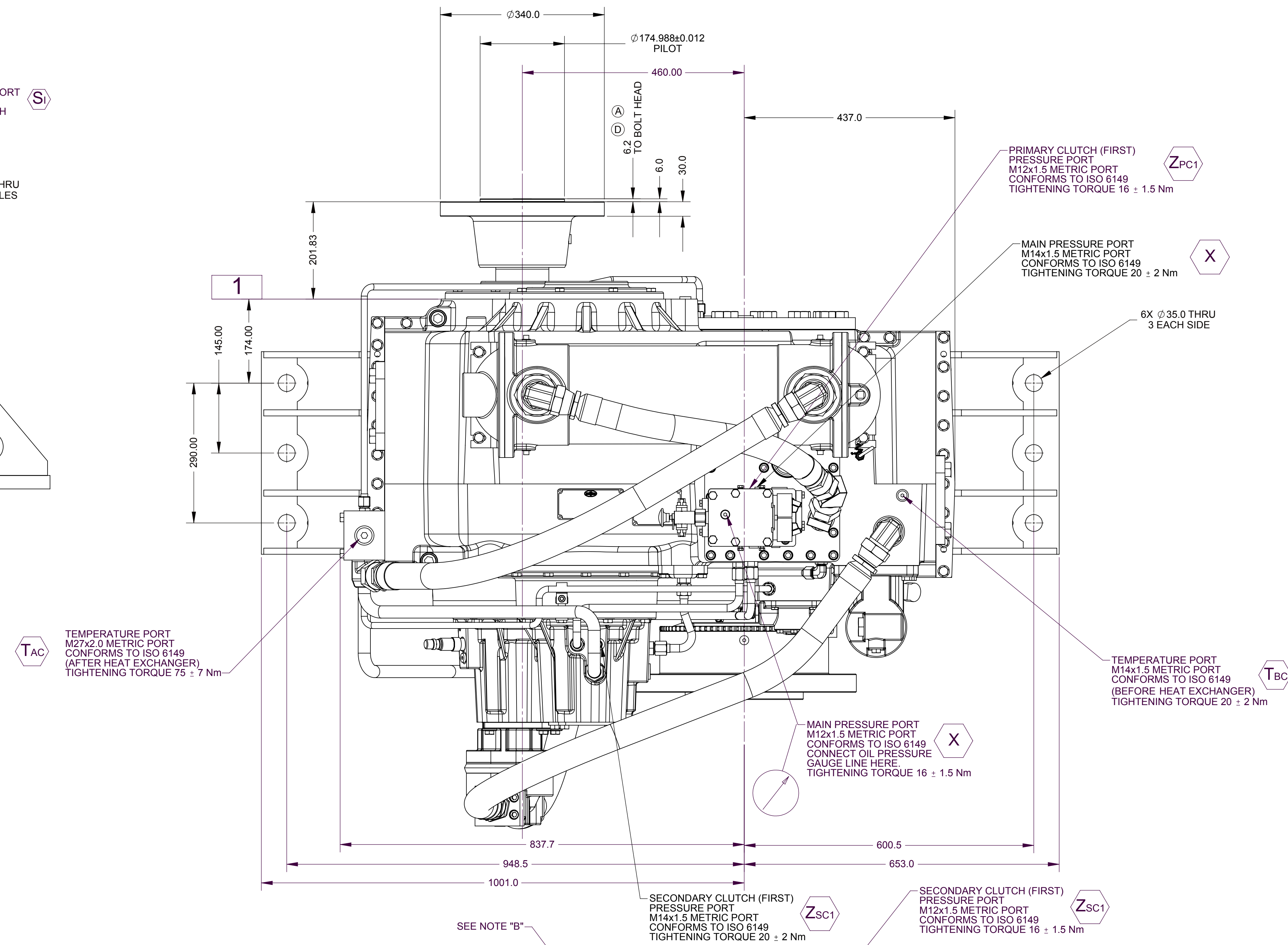
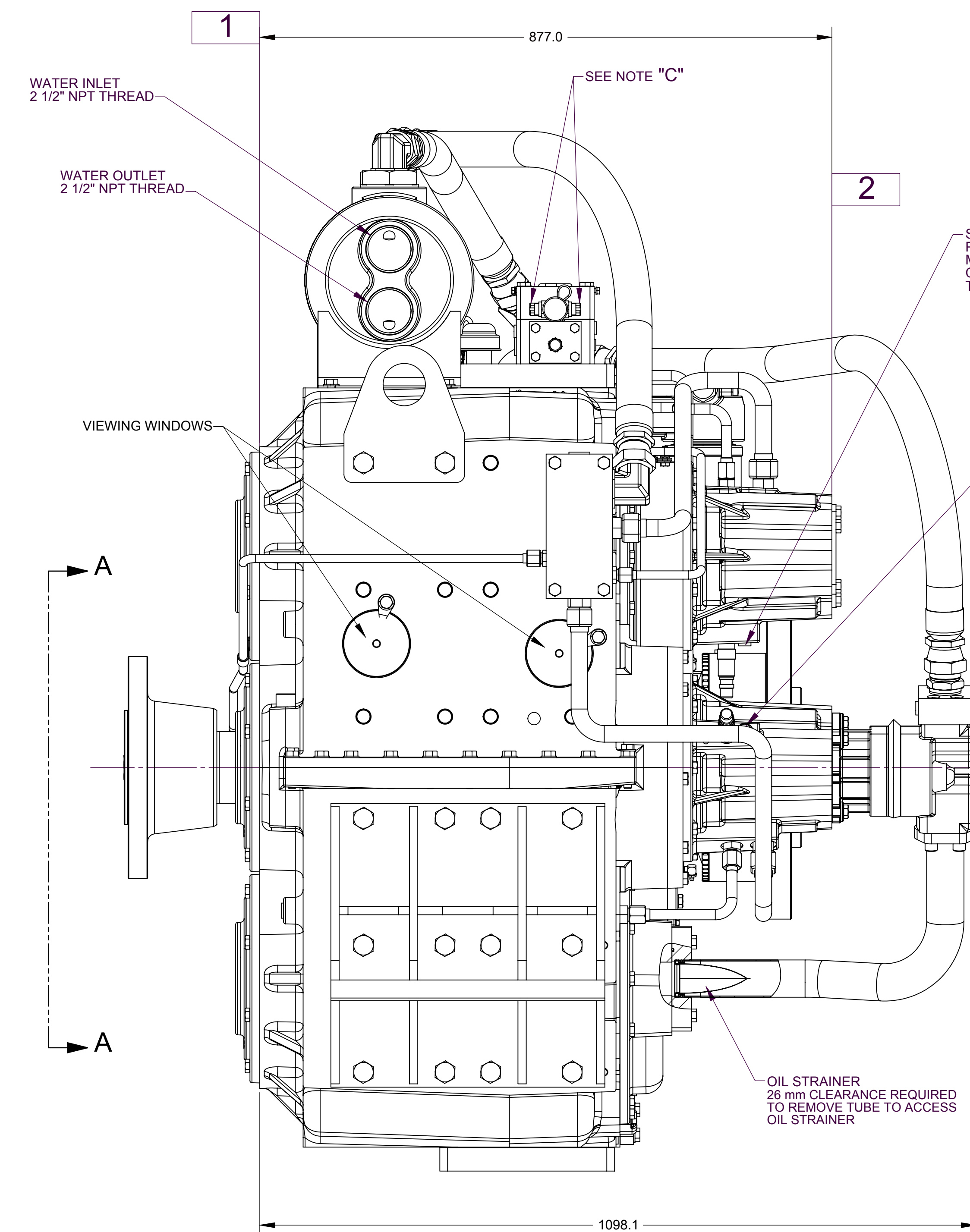


SECTION A-A



TAC

TEMPERATURE PORT
M27x2.0 METRIC PORT
CONFORMS TO ISO 6149
(AFTER HEAT EXCHANGER)
TIGHTENING TORQUE 75 ± 7 Nm

ZPC1

PRIMARY CLUTCH (FIRST)
PRESSURE PORT
M12x1.5 METRIC PORT
CONFORMS TO ISO 6149
TIGHTENING TORQUE 16 ± 1.5 Nm

X

MAIN PRESSURE PORT
M14x1.5 METRIC PORT
CONFORMS TO ISO 6149
TIGHTENING TORQUE 20 ± 2 Nm

6X Ø35.0 THRU
3 EACH SIDE

TBC

TEMPERATURE PORT
M14x1.5 METRIC PORT
CONFORMS TO ISO 6149
(BEFORE HEAT EXCHANGER)
TIGHTENING TORQUE 20 ± 2 Nm

X

MAIN PRESSURE PORT
M12x1.5 METRIC PORT
CONFORMS TO ISO 6149
CONNECT OIL PRESSURE
GAUGE LINE HERE
TIGHTENING TORQUE 16 ± 1.5 Nm

ZSC1

SECONDARY CLUTCH (FIRST)
PRESSURE PORT
M12x1.5 METRIC PORT
CONFORMS TO ISO 6149
TIGHTENING TORQUE 20 ± 2 Nm

ZSC1

SECONDARY CLUTCH (FIRST)
PRESSURE PORT
M12x1.5 METRIC PORT
CONFORMS TO ISO 6149
TIGHTENING TORQUE 16 ± 1.5 Nm

X

MAIN PRESSURE PORT
M14x1.5 METRIC PORT
CONFORMS TO ISO 6149
TIGHTENING TORQUE 20 ± 2 Nm

G

TAC

TEMPERATURE AND
LUBE PRESSURE PORT
M27x2.0 METRIC PORT
CONFORMS TO ISO 6149
TIGHTENING TORQUE 75 ± 7 Nm

OIL GAUGE

S0

OUTPUT SPEED
SENSOR BRACKET
TARGET WHEEL: 80 TEETH

GTP

TTP

TRAILING PUMP PRESSURE
AND TEMPERATURE PORT
1/4-18 NPTF TAP
TIGHTENING TORQUE 34 ± 4 Nm

R.H. ENGINE ROTATION
DRIVEN THROUGH PRIMARY

18X Ø30.5 THRU
EQUALLY SPACED

Ø400.00 REF. H.C.

TRAILING PUMP OIL STRAINER
112 mm CLEARANCE REQUIRED
TO REMOVE OIL STRAINER

OUTPUT SHAFT

R.H. ENGINE ROTATION
DRIVEN THROUGH SECONDARY

Ø60.0 THRU
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- NOTES:
- A. PROPORTIONAL CONTROL VALVE OPERATION
1. WARNING DO NOT CONNECT VALVE COIL DIRECTLY TO BATTERY/POWER SUPPLY VOLTAGE.
 2. OPERATION TO BE PERFORMED WITH ONLY TWIN DISC CONTROL SYSTEMS OR MODULES.
- B. MANUAL DIRECTIONAL CONTROL VALVE OPERATION
1. WITH MANUAL DIRECTIONAL CONTROL VALVE IN CENTERED POSITION, PUSH TO ENGAGE SECONDARY CLUTCH.
 2. WITH MANUAL DIRECTIONAL CONTROL VALVE IN CENTERED POSITION, PULL TO ENGAGE PRIMARY CLUTCH.
- C. MANUAL DIRECTIONAL CONTROL VALVE MODE SWITCH
1. SWITCH IS NORMALLY CLOSED WHEN MANUAL DIRECTIONAL CONTROL VALVE IS IN THE CENTERED POSITION AND OPEN WHEN LEVER IS ACTUATED FROM CENTERED POSITION.
 2. CURRENT = 20 AMP MAX.
 3. FOR WIRING SCHEMATIC, REFER TO CONTROL MODULE DRAWING.

- © APPLICABLE MODELS:
- MGX-61500SC-HR PER ASSEMBLY 1023611
 - MGX-62000SC-HR PER ASSEMBLY 1026776

- EQUIPMENT SHOWN:
- FREESTANDING HUB 1023810D
 - GP VALVE WITH EC050 MODULE
 - TRAILING PUMP
 - 1016428AZ MOUNTING BRACKETS
 - M1959AV HEAT EXCHANGER

1 INPUT GROUP REFERENCE PLANE

2 PTO ADAPTER MOUNTING FACE

ENGAGES PRIMARY CLUTCH
SEE NOTE "A"

ENGAGES SECONDARY CLUTCH
SEE NOTE "A"

2

1

OIL FILTER
24 mm CLEARANCE REQUIRED
TO REMOVE FILTER CANISTER.
TIGHTEN FILTER AN ADDITIONAL
1/2 OF TURN AFTER FILTER
GASKET MAKES CONTACT.

BREATHER
REMOVE FOR OIL FILL

1

CENTER OF
GRAVITY

GREASE FITTING

Ø465.0

Ø344.025/0.025

PILOT

15.0

38.0

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