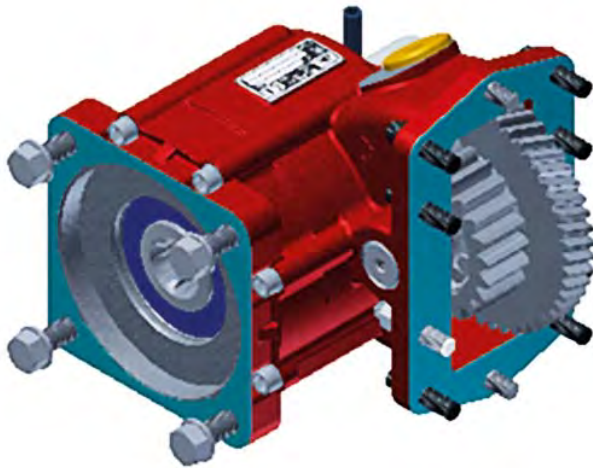


Constant Mesh, Heavy Duty
Toma Constante, Reforzado



Description Descripción

Constant Mesh Power Take-off, 2 gears, internal lubrication. Mounting on both sides of the Transmission. Wide range of internal ratios and standard outputs: SAE C, ISO 4 bolts, and drive flange.

Toma de fuerza de 2 piñones, en toma constante, lubricación interna. Montaje sobre ambos lados de la caja de cambios. Amplia gama de relaciones internas. Disponible con tipos de salida: SAE C, ISO 4 taladros o plato de transmisión.

Main Data Datos Principales

Mounting position Lado de montaje	Right, Left Derecho, Izquierdo
Weight Peso (Lb)	42

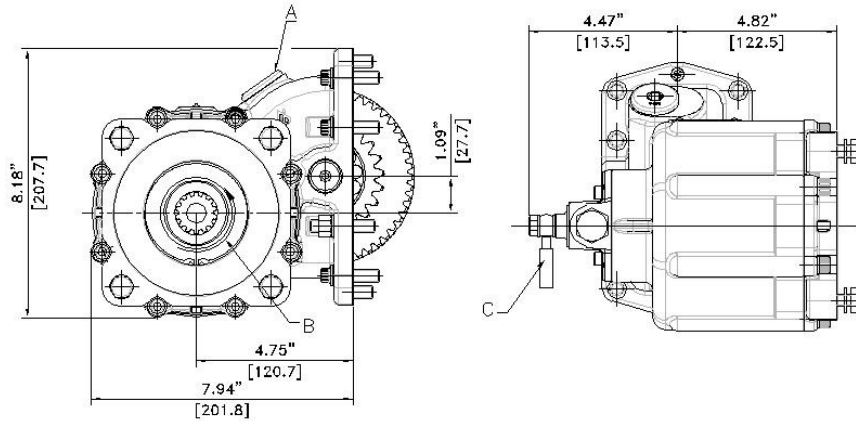
Engine to PTO ratio (See application book)
Relación motor - Toma de Fuerza (Consultar libro de aplicaciones)

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.
50%(B)	500	48	97	400	39	78
58%(C)	500	48	97	400	39	78
68%(E)	450	44	88	360	35	70
78% (G)	420	40	80	340	33	65
84% (J)	400	38	76	320	30	60
97% (M)	380	36	72	300	28	56
119% (O)	350	33	66	280	26	52

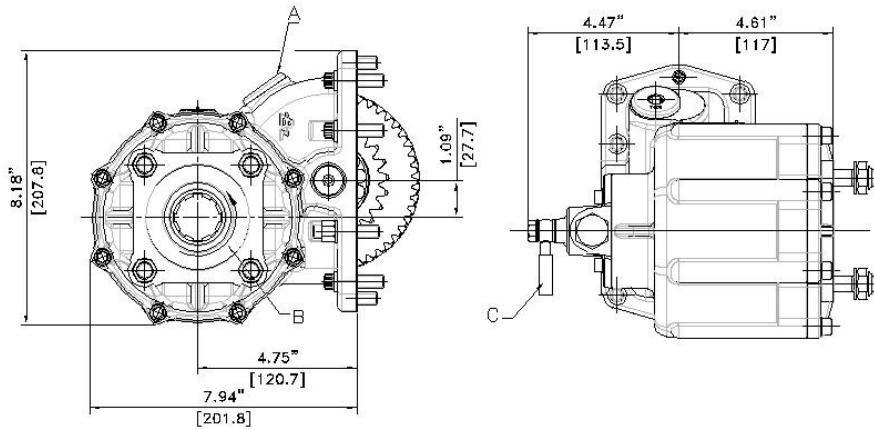
Constant Mesh, Heavy Duty
 Toma Constante, Reforzada

Output types Tipos de salida

SAE "C" 4 bolt SAE "C" 4 taladros



ISO 4 bolt ISO 4 taladros



Notas		Notes	
A	Backlash check plug	A	Comprobación juego de engranajes
B	Rotation	B	Sentido de giro
C	Lubrication hose (included)	C	Latiguillo de lubricación (incluido)

Constant Mesh, Heavy Duty
Toma Constante, Reforzadoa

Part Number Breakdown Codificación PTO

3151 P B M 63 3 RJ

SERIES:

3151 Allison 10 bolts

VERSIONS:

P Greaseable Idler shaft

INTERNAL RATIOS:

- 50% (B)
- 58% (C)
- 68% (E)
- 78% (G)
- 84% (J)
- 97% (M)
- 118% (O)

SHIFTER TYPE:

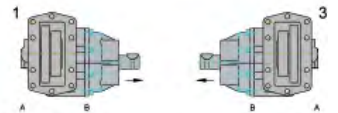
M Constant mesh

OUTPUT TYPE:

- DA ISO 4 bolt
- IC Flange SAE 1410
- RJ SAE C. 4 bolt 14T

ASSEMBLY ARRANGEMENTS:

- 1 Right, Forward
- 3 Left, Forward



INPUT GEAR:

63 Allison