

- 1

INPUT MOUNTING FACE
- 2

PTO ADAPTER MOUNTING FACE
- 3

LEFT MOUNTING BRACKET FACE
- 4

RIGHT MOUNTING BRACKET FACE

- 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 PRIMARY CLUTCH.

2. WITH MANUAL DIRECTIONAL CONTROL VALVE IN CENTERED POSITION, PULL TO ENGAGE SECONDARY CLUTCH.
- C.

MANUAL DIRECTIONAL CONTROL VALVE MODE SWITCH

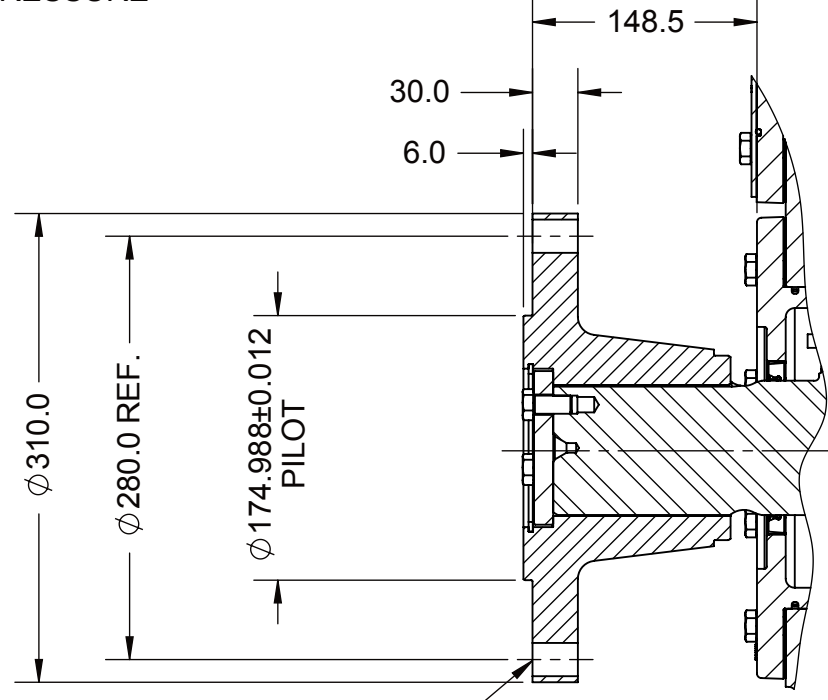
1. SWITCH IS NORMALLY CLOSED WHEN MANUAL DIRECTIONAL CONTROL VALVE IS IN THE CENTERED POSITION AND OPEN WHEN LEVER IS ACTUATED FROM CENTERED POSITION.

2. CURRENT = 20 AMP MAX.

3. FOR WIRING SCHEMATIC, REFER TO CONTROL MODULE DRAWING.
- D.

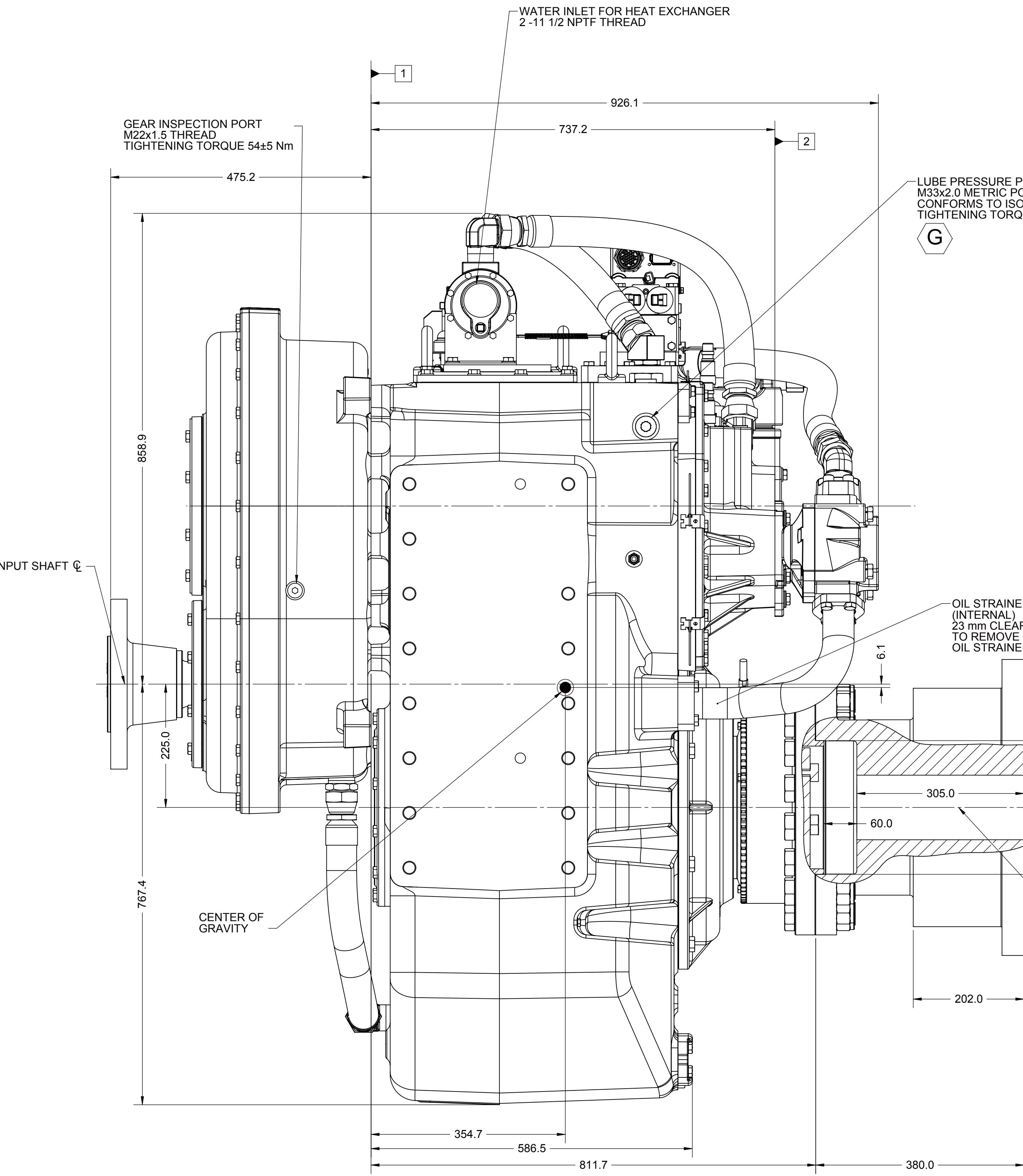
ALL POINTS AVAILABLE FOR TESTING ARE CODED
- E.

REFERENCE S830 FOR TWIN DISC REQUIREMENTS FOR PRESSURE AND TEMPERATURE ALARM LEVELS.



M22x1.5-6H THRU ALL 8 HOLES EQUALLY SPACED
USE 10.9 PROPERTY CLASS CAPSCREWS PER ISO898-1 & TORQUE TO S574 OR SERVICE MANUAL VALUES

SECTION A-A



LUBE PRESSURE PORT
M33x2.0 METRIC PORT
CONFORMS TO ISO 6149
TIGHTENING TORQUE 88±8 Nm

SECONDARY CLUTCH (FIRST)
PRESSURE PORT
M14x1.5 METRIC PORT
CONFORMS TO ISO 6149
TIGHTENING TORQUE 20±2 Nm

INPUT SPEED SENSOR
(PORT 5/8-18UNF THD.)
TARGET WHEEL: 59 TEETH

OIL STRAINER
(INTERNAL)
23 mm CLEARANCE REQUIRED
TO REMOVE TUBE TO ACCESS
OIL STRAINER.

S

Ø 245.9

Ø 540.0

PILOT DIA

OUTPUT SHAFT Ø

CENTER OF GRAVITY

R.H. ENGINE ROTATION
DRIVEN THRU PRIMARY

202.0

60.0

305.0

6.1

Ø 117.8

Ø 245.9

Ø 540.0

PILOT DIA

OUTPUT SHAFT Ø

CENTER OF GRAVITY

R.H. ENGINE ROTATION
DRIVEN THRU PRIMARY

202.0

60.0

305.0

6.1

Ø 117.8

Ø 245.9

Ø 540.0

PILOT DIA

OUTPUT SHAFT Ø

CENTER OF GRAVITY

R.H. ENGINE ROTATION
DRIVEN THRU PRIMARY

202.0

60.0

305.0

6.1

Ø 117.8

Ø 245.9

Ø 540.0

PILOT DIA

OUTPUT SHAFT Ø

CENTER OF GRAVITY

R.H. ENGINE ROTATION
DRIVEN THRU PRIMARY

202.0

60.0

305.0

6.1

Ø 117.8

Ø 245.9

Ø 540.0

PILOT DIA

OUTPUT SHAFT Ø

CENTER OF GRAVITY

R.H. ENGINE ROTATION
DRIVEN THRU PRIMARY

202.0

60.0

305.0

6.1

Ø 117.8

Ø 245.9

Ø 540.0

PILOT DIA

OUTPUT SHAFT Ø

CENTER OF GRAVITY

R.H. ENGINE ROTATION
DRIVEN THRU PRIMARY

202.0

60.0

305.0

6.1

Ø 117.8

Ø 245.9

Ø 540.0

PILOT DIA

OUTPUT SHAFT Ø

CENTER OF GRAVITY

R.H. ENGINE ROTATION
DRIVEN THRU PRIMARY

202.0

60.0

305.0

6.1

Ø 117.8

Ø 245.9

Ø 540.0

PILOT DIA

OUTPUT SHAFT Ø

CENTER OF GRAVITY

R.H. ENGINE ROTATION
DRIVEN THRU PRIMARY

202.0

60.0

305.0

6.1

Ø 117.8

Ø 245.9

Ø 540.0

PILOT DIA

OUTPUT SHAFT Ø

CENTER OF GRAVITY

R.H. ENGINE ROTATION
DRIVEN THRU PRIMARY

202.0

60.0

305.0

6.1

Ø 117.8

Ø 245.9

Ø 540.0

PILOT DIA

OUTPUT SHAFT Ø

CENTER OF GRAVITY

R.H. ENGINE ROTATION
DRIVEN THRU PRIMARY

202.0

60.0

305.0

6.1

Ø 117.8

Ø 245.9

Ø 540.0

PILOT DIA

OUTPUT SHAFT Ø

CENTER OF GRAVITY

R.H. ENGINE ROTATION
DRIVEN THRU PRIMARY

202.0

60.0

305.0

6.1

Ø 117.8

Ø 245.9

Ø 540.0

PILOT DIA

OUTPUT SHAFT Ø

CENTER OF GRAVITY

R.H. ENGINE ROTATION
DRIVEN THRU PRIMARY

202.0

60.0

305.0

6.1

Ø 117.8

Ø 245.9

Ø 540.0

PILOT DIA

OUTPUT SHAFT Ø

CENTER OF GRAVITY

R.H. ENGINE ROTATION
DRIVEN THRU PRIMARY

202.0

60.0

305.0

6.1

Ø 117.8

Ø 245.9

Ø 540.0

PILOT DIA

OUTPUT SHAFT Ø

CENTER OF GRAVITY

R.H. ENGINE ROTATION
DRIVEN THRU PRIMARY

202.0

60.0

305.0

6.1

Ø 117.8

Ø 245.9

Ø 540.0

PILOT DIA

OUTPUT SHAFT Ø

CENTER OF GRAVITY

R.H. ENGINE ROTATION
DRIVEN THRU PRIMARY

202.0

60.0

305.0

6.1

Ø 117.8

Ø 245.9

Ø 540.0

PILOT DIA

OUTPUT SHAFT Ø

CENTER OF GRAVITY

R.H. ENGINE ROTATION
DRIVEN THRU PRIMARY

202.0

60.0

305.0

6.1

Ø 117.8

Ø 245.9

Ø 540.0

PILOT DIA

OUTPUT SHAFT Ø

CENTER OF GRAVITY

R.H. ENGINE ROTATION
DRIVEN THRU PRIMARY

202.0

60.0

305.0

6.1

Ø 117.8

Ø 245.9

Ø 540.0

PILOT DIA

OUTPUT SHAFT Ø

CENTER OF GRAVITY

R.H. ENGINE ROTATION
DRIVEN THRU PRIMARY

202.0

60.0

305.0

6.1

Ø 117.8

Ø 245.9

Ø 540.0

PILOT DIA

OUTPUT SHAFT Ø

CENTER OF GRAVITY

R.H. ENGINE ROTATION
DRIVEN THRU PRIMARY

202.0

60.0

305.0

6.1

Ø 117.8

Ø 245.9

Ø 540.0

PILOT DIA

OUTPUT SHAFT Ø

CENTER OF GRAVITY

R.H. ENGINE ROTATION
DRIVEN THRU PRIMARY

202.0

60.0

305.0

6.1

Ø 117.8

Ø 245.9

Ø 540.0

PILOT DIA

OUTPUT SHAFT Ø

CENTER OF GRAVITY

R.H. ENGINE ROTATION
DRIVEN THRU PRIMARY

202.0

60.0

305.0

6.1

Ø 117.8

Ø 245.9

Ø 540.0

PILOT DIA

OUTPUT SHAFT Ø

CENTER OF GRAVITY

R.H. ENGINE ROTATION
DRIVEN THRU PRIMARY

202.0

60.0

305.0

6.1

Ø 117.8

Ø 245.9

Ø 540.0

PILOT DIA

OUTPUT SHAFT Ø

CENTER OF GRAVITY

R.H. ENGINE ROTATION
DRIVEN THRU PRIMARY

202.0

60.0

305.0

6.1

Ø 117.8

Ø 245.9

Ø 540.0

PILOT DIA

OUTPUT SHAFT Ø

CENTER OF GRAVITY

R.H. ENGINE ROTATION
DRIVEN THRU PRIMARY

202.0

60.0

305.0

6.1

Ø 117.8

Ø 245.9

Ø 540.0

PILOT DIA

OUTPUT SHAFT Ø

CENTER OF GRAVITY

R.H. ENGINE ROTATION
DRIVEN THRU PRIMARY

202.0

60.0

305.0