



CHELSEA® POWER TAKE-OFF 2026 APPLICATION CATALOG



WARNING – User Responsibility

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APPLICATIONS





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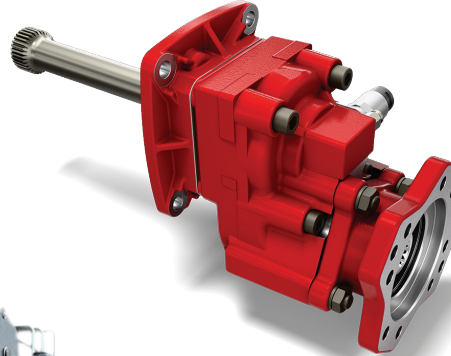
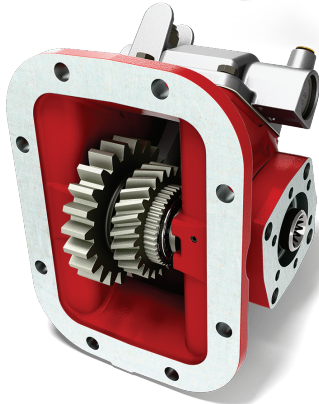
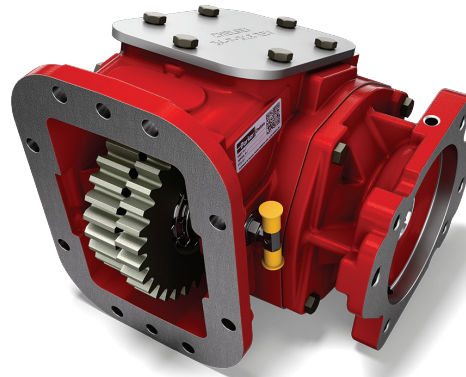
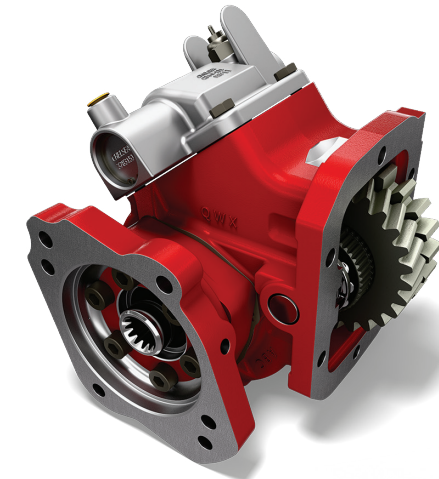
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EATON FULLER





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EATON FULLER TRANSMISSION INDEX

Transmission/Chelsea Power Take-Offs Torque Capacities

Eaton Transmissions has recently reviewed the maximum allowable torque ratings on the heavy-duty transmissions PTO driver gear. These limits are the maximum allowable torque ratings that are not to be exceeded under any operating conditions. The following Eaton transmissions are affected by this new torque limit, all FA/FO, FR/FRO and all RT/RTO/RTLO.

1. FA/FO, FR/FRO Transmissions have the HD main shaft bearing factory installed. The maximum torque rating for the transmission PTO gear is 750 lb-ft intermittent and 500 lb-ft continuous.

FR/FRO Application Pages

FLR-88	FLR-90	FLR-91
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FA/FO Application Pages

FLR-105	FLR-106	FLR-107	FLR-111	FLR-112
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2. RT/RTO/RTLO transmissions can come with a standard (350 lb-ft) main shaft bearing or a heavy-duty (750 lb-ft) main shaft bearing. The standard bearing is capable of 350 lb-ft intermittent or continuous duty. The heavy-duty bearing is rated for 750 lb-ft intermittent or 500 lb-ft continuous duty.

NOTE: It is the responsibility of the installer to verify which main shaft bearing is installed in the transmission.

RT/RTO/RTLO Application Pages

FLR-34	FLR-37	FLR-43	FLR-46	FLR-49	FLR-59	FLR-80	FLR-85	FLR-99
FLR-35	FLR-38	FLR-44	FLR-47	FLR-57	FLR-61	FLR-81	FLR-87	
FLR-36	FLR-39	FLR-45	FLR-48	FLR-58	FLR-64	FLR-82	FLR-98	

Using the Torque Limit Charts

- The torque charts on the following pages will help you determine the correct torque limits for your application. Listed are the standard Chelsea torque values for each series/speed ratio and the new values under the Eaton guidelines for the FA/FO, FR/FRO and RT/RTO/RTLO HD transmissions.
- If you have a RT/RTO/RTLO transmission with the roller type heavy-duty input bearing (Eaton part number 4301417) the charts on the following pages will provide you with the torque values for each PTO Series/speed ratio.
- Continuous torque ratings are also listed for series and PTO speed ratios. In some cases these values will be the same as the intermittent value, which is because the new continuous rating is still below the Chelsea standard continuous rating for the PTO and does not exceed the transmission drive gear rating.
- Refer to the Input Shaft Bearing Matrix on page 5.6.4 to determine which type of bearing is available in each series or model of transmission. For any series not listed in the chart, contact your local OE Chassis manufacturer or EATON Fuller representative.

EATON FULLER TRANSMISSION INDEX

EATON FULLER Transmission Gear Load Chart

				RIGHT Side – 6-Bolt					BOTTOM – 8-Bolt			
				45 Teeth Driver Gear					47 Teeth Driver Gear			
				Standard Bearing		HD Bearing			Standard Bearing		HD Bearing	
		PTO RATING		Transmission Application Rating								
PTO Series	Ratio	Intermittent	Continuous	Int.	Cont.	Int.	Cont.	Ratio	Int.	Cont.	Int.	Cont.
272	A	300	300	300	300	300	300	A	N/A	N/A	N/A	N/A
272/282	B	300	300	300	300	300	300	B	300	300	300	300
	C	300	300	300	300	300	300	C	300	300	300	300
	D	300	300	300	300	300	300	D	293	293	300	300
	G	300	300	257	257	300	300	G	246	246	300	300
	K	300	300	230	230	300	300	K	220	220	300	300
	M	300	300	206	206	300	294	M	197	197	300	281
	P	300	300	184	184	300	263	P	176	176	300	252
	S	300	300	165	165	300	235	S	158	158	300	225
282	T	300	300	N/A	N/A	N/A	N/A	T	141	141	300	201
442/489	A	250	175	250	175	250	175	A	250	175	250	175
	B	250	175	250	175	250	175	B	250	175	250	175
	C	250	175	250	175	250	175	C	250	175	250	175
	F	250	175	250	175	250	175	F	250	175	250	175
	H	250	175	250	175	250	175	H	249	175	250	175
	L	250	175	233	175	250	175	L	223	175	250	175
	Q	225	158	216	158	225	158	Q	207	158	225	158
	R	225	158	187	158	225	158	R	179	158	225	158
	S	200	140	157	140	200	140	S	150	140	200	140
	U	195	137	132	132	195	137	U	126	126	195	137
	W	175	123	112	112	175	123	W	107	107	175	123
	X	140	98	95	95	140	98	X	91	91	140	98
660/680	F	375	263	301	263	375	263	F	289	263	375	263
	H	375	263	260	260	375	263	H	249	249	375	263
	Q	375	263	216	216	375	263	Q	207	207	375	263
	R	350	245	187	187	350	245	R	179	179	350	245
	S	350	245	157	157	336	224	S	150	150	322	215

NOTES:

1. STANDARD BEARING (STD) = 350 lb-ft CONTINUOUS DUTY
2. HEAVY-DUTY BEARING (HD) = 750 lb-ft INTERMITTENT, 500 lb-ft CONTINUOUS DUTY
3. RT/RTL/RTO/RTLO Transmissions can come from the factory with either the standard or HD bearing. See chart on page 5.6.4 for guidance.
4. All FR/FRO and FA/FO Transmissions have the HD Bearing factory installed and the HD Bearing chart should be used for these applications.

Gray area denotes the **Transmission Application Rating** is LOWER than the **PTO Rating** alone.

EATON FULLER TRANSMISSION INDEX

EATON FULLER Transmission Gear Load Chart

				RIGHT Side – 6-Bolt					BOTTOM – 8-Bolt				
				45 Teeth Driver Gear					47 Teeth Driver Gear				
				Standard Bearing		HD Bearing			Standard Bearing		HD Bearing		
		PTO RATING		Transmission Application Rating									
PTO Series	Ratio	Intermittent	Continuous	Int.	Cont.	Int.	Cont.	Ratio	Int.	Cont.	Int.	Cont.	
880	B	500	350	N/A		N/A		B	424	350	500	350	
	D	500	350					D	357	350	500	350	
	G	500	350					G	329	329	500	350	
	J	500	350					J	280	280	500	350	
	M	500	350					M	238	238	500	340	
	Q	450	315					Q	203	203	435	290	
	R	400	280					R	173	173	370	247	
	T	350	245					T	134	134	287	191	
823	B	750	500	N/A		N/A		B	424	424	750	500	
	D	750	500					D	357	357	750	500	
	G	750	500					Q	329	329	705	470	
	J	750	500					J	280	280	599	400	
	M	650	450					M	238	238	511	340	
	R	550	400					R	173	173	370	247	
	T	500	350					T	142	142	305	203	
885	B	500	350	N/A		N/A		B	424	350	500	350	
	G	500	350					G	329	329	500	350	
	J	500	350					J	280	280	500	350	
	M	500	350					M	238	238	500	340	

NOTES:

1. STANDARD BEARING (STD) = 350 lb-ft CONTINUOUS DUTY

2. HEAVY-DUTY BEARING (HD) = 750 lb-ft INTERMITTENT, 500 lb-ft CONTINUOUS DUTY

3. RT/RTL/RTO/RTLO Transmissions can come from the factory with either the standard or HD bearing. See chart on page 5.6.4 for guidance.

4. All FR/FRO and FA/FO Transmissions have the HD Bearing factory installed and the HD Bearing chart should be used for these applications.

Gray area denotes the **Transmission Application Rating** is LOWER than the **PTO Rating** alone.

EATON FULLER TRANSMISSION INDEX

Input Shaft Bearing Matrix for Fuller

FOR REFERENCE ONLY

Transmission Model	INPUT SHAFT BEARING	
	Standard Duty 81504	Heavy-Duty 4301417
F-14E316B-LSE, 15E316B-LSE, 17E316B-LSE	N/A	✓
FM-1XD310B-LST	✓	OPTION
FM-14E310B-LAS, FM-15E310B-LAS, 15E316B-LSE	N/A	✓
FO-14E310C-LAS, 16E310C-LAS	N/A	✓
FO(M)-16D313E-LEP	✓	OPTION
FOM-15E310C-LAS, 16E310C-LAS	N/A	✓
FR/FRO-xx210B/C	N/A	✓
RT-6609A	4301863	N/A
RT-8608L	✓	OPTION
RT-8709B	N/A	✓
RTX-xx609B	✓	OPTION
RT-xx709H	✓	OPTION
RTOC-16909A (T2)	✓	OPTION
RTOC-18909A (T2)	N/A	✓
RT/O-xx908LL	N/A	✓
RTO-xx909ALL	N/A	✓
RTLO-xx913A	✓	OPTION
RT/O-xx915	N/A	✓
RTLO-xx918B (except 22918B)	✓	OPTION
RTLO-22918B	N/A	✓
RTO-xx910B/C-AS/DM	✓	OPTION
RTLO(M)-16913L-DM	✓	OPTION
RTLO-xx918A-AS2 (except 22918A-AS)	✓	OPTION
RTLO-22918A-AS	N/A	✓
T/TX-14607A/B	✓	OPTION

HD Bearing Part Number - 4301417

NOTE: Eaton recommends the use of a heavy-duty input shaft bearing for transmissions that will be equipped with a transmission mounted 6 or 8-Bolt PTO.

Maximum total* PTO output cannot exceed:

750 lb-ft intermittent load when using the heavy-duty bearing - 500 lb-ft continuous

350 lb-ft when using the standard duty bearing

*Total = the sum of all PTOs that can be used at the same time.



IMPORTANT: See Safety Information
in Section 1 of the *Chelsea Applications*
catalog HY25-3000/US

Transmission PTO Driver & Apertures (Viewed from Rear of Transmission)
L-Left Side R-Right Side B-Bottom Side T-Top Side CS-Countershaft
For transmissions not listed, contact your authorized Chelsea Distributor.

EATON FULLER TRANSMISSION INDEX

Transmission Make and Model	PTO Appl. Number	Number Forward Speeds	Teeth in PTO Driver
AT-1202	FLR-60	2	T30-B30
EA-11109LA	FLR-117	9	L39-R39
EDCO-6F107A-P (Procision Series w/ Park Paw)	FLR-114	7	L23-R47
EDCO-6F107A-X (Procision Series)	FLR-114	7	L23-R47
EDCO-9N107A-P (Procision Series w/ Park Paw)	FLR-114	7	L23-R47
EDCO-9N107A-X (Procision Series)	FLR-114	7	L23-R47
EH-6E706B-CD (Hybrid Electric System)	FLR-92HY	6	L48
EH-6E706B-P (Hybrid Electric System)	FLR-92HY	6	L48
EH-8E306A-CD (Hybrid Electric System)	FLR-92HY	6	L48
EH-8E306A-UP (Hybrid Electric System)	FLR-92HY	6	L48
EH-8E306A-UPG (Hybrid Electric System)	FLR-92HY	6	L48
EH-8E406A-CD (Hybrid Electric System)	FLR-92HY	6	L48
EH-8E406A-CDR (Hybrid Electric System)	FLR-92HY	6	L48
EH-8E406A-P (Hybrid Electric System)	FLR-92HY	6	L48
EH-8E406A-T (Hybrid Electric System)	FLR-92HY	6	L48
EH-8E406A-UP (Hybrid Electric System)	FLR-92HY	6	L48
EH-8E406A-UPG (Hybrid Electric System)	FLR-92HY	6	L48
EHD-14F112C (Endurant HD™)	FLR-116	12	CS-B42
EHD-14F112C-N (Endurant HD™ CNG)	FLR-116	12	CS-B42
EHD-15F112C (Endurant HD™)	FLR-116	12	CS-B42
EHD-16F112C (Endurant HD™)	FLR-116	12	CS-B42
EHD-17F111B (Endurant HD™)	FLR-116	11	CS-B42
EHD-17F112C (Endurant HD™)	FLR-116	12	CS-B42
EHD-18F112C (Endurant HD™)	FLR-116	12	CS-B42
ES-11109 (Left Side Forward Opening)	FLR-84LF	9	LF32-CS
EXD-16F118D (Endurant XD™)	FLR-119	18	CS-B46
EXD-18F118D (Endurant XD™)	FLR-119	18	CS-B46
EXDP-16F118D (Endurant XD™)	FLR-119	18	CS-B46
EXDP-18F118D (Endurant XD™)	FLR-119	18	CS-B46
EXDP-20F118D (Endurant XD™)	FLR-119	18	CS-B46
F-14E16B-LSE (UltraShift Plus)	FLR-107	16	CS-R45-B47
F-15E16B-LSE (UltraShift Plus)	FLR-107	16	CS-R45-B47
F-17E16B-LSE (UltraShift Plus)	FLR-107	16	CS-R45-B47
F-5405B-DM3 (UltraShift HV)	FLR-92	5	L48-R48
F-5405-DM3	FLR-97	5	L39-R39
F-6405B-DM3 (UltraShift HV)	FLR-92	5	L48-R48
F-6406N-ASW	FLR-97	6	L39-R39
F-6406N-ASX	FLR-97	6	L39-R39



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F-6406N-AW3	FLR-97	6	L39-R39
F-8406N-ASW	FLR-97	6	L39-R39
FA-11810B (Advantage Series)	FLR-105	10	R45-B47
FA-12810B (Advantage Series)	FLR-105	10	R45-B47
FA-13810B (Advantage Series)	FLR-105	10	R45-B47
FA-14810B (Advantage Series)	FLR-105	10	R45-B47
FA-15810B (Advantage Series)	FLR-105	10	R45-B47
FA-9810B (Advantage Series)	FLR-105	10	R45-B47
FAF-11810B (Advantage Series)	FLR-105	10	R45-B47
FAF-12810B (Advantage Series)	FLR-105	10	R45-B47
FAF-13810B (Advantage Series)	FLR-105	10	R45-B47
FAF-14810B (Advantage Series)	FLR-105	10	R45-B47
FAF-15810B (Advantage Series)	FLR-105	10	R45-B47
FAF-9810B (Advantage Series)	FLR-105	10	R45-B47
FAM-14810B (Advantage Series)	FLR-105	10	R45-B47
FAM-14810B-EA3 (Advantage Series Automated)	FLR-105	10	R45-B47
FAM-15810B (Advantage Series)	FLR-105	10	R45-B47
FAM-15810B-EA3 (Advantage Series Automated)	FLR-105	10	R45-B47
FAMF-14810B (Advantage Series)	FLR-105	10	R45-B47
FAMF-15810B (Advantage Series)	FLR-105	10	R45-B47
FAO-11810C (Advantage Series)	FLR-112	10	R45-B47
FAO-12810C (Advantage Series)	FLR-112	10	R45-B47
FAO-13810C (Advantage Series)	FLR-112	10	R45-B47
FAO-14810C (Advantage Series)	FLR-112	10	R45-B47
FAO-14810C-EA3 (Advantage Series Automated)	FLR-112	10	R45-B47
FAO-15810C (Advantage Series)	FLR-112	10	R45-B47
FAO-16810C (Advantage Series)	FLR-112	10	R45-B47
FAO-16810C-EA3 (Advantage Series Automated)	FLR-112	10	R45-B47
FAO-16810S-EN3 (Advantage Series Automated)	FLR-112	10	R45-B47
FAO-16810S-EP3 (Advantage Series Automated)	FLR-112	10	R45-B47
FAOF-11810C (Advantage Series)	FLR-112	10	R45-B47
FAOF-12810C (Advantage Series)	FLR-112	10	R45-B47
FAOF-13810C (Advantage Series)	FLR-112	10	R45-B47
FAOF-14810C (Advantage Series)	FLR-112	10	R45-B47
FAOF-15810C (Advantage Series)	FLR-112	10	R45-B47
FAOF-16810C (Advantage Series)	FLR-112	10	R45-B47
FAOM-14810C (Advantage Series)	FLR-112	10	R45-B47
FAOM-14810S-EC3 (Advantage Series Automated)	FLR-112	10	R45-B47
FAOM-15810C (Advantage Series)	FLR-112	10	R45-B47
FAOM-15810C-EA3 (Advantage Series Automated)	FLR-112	10	R45-B47



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FAOM-15810S-EC3 (Advantage Series Automated)	FLR-112	10	R45-B47
FAOM-15810S-EN3 (Advantage Series Automated)	FLR-112	10	R45-B47
FAOM-15810S-EP3 (Advantage Series Automated)	FLR-112	10	R45-B47
FAOM-16810C (Advantage Series)	FLR-112	10	R45-B47
FAOM-16810C-EA3 (Advantage Series Automated)	FLR-112	10	R45-B47
FAOMF-14810C (Advantage Series)	FLR-112	10	R45-B47
FAOMF-15810C (Advantage Series)	FLR-112	10	R45-B47
FAOMF-16810C (Advantage Series)	FLR-112	10	R45-B47
FM-14E310B-LAS (UltraShift Plus)	FLR-111	10	R45-B47
FM-15E16B-LSE (UltraShift Plus)	FLR-107	16	CS-R45-B47
FM-15E310B-LAS (UltraShift Plus)	FLR-111	10	R45-B47
FO-10E308LL-VCS (UltraShift Plus)	FLR-106	8+2	CS-R45-B47
FO-10E309ALL-VMS (UltraShift Plus)	FLR-107	9+2	CS-R45-B47
FO-10E310C-VAS (UltraShift Plus)	FLR-107	10	CS-R45-B47
FO-11E308LL-VCS (UltraShift Plus)	FLR-106	8	CS-R45-B47
FO-11E309ALL-VMS (UltraShift Plus)	FLR-107	9+2	CS-R45-B47
FO-12E308LL-VCS (UltraShift Plus)	FLR-106	8+2	CS-R45-B47
FO-12E309ALL-VMS (UltraShift Plus)	FLR-107	9+2	CS-R45-B47
FO-12E310C-VAS (UltraShift Plus)	FLR-107	10	CS-R45-B47
FO-14E308LL-VCS (UltraShift Plus)	FLR-106	8+2	CS-R45-B47
FO-14E309ALL-VMS (UltraShift Plus)	FLR-107	9+2	CS-R45-B47
FO-14E310C-LAS (UltraShift Plus)	FLR-107	10	CS-R45-B47
FO-14E310C-VAS (UltraShift Plus)	FLR-107	10	CS-R45-B47
FO-14E313A-MHP (UltraShift Plus)	FLR-107	13	CS-R45-B47
FO-14E313A-VHP (UltraShift Plus)	FLR-107	13	CS-R45-B47
FO-14E318B-MXP (UltraShift Plus)	FLR-107	18	CS-R45-B47
FO-14E318B-VXP (UltraShift Plus)	FLR-107	18	CS-R45-B47
FO-16D313E-LEP (UltraShift)	FLR-113	13	R45
FO-16E308LL-VCS (UltraShift Plus)	FLR-106	8+2	CS-R45-B47
FO-16E309ALL-VMS (UltraShift Plus)	FLR-107	9+2	CS-R45-B47
FO-16E310C-LAS (UltraShift Plus)	FLR-107	10	CS-R45-B47
FO-16E310C-VAS (UltraShift Plus)	FLR-107	10	CS-R45-B47
FO-16E313A-MHP (UltraShift Plus)	FLR-107	13	CS-R45-B47
FO-16E313A-VHP (UltraShift Plus)	FLR-107	13	CS-R45-B47
FO-16E318B-MXP (UltraShift Plus)	FLR-107	18	CS-R45-B47
FO-16E318B-VXP (UltraShift Plus)	FLR-107	18	CS-R45-B47
FO-17E308LL-VCS (UltraShift Plus)	FLR-106	8+2	CS-R45-B47
FO-17E309ALL-VMS (UltraShift Plus)	FLR-107	9+2	CS-R45-B47
FO-18E310C-LAS (UltraShift Plus)	FLR-107	10	CS-R45-B47
FO-18E313A-MHP (UltraShift Plus)	FLR-107	13	CS-R45-B47



IMPORTANT: See Safety Information
in Section 1 of the Chelsea Applications
catalog HY25-3000/US

Transmission PTO Driver & Apertures (Viewed from Rear of Transmission)
 L-Left Side R-Right Side B-Bottom Side T-Top Side CS-Countershaft
 For transmissions not listed, contact your authorized Chelsea Distributor.

EATON FULLER TRANSMISSION INDEX

Transmission Make and Model	PTO Appl. Number	Number Forward Speeds	Teeth in PTO Driver
FO-18E313A-VHP (UltraShift Plus)	FLR-107	13	CS-R45-B47
FO-18E318B-MXP (UltraShift Plus)	FLR-107	18	CS-R45-B47
FO-18E318B-VXP (UltraShift Plus)	FLR-107	18	CS-R45-B47
FO-20E313A-MHP (UltraShift Plus)	FLR-107	13	CS-R45-B47
FO-20E313A-VHP (UltraShift Plus)	FLR-107	13	CS-R45-B47
FO-20E318B-MXP (UltraShift Plus)	FLR-107	18	CS-R45-B47
FO-20E318B-VXP (UltraShift Plus)	FLR-107	18	CS-R45-B47
FO-22E318B-MXP (UltraShift Plus)	FLR-107	18	CS-R45-B47
FO-22E318B-VXP (UltraShift Plus)	FLR-107	18	CS-R45-B47
FO-5406B-DM3 (UltraShift HV)	FLR-92	6	L48-R48
FO-6406A-ASW	FLR-92	6	L48-R48
FO-6406A-ASX	FLR-92	6	L48-R48
FO-6406A-AW3	FLR-92	6	L48-R48
FO-6406B-DM3 (UltraShift HV)	FLR-92	6	L48-R48
FO-6406N-AW3	FLR-97	6	L39-R39
FO-8406A-ASW	FLR-92	6	L48-R48
FO-8406A-ASX	FLR-92	6	L48-R48
FO-8406A-AW3	FLR-92	6	L48-R48
FOM-14E310C-LAS (UltraShift Plus)	FLR-107	10	CS-R45-B47
FOM-14E310C-VAS (UltraShift Plus)	FLR-107	10	CS-R45-B47
FOM-15E310C-LAS (UltraShift Plus)	FLR-107	10	CS-R45-B47
FOM-15E310C-VAS (UltraShift Plus)	FLR-107	10	CS-R45-B47
FOM-16D313E-LEP	FLR-58	13	CS-R45-B47
FOM-16D313E-LEP (UltraShift)	FLR-113	13	R45
FOM-16E310C-LAS (UltraShift Plus)	FLR-107	10	CS-R45-B47
FOM-16E310C-VAS (UltraShift Plus)	FLR-107	10	CS-R45-B47
FR-11210B	FLR-90	10	CS-R45-B47
FR-12210B	FLR-90	10	CS-R45-B47
FR-13210B	FLR-90	10	CS-R45-B47
FR-14210B	FLR-90	10	CS-R45-B47
FR-15210B	FLR-90	10	CS-R45-B47
FR-9210	FLR-90	10	CS-R45-B47
FR-9210B	FLR-90	10	CS-R45-B47
FRF-9210B	FLR-90	10	CS-R45-B47
FRLO-14410C	FLR-95	10	L51-R51
FRLO-14410C-T2	FLR-95	10	L51-R51
FRLO-15410C	FLR-95	10	L51-R51
FRLO-15410C-T2	FLR-95	10	L51-R51
FRLO-16410C	FLR-95	10	L51-R51
FRLO-16410C-T2	FLR-95	10	L51-R51



IMPORTANT: See Safety Information
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catalog HY25-3000/US

Transmission PTO Driver & Apertures (Viewed from Rear of Transmission)
L-Left Side R-Right Side B-Bottom Side T-Top Side CS-Countershaft
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EATON FULLER TRANSMISSION INDEX

Transmission Make and Model	PTO Appl. Number	Number Forward Speeds	Teeth in PTO Driver
FRM-15210B	FLR-90	10	CS-R45-B47
FRO-11210B	FLR-91	10	CS-R45-B47
FRO-11210C	FLR-88	10	CS-R45-B47
FRO-12210B	FLR-91	10	CS-R45-B47
FRO-12210C	FLR-88	10	CS-R45-B47
FRO-13210B	FLR-91	10	CS-R45-B47
FRO-13210C	FLR-88	10	CS-R45-B47
FRO-14210B	FLR-91	10	CS-R45-B47
FRO-14210C	FLR-88	10	CS-R45-B47
FRO-15210B	FLR-91	10	CS-R45-B47
FRO-15210C	FLR-88	10	CS-R45-B47
FRO-16210B	FLR-91	10	CS-R45-B47
FRO-16210C	FLR-88	10	CS-R45-B47
FRO-16210R	FLR-88	10	CS-R45-B47
FRO-17210C	FLR-88	10	CS-R45-B47
FRO-18210C	FLR-88	10	CS-R45-B47
FROF-15210C	FLR-88	10	CS-R45-B47
FRW-15210B	FLR-90	10	CS-R45-B47
FS-4205A	FLR-78	5	L28-R28
FS-4205B	FLR-79	5	L28-R28
FS-5306A	FLR-68	6	L38-CS-R38
FS-5406A	FLR-68	6	L38-CS-R38
FS-5406N	FLR-97	6	L39-R39
FS-6106A	FLR-67	6	L50-R50
FS-6109A (Left Side Forward Opening)	FLR-84LF	9	LF32-CS
FS-6205A	FLR-69	5	L39-R39
FS-6205B	FLR-70	5	L41-R41
FS-6206	FLR-68	6	L38-CS-R38
FS-6206A	FLR-68	6	L38-CS-R38
FS-6209A (Left Side Forward Opening)	FLR-84LF	9	LF32-CS
FS-6305A	FLR-69	5	L39-R39
FS-6305B	FLR-70	5	L41-R41
FS-6306	FLR-68	6	L38-CS-R38
FS-6306A	FLR-68	6	L38-CS-R38
FS-6309A (Left Side Forward Opening)	FLR-84LF	9	LF32-CS
FS-6406	FLR-68	6	L38-CS-R38
FS-6406A	FLR-68	6	L38-CS-R38
FS-6406N	FLR-97	6	L39-R39
FS-7206A	FLR-67	6	L50-R50
FS-8206A	FLR-67	6	L50-R50



IMPORTANT: See Safety Information
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catalog HY25-3000/US

Transmission PTO Driver & Apertures (Viewed from Rear of Transmission)
L-Left Side R-Right Side B-Bottom Side T-Top Side CS-Countershaft
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EATON FULLER TRANSMISSION INDEX

Transmission Make and Model	PTO Appl. Number	Number Forward Speeds	Teeth in PTO Driver
FS-8209A (ES11109) (Left Side Forward Opening)	FLR-84LF	9	LF32-CS
FS-8309 (Left Side Forward Opening)	FLR-84LF	9	LF32-CS
FS-8406A	FLR-67	6	L50-R50
FSB-5406B	FLR-94	6	L38-R38
FSB-6206A	FLR-94	6	L38-R38
FSB-6406B	FLR-94	6	L38-R38
FSO-5406A	FLR-92	6	L48-R48
FSO-6109A (Left Forward)	FLR-96LF	9	LF43
FSO-6406A (Eaton Brazil)	FLR-92	6	L48-R48
FSO-8209A (Left Side Forward Opening)	FLR-96LF	9	LF43
FSO-8406A (Eaton Brazil)	FLR-92	6	L48-R48
RT-11609A	FLR-34	8+1	CS-R45-B47
RT-11709H	FLR-34	9	CS-R45-B47
RT-12609A	FLR-34	9	CS-R45-B47
RT-12709A	FLR-34	9	CS-R45-B47
RT-12710B	FLR-34	10	CS-R45-B47
RT-13609A	FLR-34	9	CS-R45-B47
RT-13709H	FLR-34	9	CS-R45-B47
RT-13710B	FLR-34	10	CS-R45-B47
RT-14609A	FLR-34	8+1	CS-R45-B47
RT-14709A	FLR-34	9	CS-R45-B47
RT-14710B	FLR-34	10	CS-R45-B47
RT-14710B-AS2	FLR-34	10	CS-R45-B47
RT-14715	FLR-34	15	CS-R45-B47
RT-14910B-AS2	FLR-34	10	CS-R45-B47
RT-14915	FLR-34	15	CS-R45-B47
RT-15715	FLR-34	15	CS-R45-B47
RT-613	FLR-40	13	R33-B33
RT-6609A	FLR-66	9	R33-B33
RT-6610	FLR-40	10	R33-B33
RT-6613	FLR-40	13	R33-B33
RT-7608LL	FLR-66	8+2	R33-B33
RT-8608L	FLR-64	8	R45-B47
RT-8609	FLR-66	9	R33-B33
RT-8709B	FLR-34	9	CS-R45-B47
RT-8908LL	FLR-34	8+2	CS-R45-B47
RT-9710B	FLR-34	10	CS-R45-B47
RTA-14710B-AS	FLR-34	10	CS-R45-B47



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catalog HY25-3000/US

Transmission PTO Driver & Apertures (Viewed from Rear of Transmission)
L-Left Side R-Right Side B-Bottom Side T-Top Side CS-Countershaft
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EATON FULLER TRANSMISSION INDEX

Transmission Make and Model	PTO Appl. Number	Number Forward Speeds	Teeth in PTO Driver
RTAO-10710B-AC	FLR-57	10	CS-R45-B47
RTAO-10710B-AS	FLR-57	10	CS-R45-B47
RTAO-10710C-AC	FLR-58	10	CS-R45-B47
RTAO-10710C-AS	FLR-58	10	CS-R45-B47
RTAO-12710B-AC	FLR-57	10	CS-R45-B47
RTAO-12710B-AS	FLR-57	10	CS-R45-B47
RTAO-12710C-AC	FLR-58	10	CS-R45-B47
RTAO-12710C-AS	FLR-58	10	CS-R45-B47
RTAO-14710B-AC	FLR-57	10	CS-R45-B47
RTAO-14710B-AS	FLR-57	10	CS-R45-B47
RTAO-14710C-AC	FLR-58	10	CS-R45-B47
RTAO-14710C-AS	FLR-58	10	CS-R45-B47
RTAO-16710B-AC	FLR-57	10	CS-R45-B47
RTAO-16710B-AS	FLR-57	10	CS-R45-B47
RTAO-16710C-AS	FLR-58	10	CS-R45-B47
RTF-11609A	FLR-34	9	CS-R45-B47
RTF-12609A	FLR-34	9	CS-R45-B47
RTF-12709H	FLR-34	9	CS-R45-B47
RTF-12710B	FLR-34	10	CS-R45-B47
RTF-13609A	FLR-34	9	CS-R45-B47
RTF-13709H	FLR-34	9	CS-R45-B47
RTF-13710B	FLR-34	10	CS-R45-B47
RTF-14609A	FLR-34	9	CS-R45-B47
RTF-14709H	FLR-34	9	CS-R45-B47
RTF-14710B	FLR-34	10	CS-R45-B47
RTF-14715	FLR-34	15	CS-R45-B47
RTF-14915	FLR-34	15	CS-R45-B47
RTF-15715	FLR-34	15	CS-R45-B47
RTL-13710B	FLR-34	10	CS-R45-B47
RTL-14710B	FLR-34	10	CS-R45-B47
RTLC-16609E (Convertible 9 to 13-Speed)	FLR-58	9	CS-R45-B47
RTLO-11610B-T2	FLR-34	10	CS-R45-B47
RTLO-12610B	FLR-34	10	CS-R45-B47
RTLO-12610B-T2	FLR-34	10	CS-R45-B47
RTLO-12713A	FLR-58	13	CS-R45-B47
RTLO-13118-AMT	FLR-58	13	CS-R45-B47
RTLO-13610B	FLR-34	10	CS-R45-B47
RTLO-13610B-T2	FLR-34	10	CS-R45-B47



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Transmission PTO Driver & Apertures (Viewed from Rear of Transmission)
 L-Left Side R-Right Side B-Bottom Side T-Top Side CS-Countershaft
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EATON FULLER TRANSMISSION INDEX

Transmission Make and Model	PTO Appl. Number	Number Forward Speeds	Teeth in PTO Driver
RTLO-14610A	FLR-34	10	CS-R45-B47
RTLO-14610B	FLR-34	10	CS-R45-B47
RTLO-14610B-T2	FLR-34	10	CS-R45-B47
RTLO-14613B	FLR-34	13	CS-R45-B47
RTLO-14713A	FLR-58	13	CS-R45-B47
RTLO-14713A-T2	FLR-58	13	CS-R45-B47
RTLO-14718B	FLR-58	18	CS-R45-B47
RTLO-14718B-T2	FLR-58	18	CS-R45-B47
RTLO-14918A-AS2	FLR-58	18	CS-R45-B47
RTLO-14918A-AS3	FLR-58	18	CS-R45-B47
RTLO-14918B	FLR-58	18	CS-R45-B47
RTLO-14918B-AS	FLR-58	18	CS-R45-B47
RTLO-15610B-T2	FLR-34	10	CS-R45-B47
RTLO-16610B	FLR-34	10	CS-R45-B47
RTLO-16610B-T2	FLR-34	10	CS-R45-B47
RTLO-16713A	FLR-58	13	CS-R45-B47
RTLO-16713A-T2	FLR-58	13	CS-R45-B47
RTLO-16718B	FLR-58	18	CS-R45-B47
RTLO-16718B-T2	FLR-58	18	CS-R45-B47
RTLO-16913A	FLR-58	13	CS-R45-B47
RTLO-16913L-DM3 (UltraShift)	FLR-113	13	R45
RTLO-16913L-LHP	FLR-58	13	CS-R45-B47
RTLO-16918A-AS2	FLR-58	18	CS-R45-B47
RTLO-16918A-AS3	FLR-58	18	CS-R45-B47
RTLO-16918B	FLR-58	18	CS-R45-B47
RTLO-16918B-AS	FLR-58	18	CS-R45-B47
RTLO-17610B	FLR-34	10	CS-R45-B47
RTLO-17610B-T2	FLR-34	10	CS-R45-B47
RTLO-18610B	FLR-34	10	CS-R45-B47
RTLO-18718B	FLR-58	18	CS-R45-B47
RTLO-18718B-T2	FLR-58	18	CS-R45-B47
RTLO-18913A	FLR-58	13	CS-R45-B47
RTLO-18913A-T2	FLR-58	13	CS-R45-B47
RTLO-18918A-AS2	FLR-58	18	CS-R45-B47
RTLO-18918B	FLR-58	18	CS-R45-B47
RTLO-18918B-AS	FLR-58	18	CS-R45-B47
RTLO-20913A	FLR-58	13	CS-R45-B47
RTLO-20918A-AS2	FLR-58	18	CS-R45-B47



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Transmission PTO Driver & Apertures (Viewed from Rear of Transmission)
L-Left Side R-Right Side B-Bottom Side T-Top Side CS-Countershaft
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EATON FULLER TRANSMISSION INDEX

Transmission Make and Model	PTO Appl. Number	Number Forward Speeds	Teeth in PTO Driver
RTLO-20918B	FLR-58	18	CS-R45-B47
RTLO-20918B-AS	FLR-58	18	CS-R45-B47
RTLO-22918A-AS2	FLR-58	18	CS-R45-B47
RTLO-22918A-AS3	FLR-58	18	CS-R45-B47
RTLO-22918B	FLR-58	18	CS-R45-B47
RTLOM-16913L-DM3 (UltraShift)	FLR-113	13	R45
RTLOM-16913L-LHP	FLR-58	13	CS-R45-B47
RTO-10710B-AS2	FLR-57	10	CS-R45-B47
RTO-10910B-AS2	FLR-57	10	CS-R45-B47
RTO-10910B-AS3	FLR-57	10	CS-R45-B47
RTO-10910B-DM2 (UltraShift)	FLR-100	10	CS-R45-B47
RTO-10910B-DM3 (UltraShift)	FLR-100	10	CS-R45-B47
RTO-11709MLL	FLR-58	9+2	CS-R45-B47
RTO-11908LL	FLR-57	8+2	CS-R45-B47
RTO-11909ALL	FLR-58	11	CS-R45-B47
RTO-11909MLL	FLR-58	9	CS-R45-B47
RTO-12710B-AS2	FLR-57	10	CS-R45-B47
RTO-12910B-AS2	FLR-57	10	CS-R45-B47
RTO-12910B-AS3	FLR-57	10	CS-R45-B47
RTO-12910B-DM2 (UltraShift)	FLR-100	10	CS-R45-B47
RTO-12910B-DM3 (UltraShift)	FLR-100	10	CS-R45-B47
RTO-14609B	FLR-58	9	CS-R45-B47
RTO-14613	FLR-34	13	CS-R45-B47
RTO-14709MLL	FLR-58	9+2	CS-R45-B47
RTO-14710B-AS2	FLR-57	10	CS-R45-B47
RTO-14908LL	FLR-57	8+2	CS-R45-B47
RTO-14909ALL	FLR-58	11	CS-R45-B47
RTO-14910B-AS2	FLR-57	10	CS-R45-B47
RTO-14910B-AS3	FLR-57	10	CS-R45-B47
RTO-14910B-DM2 (UltraShift)	FLR-100	10	CS-R45-B47
RTO-14910B-DM3 (UltraShift)	FLR-100	10	CS-R45-B47
RTO-14910C-AS2	FLR-58	10	CS-R45-B47
RTO-14910C-AS3	FLR-58	10	CS-R45-B47
RTO-14915	FLR-59	15	CS-R45-B47
RTO-16710B	FLR-57	10	CS-R45-B47
RTO-16710B-AS2	FLR-57	10	CS-R45-B47
RTO-16710C-AS2	FLR-58	10	CS-R45-B47
RTO-16908LL	FLR-57	8+2	CS-R45-B47



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Transmission PTO Driver & Apertures (Viewed from Rear of Transmission)
 L-Left Side R-Right Side B-Bottom Side T-Top Side CS-Countershaft
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EATON FULLER TRANSMISSION INDEX

Transmission Make and Model	PTO Appl. Number	Number Forward Speeds	Teeth in PTO Driver
RTO-16909ALL	FLR-58	11	CS-R45-B47
RTO-16910B-AS2	FLR-57	10	CS-R45-B47
RTO-16910B-AS3	FLR-57	10	CS-R45-B47
RTO-16910B-DM2 (UltraShift)	FLR-100	10	CS-R45-B47
RTO-16910B-DM3 (UltraShift)	FLR-100	10	CS-R45-B47
RTO-16910C-AS2	FLR-58	10	CS-R45-B47
RTO-16910C-AS3	FLR-58	10	CS-R45-B47
RTO-16915	FLR-59	15	CS-R45-B47
RTO-18910B-AS2	FLR-58	10	CS-R45-B47
RTO-18910B-AS3	FLR-58	10	CS-R45-B47
RTO-6610	FLR-41	10	R33-B33
RTO-6613	FLR-41	13	R33-B33
RTO-7613	FLR-40	13	R33-B33
RTO-909B	FLR-58	8+1	CS-R45-B47
RTO-9513	FLR-34	13	CS-R45-B47
RTOC-16909A (Convertible 9 to 13-Speed)	FLR-58	9	CS-R45-B47
RTOC-18909A	FLR-58	9	CS-R45-B47
RTOCM-16909A (Convertible 9 to 13-Speed)	FLR-58	13	CS-R45-B47
RTOM-16910B-DM3 (UltraShift)	FLR-100	10	CS-R45-B47
RTX-11609B	FLR-58	9	CS-R45-B47
RTX-11609P	FLR-57	9	CS-R45-B47
RTX-11609R	FLR-57	8+1	CS-R45-B47
RTX-12609B	FLR-58	9	CS-R45-B47
RTX-12609P	FLR-57	9	CS-R45-B47
RTX-12609R	FLR-57	9	CS-R45-B47
RTX-12709H	FLR-58	9	CS-R45-B47
RTX-12710C	FLR-58	10	CS-R45-B47
RTX-13609B	FLR-58	9	CS-R45-B47
RTX-13709H	FLR-58	9	CS-R45-B47
RTX-13710B	FLR-57	10	CS-R45-B47
RTX-13710C	FLR-58	10	CS-R45-B47
RTX-14609B	FLR-58	9	CS-R45-B47
RTX-14609R	FLR-57	8+1	CS-R45-B47
RTX-14708LL	FLR-57	8	CS-R45-B47
RTX-14709H	FLR-58	9	CS-R45-B47
RTX-14710B	FLR-57	10	CS-R45-B47
RTX-14710C	FLR-58	10	CS-R45-B47



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Transmission PTO Driver & Apertures (Viewed from Rear of Transmission)
L-Left Side R-Right Side B-Bottom Side T-Top Side CS-Countershaft
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EATON FULLER TRANSMISSION INDEX

Transmission Make and Model	PTO Appl. Number	Number Forward Speeds	Teeth in PTO Driver
RTX-14715	FLR-59	15	CS-R45-B47
RTX-15715	FLR-59	15	CS-R45-B47
RTX-16709B	FLR-58	9	CS-R45-B47
RTX-16709H	FLR-58	9	CS-R45-B47
RTX-16710B	FLR-57	10	CS-R45-B47
RTX-16710X	FLR-58	10	CS-R45-B47
T-14607A	FLR-75	7	L78-R78
T-14607B	FLR-75	7	L78-R78
TX-14607B	FLR-77	7	L78-R78



IMPORTANT: See Safety Information
in Section 1 of the Chelsea Applications
catalog HY25-3000/US

Transmission PTO Driver & Apertures (Viewed from Rear of Transmission)
L-Left Side R-Right Side B-Bottom Side T-Top Side CS-Countershaft
For transmissions not listed, contact your authorized Chelsea Distributor.

CHELSEA®

EATON FULLER

FLR-34

RT-11609A RT-11709H RT-12609A RT-12709A RT-12710B RT-13609A RT-13709H RT-13710B	RT-14609A RT-14709A RT-14710B RT-14710B-AS2 RT-14715 RT-14910B-AS2 RT-14915 RT-15715	RT-8709B RT-8908LL RT-9710B RTA-14710B-AS RTF-11609A RTF-12609A RTF-12709H RTF-12710B	RTF-13609A RTF-13709H RTF-13710B RTF-14609A RTF-14709H RTF-14710B RTF-14715 RTF-14915	RTF-15715 RTL-13710B RTL-14710B RTLO-11610B-T2 RTLO-12610B RTLO-12610B-T2 RTLO-13610B RTLO-13610B-T2	RTLO-14610A RTLO-14610B RTLO-14610B-T2 RTLO-14613B RTLO-15610B-T2 RTLO-16610B RTLO-16610B-T2 RTLO-17610B	RTLO-17610B-T2 RTLO-18610B RTO-14613 RTO-9513
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BOTOM SIDE ONLY

RIGHT SIDE ONLY

TRANSMISSION GEAR DATA:

BOT 08-BOLT Opening Gear FORWARD of Centerline
47 Teeth - SPUR

PITCH LINE TO APERTURE FACE:

0.8050" (20.4500 mm)

TRANSMISSION GEAR DATA:

R.S. 06-BOLT Opening Gear FORWARD of Centerline
45 Teeth - SPUR

PITCH LINE TO APERTURE FACE:

1.0850" (27.5600 mm)

CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM

PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit
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ONE SPEED - TWO GEAR - MECHANICAL SHIFT

489XAAHX-*5 (12)	250 I	Opp	54			Furnished	442XAAHX-*3 (12)	250 I	Opp	51			Furnished
489XCAHX-*5 (13)	250 I	Opp	69			Furnished	442XBAHX-*3 (18)	250 I	Eng	51	REQUIRED		Furnished
489XFAHX-*5 (2)	250 I	Opp	85			Furnished	442XCAHX-*3 (13)	250 I	Opp	66			Furnished
489XHAHX-*5 (15)	250 I	Opp	99			Furnished	442XFAHX-*3 (2)	250 I	Opp	81			Furnished
489XLAHX-*5 (1)	222 I	Opp	110			Furnished	442XHAHX-*3 (15)	250 I	Opp	94			Furnished
489XQAHX-*5 (1)	206 I	Opp	118			Furnished	442XLAHX-*3 (1)	233 I	Opp	105			Furnished
489XRAHX-*5 (1)	178 I	Opp	137			Furnished	442XQAHX-*3 (1)	216 I	Opp	113			Furnished
489XSAHX-*5 (1)	150 I	Opp	163			Furnished	442XRAHX-*3 (1)	187 I	Opp	131			Furnished
489XUAHX-*5 (1)	126 I	Opp	194			Furnished	442XSAHX-*3 (1)	156 I	Opp	156			Furnished
489XWAHX-*5 (1)	107 I	Opp	229			Furnished	442XUAHX-*3 (1)	132 I	Opp	186			Furnished
489XXAHX-*5 (1)	91 I	Opp	271			Furnished	442XWAHX-*3 (1)	112 I	Opp	219			Furnished
680XFAHX-*3 (10)	288 I	Opp	85			Furnished	442XXAHX-*3 (1)	94 I	Opp	259			Furnished
680XHAHX-*3 (20)	249 I	Opp	99			Furnished	660XFAHX-*3 (10)	301 I	Opp	81			Furnished
680XQAHX-*3 (11)	206 I	Opp	118			Furnished	660XHAHX-*3 (15)	260 I	Opp	94			Furnished
680XRAHX-*3 (19)	178 I	Opp	137			Furnished	660XQAHX-*3 (11)	216 I	Opp	113			Furnished
680XSAHX-*3 (14)	150 I	Opp	163			Furnished	660XRAHX-*3 (19)	187 I	Opp	131			Furnished
823XBAHX-*3 (40)	423 I	Opp	58			Furnished	660XSAHX-*3 (14)	156 I	Opp	156			Furnished
823XDAHX-*3 (44)	357 I	Opp	69			Furnished							
823XGAHX-*3 (45)	329 I	Opp	74			Furnished							
823XJAHX-*3 (41)	279 I	Opp	88			Furnished							
823XMAHX-*3 (39)	238 I	Opp	103			Furnished							
823XRAHX-*3 (43)	172 I	Opp	142			Furnished							
823XTKTX-*3 (17)	142 I	Opp	172	8-A-165 (46)		Furnished							
880XBAHX-*3 (3)	423 I	Opp	58			Furnished							
880XDAHX-*3 (4)	357 I	Opp	69			Furnished							
880XGAHX-*3 (9)	329 I	Opp	74			Furnished							
880XJAHX-*3 (5)	279 I	Opp	88			Furnished							
880XMAHX-*3 (6)	238 I	Opp	103			Furnished							
880XQAHX-*3 (16)	203 I	Opp	120			Furnished							

Continued on Next Page

† I = Intermittent Torque Only - De-rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page.
Some notes may affect the proper PTO selection.

CAUTION: Eaton Transmission Division has established a maximum torque limit for the transmission PTO driver gear. For all RT/RTO/RTLO transmissions the torque limit is 350 lb-ft [475 N-m] unless the transmission has been upgraded to a roller type input shaft bearing, Eaton part number 4301417, then 750 lb-ft [1017 N-m] torque becomes the maximum limit. All torque limits on this application page reflect the 350 lb-ft [475 N-m] limit at the transmission PTO drive gear. Refer to the Chelsea PTO torque limit chart in the front of this section for complete torque limit information.

CAUTION: Do not use geared adapters with 442 A and C ratios.

- (1) Input Gear Part No. 5-P-1004
(2) Input Gear Part No. 5-P-1077
(3) Input Gear Part No. 5-P-1100
(4) Input Gear Part No. 5-P-1101
(5) Input Gear Part No. 5-P-1102

- (6) Input Gear Part No. 5-P-1103
(9) Input Gear Part No. 5-P-1135
(10) Input Gear Part No. 5-P-1242
(11) Input Gear Part No. 5-P-1246
(12) Input Gear Part No. 5-P-1280

- (13) Input Gear Part No. 5-P-1287
(14) Input Gear Part No. 5-P-1322
(15) Input Gear Part No. 5-P-1364
(16) Input Gear Part No. 5-P-1385
(17) Input Gear Part No. 5-P-1395

- (18) Input Gear Part No. 5-P-1418
(19) Input Gear Part No. 5-P-1441
(20) Input Gear Part No. 5-P-1494
(39) Input Gear Part No. 5-P-283
(40) Input Gear Part No. 5-P-285

- (41) Input Gear Part No. 5-P-325
(43) Input Gear Part No. 5-P-721
(44) Input Gear Part No. 5-P-971
(45) Input Gear Part No. 5-P-980
(46) Filler block furnished with PTO

CHELSEA®

EATON FULLER

FLR-34

RT-11609A RT-11709H RT-12609A RT-12709A RT-12710B RT-13609A RT-13709H RT-13710B	RT-14609A RT-14709A RT-14710B RT-14710B-AS2 RT-14715 RT-14910B-AS2 RT-14915 RT-15715	RT-8709B RT-8908LL RT-9710B RTA-14710B-AS RTF-11609A RTF-12609A RTF-12709H RTF-12710B	RTF-13609A RTF-13709H RTF-13710B RTF-14609A RTF-14709H RTF-14710B RTF-14715 RTF-14915	RTF-15715 RTL-13710B RTL-14710B RTLO-11610B-T2 RTLO-12610B RTLO-12610B-T2 RTLO-13610B RTLO-13610B-T2	RTLO-14610A RTLO-14610B RTLO-14610B-T2 RTLO-14613B RTLO-15610B-T2 RTLO-16610B RTLO-16610B-T2 RTLO-17610B	RTLO-17610B-T2 RTLO-18610B RTO-14613 RTO-9513
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BOTTOM SIDE ONLY

RIGHT SIDE ONLY

TRANSMISSION GEAR DATA:

BOT 08-BOLT Opening Gear FORWARD of Centerline
47 Teeth - SPUR

PITCH LINE TO APERTURE FACE:

0.8050" (20.4500 mm)

TRANSMISSION GEAR DATA:

R.S. 06-BOLT Opening Gear FORWARD of Centerline
45 Teeth - SPUR

PITCH LINE TO APERTURE FACE:

1.0850" (27.5600 mm)

CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM

PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit
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ONE SPEED - TWO GEAR - MECHANICAL SHIFT

880XRAHX-*3 (7)	172 I	Opp	142			Furnished							
880XTAHX-*3 (8)	134 I	Opp	183			Furnished							

ONE SPEED - TWO GEAR POWERSHIFT (AIR OR HYDRAULIC)

272XAAJX-*3 (30)	300 C	Opp	47		328481X	Furnished	272XAAJX-*3 (30)	300 C	Opp	45			Furnished
282XBAJX-*3 (21)	300 C	Opp	58	8-A-032		Furnished	272XBAJX-*3 (31)	300 C	Opp	55			Furnished
282XCAJX-*3 (22)	300 C	Opp	70	8-A-032		Furnished	272XCAJX-*3 (32)	300 C	Opp	67			Furnished
282XDAJX-*3 (23)	293 C	Opp	84	8-A-032		Furnished	272XDAJX-*3 (33)	300 C	Opp	79			Furnished
282XGAJX-*3 (24)	257 C	Opp	95	8-A-032		Furnished	272XGAJX-*3 (34)	300 C	Opp	95			Furnished
282XKAJX-*3 (25)	220 C	Opp	112	8-A-032		Furnished	272XKAJX-*3 (35)	300 C	Opp	106			Furnished
282XMAJX-*3 (26)	206 C	Opp	119	8-A-032		Furnished	272XMAJX-*3 (36)	300 C	Opp	119			Furnished
282XPAJX-*3 (27)	184 C	Opp	133	8-A-032		Furnished	272XPAJX-*3 (37)	300 C	Opp	133			Furnished
282XSAJX-*3 (28)	158 C	Opp	156	8-A-032		Furnished	272XSAJX-*3 (38)	300 C	Opp	149			Furnished
282XTAJX-*3 (29)	147 C	Opp	166	8-A-032		Furnished							

ONE SPEED - TWO GEAR - POWERSHIFT (AIR)

885XBAHX-*3 (3)	423 I	Opp	58			Furnished							
885XGAHX-*3 (9)	329 I	Opp	74			Furnished							
885XJAHX-*3 (5)	279 I	Opp	88			Furnished							
885XMAHX-*3 (6)	238 I	Opp	103			Furnished							

ONE SPEED - FORWARD & REVERSE

348XFAHX-*5 (42)	200 I	Opp	74	78		Furnished	340XFAHX-*5 (42)	200 I	Opp	71	75	7-A-140 (46)	Furnished
863XBAHX-*5	423 I	Opp	58	72		Furnished							

GEARED ADAPTERS

628XAHX-4AH	250 I	Eng		8-A-032		Furnished	626XAHX-3AH	250 I	Eng				Furnished
							630XAHX-3AH	250 I	Eng				Furnished
							645XAHX-3AH	250 I	Eng				Furnished

Continued on Next Page

† I = Intermittent Torque Only - De-rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page. Some notes may affect the proper PTO selection.

CAUTION: Eaton Transmission Division has established a maximum torque limit for the transmission PTO driver gear. For all RT/RTO/RTLO transmissions the torque limit is 350 lb-ft [475 N-m] unless the transmission has been upgraded to a roller type input shaft bearing, Eaton part number 4301417, then 750 lb-ft [1017 N-m] torque becomes the maximum limit. All torque limits on this application page reflect the 350 lb-ft [475 N-m] limit at the transmission PTO drive gear. Refer to the Chelsea PTO torque limit chart in the front of this section for complete torque limit information.

CAUTION: Do not use geared adapters with 442 A and C ratios.

(3) Input Gear Part No. 5-P-1100
(5) Input Gear Part No. 5-P-1102
(6) Input Gear Part No. 5-P-1103
(7) Input Gear Part No. 5-P-1104
(8) Input Gear Part No. 5-P-1105
(9) Input Gear Part No. 5-P-1135

(21) Input Gear Part No. 5-P-1510-11X
(22) Input Gear Part No. 5-P-1510-12X
(23) Input Gear Part No. 5-P-1510-13X
(24) Input Gear Part No. 5-P-1510-14X
(25) Input Gear Part No. 5-P-1510-15X
(26) Input Gear Part No. 5-P-1510-16X

(27) Input Gear Part No. 5-P-1510-17X
(28) Input Gear Part No. 5-P-1510-18X
(29) Input Gear Part No. 5-P-1510-19X
(30) Input Gear Part No. 5-P-1510-1X
(31) Input Gear Part No. 5-P-1510-2X
(32) Input Gear Part No. 5-P-1510-3X

(33) Input Gear Part No. 5-P-1510-4X
(34) Input Gear Part No. 5-P-1510-5X
(35) Input Gear Part No. 5-P-1510-6X
(36) Input Gear Part No. 5-P-1510-7X
(37) Input Gear Part No. 5-P-1510-8X
(38) Input Gear Part No. 5-P-1510-9X

(42) Input Gear Part No. 5-P-581
(46) Filler block furnished with PTO

CHELSEA®

EATON FULLER

FLR-40

RT-613
RT-6610
RT-6613
RTO-7613

BOTTOM SIDE ONLY

RIGHT SIDE ONLY

TRANSMISSION GEAR DATA:

BOT 08-BOLT Opening Gear REAR of Centerline
33 Teeth - SPUR

PITCH LINE TO APERTURE FACE:

0.8050" (20.4500 mm)

TRANSMISSION GEAR DATA:

R.S. 06-BOLT Opening Gear REAR of Centerline
33 Teeth - SPUR

PITCH LINE TO APERTURE FACE:

1.0850" (27.5600 mm)

CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM

PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit
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ONE SPEED - TWO GEAR - MECHANICAL SHIFT

489XAAHX-*6 (12)	250 I	Opp	41			Furnished	442XFAHX-*6 (2)	250 I	Opp	62			Furnished
489XCAHX-*6 (13)	250 I	Opp	50			Furnished	442XHAHX-*6 (15)	250 I	Opp	72			Furnished
489XFAHX-*6 (2)	250 I	Opp	62			Furnished	442XLAHX-*6 (1)	250 I	Opp	80			Furnished
489XHAHX-*6 (15)	250 I	Opp	72			Furnished	442XQAHX-*6 (1)	225 I	Opp	86			Furnished
489XLAHX-*6 (1)	250 I	Opp	80			Furnished	442XRAHX-*6 (1)	225 I	Opp	99			Furnished
489XQAHX-*6 (1)	225 I	Opp	86			Furnished	442XSAHX-*6 (1)	200 I	Opp	118			Furnished
489XRAHX-*6 (1)	225 I	Opp	99			Furnished	442XUAHX-*6 (1)	195 I	Opp	141			Furnished
489XSAHX-*6 (1)	200 I	Opp	118			Furnished	442XVAHX-*6 (1)	175 I	Opp	166			Furnished
489XUAHX-*6 (1)	195 I	Opp	141			Furnished	442XXAHX-*6 (1)	140 I	Opp	196			Furnished
489XVAHX-*6 (1)	175 I	Opp	166			Furnished	660XFAHX-*6 (10)	375 I	Opp	62			Furnished
489XXAHX-*6 (1)	140 I	Opp	196			Furnished	660XHAHX-*6 (15)	375 I	Opp	72			Furnished
680XFAHX-*6 (10)	375 I	Opp	62			Furnished	660XQAHX-*6 (11)	375 I	Opp	86			Furnished
680XHAHX-*6 (19)	375 I	Opp	72			Furnished	660XRAHX-*6 (18)	350 I	Opp	99			Furnished
680XQAHX-*6 (11)	375 I	Opp	86			Furnished	660XSAHX-*6 (14)	325 I	Opp	118			Furnished
680XRAHX-*6 (18)	350 I	Opp	99			Furnished							
680XSAHX-*6 (14)	325 I	Opp	118			Furnished							
823XBAHX-*6 (21)	500 I	Opp	42			Furnished							
823XDAHX-*6 (25)	500 I	Opp	50			Furnished							
823XGAHX-*6 (26)	500 I	Opp	54			Furnished							
823XJAHX-*6 (22)	500 I	Opp	64			Furnished							
823XMAHX-*6 (20)	500 I	Opp	75			Furnished							
823XRAHX-*6 (24)	400 I	Opp	103			Furnished							
823XTKTX-*6 (17)	372 I	Opp	125	8-A-165 (27)		Furnished							
880XBAHX-*6 (3)	500 I	Opp	42			Furnished							
880XDAHX-*6 (4)	500 I	Opp	50			Furnished							
880XGAHX-*6 (9)	500 I	Opp	54			Furnished							
880XJAHX-*6 (5)	500 I	Opp	64			Furnished							
880XMAHX-*6 (6)	500 I	Opp	75			Furnished							
880XQAHX-*6 (16)	450 I	Opp	87			Furnished							

Continued on Next Page

† I = Intermittent Torque Only - De-rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page.
Some notes may affect the proper PTO selection.

CAUTION: Do not use geared adapters with 442 A and C ratios.

- (1) Input Gear Part No. 5-P-1004
(2) Input Gear Part No. 5-P-1077
(3) Input Gear Part No. 5-P-1100
(4) Input Gear Part No. 5-P-1101
(5) Input Gear Part No. 5-P-1102

- (6) Input Gear Part No. 5-P-1103
(9) Input Gear Part No. 5-P-1135
(10) Input Gear Part No. 5-P-1242
(11) Input Gear Part No. 5-P-1246
(12) Input Gear Part No. 5-P-1280

- (13) Input Gear Part No. 5-P-1287
(14) Input Gear Part No. 5-P-1322
(15) Input Gear Part No. 5-P-1364
(16) Input Gear Part No. 5-P-1385
(17) Input Gear Part No. 5-P-1395

- (18) Input Gear Part No. 5-P-1441
(19) Input Gear Part No. 5-P-1494
(20) Input Gear Part No. 5-P-283
(21) Input Gear Part No. 5-P-285
(22) Input Gear Part No. 5-P-325

- (24) Input Gear Part No. 5-P-721
(25) Input Gear Part No. 5-P-971
(26) Input Gear Part No. 5-P-980
(27) Filler block furnished with PTO

CHELSEA®**EATON FULLER****FLR-40**RT-613
RT-6610
RT-6613
RTO-7613**BOTTOM SIDE ONLY****RIGHT SIDE ONLY****TRANSMISSION GEAR DATA:**BOT 08-BOLT Opening Gear REAR of Centerline
33 Teeth - SPUR**PITCH LINE TO APERTURE FACE:**

0.8050" (20.4500 mm)

TRANSMISSION GEAR DATA:R.S. 06-BOLT Opening Gear REAR of Centerline
33 Teeth - SPUR**PITCH LINE TO APERTURE FACE:**

1.0850" (27.5600 mm)

CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM

PTO Model	Torq	Dir Rot	Engine %		Filler Block	Adapter ASSY	Stud Kit	PTO Model	Torq	Dir Rot	Engine %		Filler Block	Adapter ASSY	Stud Kit
	I / C †		Fwd	Rev					I / C †		Fwd	Rev			
ONE SPEED - TWO GEAR - MECHANICAL SHIFT															
880XRAHX-*6 (7)	400 l	Opp	103				Furnished								
880XTAHX-*6 (8)	350 l	Opp	133				Furnished								
ONE SPEED - TWO GEAR - POWERSHIFT (AIR)															
885XBAHX-*6 (3)	500 l	Opp	42				Furnished								
885XGAHX-*6 (9)	500 l	Opp	54				Furnished								
885XJAHX-*6 (5)	500 l	Opp	64				Furnished								
885XMAHX-*6 (6)	500 l	Opp	75				Furnished								
ONE SPEED - FORWARD & REVERSE															
348XFAHX-*4 (23)	200 l	Opp	54	56			Furnished	340XFAHX-*4 (23)	200 l	Opp	54	56	7-A-140 (27)		Furnished
863XBAHX-*4	500 l	Opp	42	52			Furnished								
GEARED ADAPTERS															
628XAHX-4AH	250 l	Eng			8-A-032		Furnished	626XAHX-4AH	250 l	Eng					Furnished
								630XAHX-4AH	250 l	Eng					Furnished
								645XAHX-4AH	250 l	Eng					Furnished

† I = Intermittent Torque Only - De-rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page.
Some notes may affect the proper PTO selection.**CAUTION:** Do not use geared adapters with 442 A and C ratios.(3) Input Gear Part No. 5-P-1100
(5) Input Gear Part No. 5-P-1102
(6) Input Gear Part No. 5-P-1103
(7) Input Gear Part No. 5-P-1104
(8) Input Gear Part No. 5-P-1105(9) Input Gear Part No. 5-P-1135
(23) Input Gear Part No. 5-P-581
(27) Filler block furnished with PTO

CHELSEA®

EATON FULLER

FLR-41

RTO-6610
RTO-6613

BOTTOM SIDE ONLY

RIGHT SIDE ONLY

TRANSMISSION GEAR DATA:

BOT 08-BOLT Opening Gear REAR of Centerline
33 Teeth - SPUR

PITCH LINE TO APERTURE FACE:

0.8050" (20.4500 mm)

TRANSMISSION GEAR DATA:

R.S. 06-BOLT Opening Gear REAR of Centerline
33 Teeth - SPUR

PITCH LINE TO APERTURE FACE:

1.0850" (27.5600 mm)

CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM

PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit
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ONE SPEED - TWO GEAR - MECHANICAL SHIFT

489XFAHX-*6 (2)	250 I	Opp	76			Furnished	442XFAHX-*6 (2)	250 I	Opp	76			Furnished
489XHAHX-*6 (13)	250 I	Opp	88			Furnished	442XHAHX-*6 (13)	250 I	Opp	88			Furnished
489XLAHX-*6 (1)	250 I	Opp	99			Furnished	442XLAHX-*6 (1)	250 I	Opp	99			Furnished
489XQAHX-*6 (1)	225 I	Opp	106			Furnished	442XQAHX-*6 (1)	225 I	Opp	106			Furnished
489XRAHX-*6 (1)	225 I	Opp	123			Furnished	442XRAHX-*6 (1)	225 I	Opp	123			Furnished
489XSAHX-*6 (1)	200 I	Opp	147			Furnished	442XSAHX-*6 (1)	200 I	Opp	147			Furnished
489XUAHX-*6 (1)	195 I	Opp	175			Furnished	442XUAHX-*6 (1)	195 I	Opp	175			Furnished
489XWAHX-*6 (1)	175 I	Opp	206			Furnished	442XWAHX-*6 (1)	175 I	Opp	206			Furnished
489XAXHX-*6 (1)	140 I	Opp	243			Furnished	442XAXHX-*6 (1)	140 I	Opp	243			Furnished
680XFAHX-*6 (10)	375 I	Opp	76			Furnished	660XFAHX-*6 (10)	375 I	Opp	76			Furnished
680XHAHX-*6 (17)	375 I	Opp	88			Furnished	660XHAHX-*6 (13)	375 I	Opp	88			Furnished
680XQAHX-*6 (11)	375 I	Opp	106			Furnished	660XQAHX-*6 (11)	375 I	Opp	106			Furnished
680XRAHX-*6 (16)	350 I	Opp	123			Furnished	660XRAHX-*6 (16)	350 I	Opp	123			Furnished
680XSAHX-*6 (12)	325 I	Opp	147			Furnished	660XSAHX-*6 (12)	325 I	Opp	147			Furnished
823XBAHX-*6 (19)	500 I	Opp	52			Furnished							
823XDAHX-*6 (23)	500 I	Opp	62			Furnished							
823XGAHX-*6 (24)	500 I	Opp	67			Furnished							
823XJAHX-*6 (20)	500 I	Opp	79			Furnished							
823XMAHX-*6 (18)	500 I	Opp	92			Furnished							
823XRAHX-*6 (22)	400 I	Opp	128			Furnished							
823XTKTX-*6 (15)	372 I	Opp	154	8-A-165 (25)		Furnished							
880XBAHX-*6 (3)	500 I	Opp	52			Furnished							
880XDAHX-*6 (4)	500 I	Opp	62			Furnished							
880XGAHX-*6 (9)	500 I	Opp	67			Furnished							
880XJAHX-*6 (5)	500 I	Opp	79			Furnished							
880XMAHX-*6 (6)	500 I	Opp	92			Furnished							
880XQAHX-*6 (14)	450 I	Opp	109			Furnished							
880XRAHX-*6 (7)	400 I	Opp	128			Furnished							
880XTAHX-*6 (8)	350 I	Opp	164			Furnished							

Continued on Next Page

† I = Intermittent Torque Only - De-rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page. Some notes may affect the proper PTO selection.**CAUTION: Do not use geared adapters with 442 A and C ratios.**

- (1) Input Gear Part No. 5-P-1004
(2) Input Gear Part No. 5-P-1077
(3) Input Gear Part No. 5-P-1100
(4) Input Gear Part No. 5-P-1101
(5) Input Gear Part No. 5-P-1102

- (6) Input Gear Part No. 5-P-1103
(7) Input Gear Part No. 5-P-1104
(8) Input Gear Part No. 5-P-1105
(9) Input Gear Part No. 5-P-1135
(10) Input Gear Part No. 5-P-1242

- (11) Input Gear Part No. 5-P-1246
(12) Input Gear Part No. 5-P-1322
(13) Input Gear Part No. 5-P-1364
(14) Input Gear Part No. 5-P-1385
(15) Input Gear Part No. 5-P-1395

- (16) Input Gear Part No. 5-P-1441
(17) Input Gear Part No. 5-P-1494
(18) Input Gear Part No. 5-P-283
(19) Input Gear Part No. 5-P-285
(20) Input Gear Part No. 5-P-325

- (22) Input Gear Part No. 5-P-721
(23) Input Gear Part No. 5-P-971
(24) Input Gear Part No. 5-P-980
(25) Filler block furnished with PTO

CHELSEA®**EATON FULLER****FLR-41**RTO-6610
RTO-6613**BOTTOM SIDE ONLY****TRANSMISSION GEAR DATA:**BOT 08-BOLT Opening Gear REAR of Centerline
33 Teeth - SPUR**PITCH LINE TO APERTURE FACE:**

0.8050" (20.4500 mm)

REAR SIDE ONLY**TRANSMISSION GEAR DATA:**R.S. 06-BOLT Opening Gear REAR of Centerline
33 Teeth - SPUR**PITCH LINE TO APERTURE FACE:**

1.0850" (27.5600 mm)

CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM

PTO Model	Torq	Dir Rot	Engine %		Filler Block	Adapter ASSY	Stud Kit	PTO Model	Torq	Dir Rot	Engine %		Filler Block	Adapter ASSY	Stud Kit
	I / C †		Fwd	Rev					I / C †		Fwd	Rev			

ONE SPEED - TWO GEAR - POWERSHIFT (AIR)

885XBAHX-*6 (3)	500 I	Opp	52				Furnished
885XGAHX-*6 (9)	500 I	Opp	67				Furnished
885XJAHX-*6 (5)	500 I	Opp	79				Furnished
885XMAHX-*6 (6)	500 I	Opp	92				Furnished

ONE SPEED - FORWARD & REVERSE

348XFAHX-*4 (21)	200 I	Opp	67	70		Furnished	340XFAHX-*4 (21)	200 I	Opp	67	70	7-A-140 (25)	Furnished
863XBAHX-*4	500 I	Opp	52	64		Furnished							

GEARED ADAPTERS

628XAHX-4AH	250 I	Eng				Furnished	626XAHX-4AH	250 I	Eng				Furnished
							630XAHX-4AH	250 I	Eng				Furnished
							645XAHX-4AH	250 I	Eng				Furnished

† I = Intermittent Torque Only - De-rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page.
Some notes may affect the proper PTO selection.**CAUTION:** Do not use geared adapters with 442 A and C ratios.(3) Input Gear Part No. 5-P-1100
(5) Input Gear Part No. 5-P-1102
(6) Input Gear Part No. 5-P-1103
(9) Input Gear Part No. 5-P-1135
(21) Input Gear Part No. 5-P-581

(25) Filler block furnished with PTO

CHELSEA®

EATON FULLER

FLR-57

RTAO-10710B-AC RTAO-10710B-AS RTAO-12710B-AC RTAO-12710B-AS RTAO-14710B-AC RTAO-14710B-AS RTAO-14710B-AC RTAO-16710B-AS	RTAO-16710B-AS RTO-10710B-AS2 RTO-10910B-AS2 RTO-10910B-AS3 RTO-11908LL RTO-12710B-AS2 RTO-12910B-AS2 RTO-12910B-AS3	RTO-14710B-AS2 RTO-14908LL RTO-14910B-AS2 RTO-14910B-AS3 RTO-16710B RTO-16710B-AS2 RTO-16908LL RTO-16910B-AS2	RTO-16910B-AS3 RTX-11609P RTX-11609R RTX-12609P RTX-12609R RTX-13710B RTX-14609R RTX-14708LL	RTX-14710B RTX-16710B
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BOTTOM SIDE ONLY

RIGHT SIDE ONLY

TRANSMISSION GEAR DATA:

BOT 08-BOLT Opening Gear FORWARD of Centerline
47 Teeth - SPUR

PITCH LINE TO APERTURE FACE:

0.8050" (20.4500 mm)

TRANSMISSION GEAR DATA:

R.S. 06-BOLT Opening Gear FORWARD of Centerline
45 Teeth - SPUR

PITCH LINE TO APERTURE FACE:

1.0850" (27.5600 mm)

CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM

PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit
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ONE SPEED - TWO GEAR - MECHANICAL SHIFT

489XAAHX-*5 (12)	250 I	Opp	72			Furnished	442XAAHX-*3 (12)	250 I	Opp	69			Furnished
489XCAHX-*5 (13)	250 I	Opp	93			Furnished	442XBAHX-*3 (18)	250 I	Eng	69	REQUIRED		Furnished
489XFAHX-*5 (2)	250 I	Opp	114			Furnished	442XCAHX-*3 (13)	250 I	Opp	89			Furnished
489XHAHX-*5 (15)	250 I	Opp	132			Furnished	442XFAHX-*3 (2)	250 I	Opp	110			Furnished
489XLAHX-*5 (1)	222 I	Opp	148			Furnished	442XHAHX-*3 (15)	250 I	Opp	127			Furnished
489XQAHX-*5 (1)	206 I	Opp	160			Furnished	442XLAHX-*3 (1)	233 I	Opp	142			Furnished
489XRAHX-*5 (1)	178 I	Opp	185			Furnished	442XQAHX-*3 (1)	216 I	Opp	153			Furnished
489XSAHX-*5 (1)	150 I	Opp	220			Furnished	442XRAHX-*3 (1)	187 I	Opp	177			Furnished
489XUAHX-*5 (1)	126 I	Opp	262			Furnished	442XSAHX-*3 (1)	156 I	Opp	211			Furnished
489XWAHX-*5 (1)	107 I	Opp	308			Furnished	442XUAHX-*3 (1)	132 I	Opp	251			Furnished
489XXAHX-*5 (1)	91 I	Opp	365			Furnished	442XWAHX-*3 (1)	112 I	Opp	295			Furnished
680XFAHX-*3 (10)	288 I	Opp	114			Furnished	442XXAHX-*3 (1)	94 I	Opp	349			Furnished
680XHAHX-*3 (20)	249 I	Opp	132			Furnished	660XFAHX-*3 (10)	301 I	Opp	110			Furnished
680XQAHX-*3 (11)	206 I	Opp	160			Furnished	660XHAHX-*3 (15)	260 I	Opp	127			Furnished
680XRAHX-*3 (19)	178 I	Opp	185			Furnished	660XQAHX-*3 (11)	216 I	Opp	153			Furnished
680XSAHX-*3 (14)	150 I	Opp	220			Furnished	660XRAHX-*3 (19)	187 I	Opp	177			Furnished
823XBAHX-*3 (40)	423 I	Opp	78			Furnished	660XSAHX-*3 (14)	156 I	Opp	211			Furnished
823XDAHX-*3 (44)	357 I	Opp	92			Furnished							
823XGAHX-*3 (45)	329 I	Opp	100			Furnished							
823XJAHX-*3 (41)	279 I	Opp	118			Furnished							
823XMAHX-*3 (39)	238 I	Opp	139			Furnished							
823XRAHX-*3 (43)	172 I	Opp	191			Furnished							
823XTKTX-*3 (17)	142 I	Opp	231	8-A-165 (46)		Furnished							
880XBAHX-*3 (3)	423 I	Opp	78			Furnished							
880XDAHX-*3 (4)	357 I	Opp	92			Furnished							
880XGAHX-*3 (9)	329 I	Opp	100			Furnished							
880XJAHX-*3 (5)	279 I	Opp	118			Furnished							
880XMAHX-*3 (6)	238 I	Opp	139			Furnished							
880XQAHX-*3 (16)	203 I	Opp	162			Furnished							

Continued on Next Page

† I = Intermittent Torque Only - De-rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page.
Some notes may affect the proper PTO selection.

CAUTION: Eaton Transmission Division has established a maximum torque limit for the transmission PTO driver gear. For all RT/RTO/RTLO transmissions the torque limit is 350 lb-ft [475 N-m] unless the transmission has been upgraded to a roller type input shaft bearing, Eaton part number 4301417, then 750 lb-ft [1017 N-m] torque becomes the maximum limit. All torque limits on this application page reflect the 350 lb-ft [475 N-m] limit at the transmission PTO drive gear. Refer to the Chelsea PTO torque limit chart in the front of this section for complete torque limit information.

CAUTION: Do not use geared adapters with 442 A and C ratios.

- (1) Input Gear Part No. 5-P-1004
(2) Input Gear Part No. 5-P-1077
(3) Input Gear Part No. 5-P-1100
(4) Input Gear Part No. 5-P-1101
(5) Input Gear Part No. 5-P-1102

- (6) Input Gear Part No. 5-P-1103
(9) Input Gear Part No. 5-P-1135
(10) Input Gear Part No. 5-P-1242
(11) Input Gear Part No. 5-P-1246
(12) Input Gear Part No. 5-P-1280

- (13) Input Gear Part No. 5-P-1287
(14) Input Gear Part No. 5-P-1322
(15) Input Gear Part No. 5-P-1364
(16) Input Gear Part No. 5-P-1385
(17) Input Gear Part No. 5-P-1395

- (18) Input Gear Part No. 5-P-1418
(19) Input Gear Part No. 5-P-1441
(20) Input Gear Part No. 5-P-1494
(39) Input Gear Part No. 5-P-283
(40) Input Gear Part No. 5-P-285

- (41) Input Gear Part No. 5-P-325
(43) Input Gear Part No. 5-P-721
(44) Input Gear Part No. 5-P-971
(45) Input Gear Part No. 5-P-980
(46) Filler block furnished with PTO

CHELSEA®

EATON FULLER

FLR-57

RTAO-10710B-AC RTAO-10710B-AS RTAO-12710B-AC RTAO-12710B-AS RTAO-14710B-AC RTAO-14710B-AS RTAO-16710B-AC	RTAO-16710B-AS RTO-10710B-AS2 RTO-10910B-AS2 RTO-10910B-AS3 RTO-11908LL RTO-12710B-AS2 RTO-12910B-AS2 RTO-12910B-AS3	RTO-14710B-AS2 RTO-14908LL RTO-14910B-AS2 RTO-14910B-AS3 RTO-16710B RTO-16710B-AS2 RTO-16908LL RTO-16910B-AS2	RTO-16910B-AS3 RTX-11609P RTX-11609R RTX-12609P RTX-12609R RTX-13710B RTX-14609R RTX-14708LL	RTX-14710B RTX-16710B
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BOTTOM SIDE ONLY

RIGHT SIDE ONLY

TRANSMISSION GEAR DATA:

BOT 08-BOLT Opening Gear FORWARD of Centerline
47 Teeth - SPUR

PITCH LINE TO APERTURE FACE:

0.8050" (20.4500 mm)

TRANSMISSION GEAR DATA:

R.S. 06-BOLT Opening Gear FORWARD of Centerline
45 Teeth - SPUR

PITCH LINE TO APERTURE FACE:

1.0850" (27.5600 mm)

CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM

PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit
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ONE SPEED - TWO GEAR - MECHANICAL SHIFT

880XRAHX-*3 (7)	172 I	Opp	191			Furnished							
880XTAHX-*3 (8)	134 I	Opp	246			Furnished							

ONE SPEED - TWO GEAR POWERSHIFT (AIR OR HYDRAULIC)

272XAAJX-*3 (30)	300 C	Opp	63		328481X	Furnished	272XAAJX-*3 (30)	300 C	Opp	61			Furnished
282XBAJX-*3 (21)	300 C	Opp	78	8-A-032		Furnished	272XBAJX-*3 (31)	300 C	Opp	75			Furnished
282XCAJX-*3 (22)	300 C	Opp	94	8-A-032		Furnished	272XCAJX-*3 (32)	300 C	Opp	90			Furnished
282XDAJX-*3 (23)	293 C	Opp	113	8-A-032		Furnished	272XDAJX-*3 (33)	300 C	Opp	107			Furnished
282XGAJX-*3 (24)	246 C	Opp	134	8-A-032		Furnished	272XGAJX-*3 (34)	257 C	Opp	128			Furnished
282XKAJX-*3 (25)	220 C	Opp	150	8-A-032		Furnished	272XKAJX-*3 (35)	230 C	Opp	144			Furnished
282XMAJX-*3 (26)	197 C	Opp	168	8-A-032		Furnished	272XMAJX-*3 (36)	206 C	Opp	161			Furnished
282XPAJX-*3 (27)	176 C	Opp	187	8-A-032		Furnished	272XPAJX-*3 (37)	175 C	Opp	180			Furnished
282XSAJX-*3 (28)	158 C	Opp	209	8-A-032		Furnished	272XSAJX-*3 (38)	157 C	Opp	201			Furnished
282XTAJX-*3 (29)	141 C	Opp	234	8-A-032		Furnished							

ONE SPEED - TWO GEAR - POWERSHIFT (AIR)

885XBAHX-*3 (3)	423 I	Opp	78			Furnished							
885XGAHX-*3 (9)	329 I	Opp	100			Furnished							
885XJAHX-*3 (5)	279 I	Opp	118			Furnished							
885XMAHX-*3 (6)	238 I	Opp	139			Furnished							

ONE SPEED - FORWARD & REVERSE

348XFAHX-*5 (42)	200 I	Opp	100	105		Furnished	340XFAHX-*5 (42)	200 I	Opp	96	101	7-A-140 (46)	Furnished
863XBAHX-*5	423 I	Opp	78	97		Furnished							

GEARED ADAPTERS

628XAHX-3AH	250 I	Eng		8-A-032		Furnished	626XAHX-3AH	250 I	Eng				Furnished
							630XAHX-3AH	250 I	Eng				Furnished
							645XAHX-3AH	250 I	Eng				Furnished

Continued on Next Page

† I = Intermittent Torque Only - De-rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page. Some notes may affect the proper PTO selection.

CAUTION: Eaton Transmission Division has established a maximum torque limit for the transmission PTO driver gear. For all RT/RTO/RTLO transmissions the torque limit is 350 lb-ft [475 N-m] unless the transmission has been upgraded to a roller type input shaft bearing, Eaton part number 4301417, then 750 lb-ft [1017 N-m] torque becomes the maximum limit. All torque limits on this application page reflect the 350 lb-ft [475 N-m] limit at the transmission PTO drive gear. Refer to the Chelsea PTO torque limit chart in the front of this section for complete torque limit information.

CAUTION: Do not use geared adapters with 442 A and C ratios.

(3) Input Gear Part No. 5-P-1100
(5) Input Gear Part No. 5-P-1102
(6) Input Gear Part No. 5-P-1103
(7) Input Gear Part No. 5-P-1104
(8) Input Gear Part No. 5-P-1105
(9) Input Gear Part No. 5-P-1135

(21) Input Gear Part No. 5-P-1510-11X
(22) Input Gear Part No. 5-P-1510-12X
(23) Input Gear Part No. 5-P-1510-13X
(24) Input Gear Part No. 5-P-1510-14X
(25) Input Gear Part No. 5-P-1510-15X
(26) Input Gear Part No. 5-P-1510-16X

(27) Input Gear Part No. 5-P-1510-17X
(28) Input Gear Part No. 5-P-1510-18X
(29) Input Gear Part No. 5-P-1510-19X
(30) Input Gear Part No. 5-P-1510-1X
(31) Input Gear Part No. 5-P-1510-2X
(32) Input Gear Part No. 5-P-1510-3X

(33) Input Gear Part No. 5-P-1510-4X
(34) Input Gear Part No. 5-P-1510-5X
(35) Input Gear Part No. 5-P-1510-6X
(36) Input Gear Part No. 5-P-1510-7X
(37) Input Gear Part No. 5-P-1510-8X
(38) Input Gear Part No. 5-P-1510-9X

(42) Input Gear Part No. 5-P-581
(46) Filler block furnished with PTO

CHELSEA®

EATON FULLER

FLR-58

FOM-16D313E-LFP RTAO-10710C-AC RTAO-10710C-AS RTAO-12710C-AC RTAO-12710C-AS RTAO-14710C-AC RTAO-14710C-AS RTAO-16710C-AS	RTLC-16609E RTLO-12713A RTLO-13118-AMT RTLO-14713A RTLO-14713A-T2 RTLO-14718B RTLO-14718B-T2 RTLO-14918A-AS2 RTLO-14918A-AS	RTLO-14918A-AS3 RTLO-14918B RTLO-14918B-AS RTLO-16713A RTLO-16713A-T2 RTLO-16718B RTLO-16718B-T2 RTLO-16913A RTLO-16913A	RTLO-16913L-LHP RTLO-16918A-AS2 RTLO-16918A-AS3 RTLO-16918B RTLO-16918B-AS RTLO-18718B RTLO-18718B-T2 RTLO-18913A RTLO-18913A	RTLO-18913A-T2 RTLO-18918A-AS2 RTLO-18918B RTLO-18918B-AS RTLO-20913A RTLO-20918A-AS2 RTLO-20918B RTLO-20918B-AS RTLO-20918B-AS	RTLO-22918A-AS2 RTLO-22918A-AS3 RTLO-22918B RTLOM-16913L-LHP RTO-11709MILL RTO-11909ALL RTO-11909MILL RTO-14609B RTO-14609B	RTO-14709MILL RTO-14909ALL RTO-14910C-AS2 RTO-14910C-AS3 RTO-16710C-AS2 RTO-16909ALL RTO-16910C-AS2 RTO-16910C-AS3 RTO-16910C-AS3	RTO-18910B-AS2 RTO-18910B-AS3 RTO-909B RTOC-16909A RTOC-18909A RTOCM-16909A RTX-11609B RTX-12609B RTX-12609B	RTX-12709H RTX-12710C RTX-13609B RTX-13709H RTX-13710C RTX-14609B RTX-14709H RTX-14710C	RTX-16709B RTX-16709H RTX-16710X RTX-16710X
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BOTTOM SIDE ONLY

RIGHT SIDE ONLY

TRANSMISSION GEAR DATA:

BOT 08-BOLT Opening Gear FORWARD of Centerline
47 Teeth - SPUR

PITCH LINE TO APERTURE FACE:

0.8050" (20.4500 mm)

TRANSMISSION GEAR DATA:

R.S. 06-BOLT Opening Gear FORWARD of Centerline
45 Teeth - SPUR

PITCH LINE TO APERTURE FACE:

1.0850" (27.5600 mm)

CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM

PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit
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ONE SPEED - TWO GEAR - MECHANICAL SHIFT

489XAAHX-*5 (11)	250 I	Opp	61			Furnished	442XAAHX-*3 (11)	250 I	Opp	58			Furnished
489XCAHX-*5 (12)	250 I	Opp	78			Furnished	442XBAHX-*3 (17)	250 I	Eng	58	REQUIRED		Furnished
489XFAHX-*5 (2)	250 I	Opp	96			Furnished	442XCAHX-*3 (12)	250 I	Opp	74			Furnished
489XHAHX-*5 (14)	250 I	Opp	111			Furnished	442XFAHX-*3 (2)	250 I	Opp	92			Furnished
489XLAHX-*5 (1)	222 I	Opp	124			Furnished	442XHAHX-*3 (14)	250 I	Opp	107			Furnished
489XQAHX-*5 (1)	206 I	Opp	134			Furnished	442XLAHX-*3 (1)	233 I	Opp	119			Furnished
489XRAHX-*5 (1)	178 I	Opp	155			Furnished	442XQAHX-*3 (1)	216 I	Opp	128			Furnished
489XSAHX-*5 (1)	150 I	Opp	184			Furnished	442XRAHX-*3 (1)	187 I	Opp	148			Furnished
680XFAHX-*3 (9)	288 I	Opp	96			Furnished	660XFAHX-*3 (9)	301 I	Opp	92			Furnished
680XHAHX-*3 (19)	249 I	Opp	111			Furnished	660XHAHX-*3 (19)	260 I	Opp	107			Furnished
680XQAHX-*3 (10)	206 I	Opp	134			Furnished	660XQAHX-*3 (10)	216 I	Opp	128			Furnished
680XRAHX-*3 (18)	178 I	Opp	155			Furnished	660XRAHX-*3 (18)	187 I	Opp	148			Furnished
680XSAHX-*3 (13)	150 I	Opp	184			Furnished							
823XBAHX-*3 (39)	423 I	Opp	65			Furnished							
823XDAHX-*3 (43)	357 I	Opp	77			Furnished							
823XGAHX-*3 (44)	329 I	Opp	84			Furnished							
823XJAHX-*3 (40)	279 I	Opp	99			Furnished							
823XMAHX-*3 (38)	238 I	Opp	116			Furnished							
823XRAHX-*3 (42)	172 I	Opp	160			Furnished							
823XTKTX-*3 (16)	142 I	Opp	194	8-A-165 (45)		Furnished							
880XBAHX-*3 (3)	423 I	Opp	65			Furnished							
880XDAHX-*3 (4)	357 I	Opp	77			Furnished							
880XGAHX-*3 (8)	329 I	Opp	84			Furnished							
880XJAHX-*3 (5)	279 I	Opp	99			Furnished							
880XMAHX-*3 (6)	238 I	Opp	116			Furnished							
880XQAHX-*3 (15)	203 I	Opp	136			Furnished							
880XRAHX-*3 (7)	172 I	Opp	160			Furnished							

ONE SPEED - TWO GEAR POWERSHIFT (AIR OR HYDRAULIC)

272XAAJX-*3 (29)	300 C	Opp	54		328481X	Furnished	272XAAJX-*3 (29)	300 C	Opp	51			Furnished
282XBAJX-*3 (20)	300 C	Opp	65	8-A-032		Furnished	272XBAJX-*3 (30)	300 C	Opp	62			Furnished
282XCAJX-*3 (21)	300 C	Opp	79	8-A-032		Furnished	272XCAJX-*3 (31)	300 C	Opp	76			Furnished

Continued on Next Page

† I = Intermittent Torque Only - De-rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page.
Some notes may affect the proper PTO selection.

CAUTION: Eaton Transmission Division has established a maximum torque limit for the transmission PTO driver gear. For all RT/RTO/RTLO transmissions the torque limit is 350 lb-ft [475 N-m] unless the transmission has been upgraded to a roller type input shaft bearing, Eaton part number 4301417, then 750 lb-ft [1017 N-m] torque becomes the maximum limit. All torque limits on this application page reflect the 350 lb-ft [475 N-m] limit at the transmission PTO drive gear. Refer to the Chelsea PTO torque limit chart in the front of this section for complete torque limit information.

CAUTION: Do not use geared adapters with 442 A and C ratios.

- (1) Input Gear Part No. 5-P-1004
(2) Input Gear Part No. 5-P-1077
(3) Input Gear Part No. 5-P-1100
(4) Input Gear Part No. 5-P-1101
(5) Input Gear Part No. 5-P-1102
(6) Input Gear Part No. 5-P-1103
(7) Input Gear Part No. 5-P-1104

- (8) Input Gear Part No. 5-P-1135
(9) Input Gear Part No. 5-P-1242
(10) Input Gear Part No. 5-P-1246
(11) Input Gear Part No. 5-P-1280
(12) Input Gear Part No. 5-P-1287
(13) Input Gear Part No. 5-P-1322
(14) Input Gear Part No. 5-P-1364

- (15) Input Gear Part No. 5-P-1385
(16) Input Gear Part No. 5-P-1395
(17) Input Gear Part No. 5-P-1418
(18) Input Gear Part No. 5-P-1441
(19) Input Gear Part No. 5-P-1494
(20) Input Gear Part No. 5-P-1510-11X
(21) Input Gear Part No. 5-P-1510-12X

- (29) Input Gear Part No. 5-P-1510-1X
(30) Input Gear Part No. 5-P-1510-2X
(31) Input Gear Part No. 5-P-1510-3X
(38) Input Gear Part No. 5-P-283
(39) Input Gear Part No. 5-P-285
(40) Input Gear Part No. 5-P-325
(42) Input Gear Part No. 5-P-721

- (43) Input Gear Part No. 5-P-971
(44) Input Gear Part No. 5-P-980
(45) Filler block furnished with PTO

CHELSEA®

EATON FULLER

FLR-58

FOM-16D313E-LEP RTAO-10710C-AC RTAO-10710C-AS RTAO-12710C-AC RTAO-12710C-AS RTAO-14710C-AC RTAO-14710C-AS RTAO-16710C-AS	RTLC-16609E RTLO-12713A RTLO-13118-AMT RTLO-14713A RTLO-14713A-T2 RTLO-14718B RTLO-14718B-T2 RTLO-14918A-AS2 RTLO-16913A	RTLO-14918A-AS3 RTLO-14918B RTLO-14918B-AS RTLO-16713A RTLO-16713A-T2 RTLO-16718B RTLO-16718B-T2 RTLO-16913A	RTLO-16913L-LHP RTLO-16918A-AS2 RTLO-16918A-AS3 RTLO-16918B RTLO-16918B-AS RTLO-16918B-AS RTLO-18718B RTLO-18718B-T2 RTLO-18913A	RTLO-18913A-T2 RTLO-18918A-AS2 RTLO-18918B RTLO-18918B-AS RTLO-20913A RTLO-20918A-AS2 RTLO-20918B RTLO-20918B-AS	RTLO-22918A-AS2 RTLO-22918A-AS3 RTLO-22918B RTLOM-16913L-LHP RTO-11709MLL RTO-11909ALL RTO-11909MLL RTO-14609B	RTO-14709MLL RTO-14909ALL RTO-14910C-AS2 RTO-14910C-AS3 RTO-16710C-AS2 RTO-16909ALL RTO-16910C-AS2 RTO-16910C-AS3	RTO-18910B-AS2 RTO-18910B-AS3 RTO-909B RTOC-16909A RTOC-18909A RTOCM-16909A RTX-11609B RTX-12609B	RTX-12709H RTX-12710C RTX-13609B RTX-13709H RTX-13710C RTX-14609B RTX-14709H RTX-14710C	RTX-16709B RTX-16710X
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BOTTOM SIDE ONLY

RIGHT SIDE ONLY

TRANSMISSION GEAR DATA:

BOT 08-BOLT Opening Gear FORWARD of Centerline
47 Teeth - SPUR

PITCH LINE TO APERTURE FACE:

0.8050" (20.4500 mm)

TRANSMISSION GEAR DATA:

R.S. 06-BOLT Opening Gear FORWARD of Centerline
45 Teeth - SPUR

PITCH LINE TO APERTURE FACE:

1.0850" (27.5600 mm)

CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM

PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit
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ONE SPEED - TWO GEAR POWERSHIFT (AIR OR HYDRAULIC)

282XDAJX-*3 (22)	293 C	Opp	93	8-A-032		Furnished	272XDAJX-*3 (32)	300 C	Opp	90			Furnished
282XGAJX-*3 (23)	246 C	Opp	112	8-A-032		Furnished	272XGAJX-*3 (33)	257 C	Opp	107			Furnished
282XKAJX-*3 (24)	220 C	Opp	125	8-A-032		Furnished	272XKAJX-*3 (34)	230 C	Opp	120			Furnished
282XMAJX-*3 (25)	197 C	Opp	140	8-A-032		Furnished	272XMAJX-*3 (35)	206 C	Opp	134			Furnished
282XPAJX-*3 (26)	176 C	Opp	156	8-A-032		Furnished	272XPAJX-*3 (36)	184 C	Opp	150			Furnished
282XSAJX-*3 (27)	158 C	Opp	174	8-A-032		Furnished	272XSAJX-*3 (37)	165 C	Opp	168			Furnished
282XTAJX-*3 (28)	141 C	Opp	195	8-A-032		Furnished							

ONE SPEED - TWO GEAR - POWERSHIFT (AIR)

885XBAHX-*3 (3)	423 I	Opp	65			Furnished							
885XGAHX-*3 (8)	329 I	Opp	84			Furnished							
885XJAHX-*3 (5)	279 I	Opp	99			Furnished							
885XMAHX-*3 (6)	238 I	Opp	116			Furnished							

ONE SPEED - FORWARD & REVERSE

348XFAHX-*5 (41)	200 I	Opp	84	88		Furnished	340XFAHX-*5 (41)	200 I	Opp	80	84	7-A-140 (45)	Furnished
863XBAHX-*5	423 I	Opp	65	81		Furnished							

GEARED ADAPTERS

628XAHX-3AH	250 I	Eng		8-A-032		Furnished	626XAHX-3AH	250 I	Eng				Furnished
							630XAHX-3AH	250 I	Eng				Furnished
							645XAHX-3AH	250 I	Eng				Furnished

Continued on Next Page

† I = Intermittent Torque Only - De-rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page. Some notes may affect the proper PTO selection.

CAUTION: Eaton Transmission Division has established a maximum torque limit for the transmission PTO driver gear. For all RT/RTO/RTLO transmissions the torque limit is 350 lb-ft [475 N-m] unless the transmission has been upgraded to a roller type input shaft bearing, Eaton part number 4301417, then 750 lb-ft [1017 N-m] torque becomes the maximum limit. All torque limits on this application page reflect the 350 lb-ft [475 N-m] limit at the transmission PTO drive gear. Refer to the Chelsea PTO torque limit chart in the front of this section for complete torque limit information.

CAUTION: Do not use geared adapters with 442 A and C ratios.

(3) Input Gear Part No. 5-P-1100
(5) Input Gear Part No. 5-P-1102
(6) Input Gear Part No. 5-P-1103
(8) Input Gear Part No. 5-P-1135
(22) Input Gear Part No. 5-P-1510-13X

(23) Input Gear Part No. 5-P-1510-14X
(24) Input Gear Part No. 5-P-1510-15X
(25) Input Gear Part No. 5-P-1510-16X
(26) Input Gear Part No. 5-P-1510-17X
(27) Input Gear Part No. 5-P-1510-18X

(28) Input Gear Part No. 5-P-1510-19X
(32) Input Gear Part No. 5-P-1510-4X
(33) Input Gear Part No. 5-P-1510-5X
(34) Input Gear Part No. 5-P-1510-6X
(35) Input Gear Part No. 5-P-1510-7X

(36) Input Gear Part No. 5-P-1510-8X
(37) Input Gear Part No. 5-P-1510-9X
(41) Input Gear Part No. 5-P-581
(45) Filler block furnished with PTO

CHELSEA®

EATON FULLER

FLR-59

RTO-14915
RTO-16915
RTX-14715
RTX-15715

BOTTOM SIDE ONLY

TRANSMISSION GEAR DATA:

BOT 08-BOLT Opening Gear FORWARD of Centerline
47 Teeth - SPUR

PITCH LINE TO APERTURE FACE:

0.8050" (20.5700 mm)

RIGHT SIDE ONLY

TRANSMISSION GEAR DATA:

R.S. 06-BOLT Opening Gear FORWARD of Centerline
45 Teeth - SPUR

PITCH LINE TO APERTURE FACE:

1.0850" (27.5600 mm)

CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM

PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit
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ONE SPEED - TWO GEAR - MECHANICAL SHIFT

489XAAHX-*5 (12)	250 I	Opp	68			Furnished	442XAAHX-*3 (12)	250 I	Opp	65			Furnished
489XCAHX-*5 (13)	250 I	Opp	87			Furnished	442XBAHX-*3 (18)	250 I	Eng	65	REQUIRED		Furnished
489XFAHX-*5 (2)	250 I	Opp	108			Furnished	442XCAHX-*3 (13)	250 I	Opp	83			Furnished
489XHAHX-*5 (15)	250 I	Opp	125			Furnished	442XFAHX-*3 (2)	250 I	Opp	103			Furnished
489XLAHX-*5 (1)	222 I	Opp	139			Furnished	442XHAHX-*3 (15)	250 I	Opp	119			Furnished
489XQAHX-*5 (1)	206 I	Opp	150			Furnished	442XLAHX-*3 (1)	233 I	Opp	134			Furnished
489XRAHX-*5 (1)	178 I	Opp	174			Furnished	442XQAHX-*3 (1)	216 I	Opp	144			Furnished
489XSAHX-*5 (1)	150 I	Opp	207			Furnished	442XRAHX-*3 (1)	187 I	Opp	166			Furnished
489XUAHX-*5 (1)	126 I	Opp	247			Furnished	442XSAHX-*3 (1)	156 I	Opp	198			Furnished
489XWAHX-*5 (1)	107 I	Opp	290			Furnished	442XUAHX-*3 (1)	132 I	Opp	236			Furnished
489XXAHX-*5 (1)	91 I	Opp	343			Furnished	442XWAHX-*3 (1)	112 I	Opp	278			Furnished
680XFAHX-*3 (10)	288 I	Opp	108			Furnished	442XXAHX-*3 (1)	94 I	Opp	329			Furnished
680XHAHX-*3 (20)	249 I	Opp	125			Furnished	660XFAHX-*3 (10)	301 I	Opp	103			Furnished
680XQAHX-*3 (11)	206 I	Opp	150			Furnished	660XHAHX-*3 (15)	260 I	Opp	119			Furnished
680XRAHX-*3 (19)	178 I	Opp	174			Furnished	660XQAHX-*3 (11)	216 I	Opp	144			Furnished
680XSAHX-*3 (14)	150 I	Opp	207			Furnished	660XRAHX-*3 (19)	187 I	Opp	166			Furnished
823XBAHX-*3 (40)	423 I	Opp	73			Furnished	660XSAHX-*3 (14)	156 I	Opp	198			Furnished
823XDAHX-*3 (44)	357 I	Opp	87			Furnished							
823XGAHX-*3 (45)	329 I	Opp	94			Furnished							
823XJAHX-*3 (41)	279 I	Opp	111			Furnished							
823XMAHX-*3 (39)	238 I	Opp	130			Furnished							
823XRAHX-*3 (43)	172 I	Opp	180			Furnished							
823XTKTX-*3 (17)	142 I	Opp	218	8-A-165 (46)		Furnished							
880XBAHX-*3 (3)	423 I	Opp	73			Furnished							
880XDAHX-*3 (4)	357 I	Opp	87			Furnished							
880XGAHX-*3 (9)	329 I	Opp	94			Furnished							
880XJAHX-*3 (5)	279 I	Opp	111			Furnished							
880XMAHX-*3 (6)	238 I	Opp	130			Furnished							
880XQAHX-*3 (16)	203 I	Opp	153			Furnished							

Continued on Next Page

† I = Intermittent Torque Only - De-rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page. Some notes may affect the proper PTO selection.**CAUTION:** Eaton Transmission Division has established a maximum torque limit for the transmission PTO driver gear. For all RT/RTO/RTLO transmissions the torque limit is 350 lb-ft [475 N-m] unless the transmission has been upgraded to a roller type input shaft bearing, Eaton part number 4301417, then 750 lb-ft [1017 N-m] torque becomes the maximum limit. All torque limits on this application page reflect the 350 lb-ft [475 N-m] limit at the transmission PTO drive gear. Refer to the Chelsea PTO torque limit chart in the front of this section for complete torque limit information.**CAUTION:** Do not use geared adapters with 442 A and C ratios.

- (1) Input Gear Part No. 5-P-1004
(2) Input Gear Part No. 5-P-1077
(3) Input Gear Part No. 5-P-1100
(4) Input Gear Part No. 5-P-1101
(5) Input Gear Part No. 5-P-1102

- (6) Input Gear Part No. 5-P-1103
(9) Input Gear Part No. 5-P-1135
(10) Input Gear Part No. 5-P-1242
(11) Input Gear Part No. 5-P-1246
(12) Input Gear Part No. 5-P-1280

- (13) Input Gear Part No. 5-P-1287
(14) Input Gear Part No. 5-P-1322
(15) Input Gear Part No. 5-P-1364
(16) Input Gear Part No. 5-P-1385
(17) Input Gear Part No. 5-P-1395

- (18) Input Gear Part No. 5-P-1418
(19) Input Gear Part No. 5-P-1441
(20) Input Gear Part No. 5-P-1494
(39) Input Gear Part No. 5-P-283
(40) Input Gear Part No. 5-P-285

- (41) Input Gear Part No. 5-P-325
(43) Input Gear Part No. 5-P-721
(44) Input Gear Part No. 5-P-971
(45) Input Gear Part No. 5-P-980
(46) Filler block furnished with PTO

CHELSEA®

EATON FULLER

FLR-59

RTO-14915
RTO-16915
RTX-14715
RTX-15715

BOTTOM SIDE ONLY

RIGHT SIDE ONLY

TRANSMISSION GEAR DATA:

BOT 08-BOLT Opening Gear FORWARD of Centerline
47 Teeth - SPUR

PITCH LINE TO APERTURE FACE:

0.8050" (20.5700 mm)

TRANSMISSION GEAR DATA:

R.S. 06-BOLT Opening Gear FORWARD of Centerline
45 Teeth - SPUR

PITCH LINE TO APERTURE FACE:

1.0850" (27.5600 mm)

CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM

PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit
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ONE SPEED - TWO GEAR - MECHANICAL SHIFT

880XRAHX-*3 (7)	172 I	Opp	180			Furnished
880XTAHX-*3 (8)	134 I	Opp	232			Furnished

ONE SPEED - TWO GEAR POWERSHIFT (AIR OR HYDRAULIC)

272XAAJX-*3 (30)	300 C	Opp	60		328481X	Furnished	272XAAJX-*3 (30)	300 C	Opp	57			Furnished
282XBAJX-*3 (21)	300 C	Opp	73	8-A-032		Furnished	272XBAJX-*3 (31)	300 C	Opp	70			Furnished
282XCAJX-*3 (22)	300 C	Opp	89	8-A-032		Furnished	272XCAJX-*3 (32)	300 C	Opp	85			Furnished
282XDAJX-*3 (23)	293 C	Opp	106	8-A-032		Furnished	272XDAJX-*3 (33)	300 C	Opp	101			Furnished
282XGAJX-*3 (24)	246 C	Opp	126	8-A-032		Furnished	272XGAJX-*3 (34)	257 C	Opp	121			Furnished
282XKAJX-*3 (25)	220 C	Opp	141	8-A-032		Furnished	272XKAJX-*3 (35)	230 C	Opp	135			Furnished
282XMAJX-*3 (26)	197 C	Opp	158	8-A-032		Furnished	272XMAJX-*3 (36)	206 C	Opp	151			Furnished
282XPAJX-*3 (27)	176 C	Opp	176	8-A-032		Furnished	272XPAJX-*3 (37)	184 C	Opp	169			Furnished
282XSAJX-*3 (28)	158 C	Opp	197	8-A-032		Furnished	272XSAJX-*3 (38)	165 C	Opp	189			Furnished
282XTAJX-*3 (29)	141 C	Opp	221	8-A-032		Furnished							

ONE SPEED - TWO GEAR - POWERSHIFT (AIR)

885XBAHX-*3 (3)	423 I	Opp	73			Furnished
885XGAHX-*3 (9)	329 I	Opp	94			Furnished
885XJAHX-*3 (5)	279 I	Opp	111			Furnished
885XMAHX-*3 (6)	238 I	Opp	130			Furnished

ONE SPEED - FORWARD & REVERSE

348XFAHX-*5 (42)	200 I	Opp	94	99		Furnished	340XFAHX-*5 (42)	200 I	Opp	90	95	7-A-140 (46)	Furnished
863XBAHX-*5	423 I	Opp	73	91		Furnished							

GEARED ADAPTERS

628XAHX-3AH	250 I	Eng		8-A-032		Furnished	626XAHX-3AH	250 I	Eng				Furnished
							630XAHX-3AH	250 I	Eng				Furnished
							645XAHX-3AH	250 I	Eng				Furnished

Continued on Next Page

† I = Intermittent Torque Only - De-rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page. Some notes may affect the proper PTO selection.

CAUTION: Eaton Transmission Division has established a maximum torque limit for the transmission PTO driver gear. For all RT/RTO/RTLO transmissions the torque limit is 350 lb-ft [475 N-m] unless the transmission has been upgraded to a roller type input shaft bearing, Eaton part number 4301417, then 750 lb-ft [1017 N-m] torque becomes the maximum limit. All torque limits on this application page reflect the 350 lb-ft [475 N-m] limit at the transmission PTO drive gear. Refer to the Chelsea PTO torque limit chart in the front of this section for complete torque limit information.

CAUTION: Do not use geared adapters with 442 A and C ratios.

(3) Input Gear Part No. 5-P-1100
(5) Input Gear Part No. 5-P-1102
(6) Input Gear Part No. 5-P-1103
(7) Input Gear Part No. 5-P-1104
(8) Input Gear Part No. 5-P-1105
(9) Input Gear Part No. 5-P-1135

(21) Input Gear Part No. 5-P-1510-11X
(22) Input Gear Part No. 5-P-1510-12X
(23) Input Gear Part No. 5-P-1510-13X
(24) Input Gear Part No. 5-P-1510-14X
(25) Input Gear Part No. 5-P-1510-15X
(26) Input Gear Part No. 5-P-1510-16X

(27) Input Gear Part No. 5-P-1510-17X
(28) Input Gear Part No. 5-P-1510-18X
(29) Input Gear Part No. 5-P-1510-19X
(30) Input Gear Part No. 5-P-1510-1X
(31) Input Gear Part No. 5-P-1510-2X
(32) Input Gear Part No. 5-P-1510-3X

(33) Input Gear Part No. 5-P-1510-4X
(34) Input Gear Part No. 5-P-1510-5X
(35) Input Gear Part No. 5-P-1510-6X
(36) Input Gear Part No. 5-P-1510-7X
(37) Input Gear Part No. 5-P-1510-8X
(38) Input Gear Part No. 5-P-1510-9X

(42) Input Gear Part No. 5-P-581
(46) Filler block furnished with PTO

CHELSEA®**EATON FULLER****FLR-60**

AT-1202

BOTTOM SIDE ONLY**TRANSMISSION GEAR DATA:**BOT 06-BOLT Opening Gear FORWARD of Centerline
30 Teeth - SPUR**PITCH LINE TO APERTURE FACE:**

1.0500" (26.6700 mm)

TOP SIDE ONLY**TRANSMISSION GEAR DATA:**TOP 08-BOLT Opening Gear FORWARD of Centerline
30 Teeth - SPUR**PITCH LINE TO APERTURE FACE:**

0.7750" (19.6900 mm)

CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM

PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit
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ONE SPEED - TWO GEAR - MECHANICAL SHIFT

442XAABX-*3 (4)	250 I	Opp	53	7-A-032		Furnished	2489XAABX-*5 (4)	250 I	Opp	53			Furnished
442XCABX-*3 (5)	250 I	Opp	68	7-A-032		Furnished	489XCABX-*5 (5)	250 I	Opp	68			Furnished
442XFABX-*3 (2)	250 I	Opp	84	7-A-032		Furnished	489XFABX-*5 (2)	250 I	Opp	84			Furnished
442XLABX-*3 (1)	250 I	Opp	108	7-A-032		Furnished	489XLABX-*5 (1)	250 I	Opp	108			Furnished
442XQABX-*3 (1)	225 I	Opp	117	7-A-032		Furnished	489XQABX-*5 (1)	225 I	Opp	117			Furnished
442XRABX-*3 (1)	225 I	Opp	135	7-A-032		Furnished	489XRABX-*5 (1)	225 I	Opp	135			Furnished
442XSABX-*3 (1)	200 I	Opp	161	7-A-032		Furnished	489XSABX-*5 (1)	200 I	Opp	161			Furnished
442XUABX-*3 (1)	195 I	Opp	192	7-A-032		Furnished	489XUABX-*5 (1)	195 I	Opp	192			Furnished
442XWABX-*3 (1)	175 I	Opp	225	7-A-032		Furnished	489XWABX-*5 (1)	175 I	Opp	225			Furnished
442XXABX-*3 (1)	140 I	Opp	267	7-A-032		Furnished	489XXABX-*5 (1)	140 I	Opp	267			Furnished
							880XBABX-*5 (3)	500 I	Opp	58			Furnished

ONE SPEED - FORWARD & REVERSE

							340SFABX-*5 (6)	200 I	Opp	76	80	7-A-032	310778X	Furnished
							348XFABX-*5 (6)	200 I	Opp	76	80	8-A-093		Furnished
							863XBABX-*5	500 I	Opp	58	72			Furnished

GEARED ADAPTERS

626XABX-3AB	250 I	Eng		7-A-032		Furnished	628XABX-3AB	250 I	Eng					Furnished
630XABX-3AB	250 I	Eng		7-A-032		Furnished								
645XABX-3AB	250 I	Eng		7-A-032		Furnished								

† I = Intermittent Torque Only - De-rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page.
Some notes may affect the proper PTO selection.

CAUTION: Do not use geared adapters with 442 A and C ratios.

- (1) Input Gear Part No. 5-P-1001
(2) Input Gear Part No. 5-P-1076
(3) Input Gear Part No. 5-P-1099
(4) Input Gear Part No. 5-P-1279
(5) Input Gear Part No. 5-P-1286

- (6) Input Gear Part No. 5-P-579

CHELSEA®

EATON FULLER

FLR-64

RT-8608L

BOTTOM SIDE ONLY

TRANSMISSION GEAR DATA:

BOT 08-BOLT Opening Gear FORWARD of Centerline
47 Teeth - SPUR

PITCH LINE TO APERTURE FACE:

0.8050" (20.4500 mm)

RIGHT SIDE ONLY

TRANSMISSION GEAR DATA:

R.S. 06-BOLT Opening Gear FORWARD of Centerline
45 Teeth - SPUR

PITCH LINE TO APERTURE FACE:

1.0850" (27.5600 mm)

CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM

PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit
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ONE SPEED - TWO GEAR - MECHANICAL SHIFT

489XAAHX-*5 (12)	250 I	Opp	44			Furnished	442XAAHX-*3 (12)	250 I	Opp	42			Furnished
489XCAHX-*5 (13)	250 I	Opp	57			Furnished	442XBAHX-*3 (18)	250 I	Eng	42	REQUIRED		Furnished
489XFAHX-*5 (2)	250 I	Opp	70			Furnished	442XCAHX-*3 (13)	250 I	Opp	54			Furnished
489XHAHX-*5 (15)	250 I	Opp	81			Furnished	442XFAHX-*3 (2)	250 I	Opp	67			Furnished
489XLAHX-*5 (1)	222 I	Opp	91			Furnished	442XHAHX-*3 (15)	250 I	Opp	78			Furnished
489XQAHX-*5 (1)	206 I	Opp	98			Furnished	442XLAHX-*3 (1)	233 I	Opp	87			Furnished
489XRAHX-*5 (1)	178 I	Opp	113			Furnished	442XQAHX-*3 (1)	216 I	Opp	94			Furnished
489XSAHX-*5 (1)	150 I	Opp	135			Furnished	442XRAHX-*3 (1)	187 I	Opp	108			Furnished
489XUAHX-*5 (1)	126 I	Opp	161			Furnished	442XSAHX-*3 (1)	156 I	Opp	129			Furnished
489XWAHX-*5 (1)	107 I	Opp	189			Furnished	442XUAHX-*3 (1)	132 I	Opp	154			Furnished
489XXAHX-*5 (1)	91 I	Opp	223			Furnished	442XWAHX-*3 (1)	112 I	Opp	181			Furnished
680XFAHX-*3 (10)	288 I	Opp	70			Furnished	442XXAHX-*3 (1)	94 I	Opp	214			Furnished
680XHAHX-*3 (20)	375 I	Opp	81			Furnished	660XFAHX-*3 (10)	301 I	Opp	67			Furnished
680XQAHX-*3 (11)	206 I	Opp	98			Furnished	660XHAHX-*3 (15)	260 I	Opp	78			Furnished
680XRAHX-*3 (19)	178 I	Opp	113			Furnished	660XQAHX-*3 (11)	216 I	Opp	94			Furnished
680XSAHX-*3 (14)	150 I	Opp	135			Furnished	660XRAHX-*3 (19)	187 I	Opp	108			Furnished
823XBAHX-*3 (40)	423 I	Opp	48			Furnished	660XSAHX-*3 (14)	156 I	Opp	129			Furnished
823XDAHX-*3 (45)	357 I	Opp	57			Furnished							
823XGAHX-*3 (43)	329 I	Opp	61			Furnished							
823XJAHX-*3 (41)	279 I	Opp	72			Furnished							
823XMAHX-*3 (39)	238 I	Opp	85			Furnished							
823XRAHX-*3 (44)	172 I	Opp	117			Furnished							
823XTKTX-*3 (17)	142 I	Opp	142	8-A-165 (46)		Furnished							
880XBAHX-*3 (3)	423 I	Opp	48			Furnished							
880XDAHX-*3 (4)	357 I	Opp	57			Furnished							
880XGAHX-*3 (9)	329 I	Opp	61			Furnished							
880XJAHX-*3 (5)	279 I	Opp	72			Furnished							
880XMAHX-*3 (6)	238 I	Opp	85			Furnished							
880XQAHX-*3 (16)	203 I	Opp	99			Furnished							

Continued on Next Page

† I = Intermittent Torque Only - De-rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page. Some notes may affect the proper PTO selection.

CAUTION: Eaton Transmission Division has established a maximum torque limit for the transmission PTO driver gear. For all RT/RTO/RTLO transmissions the torque limit is 350 lb-ft [475 N-m] unless the transmission has been upgraded to a roller type input shaft bearing, Eaton part number 4301417, then 750 lb-ft [1017 N-m] torque becomes the maximum limit. All torque limits on this application page reflect the 350 lb-ft [475 N-m] limit at the transmission PTO drive gear. Refer to the Chelsea PTO torque limit chart in the front of this section for complete torque limit information.

CAUTION: Do not use geared adapters with 442 A and C ratios.

- (1) Input Gear Part No. 5-P-1004
(2) Input Gear Part No. 5-P-1077
(3) Input Gear Part No. 5-P-1100
(4) Input Gear Part No. 5-P-1101
(5) Input Gear Part No. 5-P-1102

- (6) Input Gear Part No. 5-P-1103
(9) Input Gear Part No. 5-P-1135
(10) Input Gear Part No. 5-P-1242
(11) Input Gear Part No. 5-P-1246
(12) Input Gear Part No. 5-P-1280

- (13) Input Gear Part No. 5-P-1287
(14) Input Gear Part No. 5-P-1322
(15) Input Gear Part No. 5-P-1364
(16) Input Gear Part No. 5-P-1385
(17) Input Gear Part No. 5-P-1395

- (18) Input Gear Part No. 5-P-1418
(19) Input Gear Part No. 5-P-1441
(20) Input Gear Part No. 5-P-1494
(39) Input Gear Part No. 5-P-283
(40) Input Gear Part No. 5-P-285

- (41) Input Gear Part No. 5-P-325
(43) Input Gear Part No. 5-P-590
(44) Input Gear Part No. 5-P-721
(45) Input Gear Part No. 5-P-971
(46) Filler block furnished with PTO

CHELSEA®

EATON FULLER

FLR-64

RT-8608L

BOTTOM SIDE ONLY

TRANSMISSION GEAR DATA:

BOT 08-BOLT Opening Gear FORWARD of Centerline
47 Teeth - SPUR

PITCH LINE TO APERTURE FACE:

0.8050" (20.4500 mm)

RIGHT SIDE ONLY

TRANSMISSION GEAR DATA:

R.S. 06-BOLT Opening Gear FORWARD of Centerline
45 Teeth - SPUR

PITCH LINE TO APERTURE FACE:

1.0850" (27.5600 mm)

CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM

PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit
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ONE SPEED - TWO GEAR - MECHANICAL SHIFT

880XRAHX-*3 (7)	172 I	Opp	117			Furnished
880XTAHX-*3 (8)	134 I	Opp	151			Furnished

ONE SPEED - TWO GEAR POWERSHIFT (AIR OR HYDRAULIC)

272XAAJX-*3 (30)	300 C	Opp	39		328481X	Furnished	272XAAJX-*3 (30)	300 C	Opp	37			Furnished
282XBAJX-*3 (21)	300 C	Opp	48	8-A-032		Furnished	272XBAJX-*3 (31)	300 C	Opp	46			Furnished
282XCAJX-*3 (22)	300 C	Opp	58	8-A-032		Furnished	272XCAJX-*3 (32)	300 C	Opp	55			Furnished
282XDAJX-*3 (23)	293 C	Opp	69	8-A-032		Furnished	272XDAJX-*3 (33)	300 C	Opp	65			Furnished
282XGAJX-*3 (24)	246 C	Opp	82	8-A-032		Furnished	272XGAJX-*3 (34)	257 C	Opp	78			Furnished
282XKAJX-*3 (25)	220 C	Opp	92	8-A-032		Furnished	272XKAJX-*3 (35)	230 C	Opp	88			Furnished
282XMAJX-*3 (26)	197 C	Opp	102	8-A-032		Furnished	272XMAJX-*3 (36)	206 C	Opp	98			Furnished
282XPAJX-*3 (27)	176 C	Opp	114	8-A-032		Furnished	272XPAJX-*3 (37)	184 C	Opp	109			Furnished
282XSAJX-*3 (28)	158 C	Opp	128	8-A-032		Furnished	272XSAJX-*3 (38)	165 C	Opp	122			Furnished
282XTAJX-*3 (29)	141 C	Opp	143	8-A-032		Furnished							

ONE SPEED - TWO GEAR - POWERSHIFT (AIR)

885XBAHX-*3 (3)	423 I	Opp	48			Furnished
885XGAHX-*3 (9)	329 I	Opp	61			Furnished
885XJAHX-*3 (5)	279 I	Opp	72			Furnished
885XMAHX-*3 (6)	238 I	Opp	85			Furnished

ONE SPEED - FORWARD & REVERSE

348XFAHX-*5 (42)	200 I	Opp	61	64		Furnished	340XFAHX-*5 (42)	200 I	Opp	59	62	7-A-140 (46)	Furnished
863XBAHX-*5	423 I	Opp	48	59		Furnished							

GEARED ADAPTERS

628XAHX-3AH	250 I	Eng		8-A-032		Furnished	626XAHX-3AH	250 I	Eng				Furnished
							630XAHX-3AH	250 I	Eng				Furnished
							645XAHX-3AH	250 I	Eng				Furnished

† I = Intermittent Torque Only - De-rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page. Some notes may affect the proper PTO selection.

CAUTION: Eaton Transmission Division has established a maximum torque limit for the transmission PTO driver gear. For all RT/RTO/RTLO transmissions the torque limit is 350 lb-ft [475 N-m] unless the transmission has been upgraded to a roller type input shaft bearing, Eaton part number 4301417, then 750 lb-ft [1017 N-m] torque becomes the maximum limit. All torque limits on this application page reflect the 350 lb-ft [475 N-m] limit at the transmission PTO drive gear. Refer to the Chelsea PTO torque limit chart in the front of this section for complete torque limit information.

CAUTION: Do not use geared adapters with 442 A and C ratios.

(3) Input Gear Part No. 5-P-1100
(5) Input Gear Part No. 5-P-1102
(6) Input Gear Part No. 5-P-1103
(7) Input Gear Part No. 5-P-1104
(8) Input Gear Part No. 5-P-1105
(9) Input Gear Part No. 5-P-1135

(21) Input Gear Part No. 5-P-1510-11X
(22) Input Gear Part No. 5-P-1510-12X
(23) Input Gear Part No. 5-P-1510-13X
(24) Input Gear Part No. 5-P-1510-14X
(25) Input Gear Part No. 5-P-1510-15X
(26) Input Gear Part No. 5-P-1510-16X

(27) Input Gear Part No. 5-P-1510-17X
(28) Input Gear Part No. 5-P-1510-18X
(29) Input Gear Part No. 5-P-1510-19X
(30) Input Gear Part No. 5-P-1510-1X
(31) Input Gear Part No. 5-P-1510-2X
(32) Input Gear Part No. 5-P-1510-3X

(33) Input Gear Part No. 5-P-1510-4X
(34) Input Gear Part No. 5-P-1510-5X
(35) Input Gear Part No. 5-P-1510-6X
(36) Input Gear Part No. 5-P-1510-7X
(37) Input Gear Part No. 5-P-1510-8X
(38) Input Gear Part No. 5-P-1510-9X

(42) Input Gear Part No. 5-P-581
(46) Filler block furnished with PTO

CHELSEA®

EATON FULLER

FLR-66

RT-6609A
RT-7608LL
RT-8609

BOTTOM SIDE ONLY

TRANSMISSION GEAR DATA:

BOT 08-BOLT Opening Gear FORWARD of Centerline
33 Teeth - SPUR

PITCH LINE TO APERTURE FACE:

0.8100" (20.5700 mm)

RIGHT SIDE ONLY

TRANSMISSION GEAR DATA:

BOT 08-BOLT Opening Gear FORWARD of Centerline
33 Teeth - SPUR

PITCH LINE TO APERTURE FACE:

1.0900" (27.6900 mm)

CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM

PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit
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ONE SPEED - TWO GEAR - MECHANICAL SHIFT

489XAAHX-*5 (12)	250 I	Opp	39			Furnished	442XAAHX-*3 (12)	250 I	Opp	39			Furnished
489XCAHX-*5 (13)	250 I	Opp	50			Furnished	442XBAHX-*3 (18)	250 I	Eng	39	REQUIRED		Furnished
489XFAHX-*5 (2)	250 I	Opp	61			Furnished	442XCAHX-*3 (13)	250 I	Opp	50			Furnished
489XHAHX-*5 (15)	250 I	Opp	71			Furnished	442XFAHX-*3 (2)	250 I	Opp	61			Furnished
489XLAHX-*5 (1)	250 I	Opp	79			Furnished	442XHAHX-*3 (15)	250 I	Opp	71			Furnished
489XQAHX-*5 (1)	225 I	Opp	85			Furnished	442XLAHX-*3 (1)	250 I	Opp	79			Furnished
489XRAHX-*5 (1)	225 I	Opp	99			Furnished	442XQAHX-*3 (1)	225 I	Opp	85			Furnished
489XSAHX-*5 (1)	200 I	Opp	118			Furnished	442XRAHX-*3 (1)	225 I	Opp	99			Furnished
489XUAHX-*5 (1)	195 I	Opp	140			Furnished	442XSAHX-*3 (1)	200 I	Opp	118			Furnished
489XWAHX-*5 (1)	175 I	Opp	165			Furnished	442XUAHX-*3 (1)	195 I	Opp	140			Furnished
489XXAHX-*5 (1)	140 I	Opp	195			Furnished	442XWAHX-*3 (1)	175 I	Opp	165			Furnished
680XFAHX-*3 (10)	375 I	Opp	61			Furnished	442XXAHX-*3 (1)	140 I	Opp	195			Furnished
680XHAHX-*3 (20)	375 I	Opp	71			Furnished	660XFAHX-*3 (10)	375 I	Opp	61			Furnished
680XQAHX-*3 (11)	375 I	Opp	85			Furnished	660XHAHX-*3 (15)	375 I	Opp	71			Furnished
680XRAHX-*3 (19)	350 I	Opp	99			Furnished	660XQAHX-*3 (11)	375 I	Opp	85			Furnished
680XSAHX-*3 (14)	325 I	Opp	118			Furnished	660XRAHX-*3 (19)	350 I	Opp	99			Furnished
823XBAHX-*3 (40)	500 I	Opp	42			Furnished	660XSAHX-*3 (14)	325 I	Opp	118			Furnished
823XDAHX-*3 (44)	500 I	Opp	50			Furnished							
823XGAHX-*3 (45)	500 I	Opp	54			Furnished							
823XJAHX-*3 (41)	500 I	Opp	63			Furnished							
823XMAHX-*3 (39)	500 I	Opp	74			Furnished							
823XRAHX-*3 (43)	400 I	Opp	103			Furnished							
823XTKTX-*3 (17)	500 I	Opp	124	8-A-165 (46)		Furnished							
880XBAHX-*3 (3)	500 I	Opp	42			Furnished							
880XDAHX-*3 (4)	500 I	Opp	49			Furnished							
880XGAHX-*3 (9)	500 I	Opp	54			Furnished							
880XJAHX-*3 (5)	500 I	Opp	63			Furnished							
880XMAHX-*3 (6)	500 I	Opp	74			Furnished							
880XQAHX-*3 (16)	450 I	Opp	87			Furnished							

Continued on Next Page

† I = Intermittent Torque Only - De-rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page.
Some notes may affect the proper PTO selection.

CAUTION: Do not use geared adapters with 442 A and C ratios.

- (1) Input Gear Part No. 5-P-1004
(2) Input Gear Part No. 5-P-1077
(3) Input Gear Part No. 5-P-1100
(4) Input Gear Part No. 5-P-1101
(5) Input Gear Part No. 5-P-1102

- (6) Input Gear Part No. 5-P-1103
(9) Input Gear Part No. 5-P-1135
(10) Input Gear Part No. 5-P-1242
(11) Input Gear Part No. 5-P-1246
(12) Input Gear Part No. 5-P-1280

- (13) Input Gear Part No. 5-P-1287
(14) Input Gear Part No. 5-P-1322
(15) Input Gear Part No. 5-P-1364
(16) Input Gear Part No. 5-P-1385
(17) Input Gear Part No. 5-P-1395

- (18) Input Gear Part No. 5-P-1418
(19) Input Gear Part No. 5-P-1441
(20) Input Gear Part No. 5-P-1494
(39) Input Gear Part No. 5-P-283
(40) Input Gear Part No. 5-P-285

- (41) Input Gear Part No. 5-P-325
(43) Input Gear Part No. 5-P-721
(44) Input Gear Part No. 5-P-971
(45) Input Gear Part No. 5-P-980
(46) Filler block furnished with PTO

CHELSEA®

EATON FULLER

FLR-66

RT-6609A
RT-7608LL
RT-8609

BOTTOM SIDE ONLY

RIGHT SIDE ONLY

TRANSMISSION GEAR DATA:

BOT 08-BOLT Opening Gear FORWARD of Centerline
33 Teeth - SPUR

PITCH LINE TO APERTURE FACE:

0.8100" (20.5700 mm)

TRANSMISSION GEAR DATA:

R.S. 06-BOLT Opening Gear FORWARD of Centerline
33 Teeth - SPUR

PITCH LINE TO APERTURE FACE:

1.0900" (27.6900 mm)

CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM

PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit
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ONE SPEED - TWO GEAR - MECHANICAL SHIFT

880XRAHX-*3 (7)	400 I	Opp	103			Furnished
880XTAHX-*3 (8)	500 I	Opp	132			Furnished

ONE SPEED - TWO GEAR POWERSHIFT (AIR OR HYDRAULIC)

272XAAJX-*3 (30)	300 C	Opp	34		328481X	Furnished	272XAAJX-*3 (30)	300 C	Opp	34			Furnished
282XBAJX-*3 (21)	300 C	Opp	42	8-A-032		Furnished	272XBAJX-*3 (31)	300 C	Opp	42			Furnished
282XCAJX-*3 (22)	300 C	Opp	51	8-A-032		Furnished	272XCAJX-*3 (32)	300 C	Opp	51			Furnished
282XDAJX-*3 (23)	293 C	Opp	60	8-A-032		Furnished	272XDAJX-*3 (33)	293 C	Opp	60			Furnished
282XGAJX-*3 (24)	246 C	Opp	72	8-A-032		Furnished	272XGAJX-*3 (34)	246 C	Opp	72			Furnished
282XKAJX-*3 (25)	220 C	Opp	80	8-A-032		Furnished	272XKAJX-*3 (35)	220 C	Opp	80			Furnished
282XMAJX-*3 (26)	197 C	Opp	90	8-A-032		Furnished	272XMAJX-*3 (36)	197 C	Opp	90			Furnished
282XPAJX-*3 (27)	176 C	Opp	100	8-A-032		Furnished	272XPAJX-*3 (37)	176 C	Opp	100			Furnished
282XSAJX-*3 (28)	158 C	Opp	112	8-A-032		Furnished	272XSAJX-*3 (38)	158 C	Opp	112			Furnished
282XTAJX-*3 (29)	141 C	Opp	126	8-A-032		Furnished							

ONE SPEED - POWERSHIFT LOW PROFILE (AIR OR HYDRAULIC)

272MCAJX-*3 (32)	300 C	Opp	51			Furnished
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ONE SPEED - TWO GEAR - POWERSHIFT (AIR)

885XBAHX-*3 (3)	500 I	Opp	42			Furnished
885XGAHX-*3 (9)	500 I	Opp	54			Furnished
885XJAHX-*3 (5)	500 I	Opp	63			Furnished
885XMAHX-*3 (6)	500 I	Opp	74			Furnished

ONE SPEED - FORWARD & REVERSE

348ZFAHX-* (42)	200 I	Opp	54	56	8-A-032 (46)	Furnished	340XFAHX-*5 (42)	200 I	Opp	54	56	7-A-140 (46)	Furnished
863XBAHX-*5	500 I	Opp	42	52		Furnished							

GEARED ADAPTERS

628XAHX-3AH	250 I	Eng		8-A-032		Furnished	626XAHX-3AH	250 I	Eng				Furnished
							630XAHX-3AH	250 I	Eng				Furnished
							645XAHX-3AH	250 I	Eng				Furnished

† I = Intermittent Torque Only - De-rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page.
Some notes may affect the proper PTO selection.

CAUTION: Do not use geared adapters with 442 A and C ratios.

(3) Input Gear Part No. 5-P-1100
(5) Input Gear Part No. 5-P-1102
(6) Input Gear Part No. 5-P-1103
(7) Input Gear Part No. 5-P-1104
(8) Input Gear Part No. 5-P-1105
(9) Input Gear Part No. 5-P-1135

(21) Input Gear Part No. 5-P-1510-11X
(22) Input Gear Part No. 5-P-1510-12X
(23) Input Gear Part No. 5-P-1510-13X
(24) Input Gear Part No. 5-P-1510-14X
(25) Input Gear Part No. 5-P-1510-15X
(26) Input Gear Part No. 5-P-1510-16X

(27) Input Gear Part No. 5-P-1510-17X
(28) Input Gear Part No. 5-P-1510-18X
(29) Input Gear Part No. 5-P-1510-19X
(30) Input Gear Part No. 5-P-1510-1X
(31) Input Gear Part No. 5-P-1510-2X
(32) Input Gear Part No. 5-P-1510-3X

(33) Input Gear Part No. 5-P-1510-4X
(34) Input Gear Part No. 5-P-1510-5X
(35) Input Gear Part No. 5-P-1510-6X
(36) Input Gear Part No. 5-P-1510-7X
(37) Input Gear Part No. 5-P-1510-8X
(38) Input Gear Part No. 5-P-1510-9X

(42) Input Gear Part No. 5-P-581
(46) Filler block furnished with PTO

CHELSEA®

EATON FULLER

FLR-67

FS-6106A
FS-7206A
FS-8206A
FS-8406A

LEFT SIDE ONLY

TRANSMISSION GEAR DATA:

L.S. 06-BOLT Opening Gear FORWARD of Centerline
50 Teeth - R.H. HELIX

PITCH LINE TO APERTURE FACE:

1.1800" (29.9720 mm)

RIGHT SIDE ONLY

TRANSMISSION GEAR DATA:

R.S. 08-BOLT Opening Gear FORWARD of Centerline
50 Teeth - R.H. HELIX

PITCH LINE TO APERTURE FACE:

0.9100" (23.1140 mm)

CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM

PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit
ONE SPEED - TWO GEAR - MECHANICAL SHIFT													
442XFDUX-*5 (2)	250 I	Opp	46			Furnished	489XFDUX-*3 (2)	250 I	Opp	46			Furnished
442XLDUX-*5 (1)	250 I	Opp	60			Furnished	489XLDUX-*3 (1)	250 I	Opp	60			Furnished
442XQDUX-*5 (1)	225 I	Opp	64			Furnished	489XQDUX-*3 (1)	225 I	Opp	64			Furnished
442XRDUX-*5 (1)	225 I	Opp	74			Furnished	489XRDUX-*3 (1)	225 I	Opp	74			Furnished
442XSDUX-*5 (1)	200 I	Opp	89			Furnished	489XSDUX-*3 (1)	200 I	Opp	89			Furnished
442XUDUX-*5 (1)	195 I	Opp	106			Furnished	489XUDUX-*3 (1)	195 I	Opp	106			Furnished
442XWDUX-*5 (1)	175 I	Opp	124			Furnished	489XWDUX-*3 (1)	175 I	Opp	124			Furnished
442XXDUX-*5 (1)	140 I	Opp	147			Furnished	489XXDUX-*3 (1)	140 I	Opp	147			Furnished
							880XMDUX-*3 (3)	500 I	Opp	58			Furnished
							880XRDUX-*3 (5)	400 I	Opp	81			Furnished
							880XTDUX-*3 (4)	350 I	Opp	108			Furnished
ONE SPEED - FORWARD & REVERSE													
340XFDUX-*5 (6)	200 I	Opp	42 44	7-A-140 (7)		Furnished	340XFDUX-*3 (6)	200 I	Opp	42 44	7-A-140 (7)	328481X	Furnished
							348XFDUX-*3 (6)	200 I	Opp	42 44			Furnished
GEARED ADAPTERS													
626XDUX-4HH	250 I	Eng				Furnished	628XDUX-3HH	250 I	Eng				Furnished
630XDUX-4HH	250 I	Eng				Furnished							
645XDUX-4HH	250 I	Eng				Furnished							

† I = Intermittent Torque Only - De-rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page.
Some notes may affect the proper PTO selection.

- (1) Input Gear Part No. 5-P-1050
 (2) Input Gear Part No. 5-P-1088
 (3) Input Gear Part No. 5-P-1130
 (4) Input Gear Part No. 5-P-1131
 (5) Input Gear Part No. 5-P-1176

- (6) Input Gear Part No. 5-P-883
 (7) Filler block furnished with PTO

CHELSEA®

EATON FULLER

FLR-68

FS-5306A
FS-5406A
FS-6206
FS-6206A
FS-6306
FS-6306A
FS-6406
FS-6406A

LEFT SIDE ONLY

RIGHT SIDE ONLY

TRANSMISSION GEAR DATA:

L.S. 06-BOLT Opening Gear FORWARD of Centerline
38 Teeth - R.H. HELIX

PITCH LINE TO APERTURE FACE:

1.0850" (27.5590 mm)

TRANSMISSION GEAR DATA:

R.S. 06-BOLT Opening Gear FORWARD of Centerline
38 Teeth - R.H. HELIX

PITCH LINE TO APERTURE FACE:

1.0850" (27.5590 mm)

CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM

PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit
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ONE SPEED - TWO GEAR - MECHANICAL SHIFT

442XAESX-*5 (3)	250 I	Opp	32	7-A-062		Furnished	442XAESX-*3 (3)	250 I	Opp	32	7-A-062		Furnished
442XCESX-*5 (4)	250 I	Opp	41	7-A-062		Furnished	442XCESX-*3 (4)	250 I	Opp	41	7-A-062		Furnished
442XFESX-*5 (2)	250 I	Opp	51	7-A-062		Furnished	442XFESX-*3 (2)	250 I	Opp	51	7-A-062		Furnished
442XLESX-*5 (1)	250 I	Opp	66	7-A-062		Furnished	442XLESX-*3 (1)	250 I	Opp	66	7-A-062		Furnished
442XQESX-*5 (1)	225 I	Opp	71	7-A-062		Furnished	442XQESX-*3 (1)	225 I	Opp	71	7-A-062		Furnished
442XRESX-*5 (1)	225 I	Opp	82	7-A-062		Furnished	442XRESX-*3 (1)	225 I	Opp	82	7-A-062		Furnished
442XSESX-*5 (1)	200 I	Opp	98	7-A-062		Furnished	442XSESX-*3 (1)	200 I	Opp	98	7-A-062		Furnished
442XUESX-*5 (1)	195 I	Opp	117	7-A-062		Furnished	442XUESX-*3 (1)	195 I	Opp	117	7-A-062		Furnished
442XWESX-*5 (1)	175 I	Opp	138	7-A-062		Furnished	442XWESX-*3 (1)	175 I	Opp	138	7-A-062		Furnished
442XXESX-*5 (1)	140 I	Opp	163	7-A-062		Furnished	442XXESX-*3 (1)	140 I	Opp	163	7-A-062		Furnished

ONE SPEED - TWO GEAR POWERSHIFT (AIR OR HYDRAULIC)

272XAESX-*5 (5)	300 C	Opp	31			Furnished	272XAESX-*3 (5)	300 C	Opp	31			Furnished
272XBESX-*5 (6)	300 C	Opp	38			Furnished	272XBESX-*3 (6)	300 C	Opp	38			Furnished
272XCESX-*5 (7)	300 C	Opp	46			Furnished	272XCESX-*3 (7)	300 C	Opp	46			Furnished
272XDESX-*5 (8)	300 C	Opp	55			Furnished	272XDESX-*3 (8)	300 C	Opp	55			Furnished
272XGESX-*5 (9)	300 C	Opp	65			Furnished	272XGESX-*3 (9)	300 C	Opp	65			Furnished
272XKESX-*5 (10)	300 C	Opp	73			Furnished	272XKESX-*3 (10)	300 C	Opp	73			Furnished
272XMESX-*5 (11)	300 C	Opp	82			Furnished	272XMESX-*3 (11)	300 C	Opp	82			Furnished
272XPESX-*5 (12)	286 C	Opp	91			Furnished	272XPESX-*3 (12)	286 C	Opp	91			Furnished
272XSESX-*5 (13)	256 C	Opp	102			Furnished	272XSESX-*3 (13)	256 C	Opp	102			Furnished

ONE SPEED - POWERSHIFT LOW PROFILE (AIR OR HYDRAULIC)

272MAESX-*5 (5)	300 C	Opp	31			Furnished	272MAESX-*3 (5)	300 C	Opp	31			Furnished
272MBESX-*5 (6)	300 C	Opp	38			Furnished	272MBESX-*3 (6)	300 C	Opp	38			Furnished
272MCESX-*5 (7)	300 C	Opp	46			Furnished	272MCESX-*3 (7)	300 C	Opp	46			Furnished
272MDESX-*5 (8)	300 C	Opp	55			Furnished	272MDESX-*3 (8)	300 C	Opp	55			Furnished
272MGESX-*5 (9)	300 C	Opp	65			Furnished	272MGESX-*3 (9)	300 C	Opp	65			Furnished
272MKESX-*5 (10)	300 C	Opp	73			Furnished	272MKESX-*3 (10)	300 C	Opp	73			Furnished
272MMESX-*5 (11)	300 C	Opp	82			Furnished	272MMESX-*3 (11)	300 C	Opp	82			Furnished
272MPESX-*5 (12)	286 C	Opp	91			Furnished	272MPESX-*3 (12)	286 C	Opp	91			Furnished
272MSESX-*5 (13)	256 C	Opp	102			Furnished	272MSESX-*3 (13)	256 C	Opp	102			Furnished

Continued on Next Page

† I = Intermittent Torque Only - De-rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page.
Some notes may affect the proper PTO selection.**CAUTION:** Do not use geared adapters with 442 A and C ratios.

- (1) Input Gear Part No. 5-P-1059
(2) Input Gear Part No. 5-P-1092
(3) Input Gear Part No. 5-P-1285
(4) Input Gear Part No. 5-P-1292
(5) Input Gear Part No. 5-P-1512-1X

- (6) Input Gear Part No. 5-P-1512-2X
(7) Input Gear Part No. 5-P-1512-3X
(8) Input Gear Part No. 5-P-1512-4X
(9) Input Gear Part No. 5-P-1512-5X
(10) Input Gear Part No. 5-P-1512-6X

- (11) Input Gear Part No. 5-P-1512-7X
(12) Input Gear Part No. 5-P-1512-8X
(13) Input Gear Part No. 5-P-1512-9X

CHELSEA®**EATON FULLER****FLR-68**

FS-5306A
FS-5406A
FS-6206
FS-6206A
FS-6306
FS-6306A
FS-6406
FS-6406A

LEFT SIDE ONLY**TRANSMISSION GEAR DATA:**

L.S. 06-BOLT Opening Gear FORWARD of Centerline
38 Teeth - R.H. HELIX

PITCH LINE TO APERTURE FACE:

1.0850" (27.5590 mm)

RIGHT SIDE ONLY**TRANSMISSION GEAR DATA:**

R.S. 06-BOLT Opening Gear FORWARD of Centerline
38 Teeth - R.H. HELIX

PITCH LINE TO APERTURE FACE:

1.0850" (27.5590 mm)

CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM

PTO Model	Torq	Dir Rot	Engine %		Filler Block	Adapter ASSY	Stud Kit	PTO Model	Torq	Dir Rot	Engine %		Filler Block	Adapter ASSY	Stud Kit
	I / C †		Fwd	Rev					I / C †		Fwd	Rev			
ONE SPEED - FORWARD & REVERSE															
340XFESX-*5 (14)	200 I	Opp	47	49	7-A-140 (15) 7-A-093		328170-76X	340XFESX-*5 (14)	200 I	Opp	47	49	7-A-140 (15) 7-A-093		328170-76X

GEARED ADAPTERS

626XESX-4HL	250 I	Eng		7-A-062	Furnished	626XESX-3HL	250 I	Eng		7-A-062	Furnished
630XESX-4HL	250 I	Eng		7-A-062	Furnished	630XESX-3HL	250 I	Eng		7-A-062	Furnished
645XESX-4HL	250 I	Eng		7-A-062	Furnished	645XESX-3HL	250 I	Eng		7-A-062	Furnished

Continued on Next Page

† I = Intermittent Torque Only - De-rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page.
Some notes may affect the proper PTO selection.

CAUTION: Do not use geared adapters with 442 A and C ratios.

(1) Input Gear Part No. 5-P-1059

(14) Input Gear Part No. 5-P-884

(15) Filler block furnished with PTO

CHELSEA®

EATON FULLER

FLR-69

FS-6205A
FS-6305A

LEFT SIDE ONLY

RIGHT SIDE ONLY

TRANSMISSION GEAR DATA:

L.S. 06-BOLT Opening Gear FORWARD of Centerline
39 Teeth - R.H. HELIX

PITCH LINE TO APERTURE FACE:

1.0000" (25.4000 mm)

TRANSMISSION GEAR DATA:

R.S. 06-BOLT Opening Gear FORWARD of Centerline
39 Teeth - R.H. HELIX

PITCH LINE TO APERTURE FACE:

1.0000" (25.4000 mm)

CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM

PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit
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ONE SPEED - TWO GEAR - MECHANICAL SHIFT

442KAESX-*5 (3)	250 I	Opp	30	7-A-165		7170-3X	442KAESX-*3 (3)	250 I	Opp	30	7-A-165		7170-3X
442KCESX-*5 (4)	250 I	Opp	39	7-A-165		7170-3X	442KCESX-*3 (4)	250 I	Opp	39	7-A-165		7170-3X
442KFESX-*5 (2)	250 I	Opp	48	7-A-165		7170-3X	442KFESX-*3 (2)	250 I	Opp	48	7-A-165		7170-3X
442KLESX-*5 (1)	250 I	Opp	62	7-A-165		7170-3X	442KLESX-*3 (1)	250 I	Opp	62	7-A-165		7170-3X
442KQESX-*5 (1)	225 I	Opp	67	7-A-165		7170-3X	442KQESX-*3 (1)	225 I	Opp	67	7-A-165		7170-3X
447KQESX-*5 (10)	225 I	Opp	67	7-A-165		7170-3X	447KQESX-*3 (10)	225 I	Opp	67	7-A-165		7170-3X
447KSESX-*5 (11)	200 I	Opp	93	7-A-165		7170-3X	447KSESX-*3 (11)	200 I	Opp	93	7-A-165		7170-3X
447KUESX-*5 (12)	195 I	Opp	110	7-A-165		7170-3X	447KUESX-*3 (12)	195 I	Opp	110	7-A-165		7170-3X
447KWESX-*5 (13)	175 I	Opp	130	7-A-165		7170-3X	447KWESX-*3 (13)	175 I	Opp	130	7-A-165		7170-3X

ONE SPEED - TWO GEAR POWERSHIFT (AIR OR HYDRAULIC)

272XAESX-*5 (5)	300 C	Opp	29	7-A-062		Furnished	272XAESX-*3 (5)	300 C	Opp	29	7-A-062		Furnished
272XBESX-*5 (6)	300 C	Opp	36	7-A-062		Furnished	272XBESX-*3 (6)	300 C	Opp	36	7-A-062		Furnished
272XCESX-*5 (7)	300 C	Opp	43	7-A-062		Furnished	272XCESX-*3 (7)	300 C	Opp	43	7-A-062		Furnished
272XDESX-*5 (8)	300 C	Opp	52	7-A-062		Furnished	272XDESX-*3 (8)	300 C	Opp	52	7-A-062		Furnished
272XGESX-*5 (9)	300 C	Opp	61	7-A-062		Furnished	272XGESX-*3 (9)	300 C	Opp	61	7-A-062		Furnished

ONE SPEED - POWERSHIFT LOW PROFILE (AIR OR HYDRAULIC)

272MAESX-*5 (5)	300 C	Opp	29	7-A-062		Furnished	272MAESX-*3 (5)	300 C	Opp	29	7-A-062		Furnished
272MBESX-*5 (6)	300 C	Opp	36	7-A-062		Furnished	272MBESX-*3 (6)	300 C	Opp	36	7-A-062		Furnished
272MCESX-*5 (7)	300 C	Opp	43	7-A-062		Furnished	272MCESX-*3 (7)	300 C	Opp	43	7-A-062		Furnished
272MDESX-*5 (8)	300 C	Opp	52	7-A-062		Furnished	272MDESX-*3 (8)	300 C	Opp	52	7-A-062		Furnished
272MGESX-*5 (9)	300 C	Opp	61	7-A-062		Furnished	272MGESX-*3 (9)	300 C	Opp	61	7-A-062		Furnished

ONE SPEED - FORWARD & REVERSE

340XFESX-*5 (14)	200 I	Opp	44	46	7-A-140 (15) 7-A-200	328170-76X	340XFESX-*5 (14)	200 I	Opp	44	46	7-A-140 (15) 7-A-200	328170-76X
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† I = Intermittent Torque Only - De-rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page.
Some notes may affect the proper PTO selection.

CAUTION: Do not use geared adapters with 442 A and C ratios.

- (1) Input Gear Part No. 5-P-1059
(2) Input Gear Part No. 5-P-1092
(3) Input Gear Part No. 5-P-1285
(4) Input Gear Part No. 5-P-1292
(5) Input Gear Part No. 5-P-1512-1X

- (6) Input Gear Part No. 5-P-1512-2X
(7) Input Gear Part No. 5-P-1512-3X
(8) Input Gear Part No. 5-P-1512-4X
(9) Input Gear Part No. 5-P-1512-5X
(10) Input Gear Part No. 5-P-869

- (11) Input Gear Part No. 5-P-870
(12) Input Gear Part No. 5-P-871
(13) Input Gear Part No. 5-P-872
(14) Input Gear Part No. 5-P-884
(15) Filler block furnished with PTO

CHELSEA®**EATON FULLER****FLR-70**FS-6205B
FS-6305B**LEFT SIDE ONLY****TRANSMISSION GEAR DATA:**L.S. 06-BOLT Opening Gear FORWARD of Centerline
41 Teeth - R.H. HELIX**PITCH LINE TO APERTURE FACE:**

0.8860" (22.5044 mm)

RIGHT SIDE ONLY**TRANSMISSION GEAR DATA:**R.S. 06-BOLT Opening Gear FORWARD of Centerline
41 Teeth - R.H. HELIX**PITCH LINE TO APERTURE FACE:**

0.8660" (22.5044 mm)

CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM

PTO Model	Torq	Dir Rot	Engine %		Filler Block	Adapter ASSY	Stud Kit	PTO Model	Torq	Dir Rot	Engine %		Filler Block	Adapter ASSY	Stud Kit
	I / C †		Fwd	Rev					I / C †		Fwd	Rev			
ONE SPEED - TWO GEAR - MECHANICAL SHIFT															
447XQETX-*5 (1)	200 l	Opp	82				Furnished	447XQETX-*3 (1)	200 l	Opp	82				Furnished
447XSETX-*5 (2)	200 l	Opp	113				Furnished	447XSETX-*3 (2)	200 l	Opp	113				Furnished
447XUETX-*5 (3)	195 l	Opp	134				Furnished	447XUETX-*3 (3)	195 l	Opp	134				Furnished
447XWETX-*5 (4)	175 l	Opp	158				Furnished	447XWETX-*3 (4)	175 l	Opp	158				Furnished
ONE SPEED - FORWARD & REVERSE															
340XFETX-*5 (5)	200 l	Opp	44	46	7-A-140 (6) 7-A-300		7170-3X	340XFETX-*5 (5)	200 l	Opp	44	46	7-A-140 (6) 7-A-300		7170-3X

† I = Intermittent Torque Only - De-rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page.
Some notes may affect the proper PTO selection.

- (1) Input Gear Part No. 5-P-865
 (2) Input Gear Part No. 5-P-866
 (3) Input Gear Part No. 5-P-867
 (4) Input Gear Part No. 5-P-868
 (5) Input Gear Part No. 5-P-948

CHELSEA®**EATON FULLER****FLR-75**T-14607A
T-14607B**LEFT SIDE ONLY****TRANSMISSION GEAR DATA:**L.S. 08-BOLT Opening Gear FORWARD of Centerline
78 Teeth - SPUR**PITCH LINE TO APERTURE FACE:**

0.8650" (21.9710 mm)

RIGHT SIDE ONLY**TRANSMISSION GEAR DATA:**R.S. 06-BOLT Opening Gear FORWARD of Centerline
78 Teeth - SPUR**PITCH LINE TO APERTURE FACE:**

0.9740" (24.7400 mm)

CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM

PTO Model	Torq	Dir Rot	Engine %		Filler Block	Adapter ASSY	Stud Kit	PTO Model	Torq	Dir Rot	Engine %		Filler Block	Adapter ASSY	Stud Kit
	I / C †		Fwd	Rev					I / C †		Fwd	Rev			

ONE SPEED - TWO GEAR - MECHANICAL SHIFT

489XFEVX-*5 (2)	250 I	Opp	57		8-A-062		Furnished	442KFEVX-*5 (2)	250 I	Opp	57		7-A-187		7170-3X
489XLEVX-*5 (1)	250 I	Opp	73		8-A-062		Furnished	442KLEVX-*5 (1)	250 I	Opp	73		7-A-187		7170-3X
489XQEVX-*5 (1)	225 I	Opp	79		8-A-062		Furnished	442KQEVX-*5 (1)	225 I	Opp	79		7-A-187		7170-3X
489XREVX-*5 (1)	225 I	Opp	92		8-A-062		Furnished	442KREVX-*5 (1)	225 I	Opp	92		7-A-187		7170-3X
489XSEVX-*5 (1)	200 I	Opp	109		8-A-062		Furnished	442KSEVX-*5 (1)	200 I	Opp	109		7-A-187		7170-3X
489XUEVX-*5 (1)	195 I	Opp	130		8-A-062		Furnished	442KUEVX-*5 (1)	195 I	Opp	130		7-A-187		7170-3X
489XWEVX-*5 (1)	175 I	Opp	153		8-A-062		Furnished	442KWEVX-*5 (1)	175 I	Opp	153		7-A-187		7170-3X
489XXEVX-*5 (1)	140 I	Opp	181		8-A-062		Furnished	442KXEVX-*5 (1)	140 I	Opp	181		7-A-187		7170-3X

GEARED ADAPTERS

628XEVX-4EV	250 I	Eng			8-A-062		Furnished	626KEVX-3EV	250 I	Eng			7-A-187		7170-3X
								630KEVX-3EV	250 I	Eng			7-A-187		7170-3X
								645KEVX-3EV	250 I	Eng			7-A-187		7170-3X

† I = Intermittent Torque Only - De-rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page.
Some notes may affect the proper PTO selection.(1) Input Gear Part No. 5-P-1060
(2) Input Gear Part No. 5-P-1094

CHELSEA®**EATON FULLER****FLR-77**

TX-14607B

LEFT SIDE ONLY**TRANSMISSION GEAR DATA:**L.S. 08-BOLT Opening Gear REAR of Centerline
78 Teeth - SPUR**PITCH LINE TO APERTURE FACE:**

0.8650" (21.9710 mm)

RIGHT SIDE ONLY**TRANSMISSION GEAR DATA:**R.S. 06-BOLT Opening Gear REAR of Centerline
78 Teeth - SPUR**PITCH LINE TO APERTURE FACE:**

0.9740" (24.7400 mm)

CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM

PTO Model	Torq	Dir Rot	Engine %		Filler Block	Adapter ASSY	Stud Kit	PTO Model	Torq	Dir Rot	Engine %		Filler Block	Adapter ASSY	Stud Kit
	I / C †		Fwd	Rev					I / C †		Fwd	Rev			

ONE SPEED - TWO GEAR - MECHANICAL SHIFT

489XFEVX-*4 (2)	250 I	Opp	76		8-A-032		Furnished	442KFEVX-*4 (2)	250 I	Opp	76		7-A-187		7170-3X
489XLEVX-*4 (1)	250 I	Opp	98		8-A-032		Furnished	442KLEVX-*4 (1)	250 I	Opp	98		7-A-187		7170-3X
489XQEVX-*4 (1)	225 I	Opp	106		8-A-032		Furnished	442KQEVX-*4 (1)	225 I	Opp	106		7-A-187		7170-3X
489XREVX-*4 (1)	225 I	Opp	122		8-A-032		Furnished	442KREVX-*4 (1)	225 I	Opp	122		7-A-187		7170-3X
								447KQEVX-*4 (3)	225 I	Opp	106		7-A-187		7171-3X
								447KREVX-*4 (7)	225 I	Opp	122		7-A-187		7170-3X
								447KSEVX-*4 (4)	200 I	Opp	146		7-A-187		7170-3X
								447KUEVX-*4 (5)	195 I	Opp	174		7-A-187		7170-3X
								447KWEVX-*4 (6)	175 I	Opp	204		7-A-187		7170-3X

GEARED ADAPTERS

628XEVX-3EV	250 I	Eng			8-A-062		Furnished	626KEVX-4EV	250 I	Eng			7-A-187		7170-3X
								630KEVX-4EV	250 I	Eng			7-A-187		7170-3X
								645KEVX-4EV	250 I	Eng			7-A-187		7170-3X

† I = Intermittent Torque Only - De-rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page.
Some notes may affect the proper PTO selection.

- (1) Input Gear Part No. 5-P-1060
 (2) Input Gear Part No. 5-P-1094
 (3) Input Gear Part No. 5-P-1205
 (4) Input Gear Part No. 5-P-1206
 (5) Input Gear Part No. 5-P-1207

- (6) Input Gear Part No. 5-P-1208
 (7) Input Gear Part No. 5-P-1219

CHELSEA®**EATON FULLER****FLR-78**

FS-4205A

LEFT SIDE ONLY**TRANSMISSION GEAR DATA:**L.S. 06-BOLT Opening Gear FORWARD of Centerline
28 Teeth - R.H. HELIX**PITCH LINE TO APERTURE FACE:**

1.1469" (29.1313 mm)

RIGHT SIDE ONLY**TRANSMISSION GEAR DATA:**R.S. 06-BOLT Opening Gear FORWARD of Centerline
28 Teeth - R.H. HELIX**PITCH LINE TO APERTURE FACE:**

1.1469" (29.1313 mm)

CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM

PTO Model	Torq	Dir Rot	Engine %		Filler Block	Adapter ASSY	Stud Kit	PTO Model	Torq	Dir Rot	Engine %		Filler Block	Adapter ASSY	Stud Kit
	I / C †		Fwd	Rev					I / C †		Fwd	Rev			

ONE SPEED - TWO GEAR - MECHANICAL SHIFT

442XFEWX-*5 (2)	250 I	Opp	36				Furnished	442XFEWX-*3 (2)	250 I	Opp	36				Furnished
442XLEWX-*5 (1)	250 I	Opp	47				Furnished	442XLEWX-*3 (1)	250 I	Opp	47				Furnished
442XQEWX-*5 (1)	225 I	Opp	51				Furnished	442XQEWX-*3 (1)	225 I	Opp	51				Furnished
442XREWX-*5 (1)	225 I	Opp	59				Furnished	442XREWX-*3 (1)	225 I	Opp	59				Furnished
442XSEWX-*5 (1)	200 I	Opp	70				Furnished	442XSEWX-*3 (1)	200 I	Opp	70				Furnished
442XUEWX-*5 (1)	195 I	Opp	84				Furnished	442XUEWX-*3 (1)	195 I	Opp	84				Furnished
442XWEWX-*5 (1)	175 I	Opp	98				Furnished	442XWEWX-*3 (1)	175 I	Opp	98				Furnished
442XXEWX-*5 (1)	140 I	Opp	116				Furnished	442XXEWX-*3 (1)	140 I	Opp	116				Furnished

ONE SPEED - FORWARD & REVERSE

340XFEWX-*5 (3)	200 I	Opp	33	35	7-A-140 (4)		Furnished	340XFEWX-*5 (3)	200 I	Opp	33	35	7-A-140 (4)		Furnished
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GEARED ADAPTERS

626XEWX-4HM	250 I	Eng					Furnished	626XEWX-3HM	250 I	Eng					Furnished
630XEWX-4HM	250 I	Eng					Furnished	630XEWX-3HM	250 I	Eng					Furnished
645XEWX-4HM	250 I	Eng					Furnished	645XEWX-3HM	250 I	Eng					Furnished

† I = Intermittent Torque Only - De-rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page.
Some notes may affect the proper PTO selection.

- (1) Input Gear Part No. 5-P-1061
 (2) Input Gear Part No. 5-P-1095
 (3) Input Gear Part No. 5-P-886
 (4) Filler block furnished with PTO

CHELSEA®**EATON FULLER****FLR-79**

FS-4205B

LEFT SIDE ONLY**TRANSMISSION GEAR DATA:**L.S. 06-BOLT Opening Gear FORWARD of Centerline
28 Teeth - R.H. HELIX**PITCH LINE TO APERTURE FACE:**

1.1469" (29.1313 mm)

RIGHT SIDE ONLY**TRANSMISSION GEAR DATA:**R.S. 06-BOLT Opening Gear FORWARD of Centerline
28 Teeth - R.H. HELIX**PITCH LINE TO APERTURE FACE:**

1.1469" (29.1313 mm)

CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM

PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit
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ONE SPEED - TWO GEAR - MECHANICAL SHIFT

442XFEWX-*5 (2)	250 I	Opp	42			Furnished	442XFEWX-*3 (2)	250 I	Opp	42			Furnished
442XLEWX-*5 (1)	250 I	Opp	54			Furnished	442XLEWX-*3 (1)	250 I	Opp	54			Furnished
442XQEWX-*5 (1)	225 I	Opp	59			Furnished	442XQEWX-*3 (1)	225 I	Opp	59			Furnished
442XREWX-*5 (1)	225 I	Opp	68			Furnished	442XREWX-*3 (1)	225 I	Opp	68			Furnished
442XSEWX-*5 (1)	200 I	Opp	81			Furnished	442XSEWX-*3 (1)	200 I	Opp	81			Furnished
442XUEWX-*5 (1)	195 I	Opp	96			Furnished	442XUEWX-*3 (1)	195 I	Opp	96			Furnished
442XWEWX-*5 (1)	175 I	Opp	113			Furnished	442XWEWX-*3 (1)	175 I	Opp	113			Furnished
442XXEWX-*5 (1)	140 I	Opp	134			Furnished	442XXEWX-*3 (1)	140 I	Opp	134			Furnished

ONE SPEED - FORWARD & REVERSE

340XFEWX-*5 (3)	200 I	Opp	38	40	7-A-140 (4)	Furnished	340XFEWX-*5 (3)	200 I	Opp	38	40	7-A-140 (4)	Furnished
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GEARED ADAPTERS

626XEWX-4HM	250 I	Eng				Furnished	626XEWX-3HM	250 I	Eng				Furnished
630XEWX-4HM	250 I	Eng				Furnished	630XEWX-3HM	250 I	Eng				Furnished
645XEWX-4HM	250 I	Eng				Furnished	645XEWX-3HM	250 I	Eng				Furnished

† I = Intermittent Torque Only - De-rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page.
Some notes may affect the proper PTO selection.

- (1) Input Gear Part No. 5-P-1061
 (2) Input Gear Part No. 5-P-1095
 (3) Input Gear Part No. 5-P-886
 (4) Filler block furnished with PTO

CHELSEA®**EATON FULLER****FLR-84LF**

ES-11109 (Left Side Forward Opening)
 FS-6109A (Left Side Forward Opening)
 FS-6209A (Left Side Forward Opening)
 FS-6309A (Left Side Forward Opening)
 FS-8209A (ES11109) (Left Side Forward Opening)
 FS-8309 (Left Side Forward Opening)

LEFT FRONT SIDE ONLY**TRANSMISSION GEAR DATA:**

L.F. 06-BOLT Opening Gear NON-STANDARD of Centerline

32 Teeth - R.H. HELIX

PITCH LINE TO APERTURE FACE:

2.9730" (75.5142 mm)

CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM

PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit
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ONE SPEED - TWO GEAR - MECHANICAL SHIFT

442XFAHX-*5 (2)	250 I	Eng	84		329182-1X	Furnished
442XHAHX-*5 (3)	250 I	Eng	97		329182-1X	Furnished
442XLAHX-*5 (1)	250 I	Eng	109		329182-1X	Furnished
442XQAHX-*5 (1)	225 I	Eng	118		329182-1X	Furnished
442XRAHX-*5 (1)	225 I	Eng	136		329182-1X	Furnished
442XSAHX-*5 (1)	200 I	Eng	162		329182-1X	Furnished
442XUAHX-*5 (1)	195 I	Eng	193		329182-1X	Furnished
442XWAHX-*5 (1)	175 I	Eng	228		329182-1X	Furnished
442XXAHX-*5 (1)	140 I	Eng	269		329182-1X	Furnished

ONE SPEED - TWO GEAR POWERSHIFT (AIR OR HYDRAULIC)

272XAAJX-*5 (4)	300 C	Eng	47		329182-1X	Furnished
272XBAJX-*5 (5)	300 C	Eng	58		329182-1X	Furnished
272XCAJX-*5 (6)	300 C	Eng	70		329182-1X	Furnished
272XDAJX-*5 (7)	300 C	Eng	84		329182-1X	Furnished
272XGAJX-*5 (8)	271 C	Eng	99		329182-1X	Furnished
272XKAJX-*5 (9)	242 C	Eng	111		329182-1X	Furnished
272XMAJX-*5 (10)	217 C	Eng	124		329182-1X	Furnished
272XPAJX-*5 (11)	194 C	Eng	138		329182-1X	Furnished
272XSAJX-*5 (12)	174 C	Eng	155		329182-1X	Furnished

† I = Intermittent Torque Only - De-rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page.
 Some notes may affect the proper PTO selection.

- (1) Input Gear Part No. 5-P-1004
 (2) Input Gear Part No. 5-P-1077
 (3) Input Gear Part No. 5-P-1364
 (4) Input Gear Part No. 5-P-1510-1X
 (5) Input Gear Part No. 5-P-1510-2X

- (6) Input Gear Part No. 5-P-1510-3X
 (7) Input Gear Part No. 5-P-1510-4X
 (8) Input Gear Part No. 5-P-1510-5X
 (9) Input Gear Part No. 5-P-1510-6X
 (10) Input Gear Part No. 5-P-1510-7X

- (11) Input Gear Part No. 5-P-1510-8X
 (12) Input Gear Part No. 5-P-1510-9X

CHELSEA®

EATON FULLER

FLR-88

FRO-11210C
FRO-12210C
FRO-13210C
FRO-14210C
FRO-15210C
FRO-16210C
FRO-16210R
FRO-17210CFRO-18210C
FROF-15210C

BOTTOM SIDE ONLY

RIGHT SIDE ONLY

TRANSMISSION GEAR DATA:

BOT 08-BOLT Opening Gear FORWARD of Centerline
47 Teeth - SPUR

PITCH LINE TO APERTURE FACE:

0.8050" (20.4470 mm)

TRANSMISSION GEAR DATA:

R.S. 06-BOLT Opening Gear FORWARD of Centerline
45 Teeth - SPUR

PITCH LINE TO APERTURE FACE:

1.0850" (27.5600 mm)

CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM

PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit
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ONE SPEED - TWO GEAR - MECHANICAL SHIFT

489GAAHX-*5 (12)	250 I	Opp	64			Furnished	442GAAHX-*3 (12)	250 I	Opp	62			Furnished
489GCAHX-*5 (13)	250 I	Opp	82			Furnished	442GCAHX-*3 (13)	250 I	Opp	79			Furnished
489GFAHX-*5 (2)	250 I	Opp	102			Furnished	442GFAHX-*3 (2)	250 I	Opp	97			Furnished
489GHAHX-*5 (15)	250 I	Opp	118			Furnished	442GHAHX-*3 (15)	250 I	Opp	112			Furnished
489GLAHX-*5 (1)	250 I	Opp	132			Furnished	442GLAHX-*3 (1)	250 I	Opp	126			Furnished
489GQAHX-*5 (1)	225 I	Opp	142			Furnished	442GQAHX-*3 (1)	225 I	Opp	136			Furnished
489GRAHX-*5 (1)	225 I	Opp	164			Furnished	442GRAHX-*3 (1)	225 I	Opp	157			Furnished
489GSAHX-*5 (1)	200 I	Opp	195			Furnished	442GSAHX-*3 (1)	200 I	Opp	187			Furnished
489GUAHX-*5 (1)	195 I	Opp	233			Furnished	660GFAHX-*3 (10)	375 I	Opp	97			Furnished
489GWAHX-*5 (1)	175 I	Opp	274			Furnished	660GHAHX-*3 (15)	375 I	Opp	112			Furnished
680GFAHX-*3 (10)	375 I	Opp	102			Furnished	660GQAHX-*3 (11)	375 I	Opp	136			Furnished
680GHAHX-*3 (18)	375 I	Opp	118			Furnished	660GRAHX-*3 (17)	350 I	Opp	157			Furnished
680GQAHX-*3 (11)	375 I	Opp	142			Furnished	660GSAHX-*3 (14)	336 I	Opp	187			Furnished
680GRAHX-*3 (17)	350 I	Opp	164			Furnished							
680GSAHX-*3 (14)	322 I	Opp	195			Furnished							
823GBAHX-*3 (38)	750 I	Opp	69			Furnished							
823GDAHX-*3 (42)	750 I	Opp	82			Furnished							
823GGAHX-*3 (43)	705 I	Opp	89			Furnished							
823GJAHX-*3 (39)	599 I	Opp	105			Furnished							
823GMAHX-*3 (37)	511 I	Opp	123			Furnished							
823GRAHX-*3 (41)	370 I	Opp	170			Furnished							
880GBAHX-*3 (3)	500 I	Opp	69			Furnished							
880GDAHX-*3 (4)	500 I	Opp	82			Furnished							
880GGAHX-*3 (9)	500 I	Opp	89			Furnished							
880GJAHX-*3 (5)	500 I	Opp	105			Furnished							
880GMAHX-*3 (6)	500 I	Opp	123			Furnished							
880GQAHX-*3 (16)	435 I	Opp	144			Furnished							
880GRAHX-*3 (7)	370 I	Opp	170			Furnished							
880GTAHX-*3 (8)	287 I	Opp	219			Furnished							

ONE SPEED - TWO GEAR POWERSHIFT (AIR OR HYDRAULIC)

272XAAJX-*3 (28)	300 C	Opp	56		328481G	Furnished	272GAAJX-*3 (28)	300 C	Opp	54			Furnished
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† I = Intermittent Torque Only - De-rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page. Some notes may affect the proper PTO selection.

CAUTION: Eaton Transmission Division has established a MAXIMUM torque limit for the Transmission PTO driver gear. For all FR, FRO & FRLO transmissions the MAXIMUM torque limit for the transmission PTO driver gear is 750 lb-ft [1017 N-m]. All torque limits on this application page reflect the 750 lb-ft [1017 N-m] limit at the Transmission PTO driver gear. Refer to the Chelsea PTO torque limit chart in the front of this section for complete torque limit information.

CAUTION: Do not use geared adapters with 442 A and C ratios.

CAUTION: PTOs will not fit of the right side of FRO transmissions with factory installed trans coolers.

- (1) Input Gear Part No. 5-P-1004
- (2) Input Gear Part No. 5-P-1077
- (3) Input Gear Part No. 5-P-1100
- (4) Input Gear Part No. 5-P-1101
- (5) Input Gear Part No. 5-P-1102

- (6) Input Gear Part No. 5-P-1103
- (7) Input Gear Part No. 5-P-1104
- (8) Input Gear Part No. 5-P-1105
- (9) Input Gear Part No. 5-P-1135
- (10) Input Gear Part No. 5-P-1242

- (11) Input Gear Part No. 5-P-1246
- (12) Input Gear Part No. 5-P-1280
- (13) Input Gear Part No. 5-P-1287
- (14) Input Gear Part No. 5-P-1322
- (15) Input Gear Part No. 5-P-1364

- (16) Input Gear Part No. 5-P-1385
- (17) Input Gear Part No. 5-P-1441
- (18) Input Gear Part No. 5-P-1494
- (28) Input Gear Part No. 5-P-1510-1X
- (37) Input Gear Part No. 5-P-283

- (38) Input Gear Part No. 5-P-285
- (39) Input Gear Part No. 5-P-325
- (41) Input Gear Part No. 5-P-721
- (42) Input Gear Part No. 5-P-971
- (43) Input Gear Part No. 5-P-980

CHELSEA®**EATON FULLER****FLR-88**FRO-11210C
FRO-12210C
FRO-13210C
FRO-14210C
FRO-15210C
FRO-16210C
FRO-16210R
FRO-17210CFRO-18210C
FROF-15210C**BOTTOM SIDE ONLY****RIGHT SIDE ONLY****TRANSMISSION GEAR DATA:**BOT 08-BOLT Opening Gear FORWARD of Centerline
47 Teeth - SPUR**PITCH LINE TO APERTURE FACE:**

0.8050" (20.4470 mm)

TRANSMISSION GEAR DATA:R.S. 06-BOLT Opening Gear FORWARD of Centerline
45 Teeth - SPUR**PITCH LINE TO APERTURE FACE:**

1.0850" (27.5600 mm)

CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM

PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit
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ONE SPEED - TWO GEAR POWERSHIFT (AIR OR HYDRAULIC)

282GBAJX-*3 (19)	300 C	Opp	69	8-A-032		Furnished	272GBAJX-*3 (29)	300 C	Opp	67			Furnished
282GCAJX-*3 (20)	300 C	Opp	83	8-A-032		Furnished	272GCAJX-*3 (30)	300 C	Opp	81			Furnished
282GDAJX-*3 (21)	300 C	Opp	100	8-A-032		Furnished	272GDAJX-*3 (31)	300 C	Opp	97			Furnished
282GGAJX-*3 (22)	300 C	Opp	119	8-A-032		Furnished	272GGAJX-*3 (32)	300 C	Opp	115			Furnished
282GKAJX-*3 (23)	300 C	Opp	133	8-A-032		Furnished	272GKAJX-*3 (33)	300 C	Opp	128			Furnished
282GMAJX-*3 (24)	300 C	Opp	148	8-A-032		Furnished	272GMAJX-*3 (34)	300 C	Opp	143			Furnished
282GPAJX-*3 (25)	300 C	Opp	166	8-A-032		Furnished	272GPAJX-*3 (35)	300 C	Opp	160			Furnished
282GSAJX-*3 (26)	300 C	Opp	185	8-A-032		Furnished	272GSAJX-*3 (36)	300 C	Opp	179			Furnished
282GTAJX-*3 (27)	300 C	Opp	208	8-A-032		Furnished							

ONE SPEED - TWO GEAR - POWERSHIFT (AIR)

885GBAHX-*3 (3)	500 I	Opp	69			Furnished							
885GGAHX-*3 (9)	500 I	Opp	89			Furnished							
885GJAHX-*3 (5)	500 I	Opp	105			Furnished							
885GMAHX-*3 (6)	500 I	Opp	123			Furnished							

ONE SPEED - FORWARD & REVERSE

348GFAHX-*5 (40)	200 I	Opp	89	93		Furnished	340GFAHX-*5 (40)	200 I	Opp	85	89	7-A-140 (44)	Furnished
863GBAHX-*5	500 I	Opp	69	86		Furnished							

GEARED ADAPTERS

628GAHX-3AH	250 I	Eng				Furnished	626GAHX-3AH	250 I	Eng				Furnished
							630GAHX-3AH	250 I	Eng				Furnished
							645GAHX-3AH	250 I	Eng				Furnished

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† I = Intermittent Torque Only - De-rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page. Some notes may affect the proper PTO selection.

CAUTION: Eaton Transmission Division has established a MAXIMUM torque limit for the Transmission PTO driver gear. For all FR, FRO & FRLO transmissions the MAXIMUM torque limit for the transmission PTO driver gear is 750 lb-ft [1017 N-m]. All torque limits on this application page reflect the 750 lb-ft [1017 N-m] limit at the transmission PTO driver gear. Refer to the Chelsea PTO torque limit chart in the front of this section for complete torque limit information.

CAUTION: Do not use geared adapters with 442 A and C ratios.

CAUTION: PTOs will not fit on the right side of FRO transmissions with factory installed trans coolers.

(3) Input Gear Part No. 5-P-1100
(5) Input Gear Part No. 5-P-1102
(6) Input Gear Part No. 5-P-1103
(9) Input Gear Part No. 5-P-1135
(19) Input Gear Part No. 5-P-1510-11X

(20) Input Gear Part No. 5-P-1510-12X
(21) Input Gear Part No. 5-P-1510-13X
(22) Input Gear Part No. 5-P-1510-14X
(23) Input Gear Part No. 5-P-1510-15X
(24) Input Gear Part No. 5-P-1510-16X

(25) Input Gear Part No. 5-P-1510-17X
(26) Input Gear Part No. 5-P-1510-18X
(27) Input Gear Part No. 5-P-1510-19X
(29) Input Gear Part No. 5-P-1510-2X
(30) Input Gear Part No. 5-P-1510-3X

(31) Input Gear Part No. 5-P-1510-4X
(32) Input Gear Part No. 5-P-1510-5X
(33) Input Gear Part No. 5-P-1510-6X
(34) Input Gear Part No. 5-P-1510-7X
(35) Input Gear Part No. 5-P-1510-8X

(36) Input Gear Part No. 5-P-1510-9X
(40) Input Gear Part No. 5-P-581
(44) Filler block furnished with PTO

CHELSEA®

EATON FULLER

FLR-90

FR-11210B
FR-12210B
FR-13210B
FR-14210B
FR-15210B
FR-9210
FR-9210B
FRF-9210BFRM-15210B
FRW-15210B

BOTTOM SIDE ONLY

RIGHT SIDE ONLY

TRANSMISSION GEAR DATA:

BOT 08-BOLT Opening Gear FORWARD of Centerline
47 Teeth - SPUR

PITCH LINE TO APERTURE FACE:

0.8050" (20.4470 mm)

TRANSMISSION GEAR DATA:

R.S. 06-BOLT Opening Gear FORWARD of Centerline
45 Teeth - SPUR

PITCH LINE TO APERTURE FACE:

1.0850" (27.5600 mm)

CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM

PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit
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ONE SPEED - TWO GEAR - MECHANICAL SHIFT

489GAAHX-*5 (12)	250 I	Eng	50			Furnished	442GAAHX-*3 (12)	250 I	Opp	48			Furnished
489GCAHX-*5 (13)	250 I	Eng	64			Furnished	442GCAHX-*3 (13)	250 I	Opp	61			Furnished
489GFAHX-*5 (2)	250 I	Opp	79			Furnished	442GFAHX-*3 (2)	250 I	Opp	75			Furnished
489GHAHX-*5 (15)	250 I	Opp	92			Furnished	442GHAHX-*3 (15)	250 I	Opp	87			Furnished
489GLAHX-*5 (1)	250 I	Opp	102			Furnished	442GLAHX-*3 (1)	250 I	Opp	97			Furnished
489GQAHX-*5 (1)	225 I	Opp	110			Furnished	442GQAHX-*3 (1)	225 I	Opp	105			Furnished
489GRAHX-*5 (1)	225 I	Opp	127			Furnished	442GRAHX-*3 (1)	225 I	Opp	121			Furnished
489GSAHX-*5 (1)	200 I	Opp	151			Furnished	442GSAHX-*3 (1)	200 I	Opp	145			Furnished
489GUAHX-*5 (1)	195 I	Opp	180			Furnished	442GUAHX-*3 (1)	195 I	Opp	171			Furnished
489GWAHX-*5 (1)	175 I	Opp	212			Furnished	442GWAHX-*3 (1)	175 I	Opp	208			Furnished
680GFAHX-*3 (10)	375 I	Opp	79			Furnished	442GXAHX-*3 (1)	140 I	Opp	242			Furnished
680GHAHX-*3 (19)	375 I	Opp	92			Furnished	660GFAHX-*3 (10)	375 I	Opp	75			Furnished
680GQAHX-*3 (11)	375 I	Opp	110			Furnished	660GHAHX-*3 (15)	375 I	Opp	87			Furnished
680GRAHX-*3 (18)	350 I	Opp	127			Furnished	660GQAHX-*3 (11)	375 I	Opp	105			Furnished
680GSAHX-*3 (14)	322 I	Opp	151			Furnished	660GRAHX-*3 (18)	350 I	Opp	121			Furnished
823GTKX-*3 (17)	305 I	Opp	159	8-A-165 (43)		Furnished	660GSAHX-*3 (14)	336 I	Opp	145			Furnished
823GBAHX-*3 (34)	750 I	Opp	53			Furnished							
823GDAH-X*3 (41)	750 I	Opp	63			Furnished							
823GGAHX-*3 (42)	705 I	Opp	69			Furnished							
823GJAHX-*3 (35)	599 I	Opp	81			Furnished							
823GMAHX-*3 (33)	511 I	Opp	95			Furnished							
823GRAHX-*3 (40)	370 I	Opp	131			Furnished							
880GBAHX-*3 (3)	500 I	Opp	54			Furnished							
880GDAH-X*3 (4)	500 I	Opp	63			Furnished							
880GGAHX-*3 (9)	500 I	Opp	69			Furnished							
880GJAHX-*3 (5)	500 I	Opp	81			Furnished							
880GMAHX-*3 (6)	500 I	Opp	95			Furnished							
880GQAHX-*3 (16)	435 I	Opp	111			Furnished							
880GRAHX-*3 (7)	370 I	Opp	131			Furnished							
880GTAHX-*3 (8)	287 I	Opp	169			Furnished							

Continued on Next Page

† I = Intermittent Torque Only - De-rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page. Some notes may affect the proper PTO selection.

CAUTION: Eaton Transmission Division has established a MAXIMUM torque limit for the Transmission PTO driver gear. For all FR, FRO & FRLO transmissions the MAXIMUM torque limit for the transmission PTO driver gear is 750 lb-ft [1017 N-m]. All torque limits on this application page reflect the 750 lb-ft [1017 N-m] limit at the transmission PTO driver gear. Refer to the Chelsea PTO torque limit chart in the front of this section for complete torque limit information.

CAUTION: Do not use geared adapters with 442 A and C ratios.

- (1) Input Gear Part No. 5-P-1004
(2) Input Gear Part No. 5-P-1077
(3) Input Gear Part No. 5-P-1100
(4) Input Gear Part No. 5-P-1101
(5) Input Gear Part No. 5-P-1102
(6) Input Gear Part No. 5-P-1103

- (7) Input Gear Part No. 5-P-1104
(8) Input Gear Part No. 5-P-1105
(9) Input Gear Part No. 5-P-1135
(10) Input Gear Part No. 5-P-1242
(11) Input Gear Part No. 5-P-1246
(12) Input Gear Part No. 5-P-1280

- (13) Input Gear Part No. 5-P-1287
(14) Input Gear Part No. 5-P-1322
(15) Input Gear Part No. 5-P-1364
(16) Input Gear Part No. 5-P-1385
(17) Input Gear Part No. 5-P-1395
(18) Input Gear Part No. 5-P-1441

- (19) Input Gear Part No. 5-P-1494
(33) Input Gear Part No. 5-P-283
(34) Input Gear Part No. 5-P-285
(35) Input Gear Part No. 5-P-325
(40) Input Gear Part No. 5-P-721
(41) Input Gear Part No. 5-P-971

- (42) Input Gear Part No. 5-P-980
(43) Filler block furnished with PTO

CHELSEA®**EATON FULLER****FLR-90**FR-11210B
FR-12210B
FR-13210B
FR-14210B
FR-15210B
FR-9210
FR-9210B
FRF-9210BFRM-15210B
FRW-15210B**BOTTOM SIDE ONLY****RIGHT SIDE ONLY****TRANSMISSION GEAR DATA:**BOT 08-BOLT Opening Gear FORWARD of Centerline
47 Teeth - SPUR**PITCH LINE TO APERTURE FACE:**

0.8050" (20.4470 mm)

TRANSMISSION GEAR DATA:R.S. 06-BOLT Opening Gear FORWARD of Centerline
45 Teeth - SPUR**PITCH LINE TO APERTURE FACE:**

1.0850" (27.5600 mm)

CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM

PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit
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ONE SPEED - TWO GEAR POWERSHIFT (AIR OR HYDRAULIC)

272XAAJX-*3 (29)	300 C	Opp	44		328481G	Furnished	272GAAJX-*3 (29)	300 C	Opp	42			Furnished
282GBAJX-*3 (20)	300 C	Opp	54	8-A-032		Furnished	272GBAJX-*3 (30)	300 C	Opp	51			Furnished
282GCAJX-*3 (21)	300 C	Opp	65	8-A-032		Furnished	272GCAJX-*3 (31)	300 C	Opp	62			Furnished
282GDAJX-*3 (22)	300 C	Opp	78	8-A-032		Furnished	272GDAJX-*3 (32)	300 C	Opp	74			Furnished
282GGAJX-*3 (23)	300 C	Opp	92	8-A-032		Furnished	272GGAJX-*3 (33)	300 C	Opp	88			Furnished
282GKAJX-*3 (24)	300 C	Opp	103	8-A-032		Furnished	272GKAJX-*3 (34)	300 C	Opp	99			Furnished
282GMAJX-*3 (25)	300 C	Opp	115	8-A-032		Furnished	272GMAJX-*3 (35)	300 C	Opp	110			Furnished
282GPAJX-*3 (26)	300 C	Opp	129	8-A-032		Furnished	272GPAJX-*3 (36)	300 C	Opp	123			Furnished
282GSAJX-*3 (27)	300 C	Opp	144	8-A-032		Furnished	272GSAJX-*3 (37)	300 C	Opp	138			Furnished
282GTAJX-*3 (28)	300 C	Opp	161	8-A-032		Furnished							

ONE SPEED - TWO GEAR - POWERSHIFT (AIR)

885GBAHX-*3 (3)	500 I	Opp	54			Furnished							
885GGAHX-*3 (9)	500 I	Opp	69			Furnished							
885GJAHX-*3 (5)	500 I	Opp	81			Furnished							
885GMAHX-*3 (6)	500 I	Opp	95			Furnished							

ONE SPEED - FORWARD & REVERSE

348GFAHX-*5 (38)	200 I	Opp	69	72		Furnished	340GFAHX-*5 (38)	200 I	Opp	66	69	7-A-140 (43)	Furnished
863GBAHX-*5	500 I	Opp	54	66		Furnished							

GEARED ADAPTERS

628GAHX-3AH	250 I	Eng				Furnished	626GAHX-3AH	250 I	Eng				Furnished
							630GAHX-3AH	250 I	Eng				Furnished
							645GAHX-3AH	250 I	Eng				Furnished

Continued on Next Page

† I = Intermittent Torque Only - De-rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page. Some notes may affect the proper PTO selection.

CAUTION: Eaton Transmission Division has established a MAXIMUM torque limit for the Transmission PTO driver gear. For all FR, FRO & FRLO transmissions the MAXIMUM torque limit for the transmission PTO driver gear is 750 lb-ft [1017 N-m]. All torque limits on this application page reflect the 750 lb-ft [1017 N-m] limit at the transmission PTO driver gear. Refer to the Chelsea PTO torque limit chart in the front of this section for complete torque limit information.

CAUTION: Do not use geared adapters with 442 A and C ratios.

(3) Input Gear Part No. 5-P-1100
(5) Input Gear Part No. 5-P-1102
(6) Input Gear Part No. 5-P-1103
(9) Input Gear Part No. 5-P-1135
(20) Input Gear Part No. 5-P-1510-11X

(21) Input Gear Part No. 5-P-1510-12X
(22) Input Gear Part No. 5-P-1510-13X
(23) Input Gear Part No. 5-P-1510-14X
(24) Input Gear Part No. 5-P-1510-15X
(25) Input Gear Part No. 5-P-1510-16X

(26) Input Gear Part No. 5-P-1510-17X
(27) Input Gear Part No. 5-P-1510-18X
(28) Input Gear Part No. 5-P-1510-19X
(29) Input Gear Part No. 5-P-1510-1X
(30) Input Gear Part No. 5-P-1510-2X

(31) Input Gear Part No. 5-P-1510-3X
(32) Input Gear Part No. 5-P-1510-4X
(33) Input Gear Part No. 5-P-1510-5X
(34) Input Gear Part No. 5-P-1510-6X
(35) Input Gear Part No. 5-P-1510-7X

(36) Input Gear Part No. 5-P-1510-8X
(37) Input Gear Part No. 5-P-1510-9X
(38) Input Gear Part No. 5-P-581
(43) Filler block furnished with PTO

CHELSEA®

EATON FULLER

FLR-91

FRO-11210B
FRO-12210B
FRO-13210B
FRO-14210B
FRO-15210B
FRO-16210B

BOTTOM SIDE ONLY

RIGHT SIDE ONLY

TRANSMISSION GEAR DATA:

BOT 08-BOLT Opening Gear FORWARD of Centerline
47 Teeth - SPUR

PITCH LINE TO APERTURE FACE:

0.8050" (20.4470 mm)

TRANSMISSION GEAR DATA:

R.S. 06-BOLT Opening Gear FORWARD of Centerline
45 Teeth - SPUR

PITCH LINE TO APERTURE FACE:

1.0850" (27.5590 mm)

CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM

PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit
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ONE SPEED - TWO GEAR - MECHANICAL SHIFT

489GAAHX-*5 (12)	250 I	Opp	66			Furnished	442GAAHX-*3 (12)	250 I	Opp	64			Furnished
489GCAHX-*5 (13)	250 I	Opp	85			Furnished	442GCAHX-*3 (13)	250 I	Opp	81			Furnished
489GFAHX-*5 (2)	250 I	Opp	105			Furnished	442GFAHX-*3 (2)	250 I	Opp	101			Furnished
489GHAHX-*5 (15)	250 I	Opp	122			Furnished	442GHAHX-*3 (15)	250 I	Opp	117			Furnished
489GLAHX-*5 (1)	250 I	Opp	136			Furnished	442GLAHX-*3 (1)	250 I	Opp	130			Furnished
489GQAHX-*5 (1)	225 I	Opp	146			Furnished	442GQAHX-*3 (1)	225 I	Opp	140			Furnished
489GRAHX-*5 (1)	225 I	Opp	170			Furnished	442GRAHX-*3 (1)	225 I	Opp	162			Furnished
489GSAHX-*5 (1)	200 I	Opp	202			Furnished	442GSAHX-*3 (1)	200 I	Opp	193			Furnished
489GUAHX-*5 (1)	195 I	Opp	241			Furnished	660GFAHX-*3 (10)	375 I	Opp	101			Furnished
489GWAHX-*5 (1)	175 I	Opp	283			Furnished	660GHAHX-*3 (15)	375 I	Opp	117			Furnished
680GFAHX-*3 (10)	375 I	Opp	105			Furnished	660GQAHX-*3 (11)	375 I	Opp	140			Furnished
680GHAHX-*3 (19)	375 I	Opp	122			Furnished	660GRAHX-*3 (18)	350 I	Opp	162			Furnished
680GQAHX-*3 (11)	375 I	Opp	146			Furnished	660GSAHX-*3 (14)	336 I	Opp	193			Furnished
680GRAHX-*3 (18)	350 I	Opp	170			Furnished							
680GSAHX-*3 (14)	322 I	Opp	202			Furnished							
823GTKX-*3 (17)	305 I	Opp	213	8-A-165 (48)		Furnished							
823GBAHX-*3 (39)	750 I	Opp	71			Furnished							
823GDAHX-*3 (46)	750 I	Opp	85			Furnished							
823GGAHX-*3 (47)	705 I	Opp	92			Furnished							
823GJAHX-*3 (40)	599 I	Opp	108			Furnished							
823GMAHX-*3 (38)	511 I	Opp	127			Furnished							
823GRAHX-*3 (45)	370 I	Opp	176			Furnished							
880GBAHX-*3 (3)	500 I	Opp	72			Furnished							
880GDAHX-*3 (4)	500 I	Opp	85			Furnished							
880GGAHX-*3 (9)	500 I	Opp	92			Furnished							
880GJAHX-*3 (5)	500 I	Opp	108			Furnished							
880GMAHX-*3 (6)	500 I	Opp	127			Furnished							
880GQAHX-*3 (16)	435 I	Opp	149			Furnished							
880GRAHX-*3 (7)	370 I	Opp	176			Furnished							
880GTAHX-*3 (8)	287 I	Opp	226			Furnished							

Continued on Next Page

† I = Intermittent Torque Only - De-rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page. Some notes may affect the proper PTO selection.

CAUTION: Eaton Transmission Division has established a MAXIMUM torque limit for the Transmission PTO driver gear. For all FR, FRO & FRLO transmissions the MAXIMUM torque limit for the transmission PTO driver gear is 750 lb-ft [1017 N-m]. All torque limits on this application page reflect the 750 lb-ft [1017 N-m] limit at the transmission PTO driver gear. Refer to the Chelsea PTO torque limit chart in the front of this section for complete torque limit information.

CAUTION: Do not use geared adapters with 442 A and C ratios.

- (1) Input Gear Part No. 5-P-1004
(2) Input Gear Part No. 5-P-1077
(3) Input Gear Part No. 5-P-1100
(4) Input Gear Part No. 5-P-1101
(5) Input Gear Part No. 5-P-1102
(6) Input Gear Part No. 5-P-1103

- (7) Input Gear Part No. 5-P-1104
(8) Input Gear Part No. 5-P-1105
(9) Input Gear Part No. 5-P-1135
(10) Input Gear Part No. 5-P-1242
(11) Input Gear Part No. 5-P-1246
(12) Input Gear Part No. 5-P-1280

- (13) Input Gear Part No. 5-P-1287
(14) Input Gear Part No. 5-P-1322
(15) Input Gear Part No. 5-P-1364
(16) Input Gear Part No. 5-P-1385
(17) Input Gear Part No. 5-P-1395
(18) Input Gear Part No. 5-P-1441

- (19) Input Gear Part No. 5-P-1494
(38) Input Gear Part No. 5-P-283
(39) Input Gear Part No. 5-P-285
(40) Input Gear Part No. 5-P-325
(45) Input Gear Part No. 5-P-721
(46) Input Gear Part No. 5-P-971

- (47) Input Gear Part No. 5-P-980
(48) Filler block furnished with PTO
(49) Furnished, but not required

CHELSEA®**EATON FULLER****FLR-91**

FRO-11210B
FRO-12210B
FRO-13210B
FRO-14210B
FRO-15210B
FRO-16210B

BOTTOM SIDE ONLY**RIGHT SIDE ONLY****TRANSMISSION GEAR DATA:**

BOT 08-BOLT Opening Gear FORWARD of Centerline
47 Teeth - SPUR

PITCH LINE TO APERTURE FACE:

0.8050" (20.4470 mm)

TRANSMISSION GEAR DATA:

R.S. 06-BOLT Opening Gear FORWARD of Centerline
45 Teeth - SPUR

PITCH LINE TO APERTURE FACE:

1.0850" (27.5590 mm)

CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM

PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit
ONE SPEED - TWO GEAR POWERSHIFT (AIR OR HYDRAULIC)													
272XAAJX-*3 (29)	300 C	Opp	58		328481G	Furnished	272GAAJX-*3 (29)	300 C	Opp	56			Furnished
282GBAJX-*3 (20)	300 C	Opp	72	8-A-032		Furnished	272GBAJX-*3 (30)	300 C	Opp	69			Furnished
282GCAJX-*3 (21)	300 C	Opp	87	8-A-032		Furnished	272GCAJX-*3 (31)	300 C	Opp	83			Furnished
282GDAJX-*3 (22)	300 C	Opp	104	8-A-032		Furnished	272GDAJX-*3 (32)	300 C	Opp	99			Furnished
282GGAJX-*3 (23)	300 C	Opp	123	8-A-032		Furnished	272GGAJX-*3 (33)	300 C	Opp	118			Furnished
282GKAJX-*3 (24)	300 C	Opp	138	8-A-032		Furnished	272GKAJX-*3 (34)	300 C	Opp	132			Furnished
282GMAJX-*3 (25)	300 C	Opp	154	8-A-032		Furnished	272GMAJX-*3 (35)	300 C	Opp	148			Furnished
282GPAJX-*3 (26)	300 C	Opp	172	8-A-032		Furnished	272GPAJX-*3 (36)	300 C	Opp	165			Furnished
282GSAJX-*3 (27)	300 C	Opp	193	8-A-032		Furnished	272GSAJX-*3 (37)	300 C	Opp	184			Furnished
282GTAJX-*3 (28)	300 C	Opp	215	8-A-032		Furnished							
ONE SPEED - TWO GEAR - POWERSHIFT (AIR)													
885GBAHX-*3 (3)	500 I	Opp	72			Furnished							
885GGAHX-*3 (9)	500 I	Opp	92			Furnished							
885GJAHX-*3 (5)	500 I	Opp	108			Furnished							
885GMAHX-*3 (6)	500 I	Opp	127			Furnished							
ONE SPEED - FORWARD & REVERSE													
348GFAHX-*5 (41)	200 I	Opp	92	96		Furnished	340GFAHX-*5 (41)	200 I	Opp	88	92	7-A-140 (49)	Furnished
863GBAHX-*5	500 I	Opp	72	89		Furnished							
GEARED ADAPTERS													
628GAHX-3AH	250 I	Eng				Furnished	626GAHX-3AH	250 I	Eng				Furnished
							630GAHX-3AH	250 I	Eng				Furnished
							645GAHX-3AH	250 I	Eng				Furnished

Continued on Next Page

† I = Intermittent Torque Only - De-rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page. Some notes may affect the proper PTO selection.

CAUTION: Eaton Transmission Division has established a MAXIMUM torque limit for the Transmission PTO driver gear. For all FR, FRO & FRLO transmissions the MAXIMUM torque limit for the transmission PTO driver gear is 750 lb-ft [1017 N-m]. All torque limits on this application page reflect the 750 lb-ft [1017 N-m] limit at the transmission PTO driver gear. Refer to the Chelsea PTO torque limit chart in the front of this section for complete torque limit information.

CAUTION: Do not use geared adapters with 442 A and C ratios.

(3) Input Gear Part No. 5-P-1100
(5) Input Gear Part No. 5-P-1102
(6) Input Gear Part No. 5-P-1103
(9) Input Gear Part No. 5-P-1135
(20) Input Gear Part No. 5-P-1510-11X

(21) Input Gear Part No. 5-P-1510-12X
(22) Input Gear Part No. 5-P-1510-13X
(23) Input Gear Part No. 5-P-1510-14X
(24) Input Gear Part No. 5-P-1510-15X
(25) Input Gear Part No. 5-P-1510-16X

(26) Input Gear Part No. 5-P-1510-17X
(27) Input Gear Part No. 5-P-1510-18X
(28) Input Gear Part No. 5-P-1510-19X
(29) Input Gear Part No. 5-P-1510-1X
(30) Input Gear Part No. 5-P-1510-2X

(31) Input Gear Part No. 5-P-1510-3X
(32) Input Gear Part No. 5-P-1510-4X
(33) Input Gear Part No. 5-P-1510-5X
(34) Input Gear Part No. 5-P-1510-6X
(35) Input Gear Part No. 5-P-1510-7X

(36) Input Gear Part No. 5-P-1510-8X
(37) Input Gear Part No. 5-P-1510-9X
(41) Input Gear Part No. 5-P-581
(49) Furnished, but not required

CHELSEA®**EATON FULLER****FLR-92**

F-5405B-DM3 (UltraShift HV)
F-6405B-DM3 (UltraShift HV)
FO-5405B-DM3 (UltraShift HV)
FO-6406A-ASW
FO-6406A-ASX
FO-6406A-AW3
FO-6406B-DM3 (UltraShift HV)
FO-8406A-ASW

FO-8406A-ASX
FO-8406A-AW3
FSO-5406A
FSO-6406A (Eaton Brazil)
FSO-8406A (Eaton Brazil)

LEFT SIDE ONLY**RIGHT SIDE ONLY****TRANSMISSION GEAR DATA:**

L.S. 06-BOLT Opening Gear FORWARD of Centerline
48 Teeth - R.H. HELIX

PITCH LINE TO APERTURE FACE:

0.4900" (12.4460 mm)

TRANSMISSION GEAR DATA:

R.S. 06-BOLT Opening Gear FORWARD of Centerline
48 Teeth - R.H. HELIX

PITCH LINE TO APERTURE FACE:

0.4900" (12.4460 mm)

CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM

PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit
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ONE SPEED - TWO GEAR - MECHANICAL SHIFT

442KLJKX-*5 (1)	250 I	Opp	99	7-A-500		7170-5X	442KLJKX-*3 (1)	250 I	Opp	99	7-A-500		7170-5X
442KQJJKX-*5 (1)	225 I	Opp	106	7-A-500		7170-5X	442KQJJKX-*3 (1)	225 I	Opp	106	7-A-500		7170-5X
442KRJJKX-*5 (1)	225 I	Opp	123	7-A-500		7170-5X	442KRJJKX-*3 (1)	225 I	Opp	123	7-A-500		7170-5X
442KSJKX-*5 (1)	200 I	Opp	146	7-A-500		7170-5X	442KSJKX-*3 (1)	200 I	Opp	146	7-A-500		7170-5X
442KUJJKX-*5 (1)	195 I	Opp	174	7-A-500		7170-5X	442KUJJKX-*3 (1)	195 I	Opp	174	7-A-500		7170-5X
442KWJJKX-*5 (1)	175 I	Opp	205	7-A-500		7170-5X	442KWJJKX-*3 (1)	175 I	Opp	205	7-A-500		7170-5X
442KXJKX-*5 (1)	140 I	Opp	242	7-A-500		7170-5X	442KXJKX-*3 (1)	140 I	Opp	242	7-A-500		7170-5X

ONE SPEED - TWO GEAR POWERSHIFT (AIR OR HYDRAULIC)

272KAJKX-*5 (3)	300 C	Opp	50	7-A-240		7170-3X	272KAJKX-*3 (3)	300 C	Opp	50	7-A-240		7170-3X
272KBJKX-*5 (4)	300 C	Opp	62	7-A-240		7170-3X	272KBJKX-*3 (4)	300 C	Opp	62	7-A-240		7170-3X
272KCJKX-*5 (5)	300 C	Opp	74	7-A-240		7170-3X	272KCJKX-*3 (5)	300 C	Opp	74	7-A-240		7170-3X
272KDJKX-*5 (6)	300 C	Opp	89	7-A-240		7170-3X	272KDJKX-*3 (6)	300 C	Opp	89	7-A-240		7170-3X
272KGJJKX-*5 (7)	276 C	Opp	106	7-A-240		7170-3X	272KGJJKX-*3 (7)	276 C	Opp	106	7-A-240		7170-3X
272KKJKX-*5 (8)	246 C	Opp	118	7-A-240		7170-3X	272KKJKX-*3 (8)	246 C	Opp	118	7-A-240		7170-3X
272KMJKX-*5 (9)	220 C	Opp	132	7-A-240		7170-3X	272KMJKX-*3 (9)	220 C	Opp	132	7-A-240		7170-3X
272KPJKX-*5 (10)	197 C	Opp	148	7-A-240		7170-3X	272KPJKX-*3 (10)	197 C	Opp	148	7-A-240		7170-3X
272KSJKX-*5 (11)	176 C	Opp	165	7-A-240		7170-3X	272KSJKX-*3 (11)	176 C	Opp	165	7-A-240		7170-3X

GEARED ADAPTERS

626KJKX-4JL (2)	250 I	Eng		7-A-500		7170-5X	626KJKX-3JL (2)	250 I	Eng		7-A-500		7170-5X
630KJKX-4JL (2)	250 I	Eng		7-A-500		7170-5X	630KJKX-3JL (2)	250 I	Eng		7-A-500		7170-5X
645KJKX-4JL (2)	250 I	Eng		7-A-500		7170-5X	645KJKX-3JL (2)	250 I	Eng		7-A-500		7170-5X

† I = Intermittent Torque Only - De-rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page. Some notes may affect the proper PTO selection.

CAUTION: INPUT SIGNAL REQUIRED - The Eaton ASW, AW3, ASX & DM transmissions must have an input signal from the Power Take-Off when it is active. In this active state, the clutch engagement is controlled when the operator raises the engine speed to engage the clutch and drive the transmission main box countershaft. Minimum engine/transmission speed required for PTO operation is 1000 RPM, REFER to Eaton publication "TRIG-2600" for complete wiring information. INCORRECT or NO PTO interface signal to the transmission will result in uncontrolled engagement of the clutch during PTO operation.

- (1) Input Gear Part No. 5-P-1261
(2) Input Gear Part No. 5-P-1262
(3) Input Gear Part No. 5-P-1513-1X
(4) Input Gear Part No. 5-P-1513-2X
(5) Input Gear Part No. 5-P-1513-3X

- (6) Input Gear Part No. 5-P-1513-4X
(7) Input Gear Part No. 5-P-1513-5X
(8) Input Gear Part No. 5-P-1513-6X
(9) Input Gear Part No. 5-P-1513-7X
(10) Input Gear Part No. 5-P-1513-8X

- (11) Input Gear Part No. 5-P-1513-9X

CHELSEA®

EATON FULLER

FLR-92HY

EH-6E706B-CD (Hybrid Electric System)
EH-6E706B-P (Hybrid Electric System)
EH-8E306A-CD (Hybrid Electric System)
EH-8E306A-UP (Hybrid Electric System)
EH-8E306A-UPG (Hybrid Electric System)
EH-8E406A-CD (Hybrid Electric System)
EH-8E406A-CDR (Hybrid Electric System)
EH-8E406A-P (Hybrid Electric System)

EH-8E406A-T (Hybrid Electric System)
EH-8E406A-UP (Hybrid Electric System)
EH-8E406A-UPG (Hybrid Electric System)

LEFT SIDE ONLY

TRANSMISSION GEAR DATA:

L.S. 06-BOLT Opening Gear FORWARD of Centerline
48 Teeth - R.H. HELIX

PITCH LINE TO APERTURE FACE:

0.4900" (12.4460 mm)

CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM

PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit
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ONE SPEED - TWO GEAR - MECHANICAL SHIFT

442KLJKX-*5 (1)	250 I	Opp	99	7-A-500	7170-5X
442KQJKX-*5 (1)	225 I	Opp	106	7-A-500	7170-5X
442KRJKX-*5 (1)	225 I	Opp	123	7-A-500	7170-5X
442KSJKX-*5 (1)	200 I	Opp	146	7-A-500	7170-5X
442KUJKX-*5 (1)	195 I	Opp	174	7-A-500	7170-5X
442KWJKX-*5 (1)	175 I	Opp	205	7-A-500	7170-5X
442KXJKX-*5 (1)	140 I	Opp	242	7-A-500	7170-5X

ONE SPEED - TWO GEAR POWERSHIFT (AIR OR HYDRAULIC)

272KAJKX-*5 (3)	300 C	Opp	50	7-A-240	7170-5X
272KBJKX-*5 (4)	300 C	Opp	62	7-A-240	7170-5X
272KCJKX-*5 (5)	300 C	Opp	74	7-A-240	7170-5X
272KDJX-*5 (6)	300 C	Opp	89	7-A-240	7170-5X
272KGJKX-*5 (7)	276 C	Opp	106	7-A-240	7170-5X
272KKJKX-*5 (8)	246 C	Opp	118	7-A-240	7170-5X
272KMJKX-*5 (9)	220 C	Opp	132	7-A-240	7170-5X
272KPJKX-*5 (10)	197 C	Opp	148	7-A-240	7170-5X
272KSJKX-*5 (11)	176 C	Opp	165	7-A-240	7170-5X

GEARED ADAPTERS

626KJKX-4JL (2)	250 I	Eng	7-A-500	7170-5X
630KJKX-4JL (2)	250 I	Eng	7-A-500	7170-5X
645KJKX-4JL (2)	250 I	Eng	7-A-500	7170-5X

† I = Intermittent Torque Only - De-rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page. Some notes may affect the proper PTO selection.

- (1) Input Gear Part No. 5-P-1261 (6) Input Gear Part No. 5-P-1513-4X (11) Input Gear Part No. 5-P-1513-9X
(2) Input Gear Part No. 5-P-1262 (7) Input Gear Part No. 5-P-1513-5X
(3) Input Gear Part No. 5-P-1513-1X (8) Input Gear Part No. 5-P-1513-6X
(4) Input Gear Part No. 5-P-1513-2X (9) Input Gear Part No. 5-P-1513-7X
(5) Input Gear Part No. 5-P-1513-3X (10) Input Gear Part No. 5-P-1513-8X

CHELSEA®

EATON FULLER

FLR-94

FSB-5406B
FSB-6206A
FSB-6406B

LEFT SIDE ONLY

RIGHT SIDE ONLY

TRANSMISSION GEAR DATA:

L.S. 06-BOLT Opening Gear FORWARD of Centerline
38 Teeth - R.H. HELIX

PITCH LINE TO APERTURE FACE:

1.0850" (27.5590 mm)

TRANSMISSION GEAR DATA:

R.S. 06-BOLT Opening Gear FORWARD of Centerline
38 Teeth - R.H. HELIX

PITCH LINE TO APERTURE FACE:

1.0850" (27.5590 mm)

CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM

PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit
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ONE SPEED - TWO GEAR - MECHANICAL SHIFT

442XFESX-*5 (2)	250 I	Opp	53	7-A-062		Furnished	442XFESX-*3 (2)	250 I	Opp	53	7-A-062		Furnished
442XLESX-*5 (1)	250 I	Opp	69	7-A-062		Furnished	442XLESX-*3 (1)	250 I	Opp	69	7-A-062		Furnished
442XQESX-*5 (1)	225 I	Opp	74	7-A-062		Furnished	442XQESX-*3 (1)	225 I	Opp	74	7-A-062		Furnished
442XRESX-*5 (1)	225 I	Opp	85	7-A-062		Furnished	442XRESX-*3 (1)	225 I	Opp	85	7-A-062		Furnished
442XSESX-*5 (1)	200 I	Opp	102	7-A-062		Furnished	442XSESX-*3 (1)	200 I	Opp	102	7-A-062		Furnished
442XUESX-*5 (1)	195 I	Opp	121	7-A-062		Furnished	442XUESX-*3 (1)	195 I	Opp	121	7-A-062		Furnished
442XWESX-*5 (1)	175 I	Opp	143	7-A-062		Furnished	442XWESX-*3 (1)	175 I	Opp	143	7-A-062		Furnished
442XXESX-*5 (1)	140 I	Opp	169	7-A-062		Furnished	442XXESX-*3 (1)	140 I	Opp	169	7-A-062		Furnished

ONE SPEED - TWO GEAR POWERSHIFT (AIR OR HYDRAULIC)

272XAESX-*5 (3)	300 C	Opp	32			Furnished	272XAESX-*3 (3)	300 C	Opp	32			Furnished
272XBESX-*5 (4)	300 C	Opp	39			Furnished	272XBESX-*3 (4)	300 C	Opp	39			Furnished
272XCESX-*5 (5)	300 C	Opp	47			Furnished	272XCESX-*3 (5)	300 C	Opp	47			Furnished
272XDESX-*5 (6)	300 C	Opp	57			Furnished	272XDESX-*3 (6)	300 C	Opp	57			Furnished
272XGESX-*5 (7)	300 C	Opp	67			Furnished	272XGESX-*3 (7)	300 C	Opp	67			Furnished
272XKESX-*5 (8)	300 C	Opp	75			Furnished	272XKESX-*3 (8)	300 C	Opp	75			Furnished
272XMESX-*5 (9)	300 C	Opp	84			Furnished	272XMESX-*3 (9)	300 C	Opp	84			Furnished
272XPESX-*5 (10)	286 C	Opp	94			Furnished	272XPESX-*3 (10)	286 C	Opp	94			Furnished
272XSESX-*5 (11)	256 C	Opp	105			Furnished	272XSESX-*3 (11)	256 C	Opp	105			Furnished

ONE SPEED - POWERSHIFT LOW PROFILE (AIR OR HYDRAULIC)

272MAESX-*5 (3)	300 C	Opp	32			Furnished	272MAESX-*3 (3)	300 C	Opp	32			Furnished
272MBESX-*5 (4)	300 C	Opp	39			Furnished	272MBESX-*3 (4)	300 C	Opp	39			Furnished
272MCESX-*5 (5)	300 C	Opp	47			Furnished	272MCESX-*3 (5)	300 C	Opp	47			Furnished
272MDESX-*5 (6)	300 C	Opp	57			Furnished	272MDESX-*3 (6)	300 C	Opp	57			Furnished
272MGESX-*5 (7)	300 C	Opp	67			Furnished	272MGESX-*3 (7)	300 C	Opp	67			Furnished
272MKESX-*5 (8)	300 C	Opp	75			Furnished	272MKESX-*3 (8)	300 C	Opp	75			Furnished
272MMESX-*5 (9)	300 C	Opp	84			Furnished	272MMESX-*3 (9)	300 C	Opp	84			Furnished
272MPESX-*5 (10)	286 C	Opp	94			Furnished	272MPESX-*3 (10)	286 C	Opp	94			Furnished
272MSESX-*5 (11)	256 C	Opp	105			Furnished	272MSESX-*3 (11)	256 C	Opp	105			Furnished

Continued on Next Page

† I = Intermittent Torque Only - De-rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page.
Some notes may affect the proper PTO selection.

- (1) Input Gear Part No. 5-P-1059
(2) Input Gear Part No. 5-P-1092
(3) Input Gear Part No. 5-P-1512-1X
(4) Input Gear Part No. 5-P-1512-2X
(5) Input Gear Part No. 5-P-1512-3X

- (6) Input Gear Part No. 5-P-1512-4X
(7) Input Gear Part No. 5-P-1512-5X
(8) Input Gear Part No. 5-P-1512-6X
(9) Input Gear Part No. 5-P-1512-7X
(10) Input Gear Part No. 5-P-1512-8X

- (11) Input Gear Part No. 5-P-1512-9X

CHELSEA®**EATON FULLER****FLR-94**FSB-5406B
FSB-6206A
FSB-6406B**LEFT SIDE ONLY****TRANSMISSION GEAR DATA:**L.S. 06-BOLT Opening Gear FORWARD of Centerline
38 Teeth - R.H. HELIX**PITCH LINE TO APERTURE FACE:**

1.0850" (27.5590 mm)

RIGHT SIDE ONLY**TRANSMISSION GEAR DATA:**R.S. 06-BOLT Opening Gear FORWARD of Centerline
38 Teeth - R.H. HELIX**PITCH LINE TO APERTURE FACE:**

1.0850" (27.5590 mm)

CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM

PTO Model	Torq	Dir Rot	Engine %		Filler Block	Adapter ASSY	Stud Kit	PTO Model	Torq	Dir Rot	Engine %		Filler Block	Adapter ASSY	Stud Kit
	I / C †		Fwd	Rev					I / C †		Fwd	Rev			

ONE SPEED - FORWARD & REVERSE

340XFESX-*5 (12)	200 I	Opp	48	51	7-A-093 7-A-140 (13)		328170-76X	340XFESX-*5 (12)	200 I	Opp	48	51	7-A-093 7-A-140 (13)		328170-76X
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GEARED ADAPTERS

626XESX-4HL	250 I	Eng			7-A-062	Furnished	626XESX-3HL	250 I	Eng				7-A-062	Furnished
630XESX-4HL	250 I	Eng			7-A-062	Furnished	630XESX-3HL	250 I	Eng				7-A-062	Furnished
645XESX-4HL	250 I	Eng			7-A-062	Furnished	645XESX-3HL	250 I	Eng				7-A-062	Furnished

† I = Intermittent Torque Only - De-rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page.
Some notes may affect the proper PTO selection.(12) Input Gear Part No. 5-P-884
(13) Furnished, but not required

CHELSEA®

EATON FULLER

FLR-95

FRLO-14410C
FRLO-14410C-T2
FRLO-15410C
FRLO-15410C-T2
FRLO-16410C
FRLO-16410C-T2

LEFT SIDE ONLY

RIGHT SIDE ONLY

TRANSMISSION GEAR DATA:

L.S. 06-BOLT Opening Gear FORWARD of Centerline
51 Teeth - R.H. HELIX

PITCH LINE TO APERTURE FACE:

1.0850" (27.5590MM)

TRANSMISSION GEAR DATA:

R.S. 06-BOLT Opening Gear FORWARD of Centerline
51 Teeth - R.H. HELIX

PITCH LINE TO APERTURE FACE:

1.0850" (27.5590MM)

CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM

PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit
ONE SPEED - TWO GEAR - MECHANICAL SHIFT													
442GAJAX*5 (1)	250 I	Opp	43			Furnished	442GAJAX*3 (1)	250 I	Opp	43			Furnished
442GCJAX-*5 (8)	250 I	Opp	54			Furnished	442GCJAX-*3 (8)	250 I	Opp	54			Furnished
442GFJAX-*5 (3)	250 I	Opp	67			Furnished	442GFJAX-*3 (3)	250 I	Opp	67			Furnished
442GHJAX-*5 (4)	250 I	Opp	78			Furnished	442GHJAX-*3 (4)	250 I	Opp	78			Furnished
442GLJAX-*5 (1)	250 I	Opp	87			Furnished	442GLJAX-*3 (1)	250 I	Opp	87			Furnished
442GQJAX-*5 (1)	225 I	Opp	94			Furnished	442GQJAX-*3 (1)	225 I	Opp	94			Furnished
442GRJAX-*5 (1)	225 I	Opp	109			Furnished	442GRJAX-*3 (1)	225 I	Opp	109			Furnished
442GSJAX-*5 (1)	200 I	Opp	130			Furnished	442GSJAX-*3 (1)	200 I	Opp	130			Furnished
442GUJAX-*5 (1)	195 I	Opp	155			Furnished	442GUJAX-*3 (1)	195 I	Opp	155			Furnished
442GWJAX-*5 (1)	175 I	Opp	182			Furnished	442GWJAX-*3 (1)	175 I	Opp	182			Furnished
442GXJAX-*5 (1)	140 I	Opp	215			Furnished	442GXJAX-*3 (1)	140 I	Opp	215			Furnished
660GFJAX-*5 (5)	375 I	Opp	67			Furnished	660GFJAX-*3 (5)	375 I	Opp	67			Furnished
660GQJAX-*5 (6)	330 I	Opp	94			Furnished	660GQJAX-*3 (6)	330 I	Opp	94			Furnished
660GSJAX-*5 (7)	240 I	Opp	130			Furnished	660GSJAX-*3 (7)	240 I	Opp	130			Furnished
GEARED ADAPTERS													
626GJAX-4JC (2)	250 I	Eng				Furnished	626GJAX-3JC (2)	250 I	Eng				Furnished
630GJAX-4JC (2)	250 I	Eng				Furnished	630GJAX-3JC (2)	250 I	Eng				Furnished
							645GJAX-3JC (2)	250 I	Eng				Furnished

† I = Intermittent Torque Only - De-rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page. Some notes may affect the proper PTO selection.

CAUTION: Eaton Transmission Division has established a MAXIMUM torque limit for the Transmission PTO driver gear. For all FR, FRO & FRLO transmissions the MAXIMUM torque limit for the transmission PTO driver gear is 750 lb-ft [1017 N-m]. All torque limits on this application page reflect the 750 lb-ft [1017 N-m] limit at the transmission PTO driver gear. Refer to the Chelsea PTO torque limit chart in the front of this section for complete torque limit information.

CAUTION: Do not use geared adapters with 442 A and C ratios.

- (1) Input Gear Part No. 5-P-1243
(2) Input Gear Part No. 5-P-1247
(3) Input Gear Part No. 5-P-1340
(4) Input Gear Part No. 5-P-1342
(5) Input Gear Part No. 5-P-1345

- (6) Input Gear Part No. 5-P-1346
(7) Input Gear Part No. 5-P-1347
(8) Input Gear Part No. 5-P-1368

CHELSEA®**EATON FULLER****FLR-96LF**FSO-6109A (Left Forward)
FSO-8209A (Left Side Forward Opening)**LEFT SIDE ONLY****TRANSMISSION GEAR DATA:**L.F. 06-BOLT Opening Gear NON-STANDARD of Centerline
43 Teeth - R.H. HELIX**PITCH LINE TO APERTURE FACE:**

2.9730" (75.5142MM)

CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM

PTO Model	Torq	Dir Rot	Engine %		Filler Block	Adapter ASSY	Stud Kit	PTO Model	Torq	Dir Rot	Engine %		Filler Block	Adapter ASSY	Stud Kit
	I / C †		Fwd	Rev					I / C †		Fwd	Rev			

ONE SPEED - TWO GEAR - MECHANICAL SHIFT

442XFAHX-*5 (2)	250 I	Eng	113			329182-1X	Furnished
442XHAHX-*5 (3)	250 I	Eng	131			329182-1X	Furnished
442XLAHX-*5 (1)	250 I	Eng	146			329182-1X	Furnished
442XQAHX-*5 (1)	225 I	Eng	157			329182-1X	Furnished
442XRAHX-*5 (1)	225 I	Eng	182			329182-1X	Furnished
442XSAHX-*5 (1)	200 I	Eng	217			329182-1X	Furnished
442XUAHX-*5 (1)	195 I	Eng	258			329182-1X	Furnished
442XWAHX-*5 (1)	175 I	Eng	304			329182-1X	Furnished
442XAXHX-*5 (1)	140 I	Eng	359			329182-1X	Furnished
660XHAHX-*5 (3)	375 I	Eng	131			329182-1X	Furnished

ONE SPEED - TWO GEAR POWERSHIFT (AIR OR HYDRAULIC)

272XAAJX-*5 (4)	300 C	Eng	84			329182X	Furnished
272XBAJX-*5 (5)	300 C	Eng	104			329182X	Furnished
272XCAJX-*5 (6)	300 C	Eng	125			329182X	Furnished
272XGAJX-*5 (7)	300 C	Eng	178			329182X	Furnished
272XKAJX-*5 (8)	300 C	Eng	199			329182X	Furnished
272XMAJX-*5 (9)	300 C	Eng	223			329182X	Furnished
272XPAJX-*5 (10)	300 C	Eng	249			329182X	Furnished
272XSAJX-*5 (11)	300 C	Eng	278			329182X	Furnished

† I = Intermittent Torque Only - De-rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page. Some notes may affect the proper PTO selection.

- (1) Input Gear Part No. 5-P-1004
(2) Input Gear Part No. 5-P-1077
(3) Input Gear Part No. 5-P-1364
(4) Input Gear Part No. 5-P-1510-1X
(5) Input Gear Part No. 5-P-1510-2X
(6) Input Gear Part No. 5-P-1510-3X
(7) Input Gear Part No. 5-P-1510-5X
(8) Input Gear Part No. 5-P-1510-6X
(9) Input Gear Part No. 5-P-1510-7X
(10) Input Gear Part No. 5-P-1510-8X
(11) Input Gear Part No. 5-P-1510-9X

CHELSEA®**EATON FULLER****FLR-97**

F-5405-DM3
F-6406N-ASW
F-6406N-ASX
F-6406N-AW3
F-6406N-ASW
FO-6406N-AW3
FS-5406N
FS-6406N

LEFT SIDE ONLY**RIGHT SIDE ONLY****TRANSMISSION GEAR DATA:**

L.S. 06-BOLT Opening Gear FORWARD of Centerline
39 Teeth - R.H. HELIX

PITCH LINE TO APERTURE FACE:

1.1600" (29.4640 mm)

TRANSMISSION GEAR DATA:

R.S. 06-BOLT Opening Gear FORWARD of Centerline
39 Teeth - R.H. HELIX

PITCH LINE TO APERTURE FACE:

1.1600" (29.4640 mm)

CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM

PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit
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ONE SPEED - TWO GEAR - MECHANICAL SHIFT

442XFJWX-*5 (2)	250 I	Opp	51			Furnished	442XFJWX-*3 (2)	250 I	Opp	51			Furnished
442XLJWX-*5 (1)	250 I	Opp	66			Furnished	442XLJWX-*3 (1)	250 I	Opp	66			Furnished
442XQJWX-*5 (1)	225 I	Opp	71			Furnished	442XQJWX-*3 (1)	225 I	Opp	71			Furnished
442XRJWX-*5 (1)	225 I	Opp	83			Furnished	442XRJWX-*3 (1)	225 I	Opp	83			Furnished
442XSJWX-*5 (1)	200 I	Opp	98			Furnished	442XSJWX-*3 (1)	200 I	Opp	98			Furnished
442XUJWX-*5 (1)	195 I	Opp	117			Furnished	442XUJWX-*3 (1)	195 I	Opp	117			Furnished
442XWJWX-*5 (1)	175 I	Opp	138			Furnished	442XWJWX-*3 (1)	175 I	Opp	138			Furnished
442XXJWX-*5 (1)	140 I	Opp	163			Furnished	442XXJWX-*3 (1)	140 I	Opp	163			Furnished

ONE SPEED - TWO GEAR POWERSHIFT (AIR OR HYDRAULIC)

272ZAJWX-*5 (4)	300 C	Opp	32			Furnished	272ZAJWX-*3 (4)	300 C	Opp	32			Furnished
272ZBJWX-*5 (5)	300 C	Opp	40			Furnished	272ZBJWX-*3 (5)	300 C	Opp	40			Furnished
272ZCJWX-*5 (6)	300 C	Opp	48			Furnished	272ZCJWX-*3 (6)	300 C	Opp	48			Furnished
272ZDJWX-*5 (7)	300 C	Opp	57			Furnished	272ZDJWX-*3 (7)	300 C	Opp	57			Furnished
272ZGJWX-*5 (8)	300 C	Opp	68			Furnished	272ZGJWX-*3 (8)	300 C	Opp	68			Furnished
272ZKJWX-*5 (9)	300 C	Opp	76			Furnished	272ZKJWX-*3 (9)	300 C	Opp	76			Furnished
272ZMJWX-*5 (10)	300 C	Opp	85			Furnished	272ZMJWX-*3 (10)	300 C	Opp	85			Furnished
272ZPJWX-*5 (11)	279 C	Opp	95			Furnished	272ZPJWX-*3 (11)	279 C	Opp	95			Furnished
272ZSJWX-*5 (12)	250 C	Opp	107			Furnished	272ZSJWX-*3 (12)	250 C	Opp	107			Furnished

ONE SPEED - FORWARD & REVERSE

340XFJWX-*5 (3)	200 I	Opp	46	49		Furnished	340XFJWX-*5 (3)	200 I	Opp	46	49		Furnished
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GEARED ADAPTERS

626XJWX-4KB	250 I	Eng				Furnished	626XJWX-3KB	250 I	Eng				Furnished
630XJWX-4KB	250 I	Eng				Furnished	630XJWX-3KB	250 I	Eng				Furnished
645XJWX-4KB	250 I	Eng				Furnished	645XJWX-3KB	250 I	Eng				Furnished

† I = Intermittent Torque Only - De-rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page. Some notes may affect the proper PTO selection.

CAUTION: The Eaton ASW, AW3, ASX & DM transmissions must have an input signal from the Power Take-Off when it is active. In this active state, the clutch engagement is controlled when the operator raises the engine speed to engage the clutch and drive the transmission main box countershaft. Minimum engine/transmission speed required for PTO operation is 1000 RPM, REFER to Eaton publication "TRIG-2600" for complete wiring information. INCORRECT or NO PTO interface signal to the transmission will result in uncontrolled engagement of the clutch during PTO operation.

- (1) Input Gear Part No. 5-P-1319
(2) Input Gear Part No. 5-P-1320
(3) Input Gear Part No. 5-P-1404
(4) Input Gear Part No. 5-P-1514-1X
(5) Input Gear Part No. 5-P-1514-2X

- (6) Input Gear Part No. 5-P-1514-3X
(7) Input Gear Part No. 5-P-1514-4X
(8) Input Gear Part No. 5-P-1514-5X
(9) Input Gear Part No. 5-P-1514-6X
(10) Input Gear Part No. 5-P-1514-7X

- (11) Input Gear Part No. 5-P-1514-8X
(12) Input Gear Part No. 5-P-1514-9X

CHELSEA®

EATON FULLER

FLR-100

RTO-10910B-DM2 (UltraShift)
 RTO-10910B-DM3 (UltraShift)
 RTO-12910B-DM2 (UltraShift)
 RTO-12910B-DM3 (UltraShift)
 RTO-14910B-DM2 (UltraShift)
 RTO-14910B-DM3 (UltraShift)
 RTO-16910B-DM2 (UltraShift)
 RTO-16910B-DM3 (UltraShift)

RTOM-16910B-DM3 (UltraShift)

BOTTOM SIDE ONLY

RIGHT SIDE ONLY

TRANSMISSION GEAR DATA:

BOT 08-BOLT Opening Gear FORWARD of Centerline
 47 Teeth - SPUR

PITCH LINE TO APERTURE FACE:

0.8050" (20.4500 mm)

TRANSMISSION GEAR DATA:

R.S. 06-BOLT Opening Gear FORWARD of Centerline
 45 Teeth - SPUR

PITCH LINE TO APERTURE FACE:

1.0850" (27.5600 mm)

CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM

PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit
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ONE SPEED - TWO GEAR - MECHANICAL SHIFT

489XAAHX-*5 (12)	250 I	Opp	72			Furnished	442XAAHX-*3 (12)	250 I	Opp	69			Furnished
489XCAHX-*5 (13)	250 I	Opp	93			Furnished	442XBAHX-*3 (18)	250 I	Eng	69		REQUIRED	Furnished
489XFAHX-*5 (2)	250 I	Opp	114			Furnished	442XCAHX-*3 (13)	250 I	Opp	89			Furnished
489XHAHX-*5 (15)	250 I	Opp	132			Furnished	442XFAHX-*3 (2)	250 I	Opp	110			Furnished
489XLAHX-*5 (1)	222 I	Opp	148			Furnished	442XHAHX-*3 (15)	250 I	Opp	127			Furnished
489XQAHX-*5 (1)	206 I	Opp	160			Furnished	442XLAHX-*3 (1)	233 I	Opp	142			Furnished
489XRAHX-*5 (1)	178 I	Opp	185			Furnished	442XQAHX-*3 (1)	216 I	Opp	153			Furnished
489XSAHX-*5 (1)	150 I	Opp	220			Furnished	442XRAHX-*3 (1)	187 I	Opp	177			Furnished
489XUAHX-*5 (1)	126 I	Opp	262			Furnished	442XSAHX-*3 (1)	156 I	Opp	211			Furnished
489XWAHX-*5 (1)	107 I	Opp	308			Furnished	442XUAHX-*3 (1)	132 I	Opp	251			Furnished
489XXAHX-*5 (1)	91 I	Opp	365			Furnished	442XWAHX-*3 (1)	112 I	Opp	295			Furnished
680XFAHX-*3 (10)	288 I	Opp	114			Furnished	442XXAHX-*3 (1)	94 I	Opp	349			Furnished
680XHAHX-*3 (20)	249 I	Opp	132			Furnished	660XFAHX-*3 (10)	301 I	Opp	110			Furnished
680XQAHX-*3 (11)	206 I	Opp	160			Furnished	660XHAHX-*3 (15)	260 I	Opp	127			Furnished
680XRAHX-*3 (19)	178 I	Opp	185			Furnished	660XQAHX-*3 (11)	216 I	Opp	153			Furnished
680XSAHX-*3 (14)	150 I	Opp	220			Furnished	660XRAHX-*3 (19)	187 I	Opp	177			Furnished
823XBAHX-*3 (37)	423 I	Opp	78			Furnished	660XSAHX-*3 (14)	156 I	Opp	211			Furnished
823XDAHX-*3 (41)	357 I	Opp	92			Furnished							
823XGAHX-*3 (42)	329 I	Opp	100			Furnished							
823XJAHX-*3 (38)	279 I	Opp	118			Furnished							
823XMAHX-*3 (36)	238 I	Opp	139			Furnished							
823XRAHX-*3 (40)	172 I	Opp	191			Furnished							
823XTKTX-*3 (17)	142 I	Opp	231	8-A-165 (43)		Furnished							
880XBAHX-*3 (3)	423 I	Opp	78			Furnished							
880XDAHX-*3 (4)	357 I	Opp	92			Furnished							
880XGAHX-*3 (9)	329 I	Opp	100			Furnished							
880XJAHX-*3 (5)	279 I	Opp	118			Furnished							
880XMAHX-*3 (6)	238 I	Opp	139			Furnished							
880XQAHX-*3 (16)	203 I	Opp	162			Furnished							

Continued on Next Page

† I = Intermittent Torque Only - De-rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page.
 Some notes may affect the proper PTO selection.

CAUTION: Eaton Transmission Division has established a Maximum Torque Limit for the Transmission PTO Driver Gear. For all RT/RTO/RTLO transmissions the torque limit is 350 lb-ft [475 N-m] unless the transmission has been upgraded to a roller type input shaft bearing, Eaton part number 4301417, then 750 lb-ft [1017 N-m] torque becomes the Maximum limit. All torque limits on this application page reflect the 350 lb-ft [475 N-m] limit at the transmission PTO drive gear. Refer to the Chelsea PTO torque limit chart in the front of this section for complete torque limit information.

CAUTION: DO NOT use geared adapters with 442 A and C ratios.

- (1) Input Gear Part No. 5-P-1004
 (2) Input Gear Part No. 5-P-1077
 (3) Input Gear Part No. 5-P-1100
 (4) Input Gear Part No. 5-P-1101
 (5) Input Gear Part No. 5-P-1102

- (6) Input Gear Part No. 5-P-1103
 (9) Input Gear Part No. 5-P-1135
 (10) Input Gear Part No. 5-P-1242
 (11) Input Gear Part No. 5-P-1246
 (12) Input Gear Part No. 5-P-1280

- (13) Input Gear Part No. 5-P-1287
 (14) Input Gear Part No. 5-P-1322
 (15) Input Gear Part No. 5-P-1364
 (16) Input Gear Part No. 5-P-1385
 (17) Input Gear Part No. 5-P-1395

- (18) Input Gear Part No. 5-P-1418
 (19) Input Gear Part No. 5-P-1441
 (20) Input Gear Part No. 5-P-1494
 (36) Input Gear Part No. 5-P-283
 (37) Input Gear Part No. 5-P-285

- (38) Input Gear Part No. 5-P-325
 (40) Input Gear Part No. 5-P-721
 (41) Input Gear Part No. 5-P-971
 (42) Input Gear Part No. 5-P-980
 (43) Filler block furnished with PTO

CHELSEA®**EATON FULLER****FLR-100**

RT0-10910B-DM2 (UltraShift)
 RTO-10910B-DM3 (UltraShift)
 RTO-12910B-DM2 (UltraShift)
 RTO-12910B-DM3 (UltraShift)
 RTO-14910B-DM2 (UltraShift)
 RTO-14910B-DM3 (UltraShift)
 RTO-16910B-DM2 (UltraShift)
 RTO-16910B-DM3 (UltraShift)

RTOM-16910B-DM3 (UltraShift)

BOTTOM SIDE ONLY**RIGHT SIDE ONLY****TRANSMISSION GEAR DATA:**

BOT 08-BOLT Opening Gear FORWARD of Centerline
 47 Teeth - SPUR

PITCH LINE TO APERTURE FACE:

0.8050" (20.4500 mm)

TRANSMISSION GEAR DATA:

R.S. 06-BOLT Opening Gear FORWARD of Centerline
 45 Teeth - SPUR

PITCH LINE TO APERTURE FACE:

1.0850" (27.5600 mm)

CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM

PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit
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ONE SPEED - TWO GEAR - MECHANICAL SHIFT

880XRAHX-*3 (7)	172 I	Opp	191			Furnished
880XTAHX-*3 (8)	134 I	Opp	246			Furnished

ONE SPEED - TWO GEAR POWERSHIFT (AIR OR HYDRAULIC)

272XAAJX-*3 (30)	300 C	Opp	64		328481X	Furnished	272XAAJX-*3 (30)	300 C	Opp	61			Furnished
282XBAJX-*3 (21)	300 C	Opp	78	8-A-032		Furnished	272XBAJX-*3 (31)	300 C	Opp	75			Furnished
282XCAJX-*3 (22)	300 C	Opp	94	8-A-032		Furnished	272XCAJX-*3 (32)	300 C	Opp	90			Furnished
282XDAJX-*3 (23)	293 C	Opp	113	8-A-032		Furnished	272XDAJX-*3 (33)	300 C	Opp	108			Furnished
282XGAJX-*3 (24)	246 C	Opp	134	8-A-032		Furnished	272XGAJX-*3 (34)	257 C	Opp	128			Furnished
282XKAJX-*3 (25)	220 C	Opp	150	8-A-032		Furnished	272XKAJX-*3 (35)	230 C	Opp	144			Furnished
282XMAJX-*3 (26)	197 C	Opp	168	8-A-032		Furnished	272XMAJX-*3 (36)	206 C	Opp	161			Furnished
282XPAJX-*3 (27)	176 C	Opp	180	8-A-032		Furnished	272XPAJX-*3 (37)	184 C	Opp	180			Furnished
282XSAJX-*3 (28)	158 C	Opp	210	8-A-032		Furnished	272XSAJX-*3 (38)	165 C	Opp	201			Furnished
282XTAJX-*3 (29)	141 C	Opp	235	8-A-032		Furnished							

ONE SPEED - TWO GEAR - POWERSHIFT (AIR)

885XBAHX-*3 (3)	423 I	Opp	78			Furnished
885XGAHX-*3 (9)	329 I	Opp	100			Furnished
885XJAHX-*3 (5)	279 I	Opp	118			Furnished
885XMAHX-*3 (6)	238 I	Opp	139			Furnished

ONE SPEED - FORWARD & REVERSE

348XFAHX-*5 (39)	200 I	Opp	100	105		Furnished	340XFAHX-*5 (39)	200 I	Opp	96	101	7-A-140 (43)	Furnished
863XBAHX-*5	423 I	Opp	78	97		Furnished							

GEARED ADAPTERS

628XAHX-3AH	250 I	Eng		8-A-032		Furnished	626XAHX-3AH	250 I	Eng				Furnished
							630-02	250 I	Eng				Furnished
							630XAHX-3AH	250 I	Eng				Furnished
							645XAHX-3AH	250 I	Eng				Furnished

Continued on Next Page

† I = Intermittent Torque Only - De-rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page.

CAUTION: Eaton Transmission Division has established a maximum torque limit for the transmission pto driver gear. For all RT/RTO/RTLO transmissions the torque limit is 350 lb-ft [475 N-m] unless the transmission has been upgraded to a roller type input shaft bearing, Eaton part number 4301417, then 750 lb-ft [1017 N-m] torque becomes the Maximum limit. All torque limits on this application page reflect the 350 lb-ft [475 N-m] limit at the transmission PTO drive gear. Refer to the Chelsea PTO torque limit chart in the front of this section for complete torque limit information.

CAUTION: DO NOT use geared adapters with 442 A and C ratios.

(3) Input Gear Part No. 5-P-1100
 (5) Input Gear Part No. 5-P-1102
 (6) Input Gear Part No. 5-P-1103
 (7) Input Gear Part No. 5-P-1104
 (8) Input Gear Part No. 5-P-1105
 (9) Input Gear Part No. 5-P-1135

(21) Input Gear Part No. 5-P-1510-11X
 (22) Input Gear Part No. 5-P-1510-12X
 (23) Input Gear Part No. 5-P-1510-13X
 (24) Input Gear Part No. 5-P-1510-14X
 (25) Input Gear Part No. 5-P-1510-15X
 (26) Input Gear Part No. 5-P-1510-16X

(27) Input Gear Part No. 5-P-1510-17X
 (28) Input Gear Part No. 5-P-1510-18X
 (29) Input Gear Part No. 5-P-1510-19X
 (30) Input Gear Part No. 5-P-1510-1X
 (31) Input Gear Part No. 5-P-1510-2X
 (32) Input Gear Part No. 5-P-1510-3X

(33) Input Gear Part No. 5-P-1510-4X
 (34) Input Gear Part No. 5-P-1510-5X
 (35) Input Gear Part No. 5-P-1510-6X
 (36) Input Gear Part No. 5-P-1510-7X
 (37) Input Gear Part No. 5-P-1510-8X

(38) Input Gear Part No. 5-P-1510-9X
 (39) Input Gear Part No. 5-P-581
 (43) Filler block furnished with PTO

CHELSEA®

EATON FULLER

FLR-105

FA-11810B (Advantage Series)
FA-12810B (Advantage Series)
FA-13810B (Advantage Series)
FA-14810B (Advantage Series)
FA-15810B (Advantage Series)
FA-9810B (Advantage Series)
FAF-11810B (Advantage Series)
FAF-12810B (Advantage Series)

FAF-13810B (Advantage Series)
FAF-14810B (Advantage Series)
FAF-15810B (Advantage Series)
FAF-9810B (Advantage Series)
FAM-14810B (Advantage Series)
FAM-14810B-EA3 (Advantage Series Automated)
FAM-15810B (Advantage Series)
FAM-15810B-EA3 (Advantage Series Automated)

FAMF-14810B (Advantage Series)
FAMF-15810B (Advantage Series)

BOTTOM SIDE ONLY

RIGHT SIDE ONLY

TRANSMISSION GEAR DATA:

BOT 08-BOLT Opening Gear FORWARD of Centerline
47 Teeth - SPUR

PITCH LINE TO APERTURE FACE:

0.8050" (20.4500 mm)

TRANSMISSION GEAR DATA:

R.S. 06-BOLT Opening Gear FORWARD of Centerline
45 Teeth - SPUR

PITCH LINE TO APERTURE FACE:

1.0850" (27.5600 mm)

CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM

PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit
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ONE SPEED - TWO GEAR - MECHANICAL SHIFT

489XAAHX-*5 (12)	250 I	Opp	54			Furnished	442XAAHX-*3 (12)	250 I	Opp	51			Furnished
489XCAHX-*5 (13)	250 I	Opp	69			Furnished	442XBAHX-*3 (18)	250 I	Eng	51	REQUIRED		Furnished
489XFAHX-*5 (2)	250 I	Opp	85			Furnished	442XCAHX-*3 (13)	250 I	Opp	66			Furnished
489XHAHX-*5 (15)	250 I	Opp	99			Furnished	442XFAHX-*3 (2)	250 I	Opp	81			Furnished
489XLAHX-*5 (1)	250 I	Opp	110			Furnished	442XHAHX-*3 (15)	250 I	Opp	94			Furnished
489XQAHX-*5 (1)	225 I	Opp	118			Furnished	442XLAHX-*3 (1)	250 I	Opp	105			Furnished
489XRAHX-*5 (1)	225 I	Opp	137			Furnished	442XQAHX-*3 (1)	225 I	Opp	113			Furnished
489XSAHX-*5 (1)	200 I	Opp	163			Furnished	442XRAHX-*3 (1)	225 I	Opp	131			Furnished
489XUAHX-*5 (1)	195 I	Opp	194			Furnished	442XSAHX-*3 (1)	200 I	Opp	156			Furnished
489XWAHX-*5 (1)	175 I	Opp	229			Furnished	442XUAHX-*3 (1)	195 I	Opp	186			Furnished
489XXAHX-*5 (1)	140 I	Opp	271			Furnished	442XWAHX-*3 (1)	175 I	Opp	219			Furnished
680XFAHX-*3 (10)	375 I	Opp	85			Furnished	442XXAHX-*3 (1)	140 I	Opp	259			Furnished
680XHAHX-*3 (20)	375 I	Opp	99			Furnished	660XFAHX-*3 (10)	375 I	Opp	81			Furnished
680XQAHX-*3 (11)	375 I	Opp	118			Furnished	660XHAHX-*3 (15)	375 I	Opp	94			Furnished
680XRAHX-*3 (19)	350 I	Opp	137			Furnished	660XQAHX-*3 (11)	375 I	Opp	113			Furnished
680XSAHX-*3 (14)	322 I	Opp	163			Furnished	660XRAHX-*3 (19)	350 I	Opp	131			Furnished
823XBAHX-*3 (44)	750 I	Opp	58			Furnished	660XSAHX-*3 (14)	336 I	Opp	156			Furnished
823XDAHX-*3 (40)	750 I	Opp	69			Furnished							
823XGAHX-*3 (45)	705 I	Opp	74			Furnished							
823XJAHX-*3 (41)	599 I	Opp	88			Furnished							
823XMAHX-*3 (39)	511 I	Opp	103			Furnished							
823XRAHX-*3 (43)	370 I	Opp	142			Furnished							
823XTKTX-*3 (17)	305 I	Opp	172	8-A-165 (46)		Furnished							
880XBAHX-*3 (3)	500 I	Opp	58			Furnished							
880XDAHX-*3 (4)	500 I	Opp	69			Furnished							
880XGAHX-*3 (9)	500 I	Opp	74			Furnished							
880XJAHX-*3 (5)	500 I	Opp	88			Furnished							
880XMAHX-*3 (6)	500 I	Opp	103			Furnished							
880XQAHX-*3 (16)	435 I	Opp	120			Furnished							

Continued on Next Page

† I = Intermittent Torque Only - De-rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page.
Some notes may affect the proper PTO selection.

CAUTION: INPUT SIGNAL REQUIRED: In any case a PTO is used, regardless of PTO style, the transmission must have an input signal from the PTO when it is active. Eaton requires the OEM to provide a "PTO Active" input connection to the transmission ECU. Refer to the vehicle OEM for wire connection information and to EATON TRIG2600 for Transmission/PTO Operations.

CAUTION: DO NOT use geared adapters with 442 A and C ratios.

- (1) Input Gear Part No. 5-P-1004
(2) Input Gear Part No. 5-P-1077
(3) Input Gear Part No. 5-P-1100
(4) Input Gear Part No. 5-P-1101
(5) Input Gear Part No. 5-P-1102

- (6) Input Gear Part No. 5-P-1103
(9) Input Gear Part No. 5-P-1135
(10) Input Gear Part No. 5-P-1242
(11) Input Gear Part No. 5-P-1246
(12) Input Gear Part No. 5-P-1280

- (13) Input Gear Part No. 5-P-1287
(14) Input Gear Part No. 5-P-1322
(15) Input Gear Part No. 5-P-1364
(16) Input Gear Part No. 5-P-1385
(17) Input Gear Part No. 5-P-1395

- (18) Input Gear Part No. 5-P-1418
(19) Input Gear Part No. 5-P-1441
(20) Input Gear Part No. 5-P-1494
(39) Input Gear Part No. 5-P-283
(40) Input Gear Part No. 5-P-285

- (41) Input Gear Part No. 5-P-325
(43) Input Gear Part No. 5-P-721
(44) Input Gear Part No. 5-P-971
(45) Input Gear Part No. 5-P-980
(46) Filler block furnished with PTO

CHELSEA®

EATON FULLER

FLR-105

FA-11810B (Advantage Series)
FA-12810B (Advantage Series)
FA-13810B (Advantage Series)
FA-14810B (Advantage Series)
FA-15810B (Advantage Series)
FA-9810B (Advantage Series)
FAF-11810B (Advantage Series)
FAF-12810B (Advantage Series)

FAF-13810B (Advantage Series)
FAF-14810B (Advantage Series)
FAF-15810B (Advantage Series)
FAF-9810B (Advantage Series)
FAM-14810B (Advantage Series)
FAM-14810B-EA3 (Advantage Series Automated)
FAM-15810B (Advantage Series)
FAM-15810B-EA3 (Advantage Series Automated)

FAMF-14810B (Advantage Series)
FAMF-15810B (Advantage Series)

BOTTOM SIDE ONLY

RIGHT SIDE ONLY

TRANSMISSION GEAR DATA:

BOT 08-BOLT Opening Gear FORWARD of Centerline
47 Teeth - SPUR

PITCH LINE TO APERTURE FACE:

0.8050" (20.4500 mm)

TRANSMISSION GEAR DATA:

R.S. 06-BOLT Opening Gear FORWARD of Centerline
45 Teeth - SPUR

PITCH LINE TO APERTURE FACE:

1.0850" (27.5600 mm)

CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM

PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit
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ONE SPEED - TWO GEAR - MECHANICAL SHIFT

880XRAHX-*3 (7)	370 I	Opp	142			Furnished
880XTAHX-*3 (8)	287 I	Opp	183			Furnished

ONE SPEED - TWO GEAR POWERSHIFT (AIR OR HYDRAULIC)

272XAAJX-*3 (30)	300 C	Opp	47		328481X	Furnished	272XAAJX-*3 (30)	300 C	Opp	45			Furnished
282XBAJX-*3 (21)	300 C	Opp	58		8-A-032	Furnished	272XBAJX-*3 (31)	300 C	Opp	55			Furnished
282XCAJX-*3 (22)	300 C	Opp	70		8-A-032	Furnished	272XCAJX-*3 (32)	300 C	Opp	67			Furnished
282XDAJX-*3 (23)	300 C	Opp	84		8-A-032	Furnished	272XDAJX-*3 (33)	300 C	Opp	80			Furnished
282XGAJX-*3 (24)	300 C	Opp	100		8-A-032	Furnished	272XGAJX-*3 (34)	300 C	Opp	95			Furnished
282XKAJX-*3 (25)	300 C	Opp	111		8-A-032	Furnished	272XKAJX-*3 (35)	300 C	Opp	107			Furnished
282XMAJX-*3 (26)	300 C	Opp	124		8-A-032	Furnished	272XMAJX-*3 (36)	300 C	Opp	119			Furnished
282XPAJX-*3 (27)	300 C	Opp	139		8-A-032	Furnished	272XPAJX-*3 (37)	300 C	Opp	133			Furnished
282XSAJX-*3 (28)	300 C	Opp	156		8-A-032	Furnished	272XSAJX-*3 (38)	300 C	Opp	149			Furnished
282XTAJX-*3 (29)	300 C	Opp	174		8-A-032	Furnished							

ONE SPEED - TWO GEAR - POWERSHIFT (AIR)

885XBAHX-*3 (3)	500 I	Opp	58			Furnished
885XGAHX-*3 (9)	500 I	Opp	74			Furnished
885XJAHX-*3 (5)	500 I	Opp	88			Furnished
885XMAHX-*3 (6)	500 I	Opp	103			Furnished

ONE SPEED - FORWARD & REVERSE

348XFAHX-*5 (42)	200 I	Opp	74	78		Furnished	340XFAHX-*5 (42)	200 I	Opp	71	75	7-A-140 (46)	Furnished
863XBAHX-*5	423 I	Opp	58	72		Furnished							

GEARED ADAPTERS

628XAHX-4AH	250 I	Eng			8-A-032	Furnished	626XAHX-3AH	250 I	Eng				Furnished
							630-02	250 I	Eng				Furnished
							630XAHX-3AH	250 I	Eng				Furnished
							645XAHX-3AH	250 I	Eng				Furnished

Continued on Next Page

† I = Intermittent Torque Only - De-rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page.
Some notes may affect the proper PTO selection.

CAUTION: INPUT SIGNAL REQUIRED: In any case a PTO is used, regardless of PTO style, the transmission must have an input signal from the PTO when it is active. Eaton requires the OEM to provide a "PTO Active" input connection to the transmission ECU. Refer to the vehicle OEM for wire connection information and to EATON TRIG2600 for Transmission/PTO Operations.

- (1) Input Gear Part No. 5-P-1004
(3) Input Gear Part No. 5-P-1100
(5) Input Gear Part No. 5-P-1102
(6) Input Gear Part No. 5-P-1103
(7) Input Gear Part No. 5-P-1104
(8) Input Gear Part No. 5-P-1105

- (9) Input Gear Part No. 5-P-1135
(21) Input Gear Part No. 5-P-1510-11X
(22) Input Gear Part No. 5-P-1510-12X
(23) Input Gear Part No. 5-P-1510-13X
(24) Input Gear Part No. 5-P-1510-14X
(25) Input Gear Part No. 5-P-1510-15X

- (26) Input Gear Part No. 5-P-1510-16X
(27) Input Gear Part No. 5-P-1510-17X
(28) Input Gear Part No. 5-P-1510-18X
(29) Input Gear Part No. 5-P-1510-19X
(30) Input Gear Part No. 5-P-1510-1X
(31) Input Gear Part No. 5-P-1510-2X

- (32) Input Gear Part No. 5-P-1510-3X
(33) Input Gear Part No. 5-P-1510-4X
(34) Input Gear Part No. 5-P-1510-5X
(35) Input Gear Part No. 5-P-1510-6X
(36) Input Gear Part No. 5-P-1510-7X
(37) Input Gear Part No. 5-P-1510-8X

- (38) Input Gear Part No. 5-P-1510-9X
(42) Input Gear Part No. 5-P-581
(46) Filler block furnished with PTO

CHELSEA®

EATON FULLER

FLR-106

FO-10E308LL-VCS (UltraShift Plus)
FO-11E308LL-VCS (UltraShift Plus)
FO-12E308LL-VCS (UltraShift Plus)
FO-14E308LL-VCS (UltraShift Plus)
FO-16E308LL-VCS (UltraShift Plus)
FO-17E308LL-VCS (UltraShift Plus)

BOTTOM SIDE ONLY

RIGHT SIDE ONLY

TRANSMISSION GEAR DATA:

BOT 08-BOLT Opening Gear FORWARD of Centerline
47 Teeth - SPUR

PITCH LINE TO APERTURE FACE:

0.8050" (20.4500 mm)

TRANSMISSION GEAR DATA:

R.S. 06-BOLT Opening Gear FORWARD of Centerline
45 Teeth - SPUR

PITCH LINE TO APERTURE FACE:

1.0850" (27.5600 mm)

CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM

PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit
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ONE SPEED - TWO GEAR - MECHANICAL SHIFT

489XAAHX-*5 (11)	250 I	Opp	72			Furnished	442XAAHX-*3 (11)	250 I	Opp	69			Furnished
489XCAHX-*5 (12)	250 I	Opp	93			Furnished	442XBAHX-*3 (17)	250 I	Eng	69	REQUIRED		Furnished
489XFAHX-*5 (2)	250 I	Opp	114			Furnished	442XCAHX-*3 (12)	250 I	Opp	89			Furnished
489XHAHX-*5 (14)	250 I	Opp	132			Furnished	442XFAHX-*3 (2)	250 I	Opp	110			Furnished
489XLAHX-*5 (1)	250 I	Opp	148			Furnished	442XHAHX-*3 (14)	250 I	Opp	127			Furnished
489XQAHX-*5 (1)	225 I	Opp	160			Furnished	442XLAHX-*3 (1)	250 I	Opp	142			Furnished
489XRAHX-*5 (1)	220 I	Opp	185			Furnished	442XQAHX-*3 (1)	225 I	Opp	153			Furnished
489XSAHX-*5 (1)	155 I	Opp	220			Furnished	442XRAHX-*3 (1)	225 I	Opp	177			Furnished
489XUAHX-*5 (1)	110 I	Opp	262			Furnished	442XSAHX-*3 (1)	170 I	Opp	211			Furnished
489XWAHX-*5 (1)	80 I	Opp	308			Furnished	442XUAHX-*3 (1)	120 I	Opp	251			Furnished
489XXAHX-*5 (1)	55 I	Opp	365			Furnished	442XWAHX-*3 (1)	87 I	Opp	295			Furnished
680XFAHX-*3 (9)	375 I	Opp	114			Furnished	442XXAHX-*3 (1)	62 I	Opp	349			Furnished
680XHAHX-*3 (19)	375 I	Opp	132			Furnished	660XFAHX-*3 (9)	375 I	Opp	110			Furnished
680XQAHX-*3 (10)	295 I	Opp	160			Furnished	660XHAHX-*3 (14)	375 I	Opp	127			Furnished
680XRAHX-*3 (18)	220 I	Opp	185			Furnished	660XQAHX-*3 (10)	320 I	Opp	153			Furnished
680XSAHX-*3 (13)	155 I	Opp	220			Furnished	660XRAHX-*3 (18)	240 I	Opp	177			Furnished
823XBAHX-*3 (39)	750 I	Opp	78			Furnished	660XSAHX-*3 (13)	170 I	Opp	211			Furnished
823XDAHX-*3 (43)	750 I	Opp	92			Furnished							
823XGAHX-*3 (44)	705 I	Opp	100			Furnished							
823XJAHX-*3 (40)	599 I	Opp	118			Furnished							
823XMAHX-*3 (38)	511 I	Opp	139			Furnished							
823XRAHX-*3 (42)	370 I	Opp	191			Furnished							
823XTKTX-*3 (16)	305 I	Opp	231	8-A-165 (45)		Furnished							
880XBAHX-*3 (3)	500 I	Opp	78			Furnished							
880XDAHX-*3 (4)	500 I	Opp	92			Furnished							
880XGAHX-*3 (8)	500 I	Opp	100			Furnished							
880XJAHX-*3 (5)	500 I	Opp	118			Furnished							
880XMAHX-*3 (6)	340 I	Opp	139			Furnished							
880XQAHX-*3 (15)	280 I	Opp	162			Furnished							
880XRAHX-*3 (7)	205 I	Opp	191			Furnished							

Continued on Next Page

† I = Intermittent Torque Only - De-rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page.
Some notes may affect the proper PTO selection.

CAUTION: INPUT SIGNAL REQUIRED - The Eaton UltraShift Plus transmission must have an input signal from the Power Take-Off when it is active. In this active state, the clutch engagement is controlled when the operator raises the engine speed to engage the clutch and drive the transmission main box countershaft, per EATON spec. "TRIG-2600". INCORRECT or NO PTO interface signal to the transmission will result in uncontrolled engagement of the clutch during PTO operation.

CAUTION: DO NOT use geared adapters with 442 A and C ratios.

- (1) Input Gear Part No. 5-P-1004
(2) Input Gear Part No. 5-P-1077
(3) Input Gear Part No. 5-P-1100
(4) Input Gear Part No. 5-P-1101
(5) Input Gear Part No. 5-P-1102
(6) Input Gear Part No. 5-P-1103

- (7) Input Gear Part No. 5-P-1104
(8) Input Gear Part No. 5-P-1135
(9) Input Gear Part No. 5-P-1242
(10) Input Gear Part No. 5-P-1246
(11) Input Gear Part No. 5-P-1280
(12) Input Gear Part No. 5-P-1287

- (13) Input Gear Part No. 5-P-1322
(14) Input Gear Part No. 5-P-1364
(15) Input Gear Part No. 5-P-1385
(16) Input Gear Part No. 5-P-1395
(17) Input Gear Part No. 5-P-1418
(18) Input Gear Part No. 5-P-1441

- (19) Input Gear Part No. 5-P-1494
(38) Input Gear Part No. 5-P-283
(39) Input Gear Part No. 5-P-285
(40) Input Gear Part No. 5-P-325
(42) Input Gear Part No. 5-P-721
(43) Input Gear Part No. 5-P-971

- (44) Input Gear Part No. 5-P-980
(45) Filler block furnished with PTO

CHELSEA®**EATON FULLER****FLR-106**

FO-10E308LL-VCS (UltraShift Plus)
FO-11E308LL-VCS (UltraShift Plus)
FO-12E308LL-VCS (UltraShift Plus)
FO-14E308LL-VCS (UltraShift Plus)
FO-16E308LL-VCS (UltraShift Plus)
FO-17E308LL-VCS (UltraShift Plus)

BOTTOM SIDE ONLY**RIGHT SIDE ONLY****TRANSMISSION GEAR DATA:**

BOT 08-BOLT Opening Gear FORWARD of Centerline
47 Teeth - SPUR

PITCH LINE TO APERTURE FACE:

0.8050" (20.4500 mm)

TRANSMISSION GEAR DATA:

R.S. 06-BOLT Opening Gear FORWARD of Centerline
45 Teeth - SPUR

PITCH LINE TO APERTURE FACE:

1.0850" (27.5600 mm)

CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM

PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit
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ONE SPEED - TWO GEAR POWERSHIFT (AIR OR HYDRAULIC)

272XAAJX-*3 (29)	300 C	Opp	64		328481X	Furnished	272XAAJX-*3 (29)	300 C	Opp	61			Furnished
282XBAJX-*3 (20)	300 C	Opp	78	8-A-032		Furnished	272XBAJX-*3 (30)	300 C	Opp	75			Furnished
282XCAJX-*3 (21)	300 C	Opp	94	8-A-032		Furnished	272XCAJX-*3 (31)	300 C	Opp	90			Furnished
282XDAJX-*3 (22)	300 C	Opp	113	8-A-032		Furnished	272XDAJX-*3 (32)	300 C	Opp	108			Furnished
282XGAJX-*3 (23)	300 C	Opp	134	8-A-032		Furnished	272XGAJX-*3 (33)	300 C	Opp	128			Furnished
282XKAJX-*3 (24)	300 C	Opp	150	8-A-032		Furnished	272XKAJX-*3 (34)	300 C	Opp	150			Furnished
282XMAJX-*3 (25)	281 C	Opp	168	8-A-032		Furnished	272XMAJX-*3 (35)	294 C	Opp	161			Furnished
282XPAJX-*3 (26)	252 C	Opp	188	8-A-032		Furnished	272XPAJX-*3 (36)	263 C	Opp	180			Furnished
282XSAJX-*3 (27)	225 C	Opp	210	8-A-032		Furnished	272XSAJX-*3 (37)	235 C	Opp	201			Furnished
282XTAJX-*3 (28)	201 C	Opp	235	8-A-032		Furnished							

ONE SPEED - TWO GEAR - POWERSHIFT (AIR)

885XBAHX-*3 (3)	500 I	Opp	78			Furnished							
885XGAHX-*3 (8)	500 I	Opp	100			Furnished							
885XJAHX-*3 (5)	500 I	Opp	118			Furnished							
885XMAHX-*3 (6)	395 I	Opp	139			Furnished							

ONE SPEED - FORWARD & REVERSE

348XFAHX-*5 (41)	200 I	Opp	100	105		Furnished	340XFAHX-*5 (41)	200 I	Opp	96	101	7-A-140 (45)	Furnished
863XBAHX-*5	423 I	Opp	78	97		Furnished							

GEARED ADAPTERS

628XAHX-3AH	250 I	Eng		8-A-032		Furnished	626XAHX-3AH	250 I	Eng				Furnished
							630XAHX-3AH	250 I	Eng				Furnished
							645XAHX-3AH	250 I	Eng				Furnished

Continued on Next Page

† I = Intermittent Torque Only - De-rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page.
Some notes may affect the proper PTO selection.

CAUTION: INPUT SIGNAL REQUIRED - The Eaton UltraShift Plus transmission must have an input signal from the Power Take-Off when it is active. In this active state, the clutch engagement is controlled when the operator raises the engine speed to engage the clutch and drive the transmission main box countershaft, per EATON spec. "TRIG-2600". INCORRECT or NO PTO interface signal to the transmission will result in uncontrolled engagement of the clutch during PTO operation.

CAUTION: DO NOT use geared adapters with 442 A and C ratios.

- (1) Input Gear Part No. 5-P-1004
(3) Input Gear Part No. 5-P-1100
(5) Input Gear Part No. 5-P-1102
(6) Input Gear Part No. 5-P-1103
(8) Input Gear Part No. 5-P-1135

- (20) Input Gear Part No. 5-P-1510-11X
(21) Input Gear Part No. 5-P-1510-12X
(22) Input Gear Part No. 5-P-1510-13X
(23) Input Gear Part No. 5-P-1510-14X
(24) Input Gear Part No. 5-P-1510-15X

- (25) Input Gear Part No. 5-P-1510-16X
(26) Input Gear Part No. 5-P-1510-17X
(27) Input Gear Part No. 5-P-1510-18X
(28) Input Gear Part No. 5-P-1510-19X
(29) Input Gear Part No. 5-P-1510-1X

- (30) Input Gear Part No. 5-P-1510-2X
(31) Input Gear Part No. 5-P-1510-3X
(32) Input Gear Part No. 5-P-1510-4X
(33) Input Gear Part No. 5-P-1510-5X
(34) Input Gear Part No. 5-P-1510-6X

- (35) Input Gear Part No. 5-P-1510-7X
(36) Input Gear Part No. 5-P-1510-8X
(37) Input Gear Part No. 5-P-1510-9X
(41) Input Gear Part No. 5-P-581
(45) Filler block furnished with PTO

CHELSEA®

EATON FULLER

FLR-107

F-14E16B-LSE (UltraShift Plus)	FO-12E310C-VAS (UltraShift Plus)	FO-16E309ALL-VMS (UltraShift Plus)	FO-18E310C-LAS (UltraShift Plus)	FO-20E318B-VXP (UltraShift Plus)	FOM-16E310C-VAS (UltraShift Plus)
F-15E16B-LSE (UltraShift Plus)	FO-14E309ALL-VMS (UltraShift Plus)	FO-16E310C-LAS (UltraShift Plus)	FO-18E313A-MHP (UltraShift Plus)	FO-22E318B-MXP (UltraShift Plus)	
F-17E16B-LSE (UltraShift Plus)	FO-14E310C-LAS (UltraShift Plus)	FO-16E310C-VAS (UltraShift Plus)	FO-18E313A-VHP (UltraShift Plus)	FO-22E318B-VXP (UltraShift Plus)	
FM-15E16B-LSE (UltraShift Plus)	FO-14E310C-VAS (UltraShift Plus)	FO-16E313A-MHP (UltraShift Plus)	FO-18E318B-MXP (UltraShift Plus)	FOM-14E310C-LAS (UltraShift Plus)	
FO-10E309ALL-VMS (UltraShift Plus)	FO-14E313A-VHP (UltraShift Plus)	FO-16E313A-VHP (UltraShift Plus)	FO-18E318B-VXP (UltraShift Plus)	FOM-14E310C-VAS (UltraShift Plus)	
FO-10E310C-VAS (UltraShift Plus)	FO-14E318B-MXP (UltraShift Plus)	FO-16E318B-MXP (UltraShift Plus)	FO-20E313A-MHP (UltraShift Plus)	FOM-15E310C-LAS (UltraShift Plus)	
FO-11E309ALL-VMS (UltraShift Plus)	FO-14E318B-VXP (UltraShift Plus)	FO-16E318B-VXP (UltraShift Plus)	FO-20E313A-VHP (UltraShift Plus)	FOM-15E310C-VAS (UltraShift Plus)	
FO-12E309ALL-VMS (UltraShift Plus)		FO-17E309ALL-VMS (UltraShift Plus)	FO-20E318B-MXP (UltraShift Plus)	FOM-16E310C-LAS (UltraShift Plus)	

BOTTOM SIDE ONLY

RIGHT SIDE ONLY

TRANSMISSION GEAR DATA:

BOT 08-BOLT Opening Gear FORWARD of Centerline
47 Teeth - SPUR

PITCH LINE TO APERTURE FACE:

0.8050" (20.4500 mm)

TRANSMISSION GEAR DATA:

R.S. 06-BOLT Opening Gear FORWARD of Centerline
45 Teeth - SPUR

PITCH LINE TO APERTURE FACE:

1.0850" (27.5600 mm)

CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM

PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit
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ONE SPEED - TWO GEAR - MECHANICAL SHIFT

489XAAHX-*5 (11)	250 I	Opp	61			Furnished	442XAAHX-*3 (11)	250 I	Opp	58			Furnished
489XCAHX-*5 (12)	250 I	Opp	78			Furnished	442XBAHX-*3 (17)	250 I	Eng	58	REQUIRED		Furnished
489XFAHX-*5 (2)	250 I	Opp	96			Furnished	442XCAHX-*3 (12)	250 I	Opp	74			Furnished
489XHAHX-*5 (14)	250 I	Opp	111			Furnished	442XFAHX-*3 (2)	250 I	Opp	92			Furnished
489XLAHX-*5 (1)	250 I	Opp	124			Furnished	442XHAHX-*3 (14)	250 I	Opp	107			Furnished
489XQAHX-*5 (1)	225 I	Opp	134			Furnished	442XLAHX-*3 (1)	250 I	Opp	119			Furnished
489XRAHX-*5 (1)	225 I	Opp	155			Furnished	442XQAHX-*3 (1)	225 I	Opp	128			Furnished
489XSAHX-*5 (1)	200 I	Opp	184			Furnished	442XRAHX-*3 (1)	225 I	Opp	148			Furnished
680XFAHX-*3 (9)	375 I	Opp	96			Furnished	660XFAHX-*3 (9)	375 I	Opp	92			Furnished
680XHAHX-*3 (19)	375 I	Opp	111			Furnished	660XHAHX-*3 (14)	375 I	Opp	107			Furnished
680XQAHX-*3 (10)	375 I	Opp	134			Furnished	660XQAHX-*3 (10)	375 I	Opp	128			Furnished
680XRAHX-*3 (18)	310 I	Opp	155			Furnished	660XRAHX-*3 (18)	340 I	Opp	148			Furnished
680XSAHX-*3 (13)	220 I	Opp	184			Furnished							
823XBAHX-*3 (38)	750 I	Opp	65			Furnished							
823XDAHX-*3 (42)	750 I	Opp	77			Furnished							
823XGAHX-*3 (43)	705 I	Opp	84			Furnished							
823XJAHX-*3 (39)	599 I	Opp	99			Furnished							
823XMAHX-*3 (37)	511 I	Opp	116			Furnished							
823XRAHX-*3 (41)	370 I	Opp	160			Furnished							
823XTKTX-*3 (16)	305 I	Opp	194	8-A-165 (44)		Furnished							
880XBAHX-*3 (3)	500 I	Opp	65			Furnished							
880XDAHX-*3 (4)	500 I	Opp	77			Furnished							
880XGAHX-*3 (8)	500 I	Opp	84			Furnished							
880XJAHX-*3 (5)	500 I	Opp	99			Furnished							
880XMAHX-*3 (6)	500 I	Opp	116			Furnished							
880XQAHX-*3 (15)	435 I	Opp	136			Furnished							
880XRAHX-*3 (7)	370 I	Opp	160			Furnished							

ONE SPEED - TWO GEAR POWERSHIFT (AIR OR HYDRAULIC)

272XAAJX-*3 (29)	300 C	Opp	53		328481X	Furnished	272XAAJX-*3 (29)	300 C	Opp	51			Furnished
282XBAJX-*3 (20)	300 C	Opp	65	8-A-032		Furnished	272XBAJX-*3 (30)	300 C	Opp	63			Furnished
282XCAJX-*3 (21)	300 C	Opp	79	8-A-032		Furnished	272XCAJX-*3 (31)	300 C	Opp	76			Furnished
							272XDAXJ-*3 (32)	300 C	Opp	90			Furnished

† I = Intermittent Torque Only - De-rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page.
Some notes may affect the proper PTO selection.

CAUTION: INPUT SIGNAL REQUIRED - The Eaton UltraShift Plus transmission must have an input signal from the Power Take-Off when it is active. In this active state, the clutch engagement is controlled when the operator raises the engine speed to engage the clutch and drive the transmission main box countershaft, per EATON spec. "TRIG-2600". INCORRECT or NO PTO interface signal to the transmission will result in uncontrolled engagement of the clutch during PTO operation.

CAUTION: DO NOT use geared adapters with 442 A and C ratios.

- (1) Input Gear Part No. 5-P-1004
(2) Input Gear Part No. 5-P-1077
(3) Input Gear Part No. 5-P-1100
(4) Input Gear Part No. 5-P-1101
(5) Input Gear Part No. 5-P-1102
(6) Input Gear Part No. 5-P-1103
(7) Input Gear Part No. 5-P-1104

- (8) Input Gear Part No. 5-P-1135
(9) Input Gear Part No. 5-P-1242
(10) Input Gear Part No. 5-P-1246
(11) Input Gear Part No. 5-P-1280
(12) Input Gear Part No. 5-P-1287
(13) Input Gear Part No. 5-P-1322
(14) Input Gear Part No. 5-P-1364

- (15) Input Gear Part No. 5-P-1385
(16) Input Gear Part No. 5-P-1395
(17) Input Gear Part No. 5-P-1418
(18) Input Gear Part No. 5-P-1441
(19) Input Gear Part No. 5-P-1494
(20) Input Gear Part No. 5-P-1510-11X
(21) Input Gear Part No. 5-P-1510-12X

- (29) Input Gear Part No. 5-P-1510-1X
(30) Input Gear Part No. 5-P-1510-2X
(31) Input Gear Part No. 5-P-1510-3X
(32) Input Gear Part No. 5-P-1510-4X
(37) Input Gear Part No. 5-P-283
(38) Input Gear Part No. 5-P-285
(39) Input Gear Part No. 5-P-325

- (41) Input Gear Part No. 5-P-721
(42) Input Gear Part No. 5-P-971
(43) Input Gear Part No. 5-P-980
(44) Filler block furnished with PTO

CHELSEA®

EATON FULLER

FLR-107

F-14E16B-LSE (UltraShift Plus)	FO-12E310C-VAS (UltraShift Plus)	FO-16E309ALL-VMS (UltraShift Plus)	FO-18E310C-LAS (UltraShift Plus)	FO-20E318B-VXP (UltraShift Plus)	FOM-16E310C-VAS (UltraShift Plus)
F-15E16B-LSE (UltraShift Plus)	FO-14E309ALL-VMS (UltraShift Plus)	FO-16E310C-LAS (UltraShift Plus)	FO-18E313A-MHP (UltraShift Plus)	FO-22E318B-MXP (UltraShift Plus)	
F-17E16B-LSE (UltraShift Plus)	FO-14E310C-LAS (UltraShift Plus)	FO-16E310C-VAS (UltraShift Plus)	FO-18E313A-VHP (UltraShift Plus)	FO-22E318B-VXP (UltraShift Plus)	
FM-15E16B-LSE (UltraShift Plus)	FO-14E310C-VAS (UltraShift Plus)	FO-16E313A-MHP (UltraShift Plus)	FO-18E318B-MXP (UltraShift Plus)	FOM-14E310C-LAS (UltraShift Plus)	
FO-10E309ALL-VMS (UltraShift Plus)	FO-14E313A-MHP (UltraShift Plus)	FO-16E313A-VHP (UltraShift Plus)	FO-18E318B-VXP (UltraShift Plus)	FOM-14E310C-VAS (UltraShift Plus)	
FO-10E310C-VAS (UltraShift Plus)	FO-14E313A-VHP (UltraShift Plus)	FO-16E318B-MXP (UltraShift Plus)	FO-20E313A-MHP (UltraShift Plus)	FOM-15E310C-LAS (UltraShift Plus)	
FO-11E309ALL-VMS (UltraShift Plus)	FO-14E318B-MXP (UltraShift Plus)	FO-16E318B-VXP (UltraShift Plus)	FO-20E313A-VHP (UltraShift Plus)	FOM-15E310C-VAS (UltraShift Plus)	
FO-12E309ALL-VMS (UltraShift Plus)	FO-14E318B-VXP (UltraShift Plus)	FO-17E309ALL-VMS (UltraShift Plus)	FO-20E318B-MXP (UltraShift Plus)	FOM-16E310C-LAS (UltraShift Plus)	

BOTTOM SIDE ONLY

RIGHT SIDE ONLY

TRANSMISSION GEAR DATA:

BOT 08-BOLT Opening Gear FORWARD of Centerline
47 Teeth - SPUR

PITCH LINE TO APERTURE FACE:

0.8050" (20.4500 mm)

TRANSMISSION GEAR DATA:

R.S. 06-BOLT Opening Gear FORWARD of Centerline
45 Teeth - SPUR

PITCH LINE TO APERTURE FACE:

1.0850" (27.5600 mm)

CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM

PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit
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ONE SPEED - TWO GEAR POWERSHIFT (AIR OR HYDRAULIC)

282XDAJX-*3 (22)	300 C	Opp	95	8-A-032		Furnished	272XGAJX-*3 (32)	300 C	Opp	108			Furnished
282XGAJX-*3 (23)	300 C	Opp	112	8-A-032		Furnished	272XKAJX-*3 (33)	300 C	Opp	120			Furnished
282XKAJX-*3 (24)	300 C	Opp	126	8-A-032		Furnished	272XMAJX-*3 (34)	294 C	Opp	135			Furnished
282XMAJX-*3 (25)	281 C	Opp	140	8-A-032		Furnished	272XPAJX-*3 (35)	263 C	Opp	150			Furnished
282XPAJX-*3 (26)	252 C	Opp	157	8-A-032		Furnished	272XSAJX-*3 (36)	235 C	Opp	168			Furnished
282XSAJX-*3 (27)	225 C	Opp	176	8-A-032		Furnished							
282XTAJX-*3 (28)	201 C	Opp	188	8-A-032		Furnished							

ONE SPEED - TWO GEAR - POWERSHIFT (AIR)

885XBAHX-*3 (3)	500 I	Opp	65			Furnished							
885XGAHX-*3 (8)	500 I	Opp	84			Furnished							
885XJAHX-*3 (5)	500 I	Opp	99			Furnished							
885XMAHX-*3 (6)	500 I	Opp	116			Furnished							

ONE SPEED - FORWARD & REVERSE

348XFAHX-*5 (40)	200 I	Opp	84	88		Furnished	340XFAHX-*5 (40)	200 I	Opp	80	84	7-A-140 (44)	Furnished
863XBAHX-*5	423 I	Opp	65	81		Furnished							

GEARED ADAPTERS

628XAHX-3AH	250 I	Eng		8-A-032		Furnished	626XAHX-3AH	250 I	Eng				Furnished
							630XAHX-3AH	250 I	Eng				Furnished
							645XAHX-3AH	250 I	Eng				Furnished

Continued on Next Page

† I = Intermittent Torque Only - De-rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page.
Some notes may affect the proper PTO selection.

CAUTION: INPUT SIGNAL REQUIRED - The Eaton UltraShift Plus transmission must have an input signal from the Power Take-Off when it is active. In this active state, the clutch engagement is controlled when the operator raises the engine speed to engage the clutch and drive the transmission main box countershaft, per EATON spec. "TRIG-2600". INCORRECT or NO PTO interface signal to the transmission will result in uncontrolled engagement of the clutch during PTO operation.

CAUTION: DO NOT use geared adapters with 442 A and C ratios.

- (1) Input Gear Part No. 5-P-1004
(3) Input Gear Part No. 5-P-1100
(5) Input Gear Part No. 5-P-1102
(6) Input Gear Part No. 5-P-1103
(8) Input Gear Part No. 5-P-1135

- (22) Input Gear Part No. 5-P-1510-13X
(23) Input Gear Part No. 5-P-1510-14X
(24) Input Gear Part No. 5-P-1510-15X
(25) Input Gear Part No. 5-P-1510-16X
(26) Input Gear Part No. 5-P-1510-17X

- (27) Input Gear Part No. 5-P-1510-18X
(28) Input Gear Part No. 5-P-1510-19X
(32) Input Gear Part No. 5-P-1510-5X
(33) Input Gear Part No. 5-P-1510-6X
(34) Input Gear Part No. 5-P-1510-7X

- (35) Input Gear Part No. 5-P-1510-8X
(36) Input Gear Part No. 5-P-1510-9X
(40) Input Gear Part No. 5-P-581
(44) Filler block furnished with PTO

CHELSEA®

EATON FULLER

FLR-111

FM-14E310B-LAS (UltraShift Plus)
FM-15E310B-LAS (UltraShift Plus)

BOTTOM SIDE ONLY

RIGHT SIDE ONLY

TRANSMISSION GEAR DATA:

BOT 08-BOLT Opening Gear FORWARD of Centerline
47 Teeth - SPUR

PITCH LINE TO APERTURE FACE:

0.8050" (20.4500 mm)

TRANSMISSION GEAR DATA:

R.S. 06-BOLT Opening Gear FORWARD of Centerline
45 Teeth - SPUR

PITCH LINE TO APERTURE FACE:

1.0850" (27.5600 mm)

CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM

PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit
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ONE SPEED - TWO GEAR - MECHANICAL SHIFT

489XAAHX-*5 (12)	250 I	Opp	54			Furnished	442XAAHX-*3 (12)	250 I	Opp	51			Furnished
489XCAHX-*5 (13)	250 I	Opp	69			Furnished	442XBAHX-*3 (18)	250 I	Eng	51	REQUIRED		Furnished
489XFAHX-*5 (2)	250 I	Opp	85			Furnished	442XCAHX-*3 (13)	250 I	Opp	66			Furnished
489XHAHX-*5 (15)	250 I	Opp	99			Furnished	442XFAHX-*3 (2)	250 I	Opp	81			Furnished
489XLAHX-*5 (1)	250 I	Opp	110			Furnished	442XHAHX-*3 (15)	250 I	Opp	94			Furnished
489XQAHX-*5 (1)	225 I	Opp	118			Furnished	442XLAHX-*3 (1)	250 I	Opp	105			Furnished
489XRAHX-*5 (1)	225 I	Opp	137			Furnished	442XQAHX-*3 (1)	225 I	Opp	113			Furnished
489XSAHX-*5 (1)	200 I	Opp	163			Furnished	442XRAHX-*3 (1)	225 I	Opp	131			Furnished
489XUAHX-*5 (1)	195 I	Opp	194			Furnished	442XSAHX-*3 (1)	200 I	Opp	156			Furnished
489XWAHX-*5 (1)	175 I	Opp	229			Furnished	442XUAHX-*3 (1)	195 I	Opp	186			Furnished
489XXAHX-*5 (1)	140 I	Opp	271			Furnished	442XWAHX-*3 (1)	175 I	Opp	219			Furnished
680XFAHX-*3 (10)	375 I	Opp	85			Furnished	442XXAHX-*3 (1)	140 I	Opp	259			Furnished
680XHAHX-*3 (20)	375 I	Opp	99			Furnished	660XFAHX-*3 (10)	375 I	Opp	81			Furnished
680XQAHX-*3 (11)	375 I	Opp	118			Furnished	660XHAHX-*3 (15)	375 I	Opp	94			Furnished
680XRAHX-*3 (19)	350 I	Opp	137			Furnished	660XQAHX-*3 (11)	375 I	Opp	113			Furnished
680XSAHX-*3 (14)	322 I	Opp	163			Furnished	660XRAHX-*3 (19)	350 I	Opp	131			Furnished
823XBAHX-*3 (40)	750 I	Opp	58			Furnished	660XSAHX-*3 (14)	336 I	Opp	156			Furnished
823XDAHX-*3 (36)	750 I	Opp	69			Furnished							
823XGAHX-*3 (41)	705 I	Opp	74			Furnished							
823XJAHX-*3 (37)	599 I	Opp	88			Furnished							
823XMAHX-*3 (35)	511 I	Opp	103			Furnished							
823XRAHX-*3 (39)	370 I	Opp	142			Furnished							
823XTKTX-*3 (17)	305 I	Opp	172	8-A-165 (42)		Furnished							
880XBAHX-*3 (3)	500 I	Opp	58			Furnished							
880XDAHX-*3 (4)	500 I	Opp	69			Furnished							
880XGAHX-*3 (9)	500 I	Opp	74			Furnished							
880XJAHX-*3 (5)	500 I	Opp	88			Furnished							
880XMAHX-*3 (6)	500 I	Opp	103			Furnished							
880XQAHX-*3 (16)	435 I	Opp	120			Furnished							

Continued on Next Page

† I = Intermittent Torque Only - De-rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page.
Some notes may affect the proper PTO selection.

CAUTION: INPUT SIGNAL REQUIRED - The Eaton UltraShift transmission must have an input signal from the Power Take-Off when it is active. In this active state, the clutch engagement is controlled when the operator raises the engine speed to engage the clutch and drive the transmission main box countershaft. Minimum engine/transmission speed required for PTO operation is 1000 RPM, per EATON spec. "TRIG-2600". INCORRECT or NO PTO interface signal to the transmission will result in uncontrolled engagement of the clutch during PTO operation.

CAUTION: DO NOT use geared adapters with 442 A and C ratios.

- (1) Input Gear Part No. 5-P-1004
(2) Input Gear Part No. 5-P-1077
(3) Input Gear Part No. 5-P-1100
(4) Input Gear Part No. 5-P-1101
(5) Input Gear Part No. 5-P-1102

- (6) Input Gear Part No. 5-P-1103
(9) Input Gear Part No. 5-P-1135
(10) Input Gear Part No. 5-P-1242
(11) Input Gear Part No. 5-P-1246
(12) Input Gear Part No. 5-P-1280

- (13) Input Gear Part No. 5-P-1287
(14) Input Gear Part No. 5-P-1322
(15) Input Gear Part No. 5-P-1364
(16) Input Gear Part No. 5-P-1385
(17) Input Gear Part No. 5-P-1395

- (18) Input Gear Part No. 5-P-1418
(19) Input Gear Part No. 5-P-1441
(20) Input Gear Part No. 5-P-1494
(35) Input Gear Part No. 5-P-283
(36) Input Gear Part No. 5-P-285

- (37) Input Gear Part No. 5-P-325
(39) Input Gear Part No. 5-P-721
(40) Input Gear Part No. 5-P-971
(41) Input Gear Part No. 5-P-980
(42) Filler block furnished with PTO

CHELSEA®

EATON FULLER

FLR-111

FM-14E310B-LAS (UltraShift Plus)
FM-15E310B-LAS (UltraShift Plus)

BOTTOM SIDE ONLY

RIGHT SIDE ONLY

TRANSMISSION GEAR DATA:

BOT 08-BOLT Opening Gear FORWARD of Centerline
47 Teeth - SPUR

PITCH LINE TO APERTURE FACE:

0.8050" (20.4500 mm)

TRANSMISSION GEAR DATA:

R.S. 06-BOLT Opening Gear FORWARD of Centerline
45 Teeth - SPUR

PITCH LINE TO APERTURE FACE:

1.0850" (27.5600 mm)

CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM

PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit
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ONE SPEED - TWO GEAR - MECHANICAL SHIFT

880XRAHX-*3 (7)	370 I	Opp	142			Furnished
880XTAHX-*3 (8)	287 I	Opp	183			Furnished

ONE SPEED - TWO GEAR POWERSHIFT (AIR OR HYDRAULIC)

272XAAJX-*3 (30)	300 C	Opp	47		328481X	Furnished	272XAAJX-*3 (30)	300 C	Opp	45			Furnished
282XBAJX-*3 (21)	300 C	Opp	58	8-A-032		Furnished	272XBAJX-*3 (31)	300 C	Opp	55			Furnished
282XCAJX-*3 (22)	300 C	Opp	70	8-A-032		Furnished	272XCAJX-*3 (32)	300 C	Opp	67			Furnished
282XDAJX-*3 (23)	300 C	Opp	84	8-A-032		Furnished	272XDAJX-*3 (33)	300 C	Opp	80			Furnished
282XGAJX-*3 (24)	300 C	Opp	100	8-A-032		Furnished	272XGAJX-*3 (34)	300 C	Opp	95			Furnished
282XKAJX-*3 (25)	300 C	Opp	111	8-A-032		Furnished	272XKAJX-*3 (35)	300 C	Opp	107			Furnished
282XMAJX-*3 (26)	300 C	Opp	124	8-A-032		Furnished	272XMAJX-*3 (36)	300 C	Opp	119			Furnished
282XPAJX-*3 (27)	300 C	Opp	139	8-A-032		Furnished	272XPAJX-*3 (37)	300 C	Opp	133			Furnished
282XSAJX-*3 (28)	300 C	Opp	156	8-A-032		Furnished	272XSAJX-*3 (38)	300 C	Opp	149			Furnished
282XTAJX-*3 (29)	300 C	Opp	174	8-A-032		Furnished							

ONE SPEED - POWERSHIFT LOW PROFILE (AIR OR HYDRAULIC)

272MDAJX-*3 (32)	300 C	Opp	80										Furnished
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ONE SPEED - TWO GEAR - POWERSHIFT (AIR)

885XBAHX-*3 (3)	500 I	Opp	58			Furnished							
885XGAHX-*3 (9)	500 I	Opp	74			Furnished							
885XJAHX-*3 (5)	500 I	Opp	88			Furnished							
885XMAHX-*3 (6)	500 I	Opp	103			Furnished							

ONE SPEED - FORWARD & REVERSE

348XFAHX-*5 (39)	200 I	Opp	74	78		Furnished	340XFAHX-*5 (39)	200 I	Opp	71	75	7-A-140 (42)	Furnished
863XBAHX-*5	423 I	Opp	58	72		Furnished							

GEARED ADAPTERS

628XAHX-4AH	250 I	Eng		8-A-032		Furnished	626XAHX-3AH	250 I	Eng				Furnished
							630-02	250 I	Eng				Furnished

Continued on Next Page

† I = Intermittent Torque Only - De-rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page. Some notes may affect the proper PTO selection.

CAUTION: INPUT SIGNAL REQUIRED - The Eaton UltraShift transmission must have an input signal from the Power Take-Off when it is active. In this active state, the clutch engagement is controlled when the operator raises the engine speed to engage the clutch and drive the transmission main box countershaft. Minimum engine/transmission speed required for PTO operation is 1000 RPM, per EATON spec. "TRIG-2600". INCORRECT or NO PTO interface signal to the transmission will result in uncontrolled engagement of the clutch during PTO operation.

CAUTION: DO NOT use geared adapters with 442 A and C ratios.

(3) Input Gear Part No. 5-P-1100
(5) Input Gear Part No. 5-P-1102
(6) Input Gear Part No. 5-P-1103
(7) Input Gear Part No. 5-P-1104
(8) Input Gear Part No. 5-P-1105
(9) Input Gear Part No. 5-P-1135

(21) Input Gear Part No. 5-P-1510-11X
(22) Input Gear Part No. 5-P-1510-12X
(23) Input Gear Part No. 5-P-1510-13X
(24) Input Gear Part No. 5-P-1510-14X
(25) Input Gear Part No. 5-P-1510-15X
(26) Input Gear Part No. 5-P-1510-16X

(27) Input Gear Part No. 5-P-1510-17X
(28) Input Gear Part No. 5-P-1510-18X
(29) Input Gear Part No. 5-P-1510-19X
(30) Input Gear Part No. 5-P-1510-1X
(31) Input Gear Part No. 5-P-1510-2X
(32) Input Gear Part No. 5-P-1510-3X

(33) Input Gear Part No. 5-P-1510-4X
(34) Input Gear Part No. 5-P-1510-5X
(35) Input Gear Part No. 5-P-1510-6X
(36) Input Gear Part No. 5-P-1510-7X
(37) Input Gear Part No. 5-P-1510-8X
(38) Input Gear Part No. 5-P-1510-9X

(39) Input Gear Part No. 5-P-581
(42) Filler block furnished with PTO

CHELSEA®**EATON FULLER****FLR-111**FM-14E310B-LAS (UltraShift Plus)
FM-15E310B-LAS (UltraShift Plus)**RIGHT SIDE ONLY****TRANSMISSION GEAR DATA:**R.S. 06-BOLT Opening Gear FORWARD of Centerline
45 Teeth - SPUR**PITCH LINE TO APERTURE FACE:**

1.0850" (27.5600 mm)

CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM

PTO Model	Torq	Dir Rot	Engine %		Filler Block	Adapter ASSY	Stud Kit	PTO Model	Torq	Dir Rot	Engine %		Filler Block	Adapter ASSY	Stud Kit
	I / C †		Fwd	Rev					I / C †		Fwd	Rev			

GEARED ADAPTERS

630XAHX-3AH	250 I	Eng	Furnished
645XAHX-3AH	250 I	Eng	Furnished

Continued on Next Page

† I = Intermittent Torque Only - De-rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page.
Some notes may affect the proper PTO selection.**CAUTION:** INPUT SIGNAL REQUIRED - The Eaton UltraShift transmission must have an input signal from the Power Take-Off when it is active. In this active state, the clutch engagement is controlled when the operator raises the engine speed to engage the clutch and drive the transmission main box countershaft. Minimum engine/transmission speed required for PTO operation is 1000 RPM, per EATON spec. "TRIG-2600". INCORRECT or NO PTO interface signal to the transmission will result in uncontrolled engagement of the clutch during PTO operation.**CAUTION:** DO NOT use geared adapters with 442 A and C ratios.

CHELSEA®

EATON FULLER

FLR-112

FAO-11810C (Advantage Series)
FAO-12810C (Advantage Series)
FAO-13810C (Advantage Series)
FAO-14810C (Advantage Series)
FAO-14810C-EA3 (Advantage Series Automated)
FAO-15810C (Advantage Series)
FAO-16810C (Advantage Series)
FAO-16810C-EA3 (Advantage Series Automated)

FAO-16810S-EN3 (Advantage Series Automated)
FAO-16810S-EP3 (Advantage Series Automated)
FAO-11810C (Advantage Series)
FAO-12810C (Advantage Series)
FAO-13810C (Advantage Series)
FAO-14810C (Advantage Series)
FAO-15810C (Advantage Series)
FAO-16810C (Advantage Series)

FAOM-14810C (Advantage Series)
FAOM-14810S-EC3 (Advantage Series Automated)
FAOM-15810C (Advantage Series)
FAOM-15810C-EA3 (Advantage Series Automated)
FAOM-15810S-EC3 (Advantage Series Automated)
FAOM-15810S-EN3 (Advantage Series Automated)
FAOM-15810S-EP3 (Advantage Series Automated)
FAOM-16810C (Advantage Series)

FAOM-16810C-EA3 (Advantage Series Automated)
FAOMF-14810C (Advantage Series)
FAOMF-15810C (Advantage Series)
FAOMF-16810C (Advantage Series)

BOTTOM SIDE ONLY

RIGHT SIDE ONLY

TRANSMISSION GEAR DATA:

BOT 08-BOLT Opening Gear FORWARD of Centerline
47 Teeth - SPUR

PITCH LINE TO APERTURE FACE:

0.8050" (20.4500 mm)

TRANSMISSION GEAR DATA:

R.S. 06-BOLT Opening Gear FORWARD of Centerline
45 Teeth - SPUR

PITCH LINE TO APERTURE FACE:

1.0850" (27.5600 mm)

CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM

PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit
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ONE SPEED - TWO GEAR - MECHANICAL SHIFT

489XAAHX-*5 (11)	250 I	Opp	61			Furnished	442XAAHX-*3 (11)	250 I	Opp	58			Furnished
489XCAHX-*5 (12)	250 I	Opp	78			Furnished	442XBAHX-*3 (17)	250 I	Eng	58	REQUIRED		Furnished
489XFAHX-*5 (2)	250 I	Opp	96			Furnished	442XCAHX-*3 (12)	250 I	Opp	74			Furnished
489XHAHX-*5 (14)	250 I	Opp	111			Furnished	442XFAHX-*3 (2)	250 I	Opp	92			Furnished
489XLAHX-*5 (1)	250 I	Opp	124			Furnished	442XHAHX-*3 (14)	250 I	Opp	107			Furnished
489XQAHX-*5 (1)	225 I	Opp	134			Furnished	442XLAHX-*3 (1)	250 I	Opp	119			Furnished
489XRAHX-*5 (1)	225 I	Opp	155			Furnished	442XQAHX-*3 (1)	225 I	Opp	128			Furnished
489XSAHX-*5 (1)	200 I	Opp	184			Furnished	442XRAHX-*3 (1)	225 I	Opp	148			Furnished
680XFAHX-*3 (9)	375 I	Opp	96			Furnished	660XFAHX-*3 (9)	375 I	Opp	92			Furnished
680XHAHX-*3 (19)	375 I	Opp	111			Furnished	660XHAHX-*3 (14)	375 I	Opp	107			Furnished
680XQAHX-*3 (10)	375 I	Opp	134			Furnished	660XQAHX-*3 (10)	375 I	Opp	128			Furnished
680XRAHX-*3 (18)	350 I	Opp	155			Furnished	660XRAHX-*3 (18)	350 I	Opp	148			Furnished
680XSAHX-*3 (13)	322 I	Opp	184			Furnished							
823XBAHX-*3 (39)	750 I	Opp	65			Furnished							
823XDAHX-*3 (43)	750 I	Opp	77			Furnished							
823XGAHX-*3 (44)	705 I	Opp	84			Furnished							
823XJAHX-*3 (40)	599 I	Opp	99			Furnished							
823XMAHX-*3 (38)	511 I	Opp	116			Furnished							
823XRAHX-*3 (42)	370 I	Opp	160			Furnished							
823XTKTX-*3 (16)	305 I	Opp	194	8-A-165 (45)		Furnished							
880XBAHX-*3 (3)	500 I	Opp	65			Furnished							
880XDAHX-*3 (4)	500 I	Opp	77			Furnished							
880XGAHX-*3 (8)	500 I	Opp	84			Furnished							
880XJAHX-*3 (5)	500 I	Opp	99			Furnished							
880XMAHX-*3 (6)	500 I	Opp	116			Furnished							
880XQAHX-*3 (15)	435 I	Opp	136			Furnished							
880XRAHX-*3 (7)	370 I	Opp	160			Furnished							

ONE SPEED - TWO GEAR POWERSHIFT (AIR OR HYDRAULIC)

272XAAJX-*3 (29)	300 C	Opp	53		328481X	Furnished	272XAAJX-*3 (29)	300 C	Opp	51			Furnished
282XBAJX-*3 (20)	300 C	Opp	65	8-A-032		Furnished	272XBAJX-*3 (30)	300 C	Opp	63			Furnished
282XCAJX-*3 (21)	300 C	Opp	79	8-A-032		Furnished	272XCAJX-*3 (31)	300 C	Opp	76			Furnished

Continued on Next Page

† I = Intermittent Torque Only - De-rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page.
Some notes may affect the proper PTO selection.

CAUTION: INPUT SIGNAL REQUIRED - In any case a PTO is used, regardless of PTO style, the transmission must have an input signal from the PTO when it is active. EATON requires the OEM to provide a "PTO Active" input connection to the transmission ECU. Refer to the Vehicle OEM for wire connection information and to Eaton TRIG2600 for Transmission/PTO Operations.

CAUTION: There is adjacent gear interference in the transmission that prevents the 489*U, W, X ratios from being used. 880*T is also affected.

CAUTION: DO NOT use geared adapters with 442 A and C ratios.

- (1) Input Gear Part No. 5-P-1004
(2) Input Gear Part No. 5-P-1077
(3) Input Gear Part No. 5-P-1100
(4) Input Gear Part No. 5-P-1101
(5) Input Gear Part No. 5-P-1102
(6) Input Gear Part No. 5-P-1103
(7) Input Gear Part No. 5-P-1104

- (8) Input Gear Part No. 5-P-1135
(9) Input Gear Part No. 5-P-1242
(10) Input Gear Part No. 5-P-1246
(11) Input Gear Part No. 5-P-1280
(12) Input Gear Part No. 5-P-1287
(13) Input Gear Part No. 5-P-1322
(14) Input Gear Part No. 5-P-1364

- (15) Input Gear Part No. 5-P-1385
(16) Input Gear Part No. 5-P-1395
(17) Input Gear Part No. 5-P-1418
(18) Input Gear Part No. 5-P-1441
(19) Input Gear Part No. 5-P-1494
(20) Input Gear Part No. 5-P-1510-11X
(21) Input Gear Part No. 5-P-1510-12X

- (29) Input Gear Part No. 5-P-1510-1X
(30) Input Gear Part No. 5-P-1510-2X
(31) Input Gear Part No. 5-P-1510-3X
(38) Input Gear Part No. 5-P-283
(39) Input Gear Part No. 5-P-285
(40) Input Gear Part No. 5-P-325
(42) Input Gear Part No. 5-P-721

- (43) Input Gear Part No. 5-P-971
(44) Input Gear Part No. 5-P-980
(45) Filler block furnished with PTO

CHELSEA®

EATON FULLER

FLR-112

FAO-11810C (Advantage Series)
FAO-12810C (Advantage Series)
FAO-13810C (Advantage Series)
FAO-14810C (Advantage Series)
FAO-14810C-EA3 (Advantage Series Automated)
FAO-15810C (Advantage Series)
FAO-16810C (Advantage Series)
FAO-16810C-EA3 (Advantage Series Automated)

FAO-16810S-EN3 (Advantage Series Automated)
FAO-16810S-EP3 (Advantage Series Automated)
FAO-11810C (Advantage Series)
FAOF-12810C (Advantage Series)
FAOF-13810C (Advantage Series)
FAOF-14810C (Advantage Series)
FAOF-15810C (Advantage Series)
FAOF-16810C (Advantage Series)

FAOM-14810C (Advantage Series)
FAOM-14810S-EC3 (Advantage Series Automated)
FAOM-15810C (Advantage Series)
FAOM-15810C-EA3 (Advantage Series Automated)
FAOM-15810S-EC3 (Advantage Series Automated)
FAOM-15810S-EN3 (Advantage Series Automated)
FAOM-15810S-EP3 (Advantage Series Automated)
FAOM-16810C (Advantage Series)

FAOM-16810C-EA3 (Advantage Series Automated)
FAOMF-14810C (Advantage Series)
FAOMF-15810C (Advantage Series)
FAOMF-16810C (Advantage Series)

BOTTOM SIDE ONLY

RIGHT SIDE ONLY

TRANSMISSION GEAR DATA:

BOT 08-BOLT Opening Gear FORWARD of Centerline
47 Teeth - SPUR

PITCH LINE TO APERTURE FACE:

0.8050" (20.4500 mm)

TRANSMISSION GEAR DATA:

R.S. 06-BOLT Opening Gear FORWARD of Centerline
45 Teeth - SPUR

PITCH LINE TO APERTURE FACE:

1.0850" (27.5600 mm)

CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM

PTO Model	Torq I / C †	Dir Rot	Engine %		Filler Block	Adapter ASSY	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engine %		Filler Block	Adapter ASSY	Stud Kit
			Fwd	Rev							Fwd	Rev			

ONE SPEED - TWO GEAR POWERSHIFT (AIR OR HYDRAULIC)

282XDAJX-*3 (22)	300 C	Opp	95		8-A-032		Furnished	272XDAJX-*3 (32)	300 C	Opp	90				Furnished
282XGAJX-*3 (23)	300 C	Opp	112		8-A-032		Furnished	272XGAJX-*3 (33)	300 C	Opp	108				Furnished
282XKAJX-*3 (24)	300 C	Opp	126		8-A-032		Furnished	272XKAJX-*3 (34)	300 C	Opp	120				Furnished
282XMAJX-*3 (25)	300 C	Opp	140		8-A-032		Furnished	272XMAJX-*3 (35)	300 C	Opp	135				Furnished
282XPAJX-*3 (26)	300 C	Opp	157		8-A-032		Furnished	272XPAJX-*3 (36)	300 C	Opp	150				Furnished
282XSAJX-*3 (27)	300 C	Opp	176		8-A-032		Furnished	272XSAJX-*3 (37)	300 C	Opp	168				Furnished
282XTAJX-*3 (28)	300 C	Opp	196		8-A-032		Furnished								

ONE SPEED - TWO GEAR - POWERSHIFT (AIR)

885XBAHX-*3 (3)	500 I	Opp	65				Furnished								
885XGAHX-*3 (8)	500 I	Opp	84				Furnished								
885XJAHX-*3 (5)	500 I	Opp	99				Furnished								
885XMAHX-*3 (6)	500 I	Opp	116				Furnished								

ONE SPEED - FORWARD & REVERSE

348XFAHX-*5 (41)	200 I	Opp	84	88			Furnished	340XFAHX-*5 (41)	200 I	Opp	80	84	7-A-140 (45)		Furnished
863XBAHX-*5	423 I	Opp	65	81			Furnished								

GEARED ADAPTERS

628XAHX-3AH	250 I	Eng			8-A-032		Furnished	626XAHX-3AH	250 I	Eng					Furnished
								630XAHX-3AH	250 I	Eng					Furnished
								645XAHX-3AH	250 I	Eng					Furnished

Continued on Next Page

† I = Intermittent Torque Only - De-rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page.
Some notes may affect the proper PTO selection.

CAUTION: INPUT SIGNAL REQUIRED - In any case a PTO is used, regardless of PTO style, the transmission must have an input signal from the PTO when it is active. EATON requires the OEM to provide a "PTO Active" input connection to the transmission ECU. Refer to the Vehicle OEM for wire connection information and to Eaton TRIG2600 for Transmission/PTO Operations.

CAUTION: There is adjacent gear interference in the transmission that prevents the 489*U, W, X ratios from being used. 880*T is also affected.

CAUTION: DO NOT use geared adapters with 442 A and C ratios.

(3) Input Gear Part No. 5-P-1100
(5) Input Gear Part No. 5-P-1102
(6) Input Gear Part No. 5-P-1103
(8) Input Gear Part No. 5-P-1135
(22) Input Gear Part No. 5-P-1510-13X

(23) Input Gear Part No. 5-P-1510-14X
(24) Input Gear Part No. 5-P-1510-15X
(25) Input Gear Part No. 5-P-1510-16X
(26) Input Gear Part No. 5-P-1510-17X
(27) Input Gear Part No. 5-P-1510-18X

(28) Input Gear Part No. 5-P-1510-19X
(32) Input Gear Part No. 5-P-1510-4X
(33) Input Gear Part No. 5-P-1510-5X
(34) Input Gear Part No. 5-P-1510-6X
(35) Input Gear Part No. 5-P-1510-7X

(36) Input Gear Part No. 5-P-1510-8X
(37) Input Gear Part No. 5-P-1510-9X
(41) Input Gear Part No. 5-P-581
(45) Filler block furnished with PTO

CHELSEA®**EATON FULLER****FLR-113**FO-16D313E-LEP (UltraShift)
FOM-16D313E-LEP (UltraShift)
RTL0-16913L-DM3 (UltraShift)
RTL0M-16913L-DM3 (UltraShift)**RIGHT SIDE ONLY****TRANSMISSION GEAR DATA:**R.S. 06-BOLT Opening Gear FORWARD of Centerline
45 Teeth - SPUR**PITCH LINE TO APERTURE FACE:**

1.0850" (27.5600 mm)

CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM

PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit
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ONE SPEED - TWO GEAR - MECHANICAL SHIFT

442XAAHX-*3 (5)	250 I	Opp	58										Furnished
442XBAHX-*3 (8)	250 I	Eng	58								REQUIRED		Furnished
442XCAHX-*3 (6)	250 I	Opp	74										Furnished
442XFAHX-*3 (2)	250 I	Opp	92										Furnished
442XHAHX-*3 (7)	250 I	Opp	107										Furnished
442XLAHX-*3 (1)	250 I	Opp	119										Furnished
442XQAHX-*3 (1)	225 I	Opp	128										Furnished
442XRAHX-*3 (1)	225 I	Opp	148										Furnished
660XFAHX-*3 (3)	375 I	Opp	92										Furnished
660XHAHX-*3 (7)	330 I	Opp	107										Furnished
660XQAHX-*3 (4)	280 I	Opp	128										Furnished
660XRAHX-*3 (9)	235 I	Opp	148										Furnished

ONE SPEED - TWO GEAR POWERSHIFT (AIR OR HYDRAULIC)

272XAAJX-*3 (10)	300 C	Opp	51										Furnished
272XBAJX-*3 (11)	300 C	Opp	63										Furnished
272XCAJX-*3 (12)	300 C	Opp	76										Furnished
272XD AJX-*3 (13)	300 C	Opp	90										Furnished
272XGAJX-*3 (14)	257 C	Opp	108										Furnished
272XKAJX-*3 (15)	230 C	Opp	120										Furnished
272XMAJX-*3 (16)	206 C	Opp	135										Furnished
272XPAJX-*3 (17)	184 C	Opp	150										Furnished
272XSAJX-*3 (18)	165 C	Opp	168										Furnished

ONE SPEED - FORWARD & REVERSE

340XFAHX-*5 (19)	200 I	Opp	80	84	7-A-140 (20)								Furnished
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GEARED ADAPTERS

626XAHX-3AH	250 I	Eng											Furnished
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† I = Intermittent Torque Only - De-rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page. Some notes may affect the proper PTO selection.

CAUTION: INPUT SIGNAL REQUIRED - The Eaton UltraShift Transmissions must have an input signal from the Power Take-Off when it is active. In this active state, the clutch engagement is controlled when the operator raises the engine speed to engage the clutch and drive the transmission main box countershaft, per EATON spec. "TRIG-2600". INCORRECT or NO PTO interface signal to the transmission will result in uncontrolled engagement of the clutch during PTO operation.

CAUTION: DO NOT use geared adapters with 442 A and C ratios.

- (1) Input Gear Part No. 5-P-1004
- (2) Input Gear Part No. 5-P-1077
- (3) Input Gear Part No. 5-P-1242
- (4) Input Gear Part No. 5-P-1246
- (5) Input Gear Part No. 5-P-1280

- (6) Input Gear Part No. 5-P-1287
- (7) Input Gear Part No. 5-P-1364
- (8) Input Gear Part No. 5-P-1418
- (9) Input Gear Part No. 5-P-1441
- (10) Input Gear Part No. 5-P-1510-1X

- (11) Input Gear Part No. 5-P-1510-2X
- (12) Input Gear Part No. 5-P-1510-3X
- (13) Input Gear Part No. 5-P-1510-4X
- (14) Input Gear Part No. 5-P-1510-5X
- (15) Input Gear Part No. 5-P-1510-6X

- (16) Input Gear Part No. 5-P-1510-7X
- (17) Input Gear Part No. 5-P-1510-8X
- (18) Input Gear Part No. 5-P-1510-9X
- (19) Input Gear Part No. 5-P-581
- (20) Filler block furnished with PTO

CHELSEA®**EATON FULLER****FLR-113**FO-16D313E-LEP (UltraShift)
FOM-16D313E-LEP (UltraShift)
RTL0-16913L-DM3 (UltraShift)
RTL0M-16913L-DM3 (UltraShift)**RIGHT SIDE ONLY****TRANSMISSION GEAR DATA:**R.S. 06-BOLT Opening Gear FORWARD of Centerline
45 Teeth - SPUR**PITCH LINE TO APERTURE FACE:**

1.0850" (27.5600 mm)

CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM

PTO Model	Torq	Dir Rot	Engine %		Filler Block	Adapter ASSY	Stud Kit	PTO Model	Torq	Dir Rot	Engine %		Filler Block	Adapter ASSY	Stud Kit
	I / C †		Fwd	Rev					I / C †		Fwd	Rev			

GEARED ADAPTERS

630XAHX-3AH	250 I	Eng	Furnished
645XAHX-3AH	250 I	Eng	Furnished

† I = Intermittent Torque Only - De-rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page.
Some notes may affect the proper PTO selection.**CAUTION:** INPUT SIGNAL REQUIRED - The Eaton UltraShift Transmissions must have an input signal from the Power Take-Off when it is active. In this active state, the clutch engagement is controlled when the operator raises the engine speed to engage the clutch and drive the transmission main box countershaft, per EATON spec. "TRIG-2600". INCORRECT or NO PTO interface signal to the transmission will result in uncontrolled engagement of the clutch during PTO operation.**CAUTION:** DO NOT use geared adapters with 442 A and C ratios.

CHELSEA®**EATON FULLER****FLR-114**

EDOO-6F107A-P (Precision Series w/ Park Paw)
 EDOO-6F107A-X (Precision Series)
 EDOO-9N107A-P (Precision Series w/ Park Paw)
 EDOO-9N107A-X (Precision Series)

LEFT SIDE ONLY**TRANSMISSION GEAR DATA:**

L.S. 06-BOLT Opening Gear FORWARD of Centerline
 23 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

0.963" (24.4602 mm)

RIGHT SIDE ONLY**TRANSMISSION GEAR DATA:**

R.S. 06-BOLT Opening Gear FORWARD of Centerline
 47 Teeth - R.H. HELIX

PITCH LINE TO APERTURE FACE:

1.099" (27.9146 mm)

CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM

PTO Model	Torq	Dir Rot	Engine %		Filler Block	Adapter ASSY	Stud Kit	PTO Model	Torq	Dir Rot	Engine %		Filler Block	Adapter ASSY	Stud Kit
	I / C †		Fwd	Rev					I / C †		Fwd	Rev			

ONE SPEED - TWO GEAR - MECHANICAL SHIFT

442QLLPP-*5 (1)	250 I	Eng	42				Furnished	442GLLQP-*3 (2)	250 I	Opp	99				Furnished
442QQLPP-*5 (1)	225 I	Eng	45				Furnished	442GQLQP-*3 (2)	225 I	Opp	106				Furnished
442QRLPP-*5 (1)	225 I	Eng	52				Furnished	442GRLQP-*3 (2)	225 I	Opp	123				Furnished
442QSLPP-*5 (1)	200 I	Eng	62				Furnished	442GSLQP-*3 (2)	200 I	Opp	147				Furnished
442QULPP-*5 (1)	195 I	Eng	74				Furnished	442GULQP-*3 (2)	195 I	Opp	175				Furnished
442QWLPP-*5 (1)	175 I	Eng	87				Furnished	442GWLQP-*3 (2)	175 I	Opp	205				Furnished
442QXLPP-*5 (1)	140 I	Eng	103				Furnished	442GXLQP-*3 (2)	140 I	Opp	243				Furnished

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† I = Intermittent Torque Only - De-rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page. Some notes may affect the proper PTO selection.

WARNING: PTO SHIFT OPTIONS - Two PTO shift options available for the Precision, (D) 12VDC Elec/Air or (E) 12VDC Elec/Hydraulic. Shift type required to interface with the TCM. The necessary 12VDC wiring harness is provided with PTO.

CAUTION: DO NOT use geared adapters with 442 A and C ratios.

(1) Input Gear Part No. 5-P-1459
 (2) Input Gear Part No. 5-P-1460

CHELSEA®**EATON FULLER****FLR-116**

EHD-14F112C (Endurant HD™)
 EHD-14F112C-N (Endurant HD™ CNG)
 EHD-15F112C (Endurant HD™)
 EHD-16F112C (Endurant HD™)
 EHD-17F111B (Endurant HD™)
 EHD-17F112C (Endurant HD™)
 EHD-18F112C (Endurant HD™)

BOTTOM SIDE ONLY**RIGHT SIDE ONLY****TRANSMISSION GEAR DATA:**

BOT 08-BOLT Opening Gear FORWARD of Centerline
 42 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.125" (28.575 mm)

TRANSMISSION GEAR DATA:

REAR 04-BOLT Opening Gear NON-STANDARD of Centerline
 Teeth - SPUR

PITCH LINE TO APERTURE FACE:

0" (0 mm)

CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM

PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter ASSY	Stud Kit
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ONE SPEED - TWO GEAR - MECHANICAL SHIFT

489QCLZX-*3 (5)	200 I	Opp	94			Furnished
489QLZX-*3 (6)	250 I	Opp	116			Furnished
489QLZX-*3 (7)	250 I	Opp	135			Furnished
489QLZX-*3 (1)	225 I	Opp	151			Furnished
489QLZX-*3 (1)	225 I	Opp	162			Furnished
489QLZX-*3 (1)	225 I	Opp	188			Furnished
680QLZX-*3 (8)	375 I	Opp	116			Furnished
680QLZX-*3 (9)	375 I	Opp	135			Furnished
680QLZX-*3 (10)	350 I	Opp	188			Furnished
880QLZX-*3 (2)	500 I	Opp	107			Furnished
880QLZX-*3 (3)	500 I	Opp	125			Furnished
880QLZX-*3 (4)	450 I	Opp	173			Furnished

REAR MOUNT - MECHANICAL SHIFT

524XMLZX-* 300 C Eng 142 Furnished

† I = Intermittent Torque Only - De-rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page. Some notes may affect the proper PTO selection.

WARNING: SHIFT OPTIONS - Two shift options are available for Endurant HD; (D) 12VDC Elec/Air installation kit and (V) for no installation kit included. This is for installations where the truck has the PTO prep package factory installed. Both shift types are required to interface with the TSM

CAUTION: The Endurant Transmission Control Module (TCM) must be configured for PTO operation using ServiceRanger software. The default setting for this feature is 'Disabled'. Failure to configure the TCM for PTO operation may result in transmission, PTO, or driven equipment damage. See Eaton PTO Information Guide TRIG2600 EN-US for additional information regarding this and dual (bottom + rear mount) PTO configuration.

- (1) Input Gear Part No. 5-P-1571
 (2) Input Gear Part No. 5-P-1574
 (3) Input Gear Part No. 5-P-1575
 (4) Input Gear Part No. 5-P-1577
 (5) Input Gear Part No. 5-P-1587

- (6) Input Gear Part No. 5-P-1588
 (7) Input Gear Pa No. 5-P-1589
 (8) Input Gear Part No. 5-P-1590
 (9) Input Gear Part No. 5-P-1591
 (10) Input Gear Part No. 5-P-1593

CHELSEA®**EATON FULLER****FLR-117**

EA-11109LA

LEFT SIDE ONLY**TRANSMISSION GEAR DATA:**

L.S. 06-BOLT Opening Gear FORWARD of Centerline

39 Teeth - R.H. HELIX

PITCH LINE TO APERTURE FACE:

1.097" (27.8638 mm)

RIGHT SIDE ONLY**TRANSMISSION GEAR DATA:**

R.S. 06-BOLT Opening Gear FORWARD of Centerline

39 Teeth - R.H. HELIX

PITCH LINE TO APERTURE FACE:

1.097" (27.8638 mm)

CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM

PTO Model	Torq	Dir Rot	Engine %		Filler Block	Adapter ASSY	Stud Kit	PTO Model	Torq	Dir Rot	Engine %		Filler Block	Adapter ASSY	Stud Kit
	I / C †		Fwd	Rev					I / C †		Fwd	Rev			

ONE SPEED - TWO GEAR - MECHANICAL SHIFT

442XQLVX-*3 (1)	225 I	Opp	83				Furnished	442XQLVX-*5 (1)	225 I	Opp	83				Furnished
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† I = Intermittent Torque Only - De-rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page.
Some notes may affect the proper PTO selection.

(1) Input Gear Part No. 5-P-1526

CHELSEA®**EATON FULLER****FLR-119**

EXD-16F118D (Endurant XD™)
 EXD-18F118D (Endurant XD™)
 EXDP-16F118D (Endurant XD™)
 EXDP-18F118D (Endurant XD™)
 EXDP-20F118D (Endurant XD™)

BOTTOM SIDE ONLY**TRANSMISSION GEAR DATA:**

BOT 08-BOLT Opening Gear REAR of Centerline
 46 Teeth - Spur

PITCH LINE TO APERTURE FACE:

.8197" (20.8204 mm)

RIGHT SIDE ONLY**TRANSMISSION GEAR DATA:**

Rear 4-Bolt Opening Gear NON STANDARD of Centerline
 35 Teeth - Spur

PITCH LINE TO APERTURE FACE:

0" (0 mm)

CAUTION: Application Approval Required for PTO Output Shaft Speeds Above 2500 RPM

PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit	PTO Model	Torq I / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit
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ONE SPEED - TWO GEAR - MECHANICAL SHIFT

489QAMEX-*6(5)	225I	Opp	70	380711X		Furnished
489QFMEX-*6(1)	225I	Opp	111	380711X		Furnished
489QLMEX-*6(6)	225I	Opp	144	380711X		Furnished
489QQMEX-*6(6)	225I	Opp	155	380711X		Furnished
489QRMEX-*6(6)	225I	Opp	180	380711X		Furnished
680QFMEX-*6(7)	375I	Opp	111	380711X		Furnished
680QHMEX-*6(8)	375I	Opp	129	380711X		Furnished
680QQMEX-*6(9)	375I	Opp	155	380711X		Furnished
880QGMEX-*4(2)	500I	Opp	112			Furnished
880QMMEX-*4(3)	395I	Opp	155			Furnished
880QQMEX-*4(4)	336I	Opp	181			Furnished

REAR MOUNT - MECHANICAL SHIFT

524XMMEX-*-*	300C	Eng	111	Furnished
524XTMEX-*-*	300C	Eng	150	Furnished
524XVMEX-*-*	258C	Eng	200	Furnished

† I = Intermittent Torque Only - De-rate Torque Rating 30% for Continuous Duty.

C = Continuous or Intermittent Torque - No need to De-Rate Torque Rating.

IMPORTANT: Refer to the back of this transmission section and read all notes associated with this application page. Some notes may affect the proper PTO selection.

CAUTION: SHIFT OPTIONS - Only shift options for 489 and 680 series are 5 and 6, 12VDC Elec/Air. Only shift options for 880 series are D and V, 12V Elec/Air. Shift type required to interface with the TCM. The necessary 12VDC wiring harness is provided with 6 and D shift options.

CAUTION: The Endurant Transmission Control Module (TCM) must be configured for PTO operation using ServiceRanger software. The default setting for this feature is 'Disabled'. Failure to configure the TCM for PTO operation may result in transmission, PTO, or driven equipment damage. See Eaton PTO Information Guide TRIG2600 EN-US for additional information regarding this and dual (bottom + rear mount) PTO configuration.

CAUTION: 489 and 680 series PTO's require the use of 380711X spacer plate for mounting to the transmission. The spacer plate is assembled between the PTO and transmission. See SK-672 for details. The spacer plate is included with the PTO. It does not need to be ordered separately.

CAUTION: Eaton transmission division has established a maximum torque limit for the transmission driver gear. For all Endurant XD™ transmissions the torque limit is as follows: 8-Bolt bottom mount - 555 lb-ft (745 N-m) continuous, rear mount - 555 lb-ft (745 N-m) continuous, combined - 555 lb-ft (745 N-m) continuous.

CAUTION: 524 Series - External lubrication is required for this application. Lubrication kit 330085X is furnished with the PTO. Failure to install the lubrication kit prior to PTO start up may cause damage to the PTO and/or transmission. See SK-677 for details

- (1) Input Gear Part No. 5-P-1688
 (2) Input Gear Part No. 5-P-1670
 (3) Input Gear Part No. 5-P-1671
 (4) Input Gear Part No. 5-P-1672
 (5) Input Gear Part No. 5-P-1735

- (6) Input Gear Part No. 5-P-1703
 (7) Input Gear Part No. 5-P-1705
 (8) Input Gear Part No. 5-P-1706
 (9) Input Gear Part No. 5-P-1707

Eaton Fuller Notes

FLR-34

1. The AK & XK output flanges can not be used with the A & C ratios on the 489 Series PTOs due to mounting stud interference. Use a RK rotatable flange for the XK and the RA for the AK flange.
2. The 442XBAH must use one of the geared adapters listed on the application page. The direction of rotation shown is the final output shaft rotation w/ geared adapter.
3. 272/282 Series - Must be used as an air shift PTO. Order air shift options only.

FLR-40

1. All PTOs on RH side require assembly arrangement 6 to put output shaft above center. This will clear the bulge in the transmission. A direct mount pump will interfere with the bulge.
2. The AK & XK output flanges can not be used with the A & C ratios on the 489 Series PTOs due to mounting stud interference. Use a RK rotatable flange for the XK and the RA for the AK flange.

FLR-41

1. All PTOs on R.H. side require assembly arrangement 6 to put output shaft above center. This will clear the bulge in the transmission. A direct mount pump will interfere with the bulge.
2. The AK & XK output flanges can not be used with the A & C ratios on the 489 Series PTOs due to mounting stud interference. Use a RK rotatable flange for the XK and the RA for the AK flange.

FLR-57

1. The AK & XK output flanges can not be used with the A & C ratios on the 489 Series PTOs due to mounting stud interference. Use a RK rotatable flange for the XK and the RA for the AK flange.
2. The 442XBAH must use one of the geared adapters listed on the application page. The direction of rotation shown is the final output shaft rotation w/ geared adapter.
3. 272/282 Series - Must be used as an air shift PTO. Order air shift options only.

FLR-58

1. The 880 Series T ratio will interfere with the adjacent gear in the transmission on the bottom opening.
2. The 489 Series ratios U, W, & X will interfere with the adjacent gear in the transmission on the bottom opening. The 442 Series ratios S, U, W and X will interfere with the adjacent gear in the transmission on the right opening.
3. The AK & XK output flanges can not be used with the A & C ratios on the 489 Series PTOs due to mounting stud interference. Use a RK rotatable flange for the XK and the RA for the AK flange.
4. The 442XBAH must use one of the geared adapters listed on the application page. Direction of rotation shown is the final output shaft rotation w/ geared adapter.
5. 272/282 Series - Must be used as an air shift PTO. Order air shift options only.

FLR-59

1. The AK & XK output flanges can not be used with the A & C ratios on the 489 Series PTOs due to mounting stud interference. Use a RK rotatable flange for the XK and the RA for the AK flange.
2. The 442XBAH must use one of the geared adapters listed on the application page. The direction of rotation shown is the final output shaft rotation w/ geared adapter.
3. 272/282 Series - Must be used as an air shift PTO. Order air shift options only.

FLR-60

1. The AK & XK output flanges can not be used with the A & C ratios on the 489 Series PTO due to mounting stud interference. Use a RK rotatable flange for the XK and the RA for the AK flange.

FLR-64

1. The AK & XK output flanges can not be used with the A & C ratios on the 489 Series PTOs due to mounting stud interference. Use a RK rotatable flange for the XK and the RA for the AK flange.
2. The 442XBAH must use one of the geared adapters listed on the application page. The direction of rotation shown is the final output shaft rotation w/ geared adapter.
3. 272/282 Series - Must be used as an air shift PTO. Order air shift options only.

Eaton Fuller Notes

FLR-66

1. The AK & XK output flanges can not be used with the A & C ratios on the 489 Series PTOs due to mounting stud interference. Use a RK rotatable flange for the XK and the RA for the AK flange.
2. The 442XBAH must use one of the geared adapters listed on the application page. The direction of rotation shown is the final output shaft rotation w/ geared adapter.
3. 272/282 Series - Must be used as an air shift PTO. Order air shift options only.

FLR-68

1. 272/282 Series - Must be used as an air shift PTO. Order air shift options only.
2. 272 Series PTO cannot be used with a geared adapter on this application page. There is no counter-helical gear to mesh with the adapter.

FLR-69

1. Do not use PTOs that have a sliding input driver gear
2. 272/282 Series - Must be used as an air shift PTO. Order air shift options only.

FLR-75

1. Do not use PTOs that have a sliding input driver gear
2. RECOMMENDATION - Use assembly arrangement 5 on RH side. With assembly arrangement 3, there may be interference with the output shaft of the PTO and the rear cover on the transmission.

FLR-77

1. The 442/489 S, U, W, and X ratio gears interfere with the outside diameter of the 78 tooth transmission gear.

FLR-78

1. This application is for model FS-3005A AFTER September, 1988. For applications PRIOR to September, 1988, use application no. FLR-74.
2. Do not use PTOs that have a sliding Input Driver Gear

FLR-79

1. This application is for model FS-3005B AFTER September, 1988. For applications PRIOR to September, 1988, use application no. FLR-76.

FLR-84LF

1. There are two SAE 6-Bolt pads on the left side of this transmission.
2. The 272 and 442 Series will mount with the 329182-1X adapter on the front opening only.
3. 272/282 Series - Must be used as an air shift PTO. Order air shift options only.

FLR-88

1. The 442 U, W and X ratios will not mount on the right side and the 489 X ratio will not mount on the bottom opening because the O.D. of the ratio gear hits the O.D. of the adjacent gear in the transmission.
2. 328564G comes with a metric stud kit. The PTO must be fastened to the adapter plate with the standard stud kit that comes with the PTO.
3. 272/282 Series - Must be used as an air shift PTO. Order air shift options only.

FLR-90

1. The Fuller C2000 Series (FR Series) transmissions have M10-1.5 threads for the 6-Bolt opening and M12-1.75 threads for the 8-Bolt opening.
2. 272/282 Series - Must be used as an air shift PTO. Order air shift options only.

Eaton Fuller Notes

FLR-91

1. The Fuller C2000 Series (FR Series) transmissions have M10-1.5 threads for the 6-Bolt opening and M12-1.75 threads for the 8-Bolt opening.
2. 272/282 Series - Must be used as an air shift PTO. Order air shift options only.

FLR-92

1. The EH Series transmissions (hybrid electric) for medium-duty utility, telecom and municipal applications are limited by Eaton to only ONE (1) PTO per application. The right (curb side) transmission PTO aperture cover plate has a speed sensor mounted to the plate and can be moved to the left (street side) transmission PTO aperture if using the right side PTO aperture. SEE FLR-92HY.
2. FO-8406A-ASX, FO-6406A-ASX and FO-6406A-ASW Left side not usable due to inertia brake mounted to the 6-Bolt opening.
3. The 7-A-187 spacer and 7170-3X stud kit are required to mount the 442 Series to the adapter.
4. 272/282 Series - Must be used as an air shift PTO. Order air shift options only.

FLR-92HY

1. PTO (battery driven) only available with EH-8E306A-UP and cannot be used in combination with the mechanical PTO.
2. Motor RPM during PTO operation is 1000-1100 RPM standard. Configurable to 1500 RPM in 100 RPM increments.
3. Maximum PTO output must not exceed 13 HP continuous or 26 HP peak at 1100 RPM for maximum efficiency.
4. All PTO application duty cycles must be evaluated for optimum efficiency.
5. Mechanical (engine/transmission driven) PTO is available with EH-8E306A-CD, EH-8E306A-UP, EH8E306A-UPG.
6. Remote throttle, remote transmission, and start/stop controls are not approved.
7. The eh series transmissions (hybrid electric) for medium-duty utility, telecom and municipal applications are limited by Eaton to only ONE (1) PTO per application. The right (curb side) transmission PTO aperture cover plate has a speed sensor mounted to the plate and can be moved to the left (street side) transmission PTO aperture if using the right side PTO aperture.
8. 272/282 Series - Must be used as an air shift PTO. Order air shift options only.

FLR-94

1. 7-A-062 is required to mount the PTO at standard mounting depth of 1.085" due to the transmission gear tooth thickness that is 0.065" oversize.
2. 272/282 Series - Must be used as an air shift PTO. Order air shift options only.

FLR-95

1. When using a 626G/630G or 645G adapter on this transmission, put 5-P-1243 gear in the adapter and the 5-P-1247 gear in the 442 Series PTO 7-A-165 spacer is required between the adapter and the 442 Series. Normal backlash will need to be checked between the PTO and the adapter. Use stud kit 7170-3X to mount the 442 Series to the adapter.

FLR-96LF

1. There are two SAE 6-Bolt pads on the left side of this transmission.
2. The 230 and 442 series will mount with the 329182-1X adapter on the front opening only. The 272 Series will mount with the 329182X adapter on the front opening only.
3. 272/282 Series - Must be used as an air shift PTO. Order air shift options only.

FLR-97

1. The 626 and 645 Series adapters can not be used with the 442 Series F ratio.
2. The 626/645 Series adapters can be mounted on this transmission by replacing the 5-P-1319 gear in the 442 Series with the 5-P-1321 and putting the 5-P-1319 gear in the adapter assembly. A 7-A-093 spacer is required between the adapter and the PTO to get proper backlash. Use 7170-3X stud kit to mount the PTO to the adapter. Use the stud kit supplied with the adapter to mount it to the transmission.
3. 272/282 Series - Must be used as an air shift PTO. Order air shift options only.

Eaton Fuller Notes

FLR-100

1. 630-02 - The Eaton inertia brake comes standard mounted on the bottom 8-Bolt opening. If the 8-Bolt opening is required for a PTO the inertia brake can be relocated to the right side 6-Bolt opening. If there is any interference (frame rails, etc.) on the right side when mounting the inertia brake, a 630-02 adapter can be used to move the i-brake away from the interference.
2. Refer to Eaton installation guide "TRIG-2600" for proper wiring diagram showing the interface connections between the PTO indicator switch and the terminal connection on the transmission.
3. The 442XBAH must use one of the geared adapters listed on the application page. The direction of rotation shown is the final output shaft rotation w/ geared adapter.
4. 272/282 Series - Must be used as an air shift PTO. Order air shift options only.
5. INPUT SIGNAL REQUIRED - The Eaton UltraShift DM transmission must have an input signal from the PTO when it is active. In this active state, the clutch engagement is controlled when the operator raises the engine speed to engage the clutch and drive the transmission main box countershaft. Minimum engine/transmission speed required for PTO operation is 1000 RPM, per Eaton spec. "TRIG-2600". INCORRECT or NO PTO interface signal to the transmission will result in uncontrolled engagement of the clutch during PTO operation.

FLR-105

1. The 442XBAH must use one of the geared adapters listed on the application page. The direction of rotation shown is the final output shaft rotation w/ geared adapter.
2. Optional front mount oil filter will interfere with 6-Bolt PTO installations. Rear or remote mount filter must be used.
3. All PTO torque values reflect the higher torque 750 lb-ft [1017 N-m] main transmission input bearing for intermittent duty cycles as standard from Eaton for the transmissions listed for this page. Continuous duty cycles do not exceed 500 lb-ft [678 N-m]. Refer to the Chelsea PTO torque limit chart in the front of this section for complete torque limit information.
4. 272/282 Series - Must be used as an air shift PTO. Order air shift options only.
5. 630-02 - The Eaton inertia brake comes standard mounted on the bottom 8-Bolt opening. If the 8-Bolt opening is required for a PTO, the Inertia Brake can be relocated to the right side 6-Bolt opening. If there is any interference (frame rails, etc.) on the right side when mounting the Inertia Brake, a 630-02 adapter can be used to move the I-Brake away from the interference.

FLR-106

1. All PTO torque values reflect the higher torque 750 lb-ft [1017 N-m] main transmission input bearing for intermittent duty cycles as standard from Eaton for the transmissions listed for this page. Continuous duty cycles do not exceed 500 lb-ft [678 N-m]. Refer to the Chelsea PTO torque limit chart in the front of this section for complete torque limit information.
2. 630-02 - The Eaton inertia brake comes standard mounted on the bottom 8-Bolt opening. If the 8-Bolt opening is required for a PTO, the inertia brake can be relocated to the right side 6-bolt opening. If there is any interference (frame rails, etc.) On the right side when mounting the inertia brake, a 630-02 adapter can be used to move the i-brake away from the interference.
3. The 442XBAH must use one of the geared adapters listed on the application page. The direction of rotation shown is the final output shaft rotation w/ geared adapter.
4. Eaton Fuller will provide a dump pump bracket (Eaton Part #4306528) as standard on -VCS, -VMS and -VXP transmission models for the bottom 8-Bolt opening and optional on -LAS, -MHP and -MXP model transmissions.
5. 272/282 Series - Must be used as an air shift PTO. Order air shift options only.

FLR-107

1. All PTO torque values reflect the higher torque 750 lb-ft [1017 N-m] main transmission input bearing for intermittent duty cycles as standard from Eaton for the transmissions listed for this page. Continuous duty cycles do not exceed 500 lb-ft [678 N-m]. Refer to the Chelsea PTO torque limit chart in the front of this section for complete torque limit information.
2. The Eaton UltraShift Plus transmission inertia brake comes standard and is internal to the transmission.
3. Eaton Automated 13 and 18-speeds cannot accept the Thrushaft PTOs. The bottom left countershaft opening is used for the splitter cylinder and the top right countershaft opening is used for the range.
4. 6-Bolt PTO will interfere with front mount oil filter. Rear or remote mount filter must be used
5. The 442XBAH must use one of the geared adapters listed on the application page. The direction of rotation shown is the final output shaft rotation w/ geared adapter.
6. Eaton Fuller will provide a dump pump bracket (Eaton Part #4306528) as standard on -VCS, -VMS, and -VXP transmission models for the bottom 8-Bolt opening and optional on -LAS, -MHP, and -MXP model transmissions. Refer to the Chelsea PTO Torque Limit Chart in the front of this section for complete torque limit information.
7. 272/282 Series - Must be used as an air shift PTO. Order air shift options only.

Eaton Fuller Notes

FLR-111

1. All PTO torque values reflect the higher torque 750 lb-ft [1017 N-m] main transmission input bearing for intermittent duty cycles as standard from Eaton for the transmissions listed for this page. Continuous duty cycles do not exceed 500 lb-ft [678 N-m] refer to the Chelsea PTO torque limit chart in the front of this section for complete torque limit information.
2. Refer to Eaton installation guide "TRIG-2600" for proper wiring diagram showing the interface connections between the PTO indicator switch and the terminal connection on the transmission.
3. 630-02 - The Eaton inertia brake comes standard mounted on the bottom 8-Bolt opening. If the 8-Bolt opening is required for a PTO, the inertia brake can be relocated to the right side 6-Bolt opening. If there is any interference (frame rails, etc.) On the right side when mounting the inertia brake, a 630-02 adapter can be used to move the i-brake away from the interference.
4. The 442XBAH must use one of the geared adapters listed on the application page. The direction of rotation shown is the final output shaft rotation w/ geared adapter.
5. 6-Bolt PTO will interfere with front mount oil filter. Rear or remote mount filter must be used
6. 272/282 Series - Must be used as an air shift PTO. Order air shift options only.

FLR-112

1. All PTO torque values reflect the higher torque 750 lb-ft [1017 N-m] main transmission input bearing for intermittent duty cycles as standard from Eaton for the transmissions listed for this page. Continuous duty cycles do not exceed 500 lb-ft [678 N-m]. Refer to the Chelsea PTO torque limit chart in the front of this section for complete torque limit information.
2. Eaton Automated 13 and 18-speeds cannot accept the Thrushaft PTOs. The bottom left countershaft opening is used for the splitter cylinder and the top right countershaft opening is used for the range.
3. Optional front mount oil filter will interfere with 6-Bolt PTO installations. Rear or remote mount filter must be used.
4. The 442XBAH must use one of the geared adapters listed on the application page. The direction of rotation shown is the final output shaft rotation w/ geared adapter.
5. 272/282 Series - Must be used as an air shift PTO. Order air shift options only.

FLR-113

1. UltraShift 13-speeds DM3, LHP & LEP: Inertia brake is installed on the 8-Bolt opening. Inertia brake cannot be moved to the 6-Bolt opening due to gear interference.
2. Eaton Automated 13 and 18-speeds cannot accept the Thrushaft PTOs. The bottom left countershaft opening is used for the splitter cylinder and the top right countershaft opening is used for the range.
3. 6-Bolt PTO will interfere with front mount oil filter. Rear or remote mount filter must be used
4. The 442XBAH must use one of the geared adapters listed on the application page. Direction of rotation shown is the final output shaft rotation w/ geared adapter.
5. 272 Series - Must be used as an air shift PTO. Order air shift options only.

FLR-114

1. Percent (%) of engine speed shown on page applies to stationary mode and mobile mode when transmission is in 2nd gear.
2. Multiply speed shown by 0.64 For "low" range values. Low range applies to mobile mode ONLY when transmission is in reverse or 1st gear.
3. Lube hose and fittings included with PTO.
4. Pressure lubrication of the 442 Series in this application is recommended by Eaton, but not required. Chelsea recommends and encourages the use of pressure lubrication to provide the best performance and service life. Therefore, this application is specified as "P" lube and the hoses are included with the PTO. Low pressure (LP) lubrication supply port is located on drivers side transmission.
5. PUMP OUTPUT OPTIONS: Chelsea recommends rotatable SAE B options (RA/RB) for the left side opening. An XK will work for a 2-Bolt pump with a modification to the flange. The right side appears to be open.

Eaton Fuller Notes

FLR-116

1. Gaskets are replaced by a custom molded O-ring. No backlash setting required. Special piloting studs are included in lieu of dowel pins.
2. 880 Series - The D shift option must be used for new applications. A 4-way air valve will be provided with the D-shift option that will supply air to both sides of the shifter. The factory dash switch cannot be used with the 880 since the factory air valve is only a 3-way valve. The V shift option can be used for replacement PTOs.
3. The AK & XK output flanges can not be used with the A & C ratios on the 489 and 680 series PTOs due to mounting stud interference. Use a RK (2 or 4-Bolt) rotatable flange for the XK and the RA for the AK flange.
4. 524 Series - Adapter 329971X furnished with PTO for this application.
5. The Endurant transmission is equipped with threaded support bosses on the back of the transmission for pump support brackets. See Eaton PTO Information Guide TRIG2600 EN-US for additional information and support locations.
6. 489 & 680 Series - Only D and V shift options are available.

FLR-117

1. Inertia brake located on the transmission left side PTO aperture.

FLR-119

1. Gaskets are replaced by a custom molded O-ring. No backlash setting required. Special piloting studs are included in lieu of dowel pins.
2. 880 Series - The D shift option must be used for new applications. A 4-way air valve will be provided with the D-shift option that will supply air to both sides of the shifter. The factory dash switch cannot be used with the 880 since the factory air valve is only a 3-way valve. The V shift option can be used for replacement PTOs.
3. The AK & XK output flanges can not be used with the A & C ratios on the 489 and 680 series PTOs due to mounting stud interference. Use a RK (2 or 4-Bolt) rotatable flange for the XK and the RA for the AK flange.
4. 524 Series - Adapter 380086X furnished with PTO for this application.
5. The Endurant transmission is equipped with threaded support bosses on the back of the transmission for pump support brackets. See Eaton PTO Information Guide TRIG2600 EN-US for additional information and support locations.
6. 489 & 680 Series - Only 5 and 6 shift options are available.
7. All PTOs, except 524 Series, require a double-acting style shifter (air to engage / air to disengage) for this application.