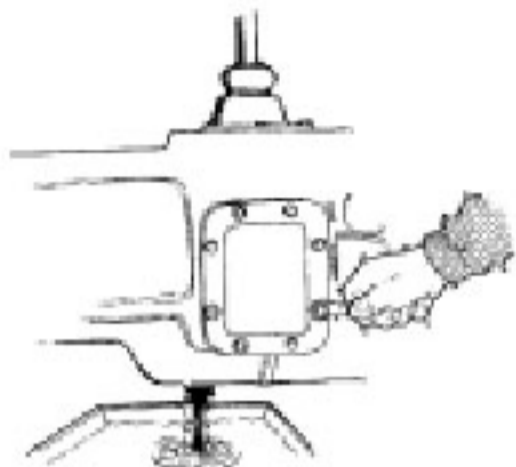




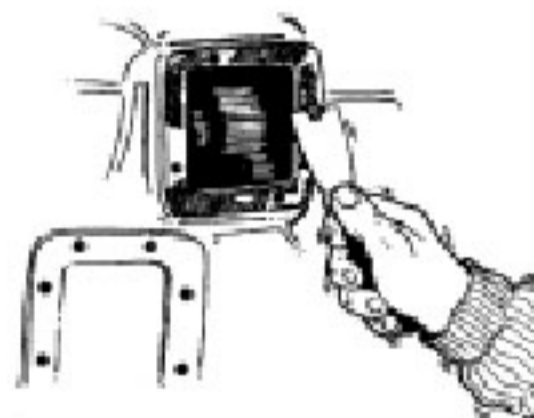
HOIST HYDRAULICS (VIC) PTY. LTD.

P.T.O. INSTALLATION



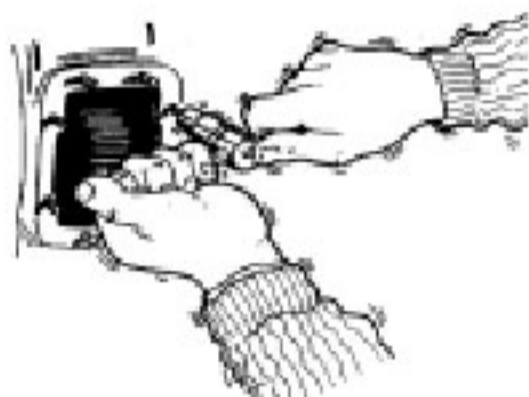
1

For manual shift transmissions, drain transmission fluid.
For automatic transmissions, do **NOT** drain transmission fluid.
Remove cover plate.



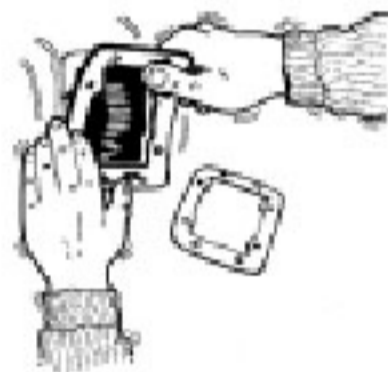
2

Place a clean rag in the opening to prevent dirt from getting in the transmission. Clean mounting pad with spatula or wire brush. Remove rag from transmission.



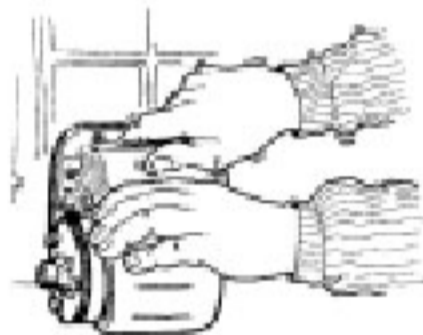
3

Install the studs supplied. Torque the studs to 30-35 lbs.-ft. (6 bolt pad) or 45-50 lbs.-ft. (8 bolt pad).



4

Place mounting gasket/shim over studs. A thin coating of grease is recommended to seal and hold gasket/shim in place. Do not use a permanent sealant. Use grease only!! Ensure that between the teeth of the gearbox and those in the Power Take-off is a backlash of 0.15 - 0.3 mm N.B. Do not use more than 3 gasket/shims.



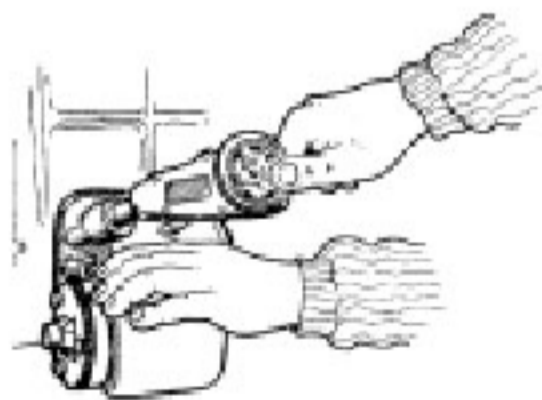
5

Fit the Power Take-off to the gearbox. On the Power Take-off there is a cap which, if unscrewed, is large enough to allow manual checking of backlash between the Power Take-off and the gears of the gearbox.

6

The correct fitting of the P.T.O. is influenced by the fitters ability to correctly fit the P.T.O., by firstly tightening the lock nuts to a minimum torque and to operate the P.T.O. for a short period remembering that the gearbox and the P.T.O. are turning without oil.

This allows the gears in the gearbox to self-align and also you are able to check for any excessive noise.



7

Fit the Power Take-off tightly onto the gearbox. Remember to use a washer and loctite. Torque the nuts to 20 lbs.-ft. for M8 threads and 40 lbs.-ft. for M10 threads. Re-fill the gearbox with oil.

Note: Before re-filling the gearbox with oil it is advisable to check the noise level of the Power Take-off by using it for a short time (remembering that at this moment there is no lubricant in the gearbox). If the Power Take-off produces a hissing noise, this means that there is insufficient backlash in which case another shim must be added. If the Power Take-off rattles, this indicates that there is too much backlash and the number of shims must be reduced. Once the gearbox has been re-filled with oil, make sure there are no leaks. If the Power Take-off becomes noisy after the additional assembly of a universal joint, make sure that the joint is not worn, nor the alignment angles are not out of phase.

When using Power Take-off's in conjunction with universal joints the maximum recommended angle is 15°