

Pneumatic  
Neumático



Description Descripción

The 1000 Series PTO has been engineered to work with most of the existing transmissions in the market. It is a very durable PTO with a wide range of input gears, shifters, speed ratios and output shafts to meet all of the market applications.

La serie 1000 ha sido diseñada para funcionar en la mayoría de las transmisiones existentes en el mercado. Se trata de una toma de fuerza muy duradera con una amplia gama de engranajes de mando, accionamientos, relaciones de velocidad y ejes de salida para satisfacer todas las aplicaciones del mercado.

Main Data Datos Principales

Mounting position Lado de montaje	Right, Left Derecho, Izquierdo
Weight Peso (Lb)	32

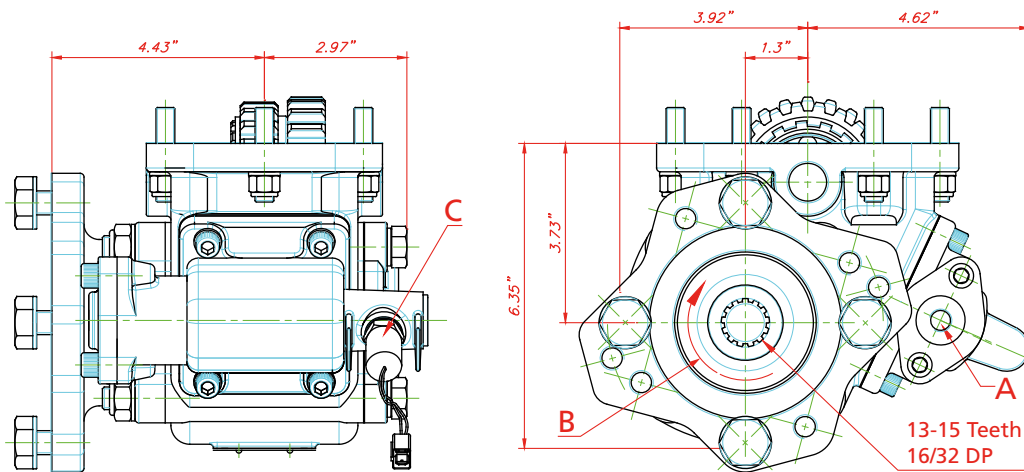
Engine to PTO ratio (See application book)  
Relación motor - Toma de Fuerza (Consultar libro de aplicaciones)

INTERNAL RATIO	INTERMITTENT SERVICE			CONTINUOUS SERVICE		
	Torque (Lb. FT)	Power (HP)		Torque (Lb. FT)	Power (HP)	
		At 500 r.p.m.	At. 1000 r.p.m.		At 500 r.p.m.	At. 1000 r.p.m.
55%(B)	250	25	49	178	18	35
73%(C)	250	25	49	178	18	35
86%(E)	225	22	44	160	16	31
95% (J)	225	22	44	160	16	31
125% (O)	200	20	39	142	14	28
137% (R)	200	20	39	142	14	28
150% (S)	190	19	37	135	13	26
165% (T)	175	17	34	124	12	24

# SAE Six Hole, Two Gear-Single Speed Lateral 6 tal. 2 Engranajes

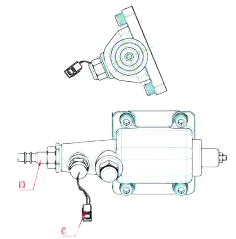
1000  
Series

## Pneumatic Neumático

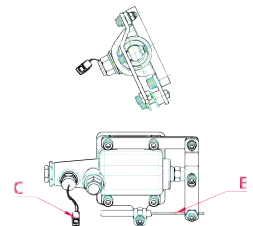


Mechanic Mecánico

Cable Shift  
Acc. por cable integrado



Wire Shift  
Acc. por cable exterior

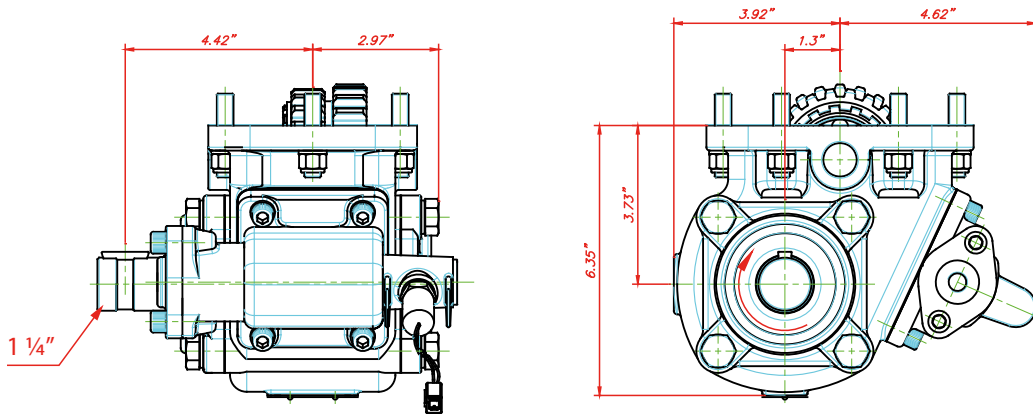


	Notes	Notas
A	Air connection, thread 1/4" BSP	A Toma de aire, 1/4" GAS
B	Rotation	B Sentido de giro
C	Indicator switch	C Indicador de funcionamiento
D	Cable shift	D Accionamiento por cable integrado
E	Wire shift	E Accionamiento por cable exterior

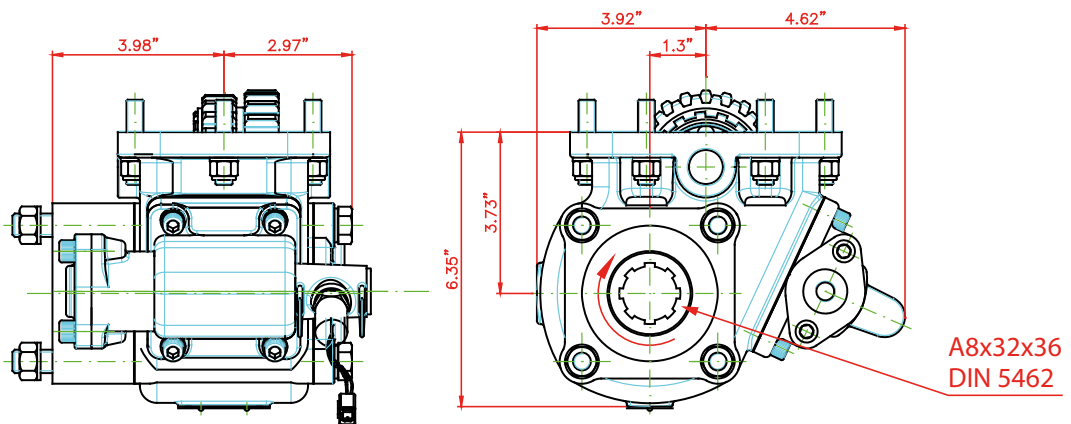
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Most standard output types Tipos de salida más utilizadas

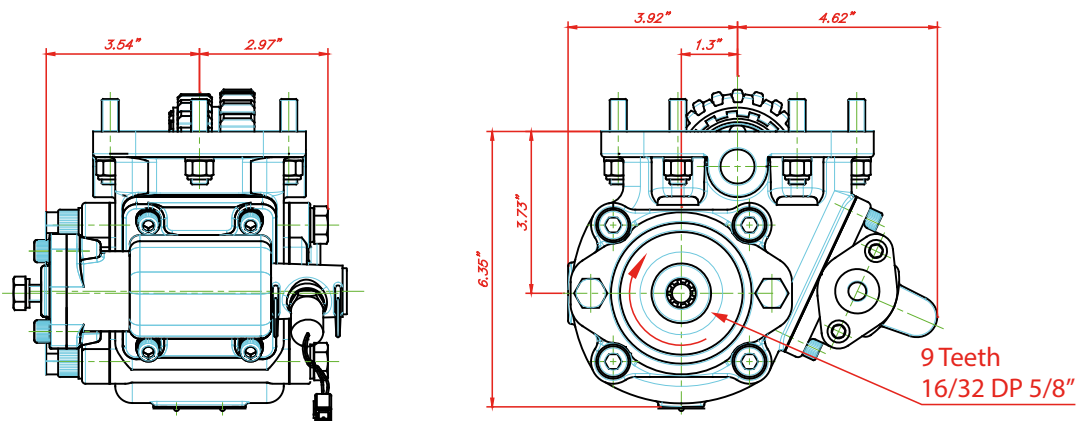
Round shaft Eje chaveteado



ISO 4 bolt ISO 4 taladros



SAE "A" 2 bolt SAE "A" 2 taladros



### Pneumatic Neumático

### Part Number Breakdown Codificación PTO

**1000 X J N 01 1 RA**

#### SERIES:

**1000** Standard Mounting, 6 bolt  
**1010** Possible cross-member interference

#### VERSIONS:

**X** Standard  
**G** Greaseable Output Shaft  
**P** Oil pressure lube idler Shaft

#### INTERNAL RATIOS:

**1:0.55 (B)** → 801034  
**1:0.73 (C)** → 800534  
**1:0.8 (E)** → 800634  
**1:0.95 (J)** → 800734  
**1:1.25 (O)** → 800834  
**1:1.50 (S)** → 801434  
**1:1.65 (T)** → 800934

#### SHIFTER TYPE:

**C** Cable → { **902099** POS 1/4  
**903599** POS 2/3 }  
**W** Wire with 10' Cable  
**F** Electric 24V  
**M** Constant Mesh  
**N** Air without 101 Air Kit → { **902099** POS 1/4  
**903599** POS 2/3 }

#### INPUT GEAR:

<b>01</b> Fuller series (R/675)	<b>27</b> Eaton / Fuller (R/692)
<b>02</b> Universal (R/683))	<b>28</b> Fuller (R/771)
<b>03</b> Spicer (R/736)	<b>30</b> Eaton / Fuller (R/698)
<b>05</b> Spicer (R/677)	<b>33</b> Spicer (R/697)
<b>06</b> Fuller (TREMEC) (R/679)	<b>34</b> Spicer (R/696)
<b>07</b> Navistar (R/693)	<b>36</b> New Process (R/739)
<b>08</b> Spicer (R/682)	<b>39</b> Warner (R/741)
<b>09</b> Spicer (R/684)	<b>41</b> Warner (R/743)
<b>10</b> Chevy (R/678)	<b>42</b> Fuller (R/770)
<b>11</b> Chevy / Spicer (R/699)	<b>50</b> ZF (R/700)
<b>13</b> New Process (R/718)	<b>51</b> Dodge (R/702)
<b>14</b> Fuller (R/737)	<b>52</b> Zed / F (R/700)
<b>15</b> Eaton / Fuller FS-4005C/4205C (R/717)	<b>55</b> Mack / Renault (R/748)
<b>16</b> ZF (R/716)	<b>56</b> Tremeck (R/744)
<b>17</b> Eaton 6305 A (R/680)	<b>57</b> ZF (R/740)
<b>18</b> Eaton FS 3005 / 4005 AB (R/717)	<b>61</b> Ford (R/754)
<b>20</b> Dodge (R/701)	<b>64</b> Allison (R/752)
<b>21</b> ZF S5-42/5.72 (R/676)	<b>66</b> Fuller (R/862)
<b>22</b> Eaton / Fuller (R/738)	<b>67</b> Aisin (R/870)
<b>23</b> Eaton / Fuller FS-3005 B (R/714)	<b>68</b> Tremec (R/897)
<b>24</b> Mack (R/695)	<b>70</b> Mercedes G60 (R/956)
<b>25</b> Eaton / Fuller FS 7206 A (R/715)	

#### OUTPUT TYPE:

**DA** ISO 4 bolt  
**FA** Flange SAE 1100  
**IB** Flange SAE 1300  
**IC** Flange SAE 1400  
**SE** SAE Type 1 1/4" round shaft  
**SF** SAE "A" 2 bolt 9T  
**SH** SAE "AA" 2 bolt 9T  
**RA** SAE "B" 2/4 bolt 13T. rotatable  
**RB** SAE "BB" 2/4 bolt 15T. rotatable  
**TP** Tyron pump (Chelsea type)

#### ASSEMBLY ARRANGEMENTS:

- 1 Right, Forward
- 2 Right, Rear
- 3 Left, Forward
- 4 Left, Rear

