=AIR) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (4) Pick Output Option | (IC=1410 SPICER® FLANGE) (RJ=ROTATABLE SAE "C" 4 BOLT 1.125 14T) (SE=1.25 ROUND SHAFT) |
| (5) Eaton UltraShift (DM2 & DM3 ONLY) | This transmission must have a signal from the PTO when activated. Please refer to Eaton Installation Guide "TRIG-2600" for proper wiring diagrams. Engine/Transmission speed must be at least 1000 RPM for proper operation. |

EATON/FULLER

FULL-25

TRANSMISSION Gear Data: RIGHT SIDE
R.H. 6- Bolt Opening - Gear Forward of Centerline
33 TEETH - L.H. HELIX
PITCH LINE TO APERTURE FACE:
.9980" (25.3492MM)

TRANSMISSION Gear Data: LEFT SIDE
L.H. 6- Bolt Opening - Gear Rear of Centerline
19 TEETH - L.H. HELIX
PITCH LINE TO APERTURE FACE:
1.0850" (27.5590MM)

Caution: Maximum Output Shaft Speed 2500 rpm's

RIGHT SIDE ONLY

6 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|--------------------------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| Nothing Available At This Time | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |

LEFT SIDE ONLY

6 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH6SC06X(1)4(2) | ENG | 32 | | | Included | 250 | 49 | |
| MH6SE06X(1)4(2) | ENG | 39 | | | Included | 225 | 44 | |
| MH6SJ06X(1)4(2) | ENG | 42 | | | Included | 225 | 44 | |
| MH6SO06X(1)4(2) | ENG | 55 | | | Included | 200 | 39 | |
| MH6SR06X(1)4(2) | ENG | 60 | | | Included | 200 | 39 | |
| MH6SS06X(1)4(2) | ENG | 66 | | | Included | 190 | 37 | |
| MH6ST06X(1)4(2) | ENG | 73 | | | Included | 175 | 34 | |

FOOTNOTES MAY AFFECT PTO SELECTION

| | |
|---------------------------------------|--|
| (1) Pick Shifting Option | (A=AIR) (L=LEVER) (M=CONSTANT MESH) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (2) Pick Output Option | (DA=DIN 5462 8T) (GA= ROTATABLE GREASEABLE "B" 2/4 BOLT 7/8" 13T) (GB= ROTATABLE GREASEABLE "B" 2/4 BOLT 1" 15T) (RA=ROTATABLE SAE "B" 2/4 BOLT 7/8" 13T) (RB=ROTATABLE SAE "B" 2/4 BOLT 1" 15T) (RC=ROTATABLE SAE "B" 2/4 BOLT 1-1/4" 14T) (SB=ROTATABLE SAE "BB" 2 BOLT 1" 15T) (SD= ROTATABLE SAE "B" 2 BOLT 7/8" 13T) (SE= 1.250 ROUND SHAFT) (SF= "A" 5/8" 2 BOLT 9T) (TP=TYRONE PUMP 7/8" 13T) |
| (3) Pick Shifting Option | (A=AIR) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (4) Pick Output Option | (IC=1410 SPICER® FLANGE) (RJ=ROTATABLE SAE "C" 4 BOLT 1.125 14T) (SE=1.25 ROUND SHAFT) |
| (5) Eaton UltraShift (DM2 & DM3 ONLY) | This transmission must have a signal from the PTO when activated. Please refer to Eaton Installation Guide "TRIG-2600" for proper wiring diagrams. Engine/Transmission speed must be at least 1000 RPM for proper operation. |

EATON/FULLER

FULL-26

TRANSMISSION Gear Data: RIGHT SIDE
R.H. 6- Bolt Opening - Gear Forward of Centerline
30 TEETH - L.H. HELIX
PITCH LINE TO APERTURE FACE:
.8750" (22.2250MM)

TRANSMISSION Gear Data: LEFT SIDE
L.H. 6- Bolt Opening - Gear Rear of Centerline
19 TEETH - L.H. HELIX
PITCH LINE TO APERTURE FACE:
1.0850" (27.5590MM)

Caution: Maximum Output Shaft Speed 2500 rpm's

RIGHT SIDE ONLY

6 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|--------------------------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| Nothing Available At This Time | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |

LEFT SIDE ONLY

6 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH6SC06X(1)4(2) | ENG | 34 | | | Included | 250 | 49 | |
| MH6SE06X(1)4(2) | ENG | 41 | | | Included | 225 | 44 | |
| MH6SJ06X(1)4(2) | ENG | 45 | | | Included | 225 | 44 | |
| MH6SO06X(1)4(2) | ENG | 58 | | | Included | 200 | 39 | |
| MH6SR06X(1)4(2) | ENG | 64 | | | Included | 200 | 39 | |
| MH6SS06X(1)4(2) | ENG | 70 | | | Included | 190 | 37 | |
| MH6ST06X(1)4(2) | ENG | 77 | | | Included | 175 | 34 | |

FOOTNOTES MAY AFFECT PTO SELECTION

| | |
|---------------------------------------|--|
| (1) Pick Shifting Option | (A=AIR) (L=LEVER) (M=CONSTANT MESH) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (2) Pick Output Option | (DA=DIN 5462 8T) (GA= ROTATABLE GREASEABLE "B" 2/4 BOLT 7/8" 13T) (GB= ROTATABLE GREASEABLE "B" 2/4 BOLT 1" 15T) (RA=ROTATABLE SAE "B" 2/4 BOLT 7/8" 13T) (RB=ROTATABLE SAE "B" 2/4 BOLT 1" 15T) (RC=ROTATABLE SAE "B" 2/4 BOLT 1-1/4" 14T) (SB=ROTATABLE SAE "BB" 2 BOLT 1" 15T) (SD= ROTATABLE SAE "B" 2 BOLT 7/8" 13T) (SE= 1.250 ROUND SHAFT) (SF= "A" 5/8" 2 BOLT 9T) (TP=TYRONE PUMP 7/8" 13T) |
| (3) Pick Shifting Option | (A=AIR) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (4) Pick Output Option | (IC=1410 SPICER® FLANGE) (RJ=ROTATABLE SAE "C" 4 BOLT 1.125 14T) (SE=1.25 ROUND SHAFT) |
| (5) Eaton UltraShift (DM2 & DM3 ONLY) | This transmission must have a signal from the PTO when activated. Please refer to Eaton Installation Guide "TRIG-2600" for proper wiring diagrams. Engine/Transmission speed must be at least 1000 RPM for proper operation. |

EATON/FULLER

FULL-27

TRANSMISSION Gear Data: RIGHT SIDE
R.H. 6- Bolt Opening - Gear Forward of Centerline
78 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
.9740" (24.7400MM)

TRANSMISSION Gear Data: LEFT SIDE
L.H. 8- Bolt Opening - Gear Forward of Centerline
78 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
.8650" (21.9710MM)

Caution: Maximum Output Shaft Speed 2500 rpm's

RIGHT SIDE ONLY

6 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH6NC27X(1)3(2) | OPP | 73 | M6187 | | MH170-3X | 250 | 49 | |
| MH6NE27X(1)3(2) | OPP | 87 | M6187 | | MH170-3X | 225 | 44 | |
| MH6NJ27X(1)3(2) | OPP | 95 | M6187 | | MH170-3X | 225 | 44 | |
| MH6NO27X(1)3(2) | OPP | 124 | M6187 | | MH170-3X | 200 | 39 | |
| MH6NR27X(1)3(2) | OPP | 136 | M6187 | | MH170-3X | 200 | 39 | |
| MH6NS27X(1)3(2) | OPP | 149 | M6187 | | MH170-3X | 190 | 37 | |
| MH6NT27X(1)3(2) | OPP | 164 | M6187 | | MH170-3X | 175 | 34 | |

LEFT SIDE ONLY

8 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH8SC27X(1)3(2) | OPP | 73 | M8062 | | Included | 250 | 49 | |
| MH8SE27X(1)3(2) | OPP | 87 | M8062 | | Included | 225 | 44 | |
| MH8SJ27X(1)3(2) | OPP | 95 | M8062 | | Included | 225 | 44 | |
| MH8SO27X(1)3(2) | OPP | 124 | M8062 | | Included | 200 | 39 | |
| MH8SR27X(1)3(2) | OPP | 136 | M8062 | | Included | 200 | 39 | |
| MH8SS27X(1)3(2) | OPP | 149 | M8062 | | Included | 190 | 37 | |
| MH8ST27X(1)3(2) | OPP | 164 | M8062 | | Included | 175 | 34 | |

FOOTNOTES MAY AFFECT PTO SELECTION

| | |
|---------------------------------------|--|
| (1) Pick Shifting Option | (A=AIR) (L=LEVER) (M=CONSTANT MESH) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (2) Pick Output Option | (DA=DIN 5462 8T) (GA= ROTATABLE GREASEABLE "B" 2/4 BOLT 7/8" 13T) (GB= ROTATABLE GREASEABLE "B" 2/4 BOLT 1" 15T) (RA=ROTATABLE SAE "B" 2/4 BOLT 7/8" 13T) (RB=ROTATABLE SAE "B" 2/4 BOLT 1" 15T) (RC=ROTATABLE SAE "B" 2/4 BOLT 1-1/4" 14T) (SB=ROTATABLE SAE "BB" 2 BOLT 1" 15T) (SD= ROTATABLE SAE "B" 2 BOLT 7/8" 13T) (SE= 1.250 ROUND SHAFT) (SF= "A" 5/8" 2 BOLT 9T) (TP=TYRONE PUMP 7/8" 13T) |
| (3) Pick Shifting Option | (A=AIR) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (4) Pick Output Option | (IC=1410 SPICER® FLANGE) (RJ=ROTATABLE SAE "C" 4 BOLT 1.125 14T) (SE=1.25 ROUND SHAFT) |
| (5) Eaton UltraShift (DM2 & DM3 ONLY) | This transmission must have a signal from the PTO when activated. Please refer to Eaton Installation Guide "TRIG-2600" for proper wiring diagrams. Engine/Transmission speed must be at least 1000 RPM for proper operation. |

EATON/FULLER

FULL-28

TRANSMISSION Gear Data: RIGHT SIDE
R.H. 6- Bolt Opening - Gear Forward of Centerline
78 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
.9740" (24.7400MM)

TRANSMISSION Gear Data: LEFT SIDE
L.H. 8- Bolt Opening - Gear Rear of Centerline
78 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
.8650" (21.9710MM)

Caution: Maximum Output Shaft Speed 2500 rpm's

RIGHT SIDE ONLY

6 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH6NC27X(1)2(2) | OPP | 73 | M6187 | | MH170-3X | 250 | 49 | |
| MH6NE27X(1)2(2) | OPP | 88 | M6187 | | MH170-3X | 225 | 44 | |
| MH6NJ27X(1)2(2) | OPP | 96 | M6187 | | MH170-3X | 225 | 44 | |

LEFT SIDE ONLY

8 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|----------|--------------|----------|-------------|-------------|------------|
| MH8SC27X(1)2(2) | OPP | 73 | MGA-8032 | | Included | 250 | 49 | |
| MH8SE27X(1)2(2) | OPP | 88 | MGA-8032 | | Included | 225 | 44 | |
| MH8SJ27X(1)2(2) | OPP | 96 | MGA-8032 | | Included | 225 | 44 | |

FOOTNOTES MAY AFFECT PTO SELECTION

| | |
|---------------------------------------|--|
| (1) Pick Shifting Option | (A=AIR) (L=LEVER) (M=CONSTANT MESH) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (2) Pick Output Option | (DA=DIN 5462 8T) (GA= ROTATABLE GREASEABLE "B" 2/4 BOLT 7/8" 13T) (GB= ROTATABLE GREASEABLE "B" 2/4 BOLT 1" 15T) (RA=ROTATABLE SAE "B" 2/4 BOLT 7/8" 13T) (RB=ROTATABLE SAE "B" 2/4 BOLT 1" 15T) (RC=ROTATABLE SAE "B" 2/4 BOLT 1-1/4" 14T) (SB=ROTATABLE SAE "BB" 2 BOLT 1" 15T) (SD= ROTATABLE SAE "B" 2 BOLT 7/8" 13T) (SE= 1.250 ROUND SHAFT) (SF= "A" 5/8" 2 BOLT 9T) (TP=TYRONE PUMP 7/8" 13T) |
| (3) Pick Shifting Option | (A=AIR) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (4) Pick Output Option | (IC=1410 SPICER® FLANGE) (RJ=ROTATABLE SAE "C" 4 BOLT 1.125 14T) (SE=1.25 ROUND SHAFT) |
| (5) Eaton UltraShift (DM2 & DM3 ONLY) | This transmission must have a signal from the PTO when activated. Please refer to Eaton Installation Guide "TRIG-2600" for proper wiring diagrams. Engine/Transmission speed must be at least 1000 RPM for proper operation. |

EATON/FULLER

FULL-29

TRANSMISSION Gear Data: RIGHT SIDE
R.H. 6- Bolt Opening - Gear Forward of Centerline
45 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
1.0850" (27.5600MM)

TRANSMISSION Gear Data: BOTTOM SIDE
L.H. 8- Bolt Opening - Gear Forward of Centerline
47 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
.8050" (20.4500MM)

Caution: Maximum Output Shaft Speed 2500 rpm's

RIGHT SIDE ONLY

6 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH6SB01X(1)1(2) | OPP | 79 | | | Included | 250 | 49 | |
| MH6SC01X(1)1(2) | OPP | 105 | | | Included | 250 | 49 | |
| MH6SE01X(1)1(2) | OPP | 125 | | | Included | 225 | 44 | |
| MH6SJ01X(1)1(2) | OPP | 137 | | | Included | 225 | 44 | |
| MH6SO01X(1)1(2) | OPP | 179 | | | Included | 200 | 39 | |
| MH6SR01X(1)1(2) | OPP | 196 | | | Included | 200 | 39 | |
| MH6SS01X(1)1(2) | OPP | 215 | | | Included | 190 | 37 | |
| MH6ST01X(1)1(2) | OPP | 236 | | | Included | 175 | 34 | |

BOTTOM SIDE ONLY

8 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH8SA01X(1)1(2) | OPP | 75 | | | Included | 250 | 49 | |
| MH8SB01X(1)1(2) | OPP | 82 | | | Included | 250 | 49 | |
| MH8SC01X(1)1(2) | OPP | 109 | | | Included | 250 | 49 | |
| MH8SE01X(1)1(2) | OPP | 131 | | | Included | 225 | 44 | |
| MH8SJ01X(1)1(2) | OPP | 143 | | | Included | 225 | 44 | |
| MH8SO01X(1)1(2) | OPP | 187 | | | Included | 200 | 39 | |
| MH8SR01X(1)1(2) | OPP | 205 | | | Included | 200 | 39 | |
| MH8SS01X(1)1(2) | OPP | 224 | | | Included | 190 | 37 | |
| MH8ST01X(1)1(2) | OPP | 246 | | | Included | 175 | 34 | |

FOOTNOTES MAY AFFECT PTO SELECTION

| | |
|---------------------------------------|--|
| (1) Pick Shifting Option | (A=AIR) (L=LEVER) (M=CONSTANT MESH) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (2) Pick Output Option | (DA=DIN 5462 8T) (GA= ROTATABLE GREASEABLE "B" 2/4 BOLT 7/8" 13T) (GB= ROTATABLE GREASEABLE "B" 2/4 BOLT 1" 15T) (RA=ROTATABLE SAE "B" 2/4 BOLT 7/8" 13T) (RB=ROTATABLE SAE "B" 2/4 BOLT 1" 15T) (RC=ROTATABLE SAE "B" 2/4 BOLT 1-1/4" 14T) (SB=ROTATABLE SAE "BB" 2 BOLT 1" 15T) (SD= ROTATABLE SAE "B" 2 BOLT 7/8" 13T) (SE= 1.250 ROUND SHAFT) (SF= "A" 5/8" 2 BOLT 9T) (TP=TYRONE PUMP 7/8" 13T) |
| (3) Pick Shifting Option | (A=AIR) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (4) Pick Output Option | (IC=1410 SPICER® FLANGE) (RJ=ROTATABLE SAE "C" 4 BOLT 1.125 14T) (SE=1.25 ROUND SHAFT) |
| (5) Eaton UltraShift (DM2 & DM3 ONLY) | This transmission must have a signal from the PTO when activated. Please refer to Eaton Installation Guide "TRIG-2600" for proper wiring diagrams. Engine/Transmission speed must be at least 1000 RPM for proper operation. |

EATON/FULLER

FULL-29

TRANSMISSION Gear Data: RIGHT SIDE
R.H. 6- Bolt Opening - Gear Forward of Centerline
45 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
1.0850" (27.5600MM)

TRANSMISSION Gear Data: BOTTOM SIDE
L.H. 8- Bolt Opening - Gear Forward of Centerline
47 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
.8050" (20.4500MM)

Caution: Maximum Output Shaft Speed 2500 rpm's

BOTTOM SIDE ONLY

8 BOLT - ONE SPEED - TWO GEAR - HEAVY DUTY

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|------------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MHD8SB01X(3)3(4) | OPP | 86 | | | Included | 505 | 95 | |
| MHD8SC01X(3)3(4) | OPP | 106 | | | Included | 505 | 95 | |
| MHD8SE01X(3)3(4) | OPP | 129 | | | Included | 505 | 95 | |
| MHD8SJ01X(3)3(4) | OPP | 157 | | | Included | 405 | 95 | |
| MHD8SO01X(3)3(4) | OPP | 190 | | | Included | 355 | 95 | |

FOOTNOTES MAY AFFECT PTO SELECTION

| | |
|---------------------------------------|--|
| (1) Pick Shifting Option | (A=AIR) (L=LEVER) (M=CONSTANT MESH) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (2) Pick Output Option | (DA=DIN 5462 8T) (GA= ROTATABLE GREASEABLE "B" 2/4 BOLT 7/8" 13T) (GB= ROTATABLE GREASEABLE "B" 2/4 BOLT 1" 15T) (RA=ROTATABLE SAE "B" 2/4 BOLT 7/8" 13T) (RB=ROTATABLE SAE "B" 2/4 BOLT 1" 15T) (RC=ROTATABLE SAE "B" 2/4 BOLT 1-1/4" 14T) (SB=ROTATABLE SAE "BB" 2 BOLT 1" 15T) (SD= ROTATABLE SAE "B" 2 BOLT 7/8" 13T) (SE= 1.250 ROUND SHAFT) (SF= "A" 5/8" 2 BOLT 9T) (TP=TYRONE PUMP 7/8" 13T) |
| (3) Pick Shifting Option | (A=AIR) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (4) Pick Output Option | (IC=1410 SPICER® FLANGE) (RJ=ROTATABLE SAE "C" 4 BOLT 1.125 14T) (SE=1.25 ROUND SHAFT) |
| (5) Eaton UltraShift (DM2 & DM3 ONLY) | This transmission must have a signal from the PTO when activated. Please refer to Eaton Installation Guide "TRIG-2600" for proper wiring diagrams. Engine/Transmission speed must be at least 1000 RPM for proper operation. |

EATON/FULLER

FULL-30

TRANSMISSION Gear Data: RIGHT SIDE
R.H. 6- Bolt Opening - Gear Forward of Centerline
45 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
1.0850" (27.5600MM)

TRANSMISSION Gear Data: BOTTOM SIDE
L.H. 8- Bolt Opening - Gear Forward of Centerline
47 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
.8050" (20.4500MM)

Caution: Maximum Output Shaft Speed 2500 rpm's

RIGHT SIDE ONLY

6 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH6SB01X(1)1(2) | OPP | 106 | | | Included | 250 | 49 | |
| MH6SC01X(1)1(2) | OPP | 140 | | | Included | 250 | 49 | |
| MH6SE01X(1)1(2) | OPP | 168 | | | Included | 225 | 44 | |
| MH6SJ01X(1)1(2) | OPP | 184 | | | Included | 225 | 44 | |
| MH6SO01X(1)1(2) | OPP | 240 | | | Included | 200 | 39 | |
| MH6SR01X(1)1(2) | OPP | 263 | | | Included | 200 | 39 | |
| MH6SS01X(1)1(2) | OPP | 288 | | | Included | 190 | 37 | |
| MH6ST01X(1)1(2) | OPP | 317 | | | Included | 175 | 34 | |

BOTTOM SIDE ONLY

8 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH8SA01X(1)1(2) | OPP | 100 | | | Included | 250 | 49 | |
| MH8SB01X(1)1(2) | OPP | 110 | | | Included | 250 | 49 | |
| MH8SC01X(1)1(2) | OPP | 147 | | | Included | 250 | 49 | |
| MH8SE01X(1)1(2) | OPP | 176 | | | Included | 225 | 44 | |
| MH8SJ01X(1)1(2) | OPP | 192 | | | Included | 225 | 44 | |
| MH8SO01X(1)1(2) | OPP | 251 | | | Included | 200 | 39 | |
| MH8SR01X(1)1(2) | OPP | 275 | | | Included | 200 | 39 | |
| MH8SS01X(1)1(2) | OPP | 301 | | | Included | 190 | 37 | |
| MH8ST01X(1)1(2) | OPP | 331 | | | Included | 175 | 34 | |

FOOTNOTES MAY AFFECT PTO SELECTION

| | |
|---------------------------------------|--|
| (1) Pick Shifting Option | (A=AIR) (L=LEVER) (M=CONSTANT MESH) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (2) Pick Output Option | (DA=DIN 5462 8T) (GA= ROTATABLE GREASEABLE "B" 2/4 BOLT 7/8" 13T) (GB= ROTATABLE GREASEABLE "B" 2/4 BOLT 1" 15T) (RA=ROTATABLE SAE "B" 2/4 BOLT 7/8" 13T) (RB=ROTATABLE SAE "B" 2/4 BOLT 1" 15T) (RC=ROTATABLE SAE "B" 2/4 BOLT 1-1/4" 14T) (SB=ROTATABLE SAE "BB" 2 BOLT 1" 15T) (SD= ROTATABLE SAE "B" 2 BOLT 7/8" 13T) (SE= 1.250 ROUND SHAFT) (SF= "A" 5/8" 2 BOLT 9T) (TP=TYRONE PUMP 7/8" 13T) |
| (3) Pick Shifting Option | (A=AIR) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (4) Pick Output Option | (IC=1410 SPICER® FLANGE) (RJ=ROTATABLE SAE "C" 4 BOLT 1.125 14T) (SE=1.25 ROUND SHAFT) |
| (5) Eaton UltraShift (DM2 & DM3 ONLY) | This transmission must have a signal from the PTO when activated. Please refer to Eaton Installation Guide "TRIG-2600" for proper wiring diagrams. Engine/Transmission speed must be at least 1000 RPM for proper operation. |

EATON/FULLER

FULL-30

TRANSMISSION Gear Data: RIGHT SIDE
R.H. 6- Bolt Opening - Gear Forward of Centerline
45 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
1.0850" (27.5600MM)

TRANSMISSION Gear Data: BOTTOM SIDE
L.H. 8- Bolt Opening - Gear Forward of Centerline
47 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
.8050" (20.4500MM)

Caution: Maximum Output Shaft Speed 2500 rpm's

BOTTOM SIDE ONLY

8 BOLT - ONE SPEED - TWO GEAR - HEAVY DUTY

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|------------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MHD8SB01X(3)3(4) | OPP | 116 | | | Included | 505 | 95 | |
| MHD8SC01X(3)3(4) | OPP | 142 | | | Included | 505 | 95 | |
| MHD8SE01X(3)3(4) | OPP | 173 | | | Included | 505 | 95 | |
| MHD8SJ01X(3)3(4) | OPP | 211 | | | Included | 405 | 95 | |
| MHD8SO01X(3)3(4) | OPP | 255 | | | Included | 355 | 95 | |

FOOTNOTES MAY AFFECT PTO SELECTION

| | |
|---------------------------------------|--|
| (1) Pick Shifting Option | (A=AIR) (L=LEVER) (M=CONSTANT MESH) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (2) Pick Output Option | (DA=DIN 5462 8T) (GA= ROTATABLE GREASEABLE "B" 2/4 BOLT 7/8" 13T) (GB= ROTATABLE GREASEABLE "B" 2/4 BOLT 1" 15T) (RA=ROTATABLE SAE "B" 2/4 BOLT 7/8" 13T) (RB=ROTATABLE SAE "B" 2/4 BOLT 1" 15T) (RC=ROTATABLE SAE "B" 2/4 BOLT 1-1/4" 14T) (SB=ROTATABLE SAE "BB" 2 BOLT 1" 15T) (SD= ROTATABLE SAE "B" 2 BOLT 7/8" 13T) (SE= 1.250 ROUND SHAFT) (SF= "A" 5/8" 2 BOLT 9T) (TP=TYRONE PUMP 7/8" 13T) |
| (3) Pick Shifting Option | (A=AIR) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (4) Pick Output Option | (IC=1410 SPICER® FLANGE) (RJ=ROTATABLE SAE "C" 4 BOLT 1.125 14T) (SE=1.25 ROUND SHAFT) |
| (5) Eaton UltraShift (DM2 & DM3 ONLY) | This transmission must have a signal from the PTO when activated. Please refer to Eaton Installation Guide "TRIG-2600" for proper wiring diagrams. Engine/Transmission speed must be at least 1000 RPM for proper operation. |

EATON/FULLER

FULL-31

TRANSMISSION Gear Data: RIGHT SIDE
R.H. 6- Bolt Opening - Gear Forward of Centerline
45 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
1.0850" (27.5600MM)

TRANSMISSION Gear Data: BOTTOM SIDE
L.H. 8- Bolt Opening - Gear Forward of Centerline
47 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
.8050" (20.4500MM)

Caution: Maximum Output Shaft Speed 2500 rpm's

RIGHT SIDE ONLY

6 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH6SB01X(1)1(2) | OPP | 93 | | | Included | 250 | 49 | |
| MH6SC01X(1)1(2) | OPP | 119 | | | Included | 250 | 49 | |
| MH6SE01X(1)1(2) | OPP | 128 | | | Included | 225 | 44 | |
| MH6SJ01X(1)1(2) | OPP | 148 | | | Included | 225 | 44 | |
| MH6SO01X(1)1(2) | OPP | 180 | | | Included | 200 | 39 | |
| MH6SR01X(1)1(2) | OPP | 201 | | | Included | 200 | 39 | |
| MH6SS01X(1)1(2) | OPP | 228 | | | Included | 190 | 37 | |
| MH6ST01X(1)1(2) | OPP | 237 | | | Included | 175 | 34 | |

BOTTOM SIDE ONLY

8 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH8SA01X(1)1(2) | OPP | 79 | | | Included | 250 | 49 | |
| MH8SB01X(1)1(2) | OPP | 98 | | | Included | 250 | 49 | |
| MH8SC01X(1)1(2) | OPP | 124 | | | Included | 250 | 49 | |
| MH8SE01X(1)1(2) | OPP | 133 | | | Included | 225 | 44 | |
| MH8SJ01X(1)1(2) | OPP | 154 | | | Included | 225 | 44 | |
| MH8SO01X(1)1(2) | OPP | 188 | | | Included | 200 | 39 | |
| MH8SR01X(1)1(2) | OPP | 210 | | | Included | 200 | 39 | |
| MH8SS01X(1)1(2) | OPP | 238 | | | Included | 190 | 37 | |
| MH8ST01X(1)1(2) | OPP | 247 | | | Included | 175 | 34 | |

FOOTNOTES MAY AFFECT PTO SELECTION

| | |
|---------------------------------------|--|
| (1) Pick Shifting Option | (A=AIR) (L=LEVER) (M=CONSTANT MESH) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (2) Pick Output Option | (DA=DIN 5462 8T) (GA= ROTATABLE GREASEABLE "B" 2/4 BOLT 7/8" 13T) (GB= ROTATABLE GREASEABLE "B" 2/4 BOLT 1" 15T) (RA=ROTATABLE SAE "B" 2/4 BOLT 7/8" 13T) (RB=ROTATABLE SAE "B" 2/4 BOLT 1" 15T) (RC=ROTATABLE SAE "B" 2/4 BOLT 1-1/4" 14T) (SB=ROTATABLE SAE "BB" 2 BOLT 1" 15T) (SD= ROTATABLE SAE "B" 2 BOLT 7/8" 13T) (SE= 1.250 ROUND SHAFT) (SF= "A" 5/8" 2 BOLT 9T) (TP=TYRONE PUMP 7/8" 13T) |
| (3) Pick Shifting Option | (A=AIR) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (4) Pick Output Option | (IC=1410 SPICER® FLANGE) (RJ=ROTATABLE SAE "C" 4 BOLT 1.125 14T) (SE=1.25 ROUND SHAFT) |
| (5) Eaton UltraShift (DM2 & DM3 ONLY) | This transmission must have a signal from the PTO when activated. Please refer to Eaton Installation Guide "TRIG-2600" for proper wiring diagrams. Engine/Transmission speed must be at least 1000 RPM for proper operation. |

EATON/FULLER

FULL-31

TRANSMISSION Gear Data: RIGHT SIDE
R.H. 6- Bolt Opening - Gear Forward of Centerline
45 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
1.0850" (27.5600MM)

TRANSMISSION Gear Data: BOTTOM SIDE
L.H. 8- Bolt Opening - Gear Forward of Centerline
47 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
.8050" (20.4500MM)

Caution: Maximum Output Shaft Speed 2500 rpm's

BOTTOM SIDE ONLY

8 BOLT - ONE SPEED - TWO GEAR - HEAVY DUTY

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|------------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MHD8SB01X(3)3(4) | OPP | 97 | | | Included | 505 | 95 | |
| MHD8SC01X(3)3(4) | OPP | 119 | | | Included | 505 | 95 | |
| MHD8SE01X(3)3(4) | OPP | 146 | | | Included | 505 | 95 | |
| MHD8SJ01X(3)3(4) | OPP | 177 | | | Included | 405 | 95 | |
| MHD8SO01X(3)3(4) | OPP | 214 | | | Included | 355 | 95 | |

FOOTNOTES MAY AFFECT PTO SELECTION

| | |
|---------------------------------------|--|
| (1) Pick Shifting Option | (A=AIR) (L=LEVER) (M=CONSTANT MESH) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (2) Pick Output Option | (DA=DIN 5462 8T) (GA= ROTATABLE GREASEABLE "B" 2/4 BOLT 7/8" 13T) (GB= ROTATABLE GREASEABLE "B" 2/4 BOLT 1" 15T) (RA=ROTATABLE SAE "B" 2/4 BOLT 7/8" 13T) (RB=ROTATABLE SAE "B" 2/4 BOLT 1" 15T) (RC=ROTATABLE SAE "B" 2/4 BOLT 1-1/4" 14T) (SB=ROTATABLE SAE "BB" 2 BOLT 1" 15T) (SD= ROTATABLE SAE "B" 2 BOLT 7/8" 13T) (SE= 1.250 ROUND SHAFT) (SF= "A" 5/8" 2 BOLT 9T) (TP=TYRONE PUMP 7/8" 13T) |
| (3) Pick Shifting Option | (A=AIR) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (4) Pick Output Option | (IC=1410 SPICER® FLANGE) (RJ=ROTATABLE SAE "C" 4 BOLT 1.125 14T) (SE=1.25 ROUND SHAFT) |
| (5) Eaton UltraShift (DM2 & DM3 ONLY) | This transmission must have a signal from the PTO when activated. Please refer to Eaton Installation Guide "TRIG-2600" for proper wiring diagrams. Engine/Transmission speed must be at least 1000 RPM for proper operation. |

EATON/FULLER

FULL-32

TRANSMISSION Gear Data: RIGHT SIDE
R.H. 6- Bolt Opening - Gear Forward of Centerline
45 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
1.0850" (27.5600MM)

TRANSMISSION Gear Data: BOTTOM SIDE
L.H. 8- Bolt Opening - Gear Forward of Centerline
47 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
.8050" (20.4500MM)

Caution: Maximum Output Shaft Speed 2500 rpm's

RIGHT SIDE ONLY

6 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH6GB01X(1)1(2) | OPP | 95 | | | Included | 250 | 49 | |
| MH6GC01X(1)1(2) | OPP | 125 | | | Included | 250 | 49 | |
| MH6GE01X(1)1(2) | OPP | 150 | | | Included | 225 | 44 | |
| MH6GJ01X(1)1(2) | OPP | 164 | | | Included | 225 | 44 | |
| MH6GO01X(1)1(2) | OPP | 215 | | | Included | 200 | 39 | |

BOTTOM SIDE ONLY

8 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH8GA01X(1)1(2) | OPP | 90 | | | Included | 250 | 49 | |
| MH8GB01X(1)1(2) | OPP | 99 | | | Included | 250 | 49 | |
| MH8GC01X(1)1(2) | OPP | 131 | | | Included | 250 | 49 | |
| MH8GE01X(1)1(2) | OPP | 157 | | | Included | 225 | 44 | |
| MH8GJ01X(1)1(2) | OPP | 172 | | | Included | 225 | 44 | |
| MH8GO01X(1)1(2) | OPP | 224 | | | Included | 200 | 39 | |
| MH8GR01X(1)1(2) | OPP | 245 | | | Included | 200 | 39 | |
| MH8GS01X(1)1(2) | OPP | 269 | | | Included | 190 | 37 | |
| MH8GT01X(1)1(2) | OPP | 296 | | | Included | 175 | 34 | |

FOOTNOTES MAY AFFECT PTO SELECTION

| | |
|---------------------------------------|--|
| (1) Pick Shifting Option | (A=AIR) (L=LEVER) (M=CONSTANT MESH) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (2) Pick Output Option | (DA=DIN 5462 8T) (GA= ROTATABLE GREASEABLE "B" 2/4 BOLT 7/8" 13T) (GB= ROTATABLE GREASEABLE "B" 2/4 BOLT 1" 15T) (RA=ROTATABLE SAE "B" 2/4 BOLT 7/8" 13T) (RB=ROTATABLE SAE "B" 2/4 BOLT 1" 15T) (RC=ROTATABLE SAE "B" 2/4 BOLT 1-1/4" 14T) (SB=ROTATABLE SAE "BB" 2 BOLT 1" 15T) (SD= ROTATABLE SAE "B" 2 BOLT 7/8" 13T) (SE= 1.250 ROUND SHAFT) (SF= "A" 5/8" 2 BOLT 9T) (TP=TYRONE PUMP 7/8" 13T) |
| (3) Pick Shifting Option | (A=AIR) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (4) Pick Output Option | (IC=1410 SPICER® FLANGE) (RJ=ROTATABLE SAE "C" 4 BOLT 1.125 14T) (SE=1.25 ROUND SHAFT) |
| (5) Eaton UltraShift (DM2 & DM3 ONLY) | This transmission must have a signal from the PTO when activated. Please refer to Eaton Installation Guide "TRIG-2600" for proper wiring diagrams. Engine/Transmission speed must be at least 1000 RPM for proper operation. |

EATON/FULLER

FULL-32

TRANSMISSION Gear Data: RIGHT SIDE
R.H. 6- Bolt Opening - Gear Forward of Centerline
45 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
1.0850" (27.5600MM)

TRANSMISSION Gear Data: BOTTOM SIDE
L.H. 8- Bolt Opening - Gear Forward of Centerline
47 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
.8050" (20.4500MM)

Caution: Maximum Output Shaft Speed 2500 rpm's

BOTTOM SIDE ONLY

8 BOLT - ONE SPEED - TWO GEAR - HEAVY DUTY

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|------------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MHD8GB01X(3)3(4) | OPP | 103 | | | Included | 505 | 95 | |
| MHD8GC01X(3)3(4) | OPP | 127 | | | Included | 505 | 95 | |
| MHD8GE01X(3)3(4) | OPP | 155 | | | Included | 505 | 95 | |
| MHD8GJ01X(3)3(4) | OPP | 188 | | | Included | 405 | 95 | |
| MHD8GO01X(3)3(4) | OPP | 228 | | | Included | 355 | 95 | |

FOOTNOTES MAY AFFECT PTO SELECTION

| | |
|---------------------------------------|--|
| (1) Pick Shifting Option | (A=AIR) (L=LEVER) (M=CONSTANT MESH) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (2) Pick Output Option | (DA=DIN 5462 8T) (GA= ROTATABLE GREASEABLE "B" 2/4 BOLT 7/8" 13T) (GB= ROTATABLE GREASEABLE "B" 2/4 BOLT 1" 15T) (RA=ROTATABLE SAE "B" 2/4 BOLT 7/8" 13T) (RB=ROTATABLE SAE "B" 2/4 BOLT 1" 15T) (RC=ROTATABLE SAE "B" 2/4 BOLT 1-1/4" 14T) (SB=ROTATABLE SAE "BB" 2 BOLT 1" 15T) (SD= ROTATABLE SAE "B" 2 BOLT 7/8" 13T) (SE= 1.250 ROUND SHAFT) (SF= "A" 5/8" 2 BOLT 9T) (TP=TYRONE PUMP 7/8" 13T) |
| (3) Pick Shifting Option | (A=AIR) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (4) Pick Output Option | (IC=1410 SPICER® FLANGE) (RJ=ROTATABLE SAE "C" 4 BOLT 1.125 14T) (SE=1.25 ROUND SHAFT) |
| (5) Eaton UltraShift (DM2 & DM3 ONLY) | This transmission must have a signal from the PTO when activated. Please refer to Eaton Installation Guide "TRIG-2600" for proper wiring diagrams. Engine/Transmission speed must be at least 1000 RPM for proper operation. |

EATON/FULLER

FULL-33

TRANSMISSION Gear Data: RIGHT SIDE
R.H. 6- Bolt Opening - Gear Forward of Centerline
45 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
1.0850" (27.5600MM)

TRANSMISSION Gear Data: BOTTOM SIDE
L.H. 8- Bolt Opening - Gear Forward of Centerline
47 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
.8050" (20.4500MM)

Caution: Maximum Output Shaft Speed 2500 rpm's

RIGHT SIDE ONLY

6 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH6GB01X(1)1(2) | OPP | 73 | | | Included | 250 | 49 | |
| MH6GC01X(1)1(2) | OPP | 97 | | | Included | 250 | 49 | |
| MH6GE01X(1)1(2) | OPP | 116 | | | Included | 225 | 44 | |
| MH6GJ01X(1)1(2) | OPP | 127 | | | Included | 225 | 44 | |
| MH6GO01X(1)1(2) | OPP | 166 | | | Included | 200 | 39 | |

BOTTOM SIDE ONLY

8 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH8GB01X(1)1(2) | OPP | 76 | | | Included | 250 | 49 | |
| MH8GC01X(1)1(2) | OPP | 101 | | | Included | 250 | 49 | |
| MH8GE01X(1)1(2) | OPP | 122 | | | Included | 225 | 44 | |
| MH8GJ01X(1)1(2) | OPP | 133 | | | Included | 225 | 44 | |
| MH8GO01X(1)1(2) | OPP | 174 | | | Included | 200 | 39 | |
| MH8GR01X(1)1(2) | OPP | 190 | | | Included | 200 | 39 | |
| MH8GS01X(1)1(2) | OPP | 208 | | | Included | 190 | 37 | |
| MH8GT01X(1)1(2) | OPP | 229 | | | Included | 175 | 34 | |

FOOTNOTES MAY AFFECT PTO SELECTION

| | |
|---------------------------------------|--|
| (1) Pick Shifting Option | (A=AIR) (L=LEVER) (M=CONSTANT MESH) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (2) Pick Output Option | (DA=DIN 5462 8T) (GA= ROTATABLE GREASEABLE "B" 2/4 BOLT 7/8" 13T) (GB= ROTATABLE GREASEABLE "B" 2/4 BOLT 1" 15T) (RA=ROTATABLE SAE "B" 2/4 BOLT 7/8" 13T) (RB=ROTATABLE SAE "B" 2/4 BOLT 1" 15T) (RC=ROTATABLE SAE "B" 2/4 BOLT 1-1/4" 14T) (SB=ROTATABLE SAE "BB" 2 BOLT 1" 15T) (SD= ROTATABLE SAE "B" 2 BOLT 7/8" 13T) (SE= 1.250 ROUND SHAFT) (SF= "A" 5/8" 2 BOLT 9T) (TP=TYRONE PUMP 7/8" 13T) |
| (3) Pick Shifting Option | (A=AIR) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (4) Pick Output Option | (IC=1410 SPICER® FLANGE) (RJ=ROTATABLE SAE "C" 4 BOLT 1.125 14T) (SE=1.25 ROUND SHAFT) |
| (5) Eaton UltraShift (DM2 & DM3 ONLY) | This transmission must have a signal from the PTO when activated. Please refer to Eaton Installation Guide "TRIG-2600" for proper wiring diagrams. Engine/Transmission speed must be at least 1000 RPM for proper operation. |

EATON/FULLER

FULL-33

TRANSMISSION Gear Data: RIGHT SIDE
R.H. 6- Bolt Opening - Gear Forward of Centerline
45 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
1.0850" (27.5600MM)

TRANSMISSION Gear Data: BOTTOM SIDE
L.H. 8- Bolt Opening - Gear Forward of Centerline
47 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
.8050" (20.4500MM)

Caution: Maximum Output Shaft Speed 2500 rpm's

BOTTOM SIDE ONLY

8 BOLT - ONE SPEED - TWO GEAR - HEAVY DUTY

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|------------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MHD8GB01X(3)3(4) | OPP | 80 | | | Included | 505 | 95 | |
| MHD8GC01X(3)3(4) | OPP | 98 | | | Included | 505 | 95 | |
| MHD8GE01X(3)3(4) | OPP | 120 | | | Included | 505 | 95 | |
| MHD8GJ01X(3)3(4) | OPP | 146 | | | Included | 405 | 95 | |
| MHD8GO01X(3)3(4) | OPP | 176 | | | Included | 355 | 95 | |

FOOTNOTES MAY AFFECT PTO SELECTION

| | |
|---------------------------------------|--|
| (1) Pick Shifting Option | (A=AIR) (L=LEVER) (M=CONSTANT MESH) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (2) Pick Output Option | (DA=DIN 5462 8T) (GA= ROTATABLE GREASEABLE "B" 2/4 BOLT 7/8" 13T) (GB= ROTATABLE GREASEABLE "B" 2/4 BOLT 1" 15T) (RA=ROTATABLE SAE "B" 2/4 BOLT 7/8" 13T) (RB=ROTATABLE SAE "B" 2/4 BOLT 1" 15T) (RC=ROTATABLE SAE "B" 2/4 BOLT 1-1/4" 14T) (SB=ROTATABLE SAE "BB" 2 BOLT 1" 15T) (SD= ROTATABLE SAE "B" 2 BOLT 7/8" 13T) (SE= 1.250 ROUND SHAFT) (SF= "A" 5/8" 2 BOLT 9T) (TP=TYRONE PUMP 7/8" 13T) |
| (3) Pick Shifting Option | (A=AIR) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (4) Pick Output Option | (IC=1410 SPICER® FLANGE) (RJ=ROTATABLE SAE "C" 4 BOLT 1.125 14T) (SE=1.25 ROUND SHAFT) |
| (5) Eaton UltraShift (DM2 & DM3 ONLY) | This transmission must have a signal from the PTO when activated. Please refer to Eaton Installation Guide "TRIG-2600" for proper wiring diagrams. Engine/Transmission speed must be at least 1000 RPM for proper operation. |

EATON/FULLER

FULL-34

TRANSMISSION Gear Data: RIGHT SIDE
R.H. 6- Bolt Opening - Gear Forward of Centerline
45 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
1.0850" (27.5600MM)

TRANSMISSION Gear Data: BOTTOM SIDE
L.H. 8- Bolt Opening - Gear Forward of Centerline
47 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
.8050" (20.4500MM)

Caution: Maximum Output Shaft Speed 2500 rpm's

RIGHT SIDE ONLY

6 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH6GB01X(1)1(2) | OPP | 98 | | | Included | 250 | 49 | |
| MH6GC01X(1)1(2) | OPP | 130 | | | Included | 250 | 49 | |
| MH6GE01X(1)1(2) | OPP | 156 | | | Included | 225 | 44 | |
| MH6GJ01X(1)1(2) | OPP | 170 | | | Included | 225 | 44 | |
| MH6GO01X(1)1(2) | OPP | 222 | | | Included | 200 | 39 | |

BOTTOM SIDE ONLY

8 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH8GA01X(1)1(2) | OPP | 93 | | | Included | 250 | 49 | |
| MH8GB01X(1)1(2) | OPP | 102 | | | Included | 250 | 49 | |
| MH8GC01X(1)1(2) | OPP | 136 | | | Included | 250 | 49 | |
| MH8GE01X(1)1(2) | OPP | 163 | | | Included | 225 | 44 | |
| MH8GJ01X(1)1(2) | OPP | 178 | | | Included | 225 | 44 | |
| MH8GO01X(1)1(2) | OPP | 232 | | | Included | 200 | 39 | |
| MH8GR01X(1)1(2) | OPP | 254 | | | Included | 200 | 39 | |
| MH8GS01X(1)1(2) | OPP | 279 | | | Included | 190 | 37 | |
| MH8GT01X(1)1(2) | OPP | 306 | | | Included | 175 | 34 | |

FOOTNOTES MAY AFFECT PTO SELECTION

| | |
|---------------------------------------|--|
| (1) Pick Shifting Option | (A=AIR) (L=LEVER) (M=CONSTANT MESH) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (2) Pick Output Option | (DA=DIN 5462 8T) (GA= ROTATABLE GREASEABLE "B" 2/4 BOLT 7/8" 13T) (GB= ROTATABLE GREASEABLE "B" 2/4 BOLT 1" 15T) (RA=ROTATABLE SAE "B" 2/4 BOLT 7/8" 13T) (RB=ROTATABLE SAE "B" 2/4 BOLT 1" 15T) (RC=ROTATABLE SAE "B" 2/4 BOLT 1-1/4" 14T) (SB=ROTATABLE SAE "BB" 2 BOLT 1" 15T) (SD= ROTATABLE SAE "B" 2 BOLT 7/8" 13T) (SE= 1.250 ROUND SHAFT) (SF= "A" 5/8" 2 BOLT 9T) (TP=TYRONE PUMP 7/8" 13T) |
| (3) Pick Shifting Option | (A=AIR) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (4) Pick Output Option | (IC=1410 SPICER® FLANGE) (RJ=ROTATABLE SAE "C" 4 BOLT 1.125 14T) (SE=1.25 ROUND SHAFT) |
| (5) Eaton UltraShift (DM2 & DM3 ONLY) | This transmission must have a signal from the PTO when activated. Please refer to Eaton Installation Guide "TRIG-2600" for proper wiring diagrams. Engine/Transmission speed must be at least 1000 RPM for proper operation. |

EATON/FULLER

FULL-34

TRANSMISSION Gear Data: RIGHT SIDE
R.H. 6- Bolt Opening - Gear Forward of Centerline
45 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
1.0850" (27.5600MM)

TRANSMISSION Gear Data: BOTTOM SIDE
L.H. 8- Bolt Opening - Gear Forward of Centerline
47 TEETH - SPUR
PITCH LINE TO APERTURE FACE:
.8050" (20.4500MM)

Caution: Maximum Output Shaft Speed 2500 rpm's

BOTTOM SIDE ONLY

8 BOLT - ONE SPEED - TWO GEAR - HEAVY DUTY

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|------------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MHD8GB01X(3)3(4) | OPP | 107 | | | Included | 505 | 95 | |
| MHD8GC01X(3)3(4) | OPP | 132 | | | Included | 505 | 95 | |
| MHD8GE01X(3)3(4) | OPP | 160 | | | Included | 505 | 95 | |
| MHD8GJ01X(3)3(4) | OPP | 195 | | | Included | 405 | 95 | |
| MHD8GO01X(3)3(4) | OPP | 236 | | | Included | 355 | 95 | |

FOOTNOTES MAY AFFECT PTO SELECTION

| | |
|---------------------------------------|--|
| (1) Pick Shifting Option | (A=AIR) (L=LEVER) (M=CONSTANT MESH) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (2) Pick Output Option | (DA=DIN 5462 8T) (GA= ROTATABLE GREASEABLE "B" 2/4 BOLT 7/8" 13T) (GB= ROTATABLE GREASEABLE "B" 2/4 BOLT 1" 15T) (RA=ROTATABLE SAE "B" 2/4 BOLT 7/8" 13T) (RB=ROTATABLE SAE "B" 2/4 BOLT 1" 15T) (RC=ROTATABLE SAE "B" 2/4 BOLT 1-1/4" 14T) (SB=ROTATABLE SAE "BB" 2 BOLT 1" 15T) (SD= ROTATABLE SAE "B" 2 BOLT 7/8" 13T) (SE= 1.250 ROUND SHAFT) (SF= "A" 5/8" 2 BOLT 9T) (TP=TYRONE PUMP 7/8" 13T) |
| (3) Pick Shifting Option | (A=AIR) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (4) Pick Output Option | (IC=1410 SPICER® FLANGE) (RJ=ROTATABLE SAE "C" 4 BOLT 1.125 14T) (SE=1.25 ROUND SHAFT) |
| (5) Eaton UltraShift (DM2 & DM3 ONLY) | This transmission must have a signal from the PTO when activated. Please refer to Eaton Installation Guide "TRIG-2600" for proper wiring diagrams. Engine/Transmission speed must be at least 1000 RPM for proper operation. |

EATON/FULLER

FULL-35

TRANSMISSION Gear Data: RIGHT SIDE
R.H. 6- Bolt Opening - Gear Forward of Centerline
48 TEETH - R.H. HELIX
PITCH LINE TO APERTURE FACE:
.4900" (12.4460MM)

TRANSMISSION Gear Data: LEFT SIDE
L.H. 6- Bolt Opening - Gear Forward of Centerline
48 TEETH - R.H. HELIX
PITCH LINE TO APERTURE FACE:
.4900" (12.4460MM)

Caution: Maximum Output Shaft Speed 2500 rpm's

RIGHT SIDE ONLY

6 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH6NC28X(1)1(2) | OPP | 98 | M6500 | | MH170-5X | 250 | 49 | 5 |
| MH6NE28X(1)1(2) | OPP | 117 | M6500 | | MH170-5X | 225 | 44 | 5 |
| MH6NJ28X(1)1(2) | OPP | 128 | M6500 | | MH170-5X | 225 | 44 | 5 |
| MH6NO28X(1)1(2) | OPP | 168 | M6500 | | MH170-5X | 200 | 39 | 5 |
| MH6NR28X(1)1(2) | OPP | 183 | M6500 | | MH170-5X | 200 | 39 | 5 |
| MH6NS28X(1)1(2) | OPP | 201 | M6500 | | MH170-5X | 190 | 37 | 5 |
| MH6NT28X(1)1(2) | OPP | 221 | M6500 | | MH170-5X | 175 | 34 | 5 |

LEFT SIDE ONLY

6 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH6NC28X(1)3(2) | OPP | 98 | M6500 | | Included | 250 | 49 | 5,6 |
| MH6NE28X(1)3(2) | OPP | 117 | M6500 | | Included | 225 | 44 | 5,6 |
| MH6NJ28X(1)3(2) | OPP | 128 | M6500 | | Included | 225 | 44 | 5,6 |
| MH6NO28X(1)3(2) | OPP | 168 | M6500 | | Included | 200 | 39 | 5,6 |
| MH6NR28X(1)3(2) | OPP | 183 | M6500 | | Included | 200 | 39 | 5,6 |
| MH6NS28X(1)3(2) | OPP | 201 | M6500 | | Included | 190 | 37 | 5,6 |
| MH6NT28X(1)3(2) | OPP | 221 | M6500 | | Included | 175 | 34 | 5,6 |

FOOTNOTES MAY AFFECT PTO SELECTION

| | |
|---------------------------------------|--|
| (1) Pick Shifting Option | (A=AIR) (L=LEVER) (M=CONSTANT MESH) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (2) Pick Output Option | (DA=DIN 5462 8T) (GA= ROTATABLE GREASEABLE "B" 2/4 BOLT 7/8" 13T) (GB= ROTATABLE GREASEABLE "B" 2/4 BOLT 1" 15T) (RA=ROTATABLE SAE "B" 2/4 BOLT 7/8" 13T) (RB=ROTATABLE SAE "B" 2/4 BOLT 1" 15T) (RC=ROTATABLE SAE "B" 2/4 BOLT 1-1/4" 14T) (SB=ROTATABLE SAE "BB" 2 BOLT 1" 15T) (SD= ROTATABLE SAE "B" 2 BOLT 7/8" 13T) (SE= 1.250 ROUND SHAFT) (SF= "A" 5/8" 2 BOLT 9T) (TP=TYRONE PUMP 7/8" 13T) |
| (3) Pick Shifting Option | (A=AIR) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (4) Pick Output Option | (IC=1410 SPICER® FLANGE) (RJ=ROTATABLE SAE "C" 4 BOLT 1.125 14T) (SE=1.25 ROUND SHAFT) |
| (5) Eaton UltraShift (DM2 & DM3 ONLY) | This transmission must have a signal from the PTO when activated. Please refer to Eaton Installation Guide "TRIG-2600" for proper wiring diagrams. Engine/Transmission speed must be at least 1000 RPM for proper operation. |
| (6) Hybrid Electric Systems | If you have a Hybrid Electric System in your truck, please contact customer service for application. |

EATON/FULLER

FULL-36

TRANSMISSION Gear Data: RIGHT SIDE
R.H. 6- Bolt Opening - Gear Forward of Centerline
38 TEETH - R.H. HELIX
PITCH LINE TO APERTURE FACE:
1.0850" (27.5600MM)

TRANSMISSION Gear Data: LEFT SIDE
L.H. 6- Bolt Opening - Gear Forward of Centerline
38 TEETH - R.H. HELIX
PITCH LINE TO APERTURE FACE:
1.0850" (27.5600MM)

Caution: Maximum Output Shaft Speed 2500 rpm's

RIGHT SIDE ONLY

6 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH6SC17X(1)1(2) | OPP | 68 | M6062 | | Included | 250 | 49 | |
| MH6SE17X(1)1(2) | OPP | 82 | M6062 | | Included | 225 | 44 | |
| MH6SJ17X(1)1(2) | OPP | 89 | M6062 | | Included | 225 | 44 | |
| MH6SO17X(1)1(2) | OPP | 117 | M6062 | | Included | 200 | 39 | |
| MH6SR17X(1)1(2) | OPP | 128 | M6062 | | Included | 200 | 39 | |
| MH6SS17X(1)1(2) | OPP | 140 | M6062 | | Included | 190 | 37 | |
| MH6ST17X(1)1(2) | OPP | 154 | M6062 | | Included | 175 | 34 | |

LEFT SIDE ONLY

6 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH6SC17X(1)1(2) | OPP | 68 | M6062 | | Included | 250 | 49 | |
| MH6SE17X(1)1(2) | OPP | 82 | M6062 | | Included | 225 | 44 | |
| MH6SJ17X(1)1(2) | OPP | 89 | M6062 | | Included | 225 | 44 | |
| MH6SO17X(1)1(2) | OPP | 117 | M6062 | | Included | 200 | 39 | |
| MH6SR17X(1)1(2) | OPP | 128 | M6062 | | Included | 200 | 39 | |
| MH6SS17X(1)1(2) | OPP | 140 | M6062 | | Included | 190 | 37 | |
| MH6ST17X(1)1(2) | OPP | 154 | M6062 | | Included | 175 | 34 | |

FOOTNOTES MAY AFFECT PTO SELECTION

| | |
|---------------------------------------|--|
| (1) Pick Shifting Option | (A=AIR) (L=LEVER) (M=CONSTANT MESH) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (2) Pick Output Option | (DA=DIN 5462 8T) (GA= ROTATABLE GREASEABLE "B" 2/4 BOLT 7/8" 13T) (GB= ROTATABLE GREASEABLE "B" 2/4 BOLT 1" 15T) (RA=ROTATABLE SAE "B" 2/4 BOLT 7/8" 13T) (RB=ROTATABLE SAE "B" 2/4 BOLT 1" 15T) (RC=ROTATABLE SAE "B" 2/4 BOLT 1-1/4" 14T) (SB=ROTATABLE SAE "BB" 2 BOLT 1" 15T) (SD= ROTATABLE SAE "B" 2 BOLT 7/8" 13T) (SE= 1.250 ROUND SHAFT) (SF= "A" 5/8" 2 BOLT 9T) (TP=TYRONE PUMP 7/8" 13T) |
| (3) Pick Shifting Option | (A=AIR) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (4) Pick Output Option | (IC=1410 SPICER® FLANGE) (RJ=ROTATABLE SAE "C" 4 BOLT 1.125 14T) (SE=1.25 ROUND SHAFT) |
| (5) Eaton UltraShift (DM2 & DM3 ONLY) | This transmission must have a signal from the PTO when activated. Please refer to Eaton Installation Guide "TRIG-2600" for proper wiring diagrams. Engine/Transmission speed must be at least 1000 RPM for proper operation. |

EATON/FULLER

FULL-37

TRANSMISSION Gear Data: RIGHT SIDE
R.H. 6- Bolt Opening - Gear Forward of Centerline
39 TEETH - R.H. HELIX
PITCH LINE TO APERTURE FACE:
1.1460" (29.1080MM)

TRANSMISSION Gear Data: LEFT SIDE
L.H. 6- Bolt Opening - Gear Forward of Centerline
39 TEETH - R.H. HELIX
PITCH LINE TO APERTURE FACE:
1.1460" (29.1080MM)

Caution: Maximum Output Shaft Speed 2500 rpm's

RIGHT SIDE ONLY

6 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH6SC42X(1)1(2) | OPP | 62 | M6062 | | Included | 250 | 49 | |
| MH6SE42X(1)1(2) | OPP | 74 | M6062 | | Included | 225 | 44 | |
| MH6SJ42X(1)1(2) | OPP | 81 | M6062 | | Included | 225 | 44 | |
| MH6SO42X(1)1(2) | OPP | 106 | M6062 | | Included | 200 | 39 | |
| MH6SR42X(1)1(2) | OPP | 116 | M6062 | | Included | 200 | 39 | |
| MH6SS42X(1)1(2) | OPP | 127 | M6062 | | Included | 190 | 37 | |
| MH6ST42X(1)1(2) | OPP | 139 | M6062 | | Included | 175 | 34 | |

LEFT SIDE ONLY

6 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH6SC42X(1)3(2) | OPP | 62 | M6062 | | Included | 250 | 49 | |
| MH6SE42X(1)3(2) | OPP | 74 | M6062 | | Included | 225 | 44 | |
| MH6SJ42X(1)3(2) | OPP | 81 | M6062 | | Included | 225 | 44 | |
| MH6SO42X(1)3(2) | OPP | 106 | M6062 | | Included | 200 | 39 | |
| MH6SR42X(1)3(2) | OPP | 116 | M6062 | | Included | 200 | 39 | |
| MH6SS42X(1)3(2) | OPP | 127 | M6062 | | Included | 190 | 37 | |
| MH6ST42X(1)3(2) | OPP | 139 | M6062 | | Included | 175 | 34 | |

FOOTNOTES MAY AFFECT PTO SELECTION

| | |
|---------------------------------------|--|
| (1) Pick Shifting Option | (A=AIR) (L=LEVER) (M=CONSTANT MESH) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (2) Pick Output Option | (DA=DIN 5462 8T) (GA= ROTATABLE GREASEABLE "B" 2/4 BOLT 7/8" 13T) (GB= ROTATABLE GREASEABLE "B" 2/4 BOLT 1" 15T) (RA=ROTATABLE SAE "B" 2/4 BOLT 7/8" 13T) (RB=ROTATABLE SAE "B" 2/4 BOLT 1" 15T) (RC=ROTATABLE SAE "B" 2/4 BOLT 1-1/4" 14T) (SB=ROTATABLE SAE "BB" 2 BOLT 1" 15T) (SD= ROTATABLE SAE "B" 2 BOLT 7/8" 13T) (SE= 1.250 ROUND SHAFT) (SF= "A" 5/8" 2 BOLT 9T) (TP=TYRONE PUMP 7/8" 13T) |
| (3) Pick Shifting Option | (A=AIR) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (4) Pick Output Option | (IC=1410 SPICER® FLANGE) (RJ=ROTATABLE SAE "C" 4 BOLT 1.125 14T) (SE=1.25 ROUND SHAFT) |
| (5) Eaton UltraShift (DM2 & DM3 ONLY) | This transmission must have a signal from the PTO when activated. Please refer to Eaton Installation Guide "TRIG-2600" for proper wiring diagrams. Engine/Transmission speed must be at least 1000 RPM for proper operation. |

EATON/FULLER

FULL-38

TRANSMISSION Gear Data: RIGHT SIDE
R.H. 6- Bolt Opening - Gear Forward of Centerline
28 TEETH - R.H. HELIX
PITCH LINE TO APERTURE FACE:
1.1469" (29.1313MM)

TRANSMISSION Gear Data: LEFT SIDE
L.H. 6- Bolt Opening - Gear Forward of Centerline
28 TEETH - R.H. HELIX
PITCH LINE TO APERTURE FACE:
1.1469" (29.1313MM)

Caution: Maximum Output Shaft Speed 2500 rpm's

RIGHT SIDE ONLY

6 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH6SC18X(1)1(2) | OPP | 49 | | | Included | 250 | 49 | |
| MH6SE18X(1)1(2) | OPP | 59 | | | Included | 225 | 44 | |
| MH6SJ18X(1)1(2) | OPP | 65 | | | Included | 225 | 44 | |
| MH6SO18X(1)1(2) | OPP | 85 | | | Included | 200 | 39 | |
| MH6SR18X(1)1(2) | OPP | 93 | | | Included | 200 | 39 | |
| MH6SS18X(1)1(2) | OPP | 102 | | | Included | 190 | 37 | |
| MH6ST18X(1)1(2) | OPP | 112 | | | Included | 175 | 34 | |

LEFT SIDE ONLY

6 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH6SC18X(1)3(2) | OPP | 49 | | | Included | 250 | 49 | |
| MH6SE18X(1)3(2) | OPP | 59 | | | Included | 225 | 44 | |
| MH6SJ18X(1)3(2) | OPP | 65 | | | Included | 225 | 44 | |
| MH6SO18X(1)3(2) | OPP | 85 | | | Included | 200 | 39 | |
| MH6SR18X(1)3(2) | OPP | 93 | | | Included | 200 | 39 | |
| MH6SS18X(1)3(2) | OPP | 102 | | | Included | 190 | 37 | |
| MH6ST18X(1)3(2) | OPP | 112 | | | Included | 175 | 34 | |

FOOTNOTES MAY AFFECT PTO SELECTION

| | |
|---------------------------------------|--|
| (1) Pick Shifting Option | (A=AIR) (L=LEVER) (M=CONSTANT MESH) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (2) Pick Output Option | (DA=DIN 5462 8T) (GA= ROTATABLE GREASEABLE "B" 2/4 BOLT 7/8" 13T) (GB= ROTATABLE GREASEABLE "B" 2/4 BOLT 1" 15T) (RA=ROTATABLE SAE "B" 2/4 BOLT 7/8" 13T) (RB=ROTATABLE SAE "B" 2/4 BOLT 1" 15T) (RC=ROTATABLE SAE "B" 2/4 BOLT 1-1/4" 14T) (SB=ROTATABLE SAE "BB" 2 BOLT 1" 15T) (SD= ROTATABLE SAE "B" 2 BOLT 7/8" 13T) (SE= 1.250 ROUND SHAFT) (SF= "A" 5/8" 2 BOLT 9T) (TP=TYRONE PUMP 7/8" 13T) |
| (3) Pick Shifting Option | (A=AIR) (N=AIR/NO CONTROLLER) (S=DUAL AIR/W KICKOUT) (T=DUAL AIR W/O KICKOUT) (W=WIRE) |
| (4) Pick Output Option | (IC=1410 SPICER® FLANGE) (RJ=ROTATABLE SAE "C" 4 BOLT 1.125 14T) (SE=1.25 ROUND SHAFT) |
| (5) Eaton UltraShift (DM2 & DM3 ONLY) | This transmission must have a signal from the PTO when activated. Please refer to Eaton Installation Guide "TRIG-2600" for proper wiring diagrams. Engine/Transmission speed must be at least 1000 RPM for proper operation. |

EATON/FULLER

FULL-39

TRANSMISSION Gear Data: RIGHT SIDE
R.H. 6- Bolt Opening - Gear Forward of Centerline
28 TEETH - R.H. HELIX
PITCH LINE TO APERTURE FACE:
1.1469" (29.1313MM)

TRANSMISSION Gear Data: LEFT SIDE
L.H. 6- Bolt Opening - Gear Forward of Centerline
28 TEETH - R.H. HELIX
PITCH LINE TO APERTURE FACE:
1.1469" (29.1313MM)

Caution: Maximum Output Shaft Speed 2500 rpm's

RIGHT SIDE ONLY

6 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH6SC18X(1)1(2) | OPP | 57 | | | Included | 250 | 49 | |
| MH6SE18X(1)1(2) | OPP | 68 | | | Included | 225 | 44 | |
| MH6SJ18X(1)1(2) | OPP | 75 | | | Included | 225 | 44 | |
| MH6SO18X(1)1(2) | OPP | 98 | | | Included | 200 | 39 | |
| MH6SR18X(1)1(2) | OPP | 107 | | | Included | 200 | 39 | |
| MH6SS18X(1)1(2) | OPP | 117 | | | Included | 190 | 37 | |
| MH6ST18X(1)1(2) | OPP | 129 | | | Included | 175 | 34 | |

LEFT SIDE ONLY

6 BOLT - ONE SPEED - TWO GEAR

| PTO MODEL | OUTPUT ROT. | ENGINE % | SPACER | GEAR ADAPTER | STUD KIT | INT. TORQUE | HP 1000 RPM | FOOT NOTES |
|-----------------|-------------|----------|--------|--------------|----------|-------------|-------------|------------|
| MH6SC18X(1)3(2) | OPP | 57 | | | Included | 250 | 49 | |
| MH6SE18X(1)3(2) | OPP | 68 | | | Included | 225 | 44 | |
| MH6SJ18X(1)3(2) | OPP | 75 | | | Included | 225 | 44 | |
| MH6SO18X(1)3(2) | OPP | 98 | | | Included | 200 | 39 | |
| MH6SR18X(1)3(2) | OPP | 107 | | | Included | 200 | 39 | |
| MH6SS18X(1)3(2) | OPP | 117 | | | Included | 190 | 37 | |
| MH6ST18X(1)3(2) | OPP | 129 | | | Included | 175 | 34 | |

FOOTNOTES MAY AFFECT PTO SELECTION

| | |
|---------------------------------------|--|
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