

Chelsea PTO Applications Catalog

Pro Gear Chelsea PTO Applications Catalog to assist with technical information for your Chelsea Power Take Off unit.

If you need any assistance identifying the correct Power Take Off unit for your truck and equipment, contact your Chelsea replacement part specialists at Pro Gear and Transmission.

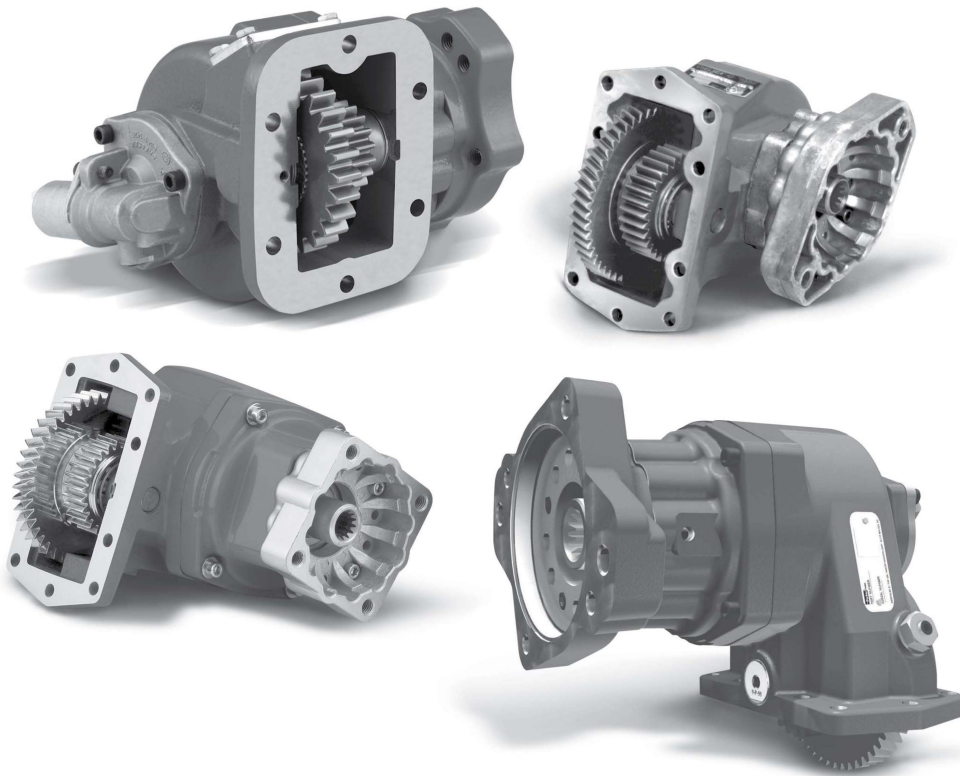
Pro Gear stocks every part for your Parker Chelsea PTO including: PTO housings, mounts, drive-shafts, gears, bearings, gaskets, cable shift cover assembly, post and plate assembly, brackets, stud kits, seal kits, lever control assembly, air shift cover assembly, direct mount pump conversion kits, stud kits including English and metric references, CAT D&H parts and much more.

Pro Gear Transmission has same day shipping and 1000's of products in stock and ready to ship internationally for your next project.

For parts or service contact the Chelsea specialists at Pro Gear & Transmission, Inc.

1 (877) 776-4600
(407) 872-1901
parts@eprogear.com

ALLISON



ENGINEERING YOUR SUCCESS.

RebuiltChelseaPTO.com by Pro Gear and Transmission • 906 W. Gore St. Orlando, FL 32805 • 1 (877) 776-4600 / (407) 872-1901

**WARNING — User Responsibility**

FAILURE OR IMPROPER SELECTION OR IMPROPER USE OF THE PRODUCTS DESCRIBED HEREIN OR RELATED ITEMS CAN CAUSE DEATH, PERSONAL INJURY AND PROPERTY DAMAGE.

This document and other information from Parker-Hannifin Corporation, its subsidiaries and authorized distributors provide product or system options for further investigation by users having technical expertise.

The user, through its own analysis and testing, is solely responsible for making the final selection of the system and components and assuring that all performance, endurance, maintenance, safety and warning requirements of the application are met. The user must analyze all aspects of the application, follow applicable industry standards, and follow the information concerning the product in the current product catalog and in any other materials provided from Parker or its subsidiaries or authorized distributors.

To the extent that Parker or its subsidiaries or authorized distributors provide component or system options based upon data or specifications provided by the user, the user is responsible for determining that such data and specifications are suitable and sufficient for all applications and reasonably foreseeable uses of the components or systems.

Offer of Sale

The items described in this document are hereby offered for sale by Parker Hannifin Corporation, its subsidiaries or its authorized distributors. This offer and its acceptance are governed by the provisions stated in the "Offer of Sale".

© Copyright 2018, Parker Hannifin Corporation, All Rights Reserved

Allison Transmission Identification

In July 2005 Allison Transmission redesigned the transmission nameplates for all 1000/2000 and 3000/4000 Product Family transmissions. The new nameplate design contains only the information essential to the identification of the transmission. The transmission model number will no longer appear on the nameplate, it has been replaced by the serial number.

The transmission product family is identified by the first two digits of the transmission serial number:

Serial Number

63xxxxxxxx
65xxxxxxxx
66xxxxxxxx

Product Family

1000 and 2000 Product Family
3000 Product Family
4000 Product Family

“SP” models will contain additional information to accommodate military applications. The transmission E-number is embossed on the “SP” models and other models sold to the military. The model number will not be embossed for any other model. (Ref: Allison Watch #335 Rev. A)

For further assistance contact Allison Technical Assistance at (800) 252-5283.

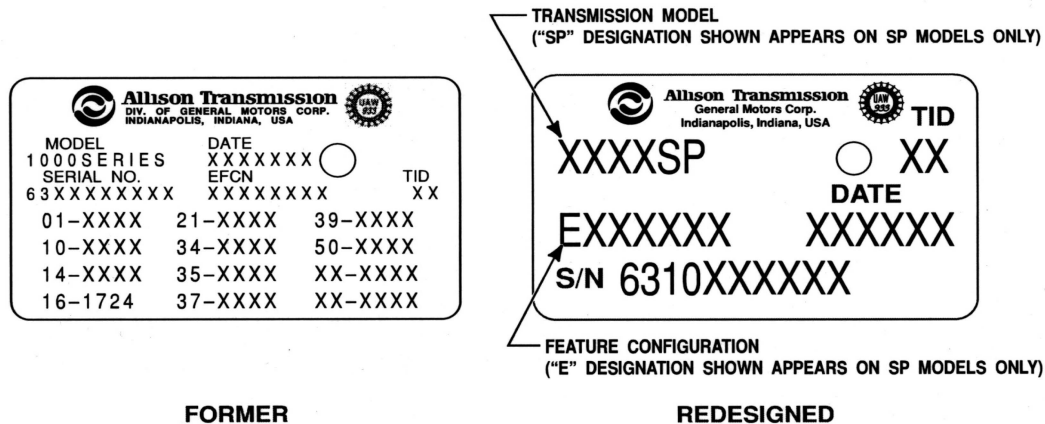


Figure 1. 1000 and 2000 Product Families Nameplates

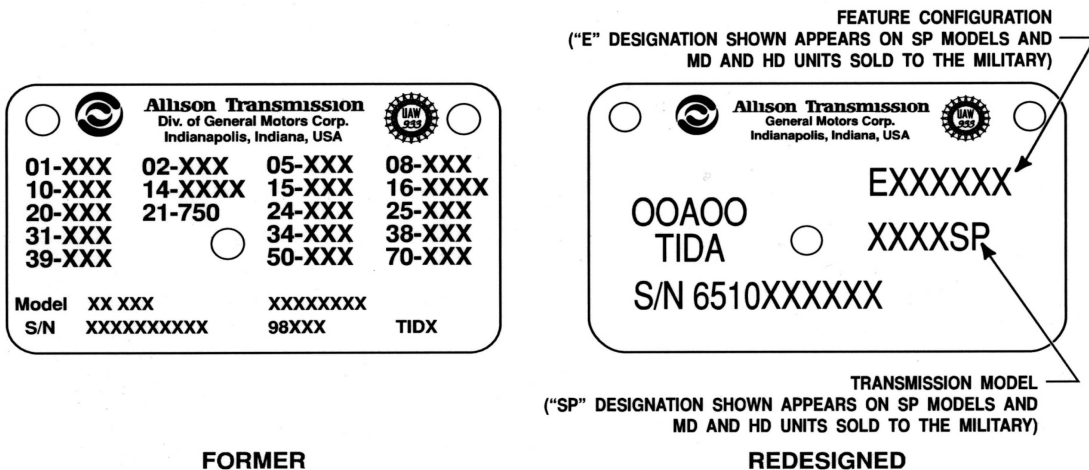


Figure 2. 3000 and 4000 Product Families Nameplates

ALLISON TRANSMISSION INDEX

890 Family Fitment to Transmission										
Application Page	Arr.	PTO Mounting Code	Transmission Location	Flange Options						
				XS/AS	XK/AF/AZ	XY	DA	ZS/TS	CS/ES	CK/CF/CZ
3000 Series Side/Side										
All-13	5	L	Left side	L	L	L	L	L		
All-13	5	R	Right side	R	R	R	R	R		
All-13	5	Y	Right side clocked right	Y	Y	Y	Y	Y		
All-13C	3	N	Left side w/ cooler			N		N	N	N
All-13C	5	R	Right side w/ cooler	R	R	R		R		
All-13R	5	M	Left side w/ retarder	M	M	M				
All-13R			Left side w/ retarder, & cooler							
All-13R			Right side w/ retarder							
3000 Series Side/Top										
All-16	5	E	Left side	E	E	E	E			
All-16	5	T	Right top side	T	T	T	T			
All-16EV	5	E	Left side w/o cooler or retarder	E	E	E	E			
All-16EV	5	T	Right top side w/o cooler or retarder	T	T	T	T			
All-16C			Left side w/ cooler							
All-16C	5	T	Right top side w/ cooler	T	T	T	T			
All-16R	5	F	Left side w/ retarder	F	F	F				
All-16R			Left side w/ retarder, & cooler							
All-16R			Right top side w/ retarder							
4000 Series 6-Speed										
All-14	5	H	Left side	H	H	H	H			
All-14	5	U	Right top side	U	U	U	U			
All-14C	3	C	Left side w/ cooler			C		C	C	C
All-14C	5	U	Right top side w/ cooler	U	U	U	U			
All-14R	5	P	Left side w/ retarder		P	P		P		
All-14R	3	J	Left side w/ retarder			J		J	J	J
All-14R	5	K	Right top side w/ retarder	K	K	K				
4000 Series 7-Speed										
All-19	5	H	Left side	H	H	H	H			
All-19	5	U	Right top side	U	U	U	U			
All-19C	3	C	Left side w/ cooler			C		C	C	C
All-19C	5	U	Right top side w/ cooler	U	U	U	U			
All-19R	5	P	Left side w/ retarder		P	P		P		
All-19R	3	J	Left side w/ retarder			J		J	J	J
All-19R	5	K	Right top side w/ retarder	K	K	K				

Arr. = Assembly Arrangement

NOTE: Boxes are intentionally left blank to fill in if option codes become available.

ALLISON TRANSMISSION INDEX

Transmission Make and Model	PTO Appl. Number	Number Forward Speeds	Teeth in PTO Driver
1000	ALL-15	5	L64-R64
1000 (GM 3600 Cab-Chassis)	ALL-17	5	R64
1000 EVS	ALL-15	5	L64-R64
1000 MH	ALL-15	5	L64-R64
1000 RDS	ALL-15	5	L64-R64
1350 (Available in 4,5 & 6 Speed)	ALL-15	6	L64-R64
1350 EVS (Available in 4,5 & 6 Speed)	ALL-15	6	L64-R64
1350 MH (Available in 4,5 & 6 Speed)	ALL-15	6	L64-R64
1350 RDS (Available in 4,5 & 6 Speed)	ALL-15	6	L64-R64
1350 SP (Available in 4,5 & 6 Speed)	ALL-15	6	L64-R64
2000	ALL-15	5	L64-R64
2100 EVS	ALL-15	5	L64-R64
2100 MH	ALL-15	5	L64-R64
2100 RDS	ALL-15	5	L64-R64
2200 EVS	ALL-15	5	L64-R64
2200 MH	ALL-15	5	L64-R64
2200 RDS	ALL-15	5	L64-R64
2300 RDS	ALL-15	6	L64-R64
2400	ALL-15	5	L64-R64
2500 EVS	ALL-15	5	L64-R64
2500 MH	ALL-15	5	L64-R64
2500 RDS	ALL-15	5	L64-R64
3000 (3000 Family - Side/Top PTO Provision w/ Retarder)	ALL-16R	6	L83-T83
3000 (3000 Family- Side/Side PTO Provision w/ Retarder)	ALL-13R	6	L68-R68
3000 (3000 Family Side/Top PTO Provision w/ Integral Cooler)	ALL-16C	6	L83-T83
3000 (3000 Family-Side / Side PTO Provision w/ Integral Cooler)	ALL-13C	6	L68-R68
3000 (International - Side/Side PTO Provision)	ALL-13	6	L68-R68
3000 (International - Side/Top PTO Provision)	ALL-16	6	L83-T83
3000 EVS (Emergency Vehicles Only Top / Side PTO Provisions)	ALL-16EV	6	L83-T83
3000 EVS (Side/Side Power Take-Off Provisions)	ALL-13	6	L68-R68
3000 MH	ALL-13	6	L68-R68
3000 ORS (Side/Side Power Take Off - Provisions)	ALL-13	6	L68-R68
3000 ORS (Side/Top PTO Provision)	ALL-16	6	L83-T83
3000 RDS	ALL-13	6	L68-R68
3000 RDS (Side/Top PTO Provision)	ALL-16	5	L83-T83
3000 SP (Side/Side PTO Option)	ALL-13	6	L68-R68

Allison



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.

ALLISON TRANSMISSION INDEX

Transmission Make and Model	PTO Appl. Number	Number Forward Speeds	Teeth in PTO Driver
3000 SP (Side/Top PTO Provision)	ALL-16	6	L83-T83
3000 TRV	ALL-13	6	L68-R68
3200 (International - Side/Side PTO Provision)	ALL-13	6	L68-R68
3200 (International - Side/Top PTO Provision)	ALL-16	6	L83-T83
3200 ORS (Side/Side PTO Provision)	ALL-13	6	L68-R68
3200 ORS (Side/Top PTO Provision)	ALL-16	6	L83-T83
3200 SP (Side/Side PTO Provision)	ALL-13	6	L68-R68
3200 SP (Side/Top PTO Provision)	ALL-16	6	L83-T83
3200 TRV	ALL-13	6	L68-R68
3500 (International - Side/Side PTO Provision)	ALL-13	6	L68-R68
3500 (International - Side/Top PTO Provision)	ALL-16	6	L83-T83
3500 EVS (Emergency Vehicles Only Top / Side PTO Provisions)	ALL-16EV	6	L83-T83
3500 EVS (Side/Side Power Take-Off Provisions)	ALL-13	6	L68-R68
3500 OFS	ALL-13	6	L68-R68
3500 ORS (Side/Side PTO Provision)	ALL-13	6	L68-R68
3500 ORS (Side/Top PTO Provision)	ALL-16	6	L83-T83
3500 RDS	ALL-13	6	L68-R68
3500 RDS (Side/Top PTO Provision)	ALL-16	6	L83-T83
3500 SP (Side/Side PTO Provision)	ALL-13	6	L68-R68
3500 SP (Side/Top PTO Provision)	ALL-16	6	L83-T83
3700	ALL-18	7	L68-R68
3700 SP	ALL-18	7	L68-R68
4000 (4000 Family w/ Integral Cooler)	ALL-14C	6	L97-T97
4000 (4000 Family w/ Retarder)	ALL-14R	6	L97-T97
4000 EVS	ALL-14	6	L97-T97
4000 MH	ALL-14	6	L97-T97
4000 RDS	ALL-14	6	L97-T97
4000 TRV	ALL-14	6	L97-T97
4430	ALL-14	6	L97-T97
4430 ORS	ALL-14	6	L97-T97
4430 SP	ALL-14	6	L97-T97
4440	ALL-14	6	L97-T97
4500 EVS	ALL-14	6	L97-T97
4500 RDS	ALL-14	6	L97-T97
4700	ALL-19	7	L97-T97
4700 (4700 Family w/ Integral Cooler)	ALL-19C	7	L97-T97

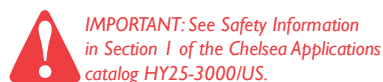


IMPORTANT: See Safety Information in Section 1 of the Chelsea Applications catalog HY25-3000/US.

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.

ALLISON TRANSMISSION INDEX

Transmission Make and Model	PTO Appl. Number	Number Forward Speeds	Teeth in PTO Driver
4700 (4700 Family w/ Retarder)	ALL-19R	7	L97-T97
4700 EVS	ALL-19	7	L97-T97
4700 OFS	ALL-19	7	L97-T97
4700 RDS	ALL-19	7	L97-T97
4700 SP	ALL-19	7	L97-T97
4800	ALL-19	7	L97-T97
4800 (4800 Family w/ Integral Cooler)	ALL-19C	7	L97-T97
4800 (4800 Family w/ Retarder)	ALL-19R	7	L97-T97
4800 EVS	ALL-19	7	L97-T97
4800 SP	ALL-19	7	L97-T97
4850 EVS	ALL-19	7	L97-T97
6625 ORS	ALL-8	6	R46-T46
9817 OFS (Oil Field Service)	ALL-11	8	R59-T59
9823 OFS (Oil Field Service)	ALL-11	8	R59-T59
9826 OFS (Oil Field Service)	ALL-11	8	R59-T59
AT-1542	ALL-4	4	R55
AT-1545	ALL-4	4	R55
AT-540	ALL-4	4	R55
AT-542	ALL-4	4	R55
AT-543	ALL-4	4	R55
AT-545	ALL-4	4	R55
B 300	ALL-13	6	L68-R68
B 400	ALL-13	6	L68-R68
B 500	ALL-14	6	L97-T97
CLBT-750	ALL-6	5	L78
CLBT-750 (With Optional 8-Bolt Opening Ahead of Torque Converter)	ALL-12	5	L64-T40
CLBT-754	ALL-6	5	L78
CLBT-754 (With Optional 8-Bolt Opening Ahead of Torque Converter)	ALL-12	5	L64-T40
CLT-750	ALL-6	5	L78
CLT-750 (With Optional 8-Bolt Opening Ahead of Torque Converter)	ALL-12	5	L64-T40
CLT-754	ALL-6	5	L78
CLT-754 (With Optional 8-Bolt Opening Ahead of Torque Converter)	ALL-12	5	L64-T40
H8610 (H = Hauling Mode)	ALL-11	8	R59-T59
HD-4060P (Close Ratio)	ALL-14	6	L97-T97
HD-4070P	ALL-14	7	L97-T97
HD-4560P (Wide Ratio)	ALL-14	6	L97-T97



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.

Allison

ALLISON TRANSMISSION INDEX

Transmission Make and Model	PTO Appl. Number	Number Forward Speeds	Teeth in PTO Driver
HT-740CRD	ALL-6	4	L78
HT-740D	ALL-6	4	L78
HT-740DRD	ALL-6	4	L78
HT-740T	ALL-6	4	L78
HT-750CRD	ALL-6	5	L78
HT-750CRD (W/Optional 8-Bolt Opening Ahead of Torque Converter)	ALL-12	5	L64-T40
HT-750D	ALL-6	5	L78
HT-750DP	ALL-6	5	L78
HT-750DRD	ALL-6	5	L78
HT-750DT	ALL-6	5	L78
HT-750HT	ALL-6	5	L78
HT-750T	ALL-6	5	L78
HT-754CR	ALL-6	5	L78
M5600 (M = Mobile Mode)	ALL-8	6	R46-T46
M5610 (M = Mobile Mode)	ALL-8	6	R46-T46
M5620 (M = Mobile Mode)	ALL-8	6	R46-T46
M6510 (M = Mobile Mode)	ALL-8	6	R46-T46
M6520 (M = Mobile Mode)	ALL-8	6	R46-T46
M6600 (M = Mobile Mode)	ALL-8	6	R46-T46
M8610 (M = Mobile Mode)	ALL-11	8	R59-T59
M9600 (M = Mobile Mode)	ALL-11	6	R59-T59
M9800 (M = Mobile Mode)	ALL-11	8	R59-T59
MD3050CR-P	ALL-13	5	L68-R68
MD-3060P (Close Ratio)	ALL-13	6	L68-R68
MD-3060PR (Close Ratio)	ALL-13	6	L68-R68
MD-3066P (Europe Only)	ALL-16	6	L83-T83
MD-3070P (Close Ratio)	ALL-18	7	L68-R68
MD-3560P (Wide Ratio)	ALL-13	6	L68-R68
MD-3560PR (Wide Ratio)	ALL-13	6	L68-R68
MT-640	ALL-5	4	R64
MT-643	ALL-5	4	R64
MT-644	ALL-5	4	R64
MT-650	ALL-5	5	R64
MT-653	ALL-5	5	R64
MT-654	ALL-5	5	R64
S5600 (S = Stationary Mode)	ALL-8	6	R46-T46



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.

ALLISON TRANSMISSION INDEX

Transmission Make and Model	PTO Appl. Number	Number Forward Speeds	Teeth in PTO Driver
S5610 (S = Stationary Mode)	ALL-8	6	R46-T46
S5620 (S= Stationary Mode)	ALL-8	6	R46-T46
S6510 (S = Stationary Mode)	ALL-8	6	R46-T46
S6520 (S = Stationary Mode)	ALL-8	6	R46-T46
S6600 (S = Stationary Mode)	ALL-8	6	R46-T46
TC-10	ALL-20	10	CS

Allison



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.

AT-1542
AT-1545
AT-540
AT-542
AT-543
AT-545

RIGHT SIDE ONLY

TRANSMISSION GEAR DATA:

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

PITCH LINE TO APERTURE FACE:

1.0850" (27.5600MM)

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

221XCAJP-*3 (2)	235 I	Eng	106										Furnished
221XEAJP-*3 (2)	212 I	Eng	118										Furnished
442XBAHP-*3 (1)	250 I	Eng	90										Furnished

ONE SPEED - TWO GEAR POWERSHIFT (AIR OR HYDRAULIC)

272MAAJP-*3	300 C	Eng	79										Furnished
272MBAJP-*3	258 C	Eng	97										Furnished
272MCAJP-*3	214 C	Eng	117										Furnished
272MDAJP-*3	179 C	Eng	140										Furnished
272MGAJP-*3	150 C	Eng	166										Furnished
272MKAJP-*3	134 C	Eng	186										Furnished
272XAAJP-*3	300 C	Eng	79										Furnished
272XBAJP-*3	258 C	Eng	97										Furnished
272XCAJP-*3	214 C	Eng	117										Furnished
272XDAJP-*3	179 C	Eng	140										Furnished
272XGAJP-*3	150 C	Eng	166										Furnished
272XKAJP-*3	134 C	Eng	186										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: PTO output shaft torque ratings are based on the maximum intermittent torque rating of 250 lb-ft torque for the 55 tooth gear in the AT-540 series transmission.

(1) Input Gear Part No. 5-P-1418
(2) Input Gear Part No. 5-P-569

MT-640
MT-643
MT-644
MT-650
MT-653
MT-654

RIGHT SIDE ONLY**TRANSMISSION GEAR DATA:**

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

PITCH LINE TO APERTURE FACE:

1.0850" (27.5600MM)

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

221XCAJP-*3	250 I	Eng	124										Furnished
221XEAJP-*3	250 I	Eng	137										Furnished
442XBAHP-*5 (1)	250 I	Eng	104										Furnished

ONE SPEED - TWO GEAR POWERSHIFT (AIR OR HYDRAULIC)

272MAAJP-*3	300 C	Eng	92										Furnished
272MBAJP-*3	266 C	Eng	113										Furnished
272MCAJP-*3	220 C	Eng	136										Furnished
272MDAJP-*3	184 C	Eng	164										Furnished
272MGAJP-*3	155 C	Eng	194										Furnished
272XAAJP-*3	300 C	Eng	92										Furnished
272XBAJP-*3	266 C	Eng	113										Furnished
272XCAJP-*3	220 C	Eng	136										Furnished
272XDAJP-*3	184 C	Eng	164										Furnished
272XGAJP-*3	155 C	Eng	194										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-1418

CLBT-750
CLT-750
CLT-754
HT-740CRD
HT-740D
HT-740DRD
HT-740T
HT-750CRD

HT-750D
HT-750DP
HT-750DRD
HT-750DT
HT-750HT
HT-750T
HT-754CR
CLBT-754

LEFT SIDE ONLY**TRANSMISSION GEAR DATA:**

L.S. 06-BOLT Opening Gear FORWARD of Centerline
78 Teeth - SPUR

PITCH LINE TO APERTURE FACE:

1.0850" (27.5600MM)

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

221XCAJP-*5	250 I	Eng	151			Furnished
221XEAJP-*5	250 I	Eng	167			Furnished
442XBAHP-*5 (1)	250 I	Eng	127			Furnished

ONE SPEED - TWO GEAR POWERSHIFT (AIR OR HYDRAULIC)

272XAAJP-*5	300 C	Eng	112			Furnished
272XBAJP-*5	300 C	Eng	137			Furnished
272XCAJP-*5	300 C	Eng	166			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-1418

6625 ORS
M5600 (M = Mobile Mode)
M5610 (M = Mobile Mode)
M5620 (M = Mobile Mode)
M6510 (M = Mobile Mode)
M6520 (M = Mobile Mode)
M6600 (M = Mobile Mode)
S5600 (S = Stationary Mode)

S5610 (S = Stationary Mode)
S5620 (S = Stationary Mode)
S6510 (S = Stationary Mode)
S6520 (S = Stationary Mode)
S6600 (S = Stationary Mode)

TOP SIDE ONLY

RIGHT SIDE ONLY

TRANSMISSION GEAR DATA:

TOP 08-BOLT Opening Gear REAR of Centerline
46 Teeth - SPUR

PITCH LINE TO APERTURE FACE:

0.8020" (20.3708MM)

TRANSMISSION GEAR DATA:

R.S. 08-BOLT Opening Gear REAR of Centerline
46 Teeth - SPUR

PITCH LINE TO APERTURE FACE:

0.8020" (20.3708MM)

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

PTO Model	Torq l / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit	PTO Model	Torq l / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit
-----------	-----------------	------------	---------------------	--------------	-----------------	----------	-----------	-----------------	------------	---------------------	--------------	-----------------	----------

ONE SPEED - TWO GEAR - MECHANICAL SHIFT

221ZCAKP-*6	250 l	Opp	89		328564X	Furnished	221ZCAKP-*4	250 l	Eng	89		328564X	Furnished
221ZEAKP-*6	250 l	Opp	99		328564X	Furnished	221ZEAKP-*4	250 l	Eng	99		328564X	Furnished
823XBAKP-*6 (6)	500 l	Opp	81			Furnished	823XBAKP-*4 (6)	500 l	Eng	81			Furnished
823XDAKP-*6 (9)	500 l	Opp	96			Furnished	823XDAKP-*4 (9)	500 l	Eng	96			Furnished
823XGAKP-*6 (10)	500 l	Opp	104			Furnished	823XGAKP-*4 (10)	500 l	Eng	104			Furnished
823XJAKP-*6 (7)	500 l	Opp	122			Furnished	880XBAKP-*4 (1)	500 l	Eng	81			Furnished
823XMAKP-*6 (8)	500 l	Opp	144			Furnished	880XDAKP-*4 (2)	500 l	Eng	96			Furnished
880XBAKP-*6 (1)	500 l	Opp	81			Furnished	880XGAKP-*4 (3)	500 l	Eng	104			Furnished
880XDAKP-*6 (2)	500 l	Opp	96			Furnished							
880XGAKP-*6 (3)	500 l	Opp	104			Furnished							
880XJAKP-*6 (4)	500 l	Opp	122			Furnished							
880XMAKP-*6 (5)	500 l	Opp	144			Furnished							

ONE SPEED - TWO GEAR - POWERSHIFT (AIR)

885XBAKP-*6 (1)	500 l	Opp	81			Furnished	885XBAKP-*4 (1)	500 l	Eng	81			Furnished
885XGAKP-*6 (3)	500 l	Opp	104			Furnished	885XGAKP-*4 (3)	500 l	Eng	104			Furnished
885XJAKP-*6 (4)	500 l	Opp	122			Furnished							
885XMAKP-*6 (5)	500 l	Opp	144			Furnished							

ONE SPEED - TWO GEAR - POWERSHIFT (HYDRAULIC)

852XBAKP-*6	500 l	Opp	81			Furnished	852XBAKP-*4	500 l	Eng	81			Furnished
852XGAKP-*6	500 l	Opp	104			Furnished	852XGAKP-*4	500 l	Eng	104			Furnished
852XJAKP-*6	500 l	Opp	122			Furnished	852XJAKP-*4	500 l	Eng	122			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: Maximum PTO Continuous torque allowed is 313 Ft.lbs [424 Nm] due to the transmission manufacturer PTO driver gear limit.

(1) Input Gear Part No. 5-P-1106
(2) Input Gear Part No. 5-P-1107
(3) Input Gear Part No. 5-P-1108
(4) Input Gear Part No. 5-P-1109
(5) Input Gear Part No. 5-P-1110
(6) Input Gear Part No. 5-P-223

(7) Input Gear Part No. 5-P-224
(8) Input Gear Part No. 5-P-284
(9) Input Gear Part No. 5-P-293
(10) Input Gear Part No. 5-P-294

9817 OFS (Oil Field Service)
 9823 OFS (Oil Field Service)
 9826 OFS (Oil Field Service)
 H8610 (H = Hauling Mode)
 M8610 (M = Mobile Mode)
 M9600 (M = Mobile Mode)
 M9800 (M = Mobile Mode)

TOP SIDE ONLY**TRANSMISSION GEAR DATA:**

TOP 08-BOLT Opening Gear REAR of Centerline
 59 Teeth - SPUR

PITCH LINE TO APERTURE FACE:

0.8100" (20.5740MM)

RIGHT SIDE ONLY**TRANSMISSION GEAR DATA:**

R.S. 08-BOLT Opening Gear REAR of Centerline
 59 Teeth - SPUR

PITCH LINE TO APERTURE FACE:

0.8100" (20.5740MM)

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													
823XBAKP-*6 (6)	500 I	Opp	104			Furnished	823XBAKP-*4 (6)	500 I	Eng	104			Furnished
823XDAKP-*6 (9)	500 I	Opp	123			Furnished	823XDAKP-*4 (9)	500 I	Eng	123			Furnished
823XGAKP-*6 (10)	500 I	Opp	134			Furnished	880XBAKP-*4 (1)	500 I	Eng	104			Furnished
823XJAKP-*6 (7)	500 I	Opp	157			Furnished	880XDAKP-*4 (2)	500 I	Eng	123			Furnished
823XMAKP-*6 (8)	500 I	Opp	185			Furnished	880XGAKP-*4 (3)	500 I	Eng	134			Furnished
880XBAKP-*6 (1)	500 I	Opp	104			Furnished	880XJAKP-*4 (4)	500 I	Eng	157			Furnished
880XDAKP-*6 (2)	500 I	Opp	123			Furnished							
880XGAKP-*6 (3)	500 I	Opp	134			Furnished							
880XJAKP-*6 (4)	500 I	Opp	157			Furnished							
880XMAKP-*6 (5)	500 I	Opp	185			Furnished							
ONE SPEED - TWO GEAR - POWERSHIFT (HYDRAULIC)													
852XBAKP-*6	500 I	Opp	104			Furnished	852XBAKP-*4	500 I	Eng	104			Furnished
852XGAKP-*6	500 I	Opp	134			Furnished	852XGAKP-*4	500 I	Eng	134			Furnished
852XJAKP-*6	500 I	Opp	157			Furnished	852XJAKP-*4	500 I	Eng	157			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-1106
 (2) Input Gear Part No. 5-P-1107
 (3) Input Gear Part No. 5-P-1108
 (4) Input Gear Part No. 5-P-1109
 (5) Input Gear Part No. 5-P-1110
 (6) Input Gear Part No. 5-P-223

(7) Input Gear Part No. 5-P-224
 (8) Input Gear Part No. 5-P-284
 (9) Input Gear Part No. 5-P-293
 (10) Input Gear Part No. 5-P-294

CLT-750 (With Optional 8-Bolt Opening Ahead of Torque Converter)
 CLT-754 (With Optional 8-Bolt Opening Ahead of Torque Converter)
 HT-750CRD (W/Optional 8-Bolt Opening Ahead of Torque Converter)
 CLBT-750 (With Optional 8-Bolt Opening Ahead of Torque Converter)
 CLBT-754 (With Optional 8-Bolt Opening Ahead of Torque Converter)

LEFT SIDE ONLY**TRANSMISSION GEAR DATA:**

L.S. 08-BOLT Opening Gear REAR of Centerline
 64 Teeth - SPUR

PITCH LINE TO APERTURE FACE:

0.8100" (20.5740MM)

TOP SIDE ONLY**TRANSMISSION GEAR DATA:**

TOP 08-BOLT Opening Gear REAR of Centerline
 40 Teeth - SPUR

PITCH LINE TO APERTURE FACE:

0.8100" (20.5740MM)

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													
221ZCAKX-*6	250 I	Opp	104		328564X	Furnished	221ZCAKP-*4	250 I	Opp	104		328564X	Furnished
221ZEAKX-*6	250 I	Opp	116		328564X	Furnished	221ZEAKP-*4	250 I	Opp	116		328564X	Furnished
823XBAKX-*6 (6)	500 I	Opp	95			Furnished	823XBAKP-*4 (6)	500 I	Opp	95			Furnished
823XDAKX-*6 (9)	500 I	Opp	113			Furnished	823XDAKP-*4 (9)	500 I	Opp	112			Furnished
823XGAKX-*6 (10)	500 I	Opp	122			Furnished	823XGAKP-*4 (10)	500 I	Opp	122			Furnished
823XJAKX-*6 (7)	500 I	Opp	144			Furnished	823XJAKP-*4 (7)	500 I	Opp	144			Furnished
823XMAKX-*6 (8)	500 I	Opp	169			Furnished	823XMAKP-*4 (8)	500 I	Opp	169			Furnished
880XBAKX-*6 (1)	500 I	Opp	95			Furnished	880XBAKP-*4 (1)	500 I	Opp	95			Furnished
880XDAKX-*6 (2)	500 I	Opp	113			Furnished	880XDAKP-*4 (2)	500 I	Opp	112			Furnished
880XGAKX-*6 (3)	500 I	Opp	122			Furnished	880XGAKP-*4 (3)	500 I	Opp	122			Furnished
880XJAKX-*6 (4)	500 I	Opp	144			Furnished	880XJAKP-*4 (4)	500 I	Opp	144			Furnished
880XMAKX-*6 (5)	500 I	Opp	169			Furnished	880XMAKP-*4 (5)	500 I	Opp	169			Furnished
ONE SPEED - TWO GEAR - POWERSHIFT (AIR)													
885XBAKX-*6 (1)	500 I	Opp	95			Furnished	885XBAKP-*4 (1)	500 I	Opp	95			Furnished
885XGAKX-*6 (3)	500 I	Opp	122			Furnished	885XGAKP-*4 (3)	500 I	Opp	122			Furnished
885XJAKX-*6 (4)	500 I	Opp	144			Furnished	885XJAKP-*4 (4)	500 I	Opp	144			Furnished
885XMAKX-*6 (5)	500 I	Opp	169			Furnished	885XMAKP-*4 (5)	500 I	Opp	169			Furnished
ONE SPEED - TWO GEAR - POWERSHIFT (HYDRAULIC)													
852XBAKP-*6	500 I	Opp	95			Furnished	852XBAKP-*4	500 I	Opp	95			Furnished
852XGAKP-*6	500 I	Opp	122			Furnished	852XGAKP-*4	500 I	Opp	122			Furnished
852XJAKP-*6	500 I	Opp	144			Furnished	852XJAKP-*4	500 I	Opp	144			Furnished
ONE SPEED - FORWARD & REVERSE													
863XBAKX-*4	500 I	Opp	95 118			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-1106
 (2) Input Gear Part No. 5-P-1107
 (3) Input Gear Part No. 5-P-1108
 (4) Input Gear Part No. 5-P-1109
 (5) Input Gear Part No. 5-P-1110
 (6) Input Gear Part No. 5-P-223

(7) Input Gear Part No. 5-P-224
 (8) Input Gear Part No. 5-P-284
 (9) Input Gear Part No. 5-P-293
 (10) Input Gear Part No. 5-P-294

3000 (International - Side/Side PTO Provision)	3200 ORS (Side/Side PTO Provision)	3500 SP (Side/Side PTO Provision)
3000 EVS (Side/Side Power Take-Off Provisions)	3200 SP (Side/Side PTO Provision)	B 300
3000 MH	3200 TRV	B 400
3000 ORS (Side/Side Power Take Off - Provisions)	3500 (International - Side/Side PTO Provision)	MD-3060P (Close Ratio)
3000 RDS	3500 EVS (Side/Side Power Take-Off Provisions)	MD-3560P (Wide Ratio)
3000 SP (Side/Side PTO Option)	3500 OFS	MD3050CR-P
3000 TRV	3500 ORS (Side/Side PTO Provision)	
3200 (International - Side/Side PTO Provision)	3500 RDS	

LEFT SIDE ONLY	RIGHT SIDE ONLY
TRANSMISSION GEAR DATA: L.S. 10-BOLT Opening Gear FORWARD of Centerline 68 Teeth - L.H. HELIX PITCH LINE TO APERTURE FACE: 1.7800" (45.2100MM)	TRANSMISSION GEAR DATA: R.S. 10-BOLT Opening Gear FORWARD of Centerline 68 Teeth - L.H. HELIX PITCH LINE TO APERTURE FACE: 1.7800" (45.2100MM)

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 - CONSTANT MESH													
267SBFJP-*5 (4)	402 I	Eng	72			Furnished	267SBFJP-*3 (4)	402 I	Eng	72			Furnished
267SDFJP-*5 (3)	390 I	Eng	87			Furnished	267SDFJP-*3 (3)	390 I	Eng	87			Furnished
267SGFJP-*5 (2)	360 I	Eng	103			Furnished	267SGFJP-*3 (2)	360 I	Eng	103			Furnished
267SMFJP-*5 (5)	318 I	Eng	129			Furnished	267SMFJP-*3 (5)	318 I	Eng	129			Furnished
267SSFJP-*5 (1)	265 I	Eng	161			Furnished	267SSFJP-*3 (1)	265 I	Eng	161			Furnished
267XBFJP-*5 (9)	335 I	Eng	72			Furnished	267XBFJP-*3 (9)	335 I	Eng	72			Furnished
267XDFJP-*5 (10)	325 I	Eng	87			Furnished	267XDFJP-*3 (10)	325 I	Eng	87			Furnished
267XGFJP-*5 (11)	300 I	Eng	103			Furnished	267XGFJP-*3 (11)	300 I	Eng	103			Furnished
267XMFJP-*5 (12)	265 I	Eng	129			Furnished	267XMFJP-*3 (12)	265 I	Eng	129			Furnished
267XSFJP-*5 (1)	250 I	Eng	161			Furnished	267XSFJP-*3 (1)	250 I	Eng	161			Furnished
287GBFJP-*5 (8)	300 C	Eng	60			Furnished	287GBFJP-*3 (8)	300 C	Eng	60			Furnished
287GBFJP-*8 (8)	300 C	Eng	56			Furnished	287GBFJP-*8 (8)	300 C	Eng	56			Furnished
287GCFJP-*5 (8)	390 C	Eng	72			Furnished	287GCFJP-*3 (8)	390 C	Eng	72			Furnished
287GCFJP-*8 (8)	390 C	Eng	68			Furnished	287GCFJP-*8 (8)	390 C	Eng	68			Furnished
287GDFJP-*5 (8)	390 C	Eng	87			Furnished	287GDFJP-*3 (8)	390 C	Eng	87			Furnished
287GDFJP-*8 (8)	390 C	Eng	81			Furnished	287GDFJP-*8 (8)	390 C	Eng	81			Furnished
287GGFJP-*5 (8)	360 C	Eng	103			Furnished	287GGFJP-*3 (8)	360 C	Eng	103			Furnished
287GGFJP-*8 (8)	360 C	Eng	96			Furnished	287GGFJP-*8 (8)	360 C	Eng	96			Furnished
287GKFJP-*5 (8)	340 C	Eng	115			Furnished	287GKFJP-*3 (8)	340 C	Eng	115			Furnished
287GMFJP-*5 (8)	318 C	Eng	129			Furnished	287GMFJP-*3 (8)	318 C	Eng	129			Furnished
287GMFJP-*8 (8)	318 C	Eng	119			Furnished	287GMFJP-*8 (8)	318 C	Eng	119			Furnished
287GPFJP-*5 (8)	290 C	Eng	144			Furnished	287GPFJP-*3 (8)	290 C	Eng	144			Furnished
287GPFJP-*8 (8)	290 C	Eng	132			Furnished	287GPFJP-*8 (8)	290 C	Eng	132			Furnished
287GSFJP-*5 (8)	265 C	Eng	161			Furnished	287GSFJP-*3 (8)	265 C	Eng	161			Furnished
287GSFJP-*8 (8)	265 C	Eng	147			Furnished	287GSFJP-*8 (8)	265 C	Eng	147			Furnished
287GTFJP-*5 (8)	240 C	Eng	180			Furnished	287GTFJP-*3 (8)	240 C	Eng	180			Furnished
287GTFJP-*8 (8)	240 C	Eng	173			Furnished	287GTFJP-*8 (8)	240 C	Eng	173			Furnished
877XAFJP-*5 (6)	591 C	Eng	82			Furnished	877XAFJP-*3 (6)	591 C	Eng	82			Furnished
877XBFJP-*5 (6)	557 C	Eng	87			Furnished	877XBFJP-*3 (6)	557 C	Eng	87			Furnished
877XCFJP-*5 (6)	522 C	Eng	93			Furnished	877XCFJP-*3 (6)	522 C	Eng	93			Furnished
877XDFJP-*5 (6)	490 C	Eng	99			Furnished	877XDFJP-*3 (6)	490 C	Eng	99			Furnished
877XEFJP-*5 (6)	429 C	Eng	113			Furnished	877XEFJP-*3 (6)	429 C	Eng	113			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: Chelsea Recommends the Power Take-Off (PTO) installation on the 3000/4000 Series Transmissions to utilize a Vehicle Interface Module, or Chassis Manufacturers' equivalent controller to incorporate all the PTO control features available, this includes the "PTO Request" and "PTO Enable Output" feature. The "PTO Enable" circuit signals the Transmission Control Module (TCM) to maintain line pressure to the PTO Failure to provide this signal may not be sufficient to the PTO This may cause damage to the PTO and /or Transmission. Please see the Allison Transmission website and individual chassis manufacturer for installation details.

(1) Input Gear Part No. 5-P-1173
 (2) Input Gear Part No. 5-P-1225
 (3) Input Gear Part No. 5-P-1293
 (4) Input Gear Part No. 5-P-1350
 (5) Input Gear Part No. 5-P-1351
 (6) Input Gear Part No. 5-P-1428

(8) Input Gear Part No. 5-P-1491
 (9) Input Gear Part No. 5-P-912
 (10) Input Gear Part No. 5-P-913
 (11) Input Gear Part No. 5-P-914
 (12) Input Gear Part No. 5-P-915

3000 (International - Side/Side PTO Provision)
 3000 EVS (Side/Side Power Take-Off Provisions)
 3000 MH
 3000 ORS (Side/Side Power Take Off - Provisions)
 3000 RDS
 3000 SP (Side/Side PTO Option)
 3000 TRV
 3200 (International - Side/Side PTO Provision)

3200 ORS (Side/Side PTO Provision)
 3200 SP (Side/Side PTO Provision)
 3200 TRV
 3500 (International - Side/Side PTO Provision)
 3500 EVS (Side/Side Power Take-Off Provisions)
 3500 OFS
 3500 ORS (Side/Side PTO Provision)
 3500 RDS

3500 SP (Side/Side PTO Provision)
 B 300
 B 400
 MD-3060P (Close Ratio)
 MD-3560P (Wide Ratio)
 MD3050CR-P

LEFT SIDE ONLY**TRANSMISSION GEAR DATA:**

L.S. 10-BOLT Opening Gear FORWARD of Centerline
 68 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7800" (45.2100MM)

RIGHT SIDE ONLY**TRANSMISSION GEAR DATA:**

R.S. 10-BOLT Opening Gear FORWARD of Centerline
 68 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7800" (45.2100MM)

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

PTO Model	Torq l / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit	PTO Model	Torq l / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit
ONE SPEED - TWO GEAR - CONSTANT MESH													
877XFFJP-*5 (6)	379 C	Eng	128			Furnished	877XFFJP-*3 (6)	379 C	Eng	128			Furnished
877XGFJP-*5 (6)	334 C	Eng	145			Furnished	877XGFJP-*3 (6)	334 C	Eng	145			Furnished
877XHFJP-*5 (6)	315 C	Eng	154			Furnished	877XHFJP-*3 (6)	315 C	Eng	154			Furnished
877XJFJP-*5 (6)	295 C	Eng	164			Furnished	877XJFJP-*3 (6)	295 C	Eng	164			Furnished
877XKFJP-*5 (7)	357 C	Eng	136			Furnished	877XKFJP-*3 (7)	357 C	Eng	136			Furnished

ONE SPEED - TWO GEAR - POWERSHIFT (HYDRAULIC)

280GBFJP-*5 (8)	300 C	Eng	60			Furnished	280GBFJP-*3 (8)	300 C	Eng	60			Furnished
280GBFJP-*8 (8)	300 C	Eng	56			Furnished	280GBFJP-*8 (8)	300 C	Eng	56			Furnished
280GCFJP-*5 (8)	390 C	Eng	72			Furnished	280GCFJP-*3 (8)	390 C	Eng	72			Furnished
280GCFJP-*8 (8)	390 C	Eng	68			Furnished	280GCFJP-*8 (8)	390 C	Eng	68			Furnished
280GDFJP-*5 (8)	390 C	Eng	87			Furnished	280GDFJP-*3 (8)	390 C	Eng	87			Furnished
280GDFJP-*8 (8)	390 C	Eng	81			Furnished	280GDFJP-*8 (8)	390 C	Eng	81			Furnished
280GGFJP-*5 (8)	360 C	Eng	103			Furnished	280GGFJP-*3 (8)	360 C	Eng	103			Furnished
280GGFJP-*8 (8)	360 C	Eng	96			Furnished	280GGFJP-*8 (8)	360 C	Eng	96			Furnished
280GKFJP-*5 (8)	340 C	Eng	115			Furnished	280GKFJP-*3 (8)	340 C	Eng	115			Furnished
280GMFJP-*5 (8)	318 C	Eng	129			Furnished	280GMFJP-*3 (8)	318 C	Eng	129			Furnished
280GMFJP-*8 (8)	318 C	Eng	119			Furnished	280GMFJP-*8 (8)	318 C	Eng	119			Furnished
280GPFJP-*5 (8)	290 C	Eng	144			Furnished	280GPFJP-*3 (8)	290 C	Eng	144			Furnished
280GPFJP-*8 (8)	290 C	Eng	132			Furnished	280GPFJP-*8 (8)	290 C	Eng	132			Furnished
280GSFJP-*5 (8)	265 C	Eng	161			Furnished	280GSFJP-*3 (8)	265 C	Eng	161			Furnished
280GSFJP-*8 (8)	265 C	Eng	147			Furnished	280GSFJP-*8 (8)	265 C	Eng	147			Furnished
280GTFJP-*5 (8)	240 C	Eng	180			Furnished	280GTFJP-*3 (8)	240 C	Eng	180			Furnished
280GTFJP-*8 (8)	240 C	Eng	173			Furnished	280GTFJP-*8 (8)	240 C	Eng	173			Furnished
870XAFJP-*5 (6)	591 C	Eng	82			Furnished	870XAFJP-*3 (6)	591 C	Eng	82			Furnished
870XBFJP-*5 (6)	557 C	Eng	87			Furnished	870XBFJP-*3 (6)	557 C	Eng	87			Furnished
870XCFJP-*5 (6)	522 C	Eng	93			Furnished	870XCFJP-*3 (6)	522 C	Eng	93			Furnished
870XDFJP-*5 (6)	490 C	Eng	99			Furnished	870XDFJP-*3 (6)	490 C	Eng	99			Furnished
870XEFJP-*5 (6)	429 C	Eng	113			Furnished	870XEFJP-*3 (6)	429 C	Eng	113			Furnished
870XFFJP-*5 (6)	379 C	Eng	128			Furnished	870XFFJP-*3 (6)	379 C	Eng	128			Furnished
870XGFJP-*5 (6)	334 C	Eng	145			Furnished	870XGFJP-*3 (6)	334 C	Eng	145			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: Chelsea Recommends the Power Take-Off (PTO) installation on the 3000/4000 Series Transmissions to utilize a Vehicle Interface Module, or Chassis Manufacturers' equivalent controller to incorporate all the PTO control features available, this includes the "PTO Request" and "PTO Enable Output" feature. The "PTO Enable" circuit signals the Transmission Control Module (TCM) to maintain line pressure to the PTO Failure to provide this signal may not be sufficient to the PTO This may cause damage to the PTO and /or Transmission. Please see the Allison Transmission website and individual chassis manufacturer for installation details.

(6) Input Gear Part No. 5-P-1428
 (7) Input Gear Part No. 5-P-1482
 (8) Input Gear Part No. 5-P-1491

3000 (International - Side/Side PTO Provision)	3200 ORS (Side/Side PTO Provision)	3500 SP (Side/Side PTO Provision)
3000 EVS (Side/Side Power Take-Off Provisions)	3200 SP (Side/Side PTO Provision)	B 300
3000 MH	3200 TRV	B 400
3000 ORS (Side/Side Power Take Off - Provisions)	3500 (International - Side/Side PTO Provision)	MD-3060P (Close Ratio)
3000 RDS	3500 EVS (Side/Side Power Take-Off Provisions)	MD-3560P (Wide Ratio)
3000 SP (Side/Side PTO Option)	3500 OFS	MD3050CR-P
3000 TRV	3500 ORS (Side/Side PTO Provision)	
3200 (International - Side/Side PTO Provision)	3500 RDS	

LEFT SIDE ONLY	RIGHT SIDE ONLY
TRANSMISSION GEAR DATA: L.S. 10-BOLT Opening Gear FORWARD of Centerline 68 Teeth - L.H. HELIX PITCH LINE TO APERTURE FACE: 1.7800" (45.2100MM)	TRANSMISSION GEAR DATA: R.S. 10-BOLT Opening Gear FORWARD of Centerline 68 Teeth - L.H. HELIX PITCH LINE TO APERTURE FACE: 1.7800" (45.2100MM)

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

PTO Model	Torq l / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit	PTO Model	Torq l / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit
-----------	-----------------	------------	---------------------	--------------	-----------------	----------	-----------	-----------------	------------	---------------------	--------------	-----------------	----------

ONE SPEED - TWO GEAR - POWERSHIFT (HYDRAULIC)

870XHFJP-*5 (6)	315 C	Eng	154			Furnished	870XHFJP-*3 (6)	315 C	Eng	154			Furnished
870XJFJP-*5 (6)	295 C	Eng	164			Furnished	870XJFJP-*3 (6)	295 C	Eng	164			Furnished

ONE SPEED - POWERSHIFT (HYDRAULIC) EXTENDED SHAFT

890LAFJW-*5 (6)	591 C	Eng	82			Furnished	890RAFJW-*5 (6)	591 C	Eng	82			Furnished
890LBFJW-*5 (6)	557 C	Eng	87			Furnished	890RBFJW-*5 (6)	557 C	Eng	87			Furnished
890LCFJW-*5 (6)	522 C	Eng	93			Furnished	890RCFJW-*5 (6)	522 C	Eng	93			Furnished
890LDFJW-*5 (6)	490 C	Eng	99			Furnished	890RDFJW-*5 (6)	490 C	Eng	99			Furnished
890LEFJW-*5 (6)	429 C	Eng	113			Furnished	890REFJW-*5 (6)	429 C	Eng	113			Furnished
890LFFJW-*5 (6)	379 C	Eng	128			Furnished	890RFFJW-*5 (6)	379 C	Eng	128			Furnished
890LGFJW-*5 (6)	334 C	Eng	145			Furnished	890RGFJW-*5 (6)	334 C	Eng	145			Furnished
890LHFJW-*5 (6)	315 C	Eng	154			Furnished	890RHFJW-*5 (6)	315 C	Eng	154			Furnished

ONE SPEED - CONSTANT MESH EXTENDED SHAFT

897LAFJW-*5 (6)	591 C	Eng	82			Furnished	897RAFJW-*5 (6)	591 C	Eng	82			Furnished
897LBFJW-*5 (6)	557 C	Eng	87			Furnished	897RBFJW-*5 (6)	557 C	Eng	87			Furnished
897LCFJW-*5 (6)	522 C	Eng	93			Furnished	897RCFJW-*5 (6)	522 C	Eng	93			Furnished
897LDFJW-*5 (6)	490 C	Eng	99			Furnished	897RDFJW-*5 (6)	490 C	Eng	99			Furnished
897LEFJW-*5 (6)	429 C	Eng	113			Furnished	897REFJW-*5 (6)	429 C	Eng	113			Furnished
897LFFJW-*5 (6)	379 C	Eng	128			Furnished	897RFFJW-*5 (6)	379 C	Eng	128			Furnished
897LGFJW-*5 (6)	334 C	Eng	145			Furnished	897RGFJW-*5 (6)	334 C	Eng	145			Furnished
897LHFJW-*5 (6)	315 C	Eng	154			Furnished	897RHFJW-*5 (6)	315 C	Eng	154			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: Chelsea Recommends the Power Take-Off (PTO) installation on the 3000/4000 Series Transmissions to utilize a Vehicle Interface Module, or Chassis Manufacturers' equivalent controller to incorporate all the PTO control features available, this includes the "PTO Request" and "PTO Enable Output" feature. The "PTO Enable" circuit signals the Transmission Control Module (TCM) to maintain line pressure to the PTO Failure to provide this signal may not be sufficient to the PTO This may cause damage to the PTO and /or Transmission. Please see the Allison Transmission website and individual chassis manufacturer for installation details.

(6) Input Gear Part No. 5-P-1428

3000 (3000 Family-Side / Side PTO Provision w/ Integral Cooler)

LEFT SIDE ONLY

TRANSMISSION GEAR DATA:

L.S. 10-BOLT Opening Gear FORWARD of Centerline
68 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7800" (45.2100MM)

RIGHT SIDE ONLY

TRANSMISSION GEAR DATA:

R.S. 10-BOLT Opening Gear FORWARD of Centerline
68 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7800" (45.2100MM)

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 - CONSTANT MESH

267SBFJP-*5 (4)	402 I	Eng	72			Furnished	267SBFJP-*3 (4)	402 I	Eng	72			Furnished
267SDFJP-*5 (3)	390 I	Eng	87			Furnished	267SDFJP-*3 (3)	390 I	Eng	87			Furnished
267SGFJP-*5 (2)	360 I	Eng	103			Furnished	267SGFJP-*3 (2)	360 I	Eng	103			Furnished
267SMFJP-*5 (5)	318 I	Eng	129			Furnished	267SMFJP-*3 (5)	318 I	Eng	129			Furnished
267SSFJP-*5 (1)	265 I	Eng	161			Furnished	267SSFJP-*3 (1)	265 I	Eng	161			Furnished
267XBFJP-*5 (16)	335 I	Eng	72			Furnished	267XBFJP-*3 (16)	335 I	Eng	72			Furnished
267XDFJP-*5 (17)	325 I	Eng	87			Furnished	267XDFJP-*3 (17)	325 I	Eng	87			Furnished
267XGFJP-*5 (18)	300 I	Eng	103			Furnished	267XGFJP-*3 (18)	300 I	Eng	103			Furnished
267XMFJP-*5 (19)	265 I	Eng	129			Furnished	267XMFJP-*3 (19)	265 I	Eng	129			Furnished
267XSFJP-*5 (1)	250 I	Eng	161			Furnished	267XSFJP-*3 (1)	250 I	Eng	161			Furnished
287GBFJP-*5 (15)	300 C	Eng	60			Furnished	287GBFJP-*3 (15)	300 C	Eng	60			Furnished
287GBFJP-*8 (15)	300 C	Eng	56			Furnished	287GBFJP-*8 (15)	300 C	Eng	56			Furnished
287GCFJP-*5 (15)	390 C	Eng	72			Furnished	287GCFJP-*3 (15)	390 C	Eng	72			Furnished
287GCFJP-*8 (15)	390 C	Eng	68			Furnished	287GCFJP-*8 (15)	390 C	Eng	68			Furnished
287GDFJP-*5 (15)	390 C	Eng	87			Furnished	287GDFJP-*3 (15)	390 C	Eng	87			Furnished
287GDFJP-*8 (15)	390 C	Eng	81			Furnished	287GDFJP-*8 (15)	390 C	Eng	81			Furnished
287GGFJP-*5 (15)	360 C	Eng	103			Furnished	287GGFJP-*3 (15)	360 C	Eng	103			Furnished
287GGFJP-*8 (15)	360 C	Eng	96			Furnished	287GGFJP-*8 (15)	360 C	Eng	96			Furnished
287GKFJP-*5 (15)	340 C	Eng	115			Furnished	287GKFJP-*3 (15)	340 C	Eng	115			Furnished
287GMFJP-*5 (15)	318 C	Eng	129			Furnished	287GMFJP-*3 (15)	318 C	Eng	129			Furnished
287GMFJP-*8 (15)	318 C	Eng	119			Furnished	287GMFJP-*8 (15)	318 C	Eng	119			Furnished
287GPFJP-*5 (15)	290 C	Eng	144			Furnished	287GPFJP-*3 (15)	290 C	Eng	144			Furnished
287GPFJP-*8 (15)	290 C	Eng	132			Furnished	287GPFJP-*8 (15)	290 C	Eng	132			Furnished
287GSFJP-*5 (15)	265 C	Eng	161			Furnished	287GSFJP-*3 (15)	265 C	Eng	161			Furnished
287GSFJP-*8 (15)	265 C	Eng	147			Furnished	287GSFJP-*8 (15)	265 C	Eng	147			Furnished
287GTFJP-*5 (15)	240 C	Eng	180			Furnished	287GTFJP-*3 (15)	240 C	Eng	180			Furnished
287GTFJP-*8 (15)	240 C	Eng	173			Furnished	287GTFJP-*8 (15)	240 C	Eng	173			Furnished
877XAFJP-*5 (6)	591 C	Eng	82			Furnished	877XAFJP-*3 (6)	591 C	Eng	82			Furnished
877XBFJP-*5 (6)	557 C	Eng	87			Furnished	877XBFJP-*3 (6)	557 C	Eng	87			Furnished
877XCFJP-*5 (6)	522 C	Eng	93			Furnished	877XCFJP-*3 (6)	522 C	Eng	93			Furnished
877XDFJP-*5 (6)	490 C	Eng	99			Furnished	877XDFJP-*3 (6)	490 C	Eng	99			Furnished
877XEFJP-*5 (6)	429 C	Eng	113			Furnished	877XEFJP-*3 (6)	429 C	Eng	113			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: Chelsea Recommends the Power Take-Off (PTO) installation on the 3000/4000 Series Transmissions to utilize a Vehicle Interface Module, or Chassis Manufacturers' equivalent controller to incorporate all the PTO control features available, this includes the "PTO Request" and "PTO Enable Output" feature. The "PTO Enable" circuit signals the Transmission Control Module (TCM) to maintain line pressure to the PTO Failure to provide this signal may not be sufficient to the PTO This may cause damage to the PTO and /or Transmission. Please see the Allison Transmission website and individual chassis manufacturer for installation details.

(1) Input Gear Part No. 5-P-1173
(2) Input Gear Part No. 5-P-1225
(3) Input Gear Part No. 5-P-1293
(4) Input Gear Part No. 5-P-1350
(5) Input Gear Part No. 5-P-1351
(6) Input Gear Part No. 5-P-1428

(15) Input Gear Part No. 5-P-1491
(16) Input Gear Part No. 5-P-912
(17) Input Gear Part No. 5-P-913
(18) Input Gear Part No. 5-P-914
(19) Input Gear Part No. 5-P-915

3000 (3000 Family-Side / Side PTO Provision w/ Integral Cooler)

LEFT SIDE ONLY

TRANSMISSION GEAR DATA:

L.S. 10-BOLT Opening Gear FORWARD of Centerline
68 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7800" (45.2100MM)

RIGHT SIDE ONLY

TRANSMISSION GEAR DATA:

R.S. 10-BOLT Opening Gear FORWARD of Centerline
68 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7800" (45.2100MM)

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

PTO Model	Torq l / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit	PTO Model	Torq l / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit
-----------	-----------------	------------	---------------------	--------------	-----------------	----------	-----------	-----------------	------------	---------------------	--------------	-----------------	----------

ONE SPEED - TWO GEAR - CONSTANT MESH

877XFFJP-*5 (6)	379 C	Eng	128			Furnished	877XFFJP-*3 (6)	379 C	Eng	128			Furnished
877XGFJP-*5 (6)	334 C	Eng	145			Furnished	877XGFJP-*3 (6)	334 C	Eng	145			Furnished
877XHFJP-*5 (6)	315 C	Eng	154			Furnished	877XHFJP-*3 (6)	315 C	Eng	154			Furnished
877XJFJP-*5 (6)	295 C	Eng	164			Furnished	877XJFJP-*3 (6)	295 C	Eng	164			Furnished

ONE SPEED - TWO GEAR - POWERSHIFT (HYDRAULIC)

280GBFJP-*5 (15)	300 C	Eng	60			Furnished	280GBFJP-*3 (15)	300 C	Eng	60			Furnished
280GBFJP-*8 (15)	300 C	Eng	56			Furnished	280GBFJP-*8 (15)	300 C	Eng	56			Furnished
280GCFJP-*5 (15)	390 C	Eng	72			Furnished	280GCFJP-*3 (15)	390 C	Eng	72			Furnished
280GCFJP-*8 (15)	390 C	Eng	68			Furnished	280GCFJP-*8 (15)	390 C	Eng	68			Furnished
280GDFJP-*5 (15)	390 C	Eng	87			Furnished	280GDFJP-*3 (15)	390 C	Eng	87			Furnished
280GDFJP-*8 (15)	390 C	Eng	81			Furnished	280GDFJP-*8 (15)	390 C	Eng	81			Furnished
280GGFJP-*5 (15)	360 C	Eng	103			Furnished	280GGFJP-*3 (15)	360 C	Eng	103			Furnished
280GGFJP-*8 (15)	360 C	Eng	96			Furnished	280GGFJP-*8 (15)	360 C	Eng	96			Furnished
280GKFJP-*5 (15)	340 C	Eng	115			Furnished	280GKFJP-*3 (15)	340 C	Eng	115			Furnished
280GMFJP-*5 (15)	318 C	Eng	129			Furnished	280GMFJP-*3 (15)	318 C	Eng	129			Furnished
280GMFJP-*8 (15)	318 C	Eng	119			Furnished	280GMFJP-*8 (15)	318 C	Eng	119			Furnished
280GPFJP-*5 (15)	290 C	Eng	144			Furnished	280GPFJP-*3 (15)	290 C	Eng	144			Furnished
280GPFJP-*8 (15)	290 C	Eng	132			Furnished	280GPFJP-*8 (15)	290 C	Eng	132			Furnished
280GSFJP-*5 (15)	265 C	Eng	161			Furnished	280GSFJP-*3 (15)	265 C	Eng	161			Furnished
280GSFJP-*8 (15)	265 C	Eng	147			Furnished	280GSFJP-*8 (15)	265 C	Eng	147			Furnished
280GTFJP-*5 (15)	240 C	Eng	180			Furnished	280GTFJP-*3 (15)	240 C	Eng	180			Furnished
280GTFJP-*8 (15)	240 C	Eng	173			Furnished	280GTFJP-*8 (15)	240 C	Eng	173			Furnished
870XAFJP-*5 (6)	591 C	Eng	82			Furnished	870XAFJP-*3 (6)	591 C	Eng	82			Furnished
870XBFJP-*5 (6)	557 C	Eng	87			Furnished	870XBFJP-*3 (6)	557 C	Eng	87			Furnished
870XCFJP-*5 (6)	522 C	Eng	93			Furnished	870XCFJP-*3 (6)	522 C	Eng	93			Furnished
870XDFJP-*5 (6)	490 C	Eng	99			Furnished	870XDFJP-*3 (6)	490 C	Eng	99			Furnished
870XEFJP-*5 (6)	429 C	Eng	113			Furnished	870XEFJP-*3 (6)	429 C	Eng	113			Furnished
870XFFJP-*5 (6)	379 C	Eng	128			Furnished	870XFFJP-*3 (6)	379 C	Eng	128			Furnished
870XGFJP-*5 (6)	334 C	Eng	145			Furnished	870XGFJP-*3 (6)	334 C	Eng	145			Furnished
870XHFJP-*5 (6)	315 C	Eng	154			Furnished	870XHFJP-*3 (6)	315 C	Eng	154			Furnished
870XJFJP-*5 (6)	295 C	Eng	164			Furnished	870XJFJP-*3 (6)	295 C	Eng	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: Chelsea Recommends the Power Take-Off (PTO) installation on the 3000/4000 Series Transmissions to utilize a Vehicle Interface Module, or Chassis Manufacturers' equivalent controller to incorporate all the PTO control features available, this includes the "PTO Request" and "PTO Enable Output" feature. The "PTO Enable" circuit signals the Transmission Control Module (TCM) to maintain line pressure to the PTO Failure to provide this signal may not be sufficient to the PTO This may cause damage to the PTO and /or Transmission. Please see the Allison Transmission website and individual chassis manufacturer for installation details.

(6) Input Gear Part No. 5-P-1428
(15) Input Gear Part No. 5-P-1491

3000 (3000 Family-Side / Side PTO Provision w/ Integral Cooler)

LEFT SIDE ONLY

TRANSMISSION GEAR DATA:

L.S. 10-BOLT Opening Gear FORWARD of Centerline
68 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7800" (45.2100MM)

RIGHT SIDE ONLY

TRANSMISSION GEAR DATA:

R.S. 10-BOLT Opening Gear FORWARD of Centerline
68 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7800" (45.2100MM)

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 - POWERSHIFT (HYDRAULIC) EXTENDED SHAFT															
890NAFJW-*3 (6)	591 C	Eng	82				Furnished	890RAFJW-*5 (6)	591 C	Eng	82				Furnished
890NBFJW-*3 (6)	557 C	Eng	87				Furnished	890RBFJW-*5 (6)	557 C	Eng	87				Furnished
890NCFJW-*3 (6)	522 C	Eng	93				Furnished	890RCFJW-*5 (6)	522 C	Eng	93				Furnished
890NDFJW-*3 (6)	490 C	Eng	99				Furnished	890RDFJW-*5 (6)	490 C	Eng	99				Furnished
890NEFJW-*3 (6)	429 C	Eng	113				Furnished	890REFJW-*5 (6)	429 C	Eng	113				Furnished
890NFFJW-*3 (6)	379 C	Eng	128				Furnished	890RFFJW-*5 (6)	379 C	Eng	128				Furnished
890NGFJW-*3 (6)	334 C	Eng	145				Furnished	890RGFJW-*5 (6)	334 C	Eng	145				Furnished
890NHFJW-*3 (6)	315 C	Eng	154				Furnished	890RHFJW-*5 (6)	315 C	Eng	154				Furnished
ONE SPEED - CONSTANT MESH EXTENDED SHAFT															
897NAFJW-*3 (7)	591 C	Eng	82				Furnished	897RAFJW-*5 (7)	591 C	Eng	82				Furnished
897NBFJW-*3 (8)	557 C	Eng	87				Furnished	897RBFJW-*5 (8)	557 C	Eng	87				Furnished
897NCFJW-*3 (9)	522 C	Eng	93				Furnished	897RCFJW-*5 (9)	522 C	Eng	93				Furnished
897NDFJW-*3 (10)	490 C	Eng	99				Furnished	897RDFJW-*5 (10)	490 C	Eng	99				Furnished
897NEFJW-*3 (11)	429 C	Eng	113				Furnished	897REFJW-*5 (11)	429 C	Eng	113				Furnished
897NFFJW-*3 (12)	379 C	Eng	128				Furnished	897RFFJW-*5 (12)	379 C	Eng	128				Furnished
897NGFJW-*3 (13)	334 C	Eng	145				Furnished	897RGFJW-*5 (13)	334 C	Eng	145				Furnished
897NHFJW-*3 (14)	315 C	Eng	154				Furnished	897RHFJW-*5 (14)	315 C	Eng	154				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: Chelsea Recommends the Power Take-Off (PTO) installation on the 3000/4000 Series Transmissions to utilize a Vehicle Interface Module, or Chassis Manufacturers' equivalent controller to incorporate all the PTO control features available, this includes the "PTO Request" and "PTO Enable Output" feature. The "PTO Enable" circuit signals the Transmission Control Module (TCM) to maintain line pressure to the PTO Failure to provide this signal may not be sufficient to the PTO This may cause damage to the PTO and /or Transmission. Please see the Allison Transmission website and individual chassis manufacturer for installation details.

(6) Input Gear Part No. 5-P-1428
(7) Input Gear Part No. 5-P-1428-1X
(8) Input Gear Part No. 5-P-1428-2X
(9) Input Gear Part No. 5-P-1428-3X
(10) Input Gear Part No. 5-P-1428-4X
(11) Input Gear Part No. 5-P-1428-5X

(12) Input Gear Part No. 5-P-1428-6X
(13) Input Gear Part No. 5-P-1428-7X
(14) Input Gear Part No. 5-P-1428-8X

3000 (3000 Family- Side/Side PTO Provision w/ Retarder)

LEFT SIDE ONLY

TRANSMISSION GEAR DATA:

L.S. 10-BOLT Opening Gear FORWARD of Centerline
68 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7800" (45.2100MM)

RIGHT SIDE ONLY

TRANSMISSION GEAR DATA:

R.S. 10-BOLT Opening Gear FORWARD of Centerline
68 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7800" (45.2100MM)

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

PTO Model	Torq l / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit	PTO Model	Torq l / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit
ONE SPEED - TWO GEAR - CONSTANT MESH													
267SBFJP-*5 (4)	402 I	Eng	72			Furnished	267SBFJP-*3 (4)	402 I	Eng	72			Furnished
267SDFJP-*5 (3)	390 I	Eng	87			Furnished	267SDFJP-*3 (3)	390 I	Eng	87			Furnished
267SGFJP-*5 (2)	360 I	Eng	103			Furnished	267SGFJP-*3 (2)	360 I	Eng	103			Furnished
267SMFJP-*5 (5)	318 I	Eng	129			Furnished	267SMFJP-*3 (5)	318 I	Eng	129			Furnished
267SSFJP-*5 (1)	265 I	Eng	161			Furnished	267SSFJP-*3 (1)	265 I	Eng	161			Furnished
267XBFJP-*5 (8)	335 I	Eng	72			Furnished	267XBFJP-*3 (8)	335 I	Eng	72			Furnished
267XDFJP-*5 (9)	325 I	Eng	87			Furnished	267XDFJP-*3 (9)	325 I	Eng	87			Furnished
267XGFJP-*5 (10)	300 I	Eng	103			Furnished	267XGFJP-*3 (10)	300 I	Eng	103			Furnished
267XMFJP-*5 (11)	265 I	Eng	129			Furnished	267XMFJP-*3 (11)	265 I	Eng	129			Furnished
267XSFJP-*5 (1)	250 I	Eng	161			Furnished	267XSFJP-*3 (1)	250 I	Eng	161			Furnished
287GBFJP-*5 (7)	300 C	Eng	60			Furnished	287GBFJP-*3 (7)	300 C	Eng	60			Furnished
287GBFJP-*8 (7)	300 C	Eng	56			Furnished	287GBFJP-*8 (7)	300 C	Eng	56			Furnished
287GCFJP-*5 (7)	390 C	Eng	72			Furnished	287GCFJP-*3 (7)	390 C	Eng	72			Furnished
287GCFJP-*8 (7)	390 C	Eng	68			Furnished	287GCFJP-*8 (7)	390 C	Eng	68			Furnished
287GDFJP-*5 (7)	390 C	Eng	87			Furnished	287GDFJP-*3 (7)	390 C	Eng	87			Furnished
287GDFJP-*8 (7)	390 C	Eng	81			Furnished	287GDFJP-*8 (7)	390 C	Eng	81			Furnished
287GGFJP-*5 (7)	360 C	Eng	103			Furnished	287GGFJP-*3 (7)	360 C	Eng	103			Furnished
287GGFJP-*8 (7)	360 C	Eng	96			Furnished	287GGFJP-*8 (7)	360 C	Eng	96			Furnished
287GKFJP-*5 (7)	340 C	Eng	115			Furnished	287GKFJP-*3 (7)	340 C	Eng	115			Furnished
287GMFJP-*5 (7)	318 C	Eng	129			Furnished	287GMFJP-*3 (7)	318 C	Eng	129			Furnished
287GMFJP-*8 (7)	318 C	Eng	119			Furnished	287GMFJP-*8 (7)	318 C	Eng	119			Furnished
287GPFJP-*5 (7)	290 C	Eng	144			Furnished	287GPFJP-*3 (7)	290 C	Eng	144			Furnished
287GPFJP-*8 (7)	290 C	Eng	132			Furnished	287GPFJP-*8 (7)	290 C	Eng	132			Furnished
287GSFJP-*5 (7)	265 C	Eng	161			Furnished	287GSFJP-*3 (7)	265 C	Eng	161			Furnished
287GSFJP-*8 (7)	265 C	Eng	147			Furnished	287GSFJP-*8 (7)	265 C	Eng	147			Furnished
287GTFJP-*5 (7)	240 C	Eng	180			Furnished	287GTFJP-*3 (7)	240 C	Eng	180			Furnished
287GTFJP-*8 (7)	240 C	Eng	173			Furnished	287GTFJP-*8 (7)	240 C	Eng	173			Furnished
877XAFJP-*5 (6)	591 C	Eng	82			Furnished	877XAFJP-*3 (6)	591 C	Eng	82			Furnished
877XBFJP-*5 (6)	557 C	Eng	87			Furnished	877XBFJP-*3 (6)	557 C	Eng	87			Furnished
877XCFJP-*5 (6)	522 C	Eng	93			Furnished	877XCFJP-*3 (6)	522 C	Eng	93			Furnished
877XDFJP-*5 (6)	490 C	Eng	99			Furnished	877XDFJP-*3 (6)	490 C	Eng	99			Furnished
877XEFJP-*5 (6)	429 C	Eng	113			Furnished	877XEFJP-*3 (6)	429 C	Eng	113			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: Chelsea Recommends the Power Take-Off (PTO) installation on the 3000/4000 Series Transmissions to utilize a Vehicle Interface Module, or Chassis Manufacturers' equivalent controller to incorporate all the PTO control features available, this includes the "PTO Request" and "PTO Enable Output" feature. The "PTO Enable" circuit signals the Transmission Control Module (TCM) to maintain line pressure to the PTO Failure to provide this signal may not be sufficient to the PTO This may cause damage to the PTO and /or Transmission. Please see the Allison Transmission website and individual chassis manufacturer for installation details.

(1) Input Gear Part No. 5-P-1173
(2) Input Gear Part No. 5-P-1225
(3) Input Gear Part No. 5-P-1293
(4) Input Gear Part No. 5-P-1350
(5) Input Gear Part No. 5-P-1351
(6) Input Gear Part No. 5-P-1428

(7) Input Gear Part No. 5-P-1491
(8) Input Gear Part No. 5-P-912
(9) Input Gear Part No. 5-P-913
(10) Input Gear Part No. 5-P-914
(11) Input Gear Part No. 5-P-915

3000 (3000 Family- Side/Side PTO Provision w/ Retarder)

LEFT SIDE ONLY

TRANSMISSION GEAR DATA:

L.S. 10-BOLT Opening Gear FORWARD of Centerline
68 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7800" (45.2100MM)

RIGHT SIDE ONLY

TRANSMISSION GEAR DATA:

R.S. 10-BOLT Opening Gear FORWARD of Centerline
68 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7800" (45.2100MM)

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

PTO Model	Torq l / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit	PTO Model	Torq l / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit
-----------	-----------------	------------	---------------------	--------------	-----------------	----------	-----------	-----------------	------------	---------------------	--------------	-----------------	----------

ONE SPEED - TWO GEAR - CONSTANT MESH

877XFFJP-*5 (6)	379 C	Eng	128			Furnished	877XFFJP-*3 (6)	379 C	Eng	128			Furnished
877XGFJP-*5 (6)	334 C	Eng	145			Furnished	877XGFJP-*3 (6)	334 C	Eng	145			Furnished
877XHFJP-*5 (6)	315 C	Eng	154			Furnished	877XHFJP-*3 (6)	315 C	Eng	154			Furnished
877XJFJP-*5 (6)	295 C	Eng	164			Furnished	877XJFJP-*3 (6)	295 C	Eng	164			Furnished

ONE SPEED - TWO GEAR - POWERSHIFT (HYDRAULIC)

280GBFJP-*5 (7)	300 C	Eng	60			Furnished	280GBFJP-*3 (7)	300 C	Eng	60			Furnished
280GBFJP-*8 (7)	300 C	Eng	56			Furnished	280GBFJP-*8 (7)	300 C	Eng	56			Furnished
280GCFJP-*5 (7)	390 C	Eng	72			Furnished	280GCFJP-*3 (7)	390 C	Eng	72			Furnished
280GCFJP-*8 (7)	390 C	Eng	68			Furnished	280GCFJP-*8 (7)	390 C	Eng	68			Furnished
280GDFJP-*5 (7)	390 C	Eng	87			Furnished	280GDFJP-*3 (7)	390 C	Eng	87			Furnished
280GDFJP-*8 (7)	390 C	Eng	81			Furnished	280GDFJP-*8 (7)	390 C	Eng	81			Furnished
280GGFJP-*5 (7)	360 C	Eng	103			Furnished	280GGFJP-*3 (7)	360 C	Eng	103			Furnished
280GGFJP-*8 (7)	360 C	Eng	96			Furnished	280GGFJP-*8 (7)	360 C	Eng	96			Furnished
280GKFJP-*5 (7)	340 C	Eng	115			Furnished	280GKFJP-*3 (7)	340 C	Eng	115			Furnished
280GMFJP-*5 (7)	318 C	Eng	129			Furnished	280GMFJP-*3 (7)	318 C	Eng	129			Furnished
280GMFJP-*8 (7)	318 C	Eng	119			Furnished	280GMFJP-*8 (7)	318 C	Eng	119			Furnished
280GPFJP-*5 (7)	290 C	Eng	144			Furnished	280GPFJP-*3 (7)	290 C	Eng	144			Furnished
280GPFJP-*8 (7)	290 C	Eng	132			Furnished	280GPFJP-*8 (7)	290 C	Eng	132			Furnished
280GSFJP-*5 (7)	265 C	Eng	161			Furnished	280GSFJP-*3 (7)	265 C	Eng	161			Furnished
280GSFJP-*8 (7)	265 C	Eng	147			Furnished	280GSFJP-*8 (7)	265 C	Eng	147			Furnished
280GTFJP-*5 (7)	240 C	Eng	180			Furnished	280GTFJP-*3 (7)	240 C	Eng	180			Furnished
280GTFJP-*8 (7)	240 C	Eng	173			Furnished	280GTFJP-*8 (7)	240 C	Eng	173			Furnished
870XAFJP-*5 (6)	591 C	Eng	82			Furnished	870XAFJP-*3 (6)	591 C	Eng	82			Furnished
870XBFJP-*5 (6)	557 C	Eng	87			Furnished	870XBFJP-*3 (6)	557 C	Eng	87			Furnished
870XCFJP-*5 (6)	522 C	Eng	93			Furnished	870XCFJP-*3 (6)	522 C	Eng	93			Furnished
870XDFJP-*5 (6)	490 C	Eng	99			Furnished	870XDFJP-*3 (6)	490 C	Eng	99			Furnished
870XEFJP-*5 (6)	429 C	Eng	113			Furnished	870XEFJP-*3 (6)	429 C	Eng	113			Furnished
870XFFJP-*5 (6)	379 C	Eng	128			Furnished	870XFFJP-*3 (6)	379 C	Eng	128			Furnished
870XGFJP-*5 (6)	334 C	Eng	145			Furnished	870XGFJP-*3 (6)	334 C	Eng	145			Furnished
870XHFJP-*5 (6)	315 C	Eng	154			Furnished	870XHFJP-*3 (6)	315 C	Eng	154			Furnished
870XJFJP-*5 (6)	295 C	Eng	164			Furnished	870XJFJP-*3 (6)	295 C	Eng	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: Chelsea Recommends the Power Take-Off (PTO) installation on the 3000/4000 Series Transmissions to utilize a Vehicle Interface Module, or Chassis Manufacturers' equivalent controller to incorporate all the PTO control features available, this includes the "PTO Request" and "PTO Enable Output" feature. The "PTO Enable" circuit signals the Transmission Control Module (TCM) to maintain line pressure to the PTO Failure to provide this signal may not be sufficient to the PTO This may cause damage to the PTO and /or Transmission. Please see the Allison Transmission website and individual chassis manufacturer for installation details.

(6) Input Gear Part No. 5-P-1428
(7) Input Gear Part No. 5-P-1491

3000 (3000 Family- Side/Side PTO Provision w/ Retarder)

LEFT SIDE ONLY

TRANSMISSION GEAR DATA:

L.S. 10-BOLT Opening Gear FORWARD of Centerline
68 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7800" (45.2100MM)

RIGHT SIDE ONLY

TRANSMISSION GEAR DATA:

R.S. 10-BOLT Opening Gear FORWARD of Centerline
68 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7800" (45.2100MM)

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 - POWERSHIFT (HYDRAULIC) EXTENDED SHAFT

890MAFJW-*5 (6)	591 C	Eng	82			Furnished
890MBFJW-*5 (6)	557 C	Eng	87			Furnished
890MCFJW-*5 (6)	522 C	Eng	93			Furnished
890MDFJW-*5 (6)	490 C	Eng	99			Furnished
890MEFJW-*5 (6)	429 C	Eng	113			Furnished
890MFFJW-*5 (6)	379 C	Eng	128			Furnished
890MGFJW-*5 (6)	334 C	Eng	145			Furnished
890MHFJW-*5 (6)	315 C	Eng	154			Furnished

ONE SPEED - CONSTANT MESH EXTENDED SHAFT

897MAFJW-*5 (6)	591 C	Eng	82			Furnished
897MBFJW-*5 (6)	557 C	Eng	87			Furnished
897MCFJW-*5 (6)	522 C	Eng	93			Furnished
897MDFJW-*5 (6)	490 C	Eng	99			Furnished
897MEFJW-*5 (6)	429 C	Eng	113			Furnished
897MFFJW-*5 (6)	379 C	Eng	128			Furnished
897MGFJW-*5 (6)	334 C	Eng	145			Furnished
897MHFJW-*5 (6)	315 C	Eng	154			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: Chelsea Recommends the Power Take-Off (PTO) installation on the 3000/4000 Series Transmissions to utilize a Vehicle Interface Module, or Chassis Manufacturers' equivalent controller to incorporate all the PTO control features available, this includes the "PTO Request" and "PTO Enable Output" feature. The "PTO Enable" circuit signals the Transmission Control Module (TCM) to maintain line pressure to the PTO Failure to provide this signal may not be sufficient to the PTO This may cause damage to the PTO and /or Transmission. Please see the Allison Transmission website and individual chassis manufacturer for installation details.

(6) Input Gear Part No. 5-P-1428

4000 EVS	4500 EVS
4000 MH	4500 RDS
4000 RDS	B 500
4000 TRV	HD-4060P (Close Ratio)
4430	HD-4070P
4430 ORS	HD-4560P (Wide Ratio)
4430 SP	
4440	

LEFT SIDE ONLY**TRANSMISSION GEAR DATA:**

L.S. 10-BOLT Opening Gear FORWARD of Centerline
97 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7799" (45.2100MM)

TOP SIDE ONLY**TRANSMISSION GEAR DATA:**

TOP 10-BOLT Opening Gear FORWARD of Centerline
97 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7799" (45.2100MM)

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 - CONSTANT MESH

267SBFJP-*5 (4)	402 I	Eng	103			Furnished	267SBFJP-*3 (4)	402 I	Eng	103			Furnished
267SDFJP-*5 (3)	390 I	Eng	123			Furnished	267SDFJP-*3 (4)	390 I	Eng	123			Furnished
267SGFJP-*5 (2)	360 I	Eng	147			Furnished	267SGFJP-*3 (2)	360 I	Eng	147			Furnished
267SMFJP-*5 (5)	318 I	Eng	184			Furnished	267SMFJP-*3 (5)	318 I	Eng	184			Furnished
267SSFJP-*5 (1)	265 I	Eng	229			Furnished	267SSFJP-*3 (1)	265 I	Eng	229			Furnished
267XBFJP-*5 (8)	335 I	Eng	103			Furnished	267XBFJP-*3 (8)	335 I	Eng	103			Furnished
267XDFJP-*5 (9)	325 I	Eng	123			Furnished	267XDFJP-*3 (9)	325 I	Eng	123			Furnished
267XGFJP-*5 (10)	300 I	Eng	147			Furnished	267XGFJP-*3 (10)	300 I	Eng	147			Furnished
267XMFJP-*5 (11)	265 I	Eng	184			Furnished	267XMFJP-*3 (11)	265 I	Eng	184			Furnished
267XSFJP-*5 (1)	250 I	Eng	229			Furnished	267XSFJP-*3 (1)	250 I	Eng	229			Furnished
287GBFJP-*5 (7)	300 C	Eng	85			Furnished	287GBFJP-*5 (7)	300 C	Eng	85			Furnished
287GBFJP-*8 (7)	300 C	Eng	81			Furnished	287GBFJP-*8 (7)	300 C	Eng	81			Furnished
287GCFJP-*5 (7)	390 C	Eng	103			Furnished	287GCFJP-*5 (7)	390 C	Eng	103			Furnished
287GCFJP-*8 (7)	390 C	Eng	97			Furnished	287GCFJP-*8 (7)	390 C	Eng	97			Furnished
287GDFJP-*5 (7)	390 C	Eng	123			Furnished	287GDFJP-*5 (7)	390 C	Eng	123			Furnished
287GDFJP-*8 (7)	390 C	Eng	116			Furnished	287GDFJP-*8 (7)	390 C	Eng	116			Furnished
287GGFJP-*5 (7)	360 C	Eng	147			Furnished	287GGFJP-*5 (7)	360 C	Eng	147			Furnished
287GGFJP-*8 (7)	360 C	Eng	137			Furnished	287GGFJP-*8 (7)	360 C	Eng	137			Furnished
287GKFJP-*5 (7)	340 C	Eng	164			Furnished	287GKFJP-*5 (7)	340 C	Eng	164			Furnished
287GMFJP-*5 (7)	318 C	Eng	184			Furnished	287GMFJP-*5 (7)	318 C	Eng	184			Furnished
287GMFJP-*8 (7)	318 C	Eng	170			Furnished	287GMFJP-*8 (7)	318 C	Eng	170			Furnished
287GPFJP-*5 (7)	290 C	Eng	205			Furnished	287GPFJP-*5 (7)	290 C	Eng	205			Furnished
287GPFJP-*8 (7)	290 C	Eng	189			Furnished	287GPFJP-*8 (7)	290 C	Eng	189			Furnished
287GSFJP-*5 (7)	265 C	Eng	229			Furnished	287GSFJP-*5 (7)	265 C	Eng	229			Furnished
287GSFJP-*8 (7)	265 C	Eng	210			Furnished	287GSFJP-*8 (7)	265 C	Eng	210			Furnished
877XAFJP-*5 (6)	591 C	Eng	116			Furnished	877XAFJP-*3 (6)	591 C	Eng	116			Furnished
877XBFJP-*5 (6)	552 C	Eng	124			Furnished	877XBFJP-*3 (6)	552 C	Eng	124			Furnished
877XCFJP-*5 (6)	515 C	Eng	133			Furnished	877XCFJP-*3 (6)	515 C	Eng	133			Furnished
877XDFJP-*5 (6)	482 C	Eng	142			Furnished	877XDFJP-*3 (6)	482 C	Eng	142			Furnished
877XEFJP-*5 (6)	425 C	Eng	161			Furnished	877XEFJP-*3 (6)	425 C	Eng	161			Furnished
877XFFJP-*5 (6)	376 C	Eng	182			Furnished	877XFFJP-*3 (6)	376 C	Eng	182			Furnished
877XGFJP-*5 (6)	332 C	Eng	207			Furnished	877XGFJP-*3 (6)	332 C	Eng	207			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: Chelsea Recommends the Power Take-Off (PTO) installation on the 3000/4000 Series Transmissions to utilize a Vehicle Interface Module, or Chassis Manufacturers' equivalent controller to incorporate all the PTO control features available, this includes the "PTO Request" and "PTO Enable Output" feature. The "PTO Enable" circuit signals the Transmission Control Module (TCM) to maintain line pressure to the PTO Failure to provide this signal may not be sufficient to the PTO This may cause damage to the PTO and /or Transmission. Please see the Allison Transmission website and individual chassis manufacturer for installation details.

CAUTION: The Torque Rating on Certain Ratios is Restricted by Allison Transmission to a Torque Limit of 685 Ft.Lbs on their PTO Drive Gear.

(1) Input Gear Part No. 5-P-1173
(2) Input Gear Part No. 5-P-1225
(3) Input Gear Part No. 5-P-1293
(4) Input Gear Part No. 5-P-1350
(5) Input Gear Part No. 5-P-1351
(6) Input Gear Part No. 5-P-1428

(7) Input Gear Part No. 5-P-1491
(8) Input Gear Part No. 5-P-912
(9) Input Gear Part No. 5-P-913
(10) Input Gear Part No. 5-P-914
(11) Input Gear Part No. 5-P-915

4000 EVS
4000 MH
4000 RDS
4000 TRV
4430
4430 ORS
4430 SP
4440

4500 EVS
4500 RDS
B 500
HD-4060P (Close Ratio)
HD-4070P
HD-4560P (Wide Ratio)

LEFT SIDE ONLY**TRANSMISSION GEAR DATA:**

L.S. 10-BOLT Opening Gear FORWARD of Centerline
97 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7799" (45.2100MM)

TOP SIDE ONLY**TRANSMISSION GEAR DATA:**

TOP 10-BOLT Opening Gear FORWARD of Centerline
97 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7799" (45.2100MM)

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 - CONSTANT MESH

877XHFJP-*5 (6)	312 C	Eng	220			Furnished	877XHFJP-*3 (6)	312 C	Eng	220			Furnished
877XJFJP-*5 (6)	293 C	Eng	234			Furnished	877XJFJP-*3 (6)	293 C	Eng	234			Furnished

ONE SPEED - TWO GEAR - POWERSHIFT (HYDRAULIC)

280GBFJP-*5 (7)	300 C	Eng	85			Furnished	280GBFJP-*5 (7)	300 C	Eng	85			Furnished
280GBFJP-*8 (7)	300 C	Eng	81			Furnished	280GBFJP-*8 (7)	300 C	Eng	81			Furnished
280GCFJP-*5 (7)	390 C	Eng	103			Furnished	280GCFJP-*5 (7)	390 C	Eng	103			Furnished
280GCFJP-*8 (7)	390 C	Eng	97			Furnished	280GCFJP-*8 (7)	390 C	Eng	97			Furnished
280GDFJP-*5 (7)	390 C	Eng	123			Furnished	280GDFJP-*5 (7)	390 C	Eng	123			Furnished
280GDFJP-*8 (7)	390 C	Eng	116			Furnished	280GDFJP-*8 (7)	390 C	Eng	116			Furnished
280GGFJP-*5 (7)	360 C	Eng	147			Furnished	280GGFJP-*5 (7)	360 C	Eng	147			Furnished
280GGFJP-*8 (7)	360 C	Eng	137			Furnished	280GGFJP-*8 (7)	360 C	Eng	137			Furnished
280GKFJP-*5 (7)	340 C	Eng	164			Furnished	280GKFJP-*5 (7)	340 C	Eng	164			Furnished
280GMFJP-*5 (7)	318 C	Eng	184			Furnished	280GMFJP-*5 (7)	318 C	Eng	184			Furnished
280GMFJP-*8 (7)	318 C	Eng	170			Furnished	280GMFJP-*8 (7)	318 C	Eng	170			Furnished
280GPFJP-*5 (7)	290 C	Eng	205			Furnished	280GPFJP-*5 (7)	290 C	Eng	205			Furnished
280GPFJP-*8 (7)	290 C	Eng	189			Furnished	280GPFJP-*8 (7)	290 C	Eng	189			Furnished
280GSFJP-*5 (7)	265 C	Eng	229			Furnished	280GSFJP-*5 (7)	265 C	Eng	229			Furnished
280GSFJP-*8 (7)	265 C	Eng	210			Furnished	280GSFJP-*8 (7)	265 C	Eng	210			Furnished
870XAFJP-*5 (6)	591 C	Eng	116			Furnished	870XAFJP-*3 (6)	591 C	Eng	116			Furnished
870XBFJP-*5 (6)	552 C	Eng	124			Furnished	870XBFJP-*3 (6)	552 C	Eng	124			Furnished
870XCFJP-*5 (6)	515 C	Eng	133			Furnished	870XCFJP-*3 (6)	515 C	Eng	133			Furnished
870XDFJP-*5 (6)	482 C	Eng	142			Furnished	870XDFJP-*3 (6)	482 C	Eng	142			Furnished
870XEFJP-*5 (6)	425 C	Eng	161			Furnished	870XEFJP-*3 (6)	425 C	Eng	161			Furnished
870XFFJP-*5 (6)	376 C	Eng	182			Furnished	870XFFJP-*3 (6)	376 C	Eng	182			Furnished
870XGFJP-*5 (6)	332 C	Eng	207			Furnished	870XGFJP-*3 (6)	332 C	Eng	207			Furnished
870XHFJP-*5 (6)	312 C	Eng	220			Furnished	870XHFJP-*3 (6)	312 C	Eng	220			Furnished
870XJFJP-*5 (6)	293 C	Eng	234			Furnished	870XJFJP-*3 (6)	293 C	Eng	234			Furnished

ONE SPEED - POWERSHIFT (HYDRAULIC) EXTENDED SHAFT

890HAFJW-*5 (6)	591 C	Eng	116			Furnished	890UAFJW-*5 (6)	591 C	Eng	116			Furnished
890HBFJW-*5 (6)	552 C	Eng	124			Furnished	890UBFJW-*5 (6)	552 C	Eng	124			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: Chelsea Recommends the Power Take-Off (PTO) installation on the 3000/4000 Series Transmissions to utilize a Vehicle Interface Module, or Chassis Manufacturers' equivalent controller to incorporate all the PTO control features available, this includes the "PTO Request" and "PTO Enable Output" feature. The "PTO Enable" circuit signals the Transmission Control Module (TCM) to maintain line pressure to the PTO Failure to provide this signal may not be sufficient to the PTO This may cause damage to the PTO and /or Transmission. Please see the Allison Transmission website and individual chassis manufacturer for installation details.

CAUTION: The Torque Rating on Certain Ratios is Restricted by Allison Transmission to a Torque Limit of 685 Ft.lbs on their PTO Drive Gear.

(6) Input Gear Part No. 5-P-1428
(7) Input Gear Part No. 5-P-1491

4000 EVS	4500 EVS
4000 MH	4500 RDS
4000 RDS	B 500
4000 TRV	HD-4060P (Close Ratio)
4430	HD-4070P
4430 ORS	HD-4560P (Wide Ratio)
4430 SP	
4440	

LEFT SIDE ONLY**TRANSMISSION GEAR DATA:**

L.S. 10-BOLT Opening Gear FORWARD of Centerline
97 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7799" (45.2100MM)

TOP SIDE ONLY**TRANSMISSION GEAR DATA:**

TOP 10-BOLT Opening Gear FORWARD of Centerline
97 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7799" (45.2100MM)

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 - POWERSHIFT (HYDRAULIC) EXTENDED SHAFT															
890HCFJW-*5 (6)	515 C	Eng	133				Furnished	890UCFJW-*5 (6)	515 C	Eng	133				Furnished
890HDFJW-*5 (6)	482 C	Eng	142				Furnished	890UDFJW-*5 (6)	482 C	Eng	142				Furnished
890HEFJW-*5 (6)	425 C	Eng	161				Furnished	890UEFJW-*5 (6)	425 C	Eng	161				Furnished
890HFFJW-*5 (6)	376 C	Eng	182				Furnished	890UFFJW-*5 (6)	376 C	Eng	182				Furnished
ONE SPEED - CONSTANT MESH EXTENDED SHAFT															
897HAFJW-*5 (6)	591 C	Eng	116				Furnished	897UAFJW-*5 (6)	591 C	Eng	116				Furnished
897HBFJW-*5 (6)	552 C	Eng	124				Furnished	897UBFJW-*5 (6)	552 C	Eng	124				Furnished
897HCFJW-*5 (6)	515 C	Eng	133				Furnished	897UCFJW-*5 (6)	515 C	Eng	133				Furnished
897HDFJW-*5 (6)	482 C	Eng	142				Furnished	897UDFJW-*5 (6)	482 C	Eng	142				Furnished
897HEFJW-*5 (6)	425 C	Eng	161				Furnished	897UEFJW-*5 (6)	425 C	Eng	161				Furnished
897HFFJW-*5 (6)	376 C	Eng	182				Furnished	897UFFJW-*5 (6)	376 C	Eng	182				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: Chelsea Recommends the Power Take-Off (PTO) installation on the 3000/4000 Series Transmissions to utilize a Vehicle Interface Module, or Chassis Manufacturers' equivalent controller to incorporate all the PTO control features available, this includes the "PTO Request" and "PTO Enable Output" feature. The "PTO Enable" circuit signals the Transmission Control Module (TCM) to maintain line pressure to the PTO Failure to provide this signal may not be sufficient to the PTO This may cause damage to the PTO and /or Transmission. Please see the Allison Transmission website and individual chassis manufacturer for installation details.

CAUTION: The Torque Rating on Certain Ratios is Restricted by Allison Transmission to a Torque Limit of 685 Ft.lbs on their PTO Drive Gear.

(6) Input Gear Part No. 5-P-1428

4000 (4000 Family w/ Integral Cooler)

LEFT SIDE ONLY

TRANSMISSION GEAR DATA:

L.S. 10-BOLT Opening Gear FORWARD of Centerline
97 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7799" (45.2100MM)

TOP SIDE ONLY

TRANSMISSION GEAR DATA:

TOP 10-BOLT Opening Gear FORWARD of Centerline
97 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7799" (45.2100MM)

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 - CONSTANT MESH													
267SBFJP-*5 (4)	402 I	Eng	103			Furnished	267SBFJP-*3 (4)	402 I	Eng	103			Furnished
267SDFJP-*5 (3)	390 I	Eng	123			Furnished	267SDFJP-*3 (4)	390 I	Eng	123			Furnished
267SGFJP-*5 (2)	360 I	Eng	147			Furnished	267SGFJP-*3 (2)	360 I	Eng	147			Furnished
267SMFJP-*5 (5)	318 I	Eng	184			Furnished	267SMFJP-*3 (5)	318 I	Eng	184			Furnished
267SSFJP-*5 (1)	265 I	Eng	229			Furnished	267SSFJP-*3 (1)	265 I	Eng	229			Furnished
267XBFJP-*5 (8)	335 I	Eng	103			Furnished	267XBFJP-*3 (8)	335 I	Eng	103			Furnished
267XDFJP-*5 (9)	325 I	Eng	123			Furnished	267XDFJP-*3 (9)	325 I	Eng	123			Furnished
267XGFJP-*5 (10)	300 I	Eng	147			Furnished	267XGFJP-*3 (10)	300 I	Eng	147			Furnished
267XMFJP-*5 (11)	265 I	Eng	184			Furnished	267XMFJP-*3 (11)	265 I	Eng	184			Furnished
267XSFJP-*5 (1)	250 I	Eng	229			Furnished	267XSFJP-*3 (1)	250 I	Eng	229			Furnished
287GBFJP-*5 (7)	300 C	Eng	85			Furnished	287GBFJP-*5 (7)	300 C	Eng	85			Furnished
287GBFJP-*8 (7)	300 C	Eng	81			Furnished	287GBFJP-*8 (7)	300 C	Eng	81			Furnished
287GCFJP-*5 (7)	390 C	Eng	103			Furnished	287GCFJP-*5 (7)	390 C	Eng	103			Furnished
287GCFJP-*8 (7)	390 C	Eng	97			Furnished	287GCFJP-*8 (7)	390 C	Eng	97			Furnished
287GDFJP-*5 (7)	390 C	Eng	123			Furnished	287GDFJP-*5 (7)	390 C	Eng	123			Furnished
287GDFJP-*8 (7)	390 C	Eng	116			Furnished	287GDFJP-*8 (7)	390 C	Eng	116			Furnished
287GGFJP-*5 (7)	360 C	Eng	147			Furnished	287GGFJP-*5 (7)	360 C	Eng	147			Furnished
287GGFJP-*8 (7)	360 C	Eng	137			Furnished	287GGFJP-*8 (7)	360 C	Eng	137			Furnished
287GKFJP-*5 (7)	340 C	Eng	164			Furnished	287GKFJP-*5 (7)	340 C	Eng	164			Furnished
287GMFJP-*5 (7)	318 C	Eng	184			Furnished	287GMFJP-*5 (7)	318 C	Eng	184			Furnished
287GMFJP-*8 (7)	318 C	Eng	170			Furnished	287GMFJP-*8 (7)	318 C	Eng	170			Furnished
287GPFJP-*5 (7)	290 C	Eng	205			Furnished	287GPFJP-*5 (7)	290 C	Eng	205			Furnished
287GPFJP-*8 (7)	290 C	Eng	189			Furnished	287GPFJP-*8 (7)	290 C	Eng	189			Furnished
287GSFJP-*5 (7)	265 C	Eng	229			Furnished	287GSFJP-*5 (7)	265 C	Eng	229			Furnished
287GSFJP-*8 (7)	265 C	Eng	210			Furnished	287GSFJP-*8 (7)	265 C	Eng	210			Furnished
877XAFJP-*5 (6)	591 C	Eng	116			Furnished	877XAFJP-*3 (6)	591 C	Eng	116			Furnished
877XBFJP-*5 (6)	552 C	Eng	124			Furnished	877XBFJP-*3 (6)	552 C	Eng	124			Furnished
877XCFJP-*5 (6)	515 C	Eng	133			Furnished	877XCFJP-*3 (6)	515 C	Eng	133			Furnished
877XDFJP-*5 (6)	482 C	Eng	142			Furnished	877XDFJP-*3 (6)	482 C	Eng	142			Furnished
877XEFJP-*5 (6)	425 C	Eng	161			Furnished	877XEFJP-*3 (6)	425 C	Eng	161			Furnished
877XFFJP-*5 (6)	376 C	Eng	182			Furnished	877XFFJP-*3 (6)	376 C	Eng	182			Furnished
877XGFJP-*5 (6)	332 C	Eng	207			Furnished	877XGFJP-*3 (6)	332 C	Eng	207			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: The Torque Rating on Certain Ratios is Restricted by Allison Transmission to a Torque Limit of 685 Ft.lbs on their PTO Drive Gear.

CAUTION: Chelsea Recommends the Power Take-Off (PTO) installation on the 3000/4000 Series Transmissions to utilize a Vehicle Interface Module, or Chassis Manufacturers' equivalent controller to incorporate all the PTO control features available, this includes the "PTO Request" and "PTO Enable Output" feature. The "PTO Enable" circuit signals the Transmission Control Module (TCM) to maintain line pressure to the PTO Failure to provide this signal may not be sufficient to the PTO This may cause damage to the PTO and/or Transmission. Please see the Allison Transmission website and individual chassis manufacturer for installation details.

(1) Input Gear Part No. 5-P-1173
(2) Input Gear Part No. 5-P-1225
(3) Input Gear Part No. 5-P-1293
(4) Input Gear Part No. 5-P-1350
(5) Input Gear Part No. 5-P-1351
(6) Input Gear Part No. 5-P-1428

(7) Input Gear Part No. 5-P-1491
(8) Input Gear Part No. 5-P-912
(9) Input Gear Part No. 5-P-913
(10) Input Gear Part No. 5-P-914
(11) Input Gear Part No. 5-P-915

4000 (4000 Family w/ Integral Cooler)

LEFT SIDE ONLY

TRANSMISSION GEAR DATA:

L.S. 10-BOLT Opening Gear FORWARD of Centerline
97 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7799" (45.2100MM)

TOP SIDE ONLY

TRANSMISSION GEAR DATA:

TOP 10-BOLT Opening Gear FORWARD of Centerline
97 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7799" (45.2100MM)

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

PTO Model	Torq l / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit	PTO Model	Torq l / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit
-----------	-----------------	------------	---------------------	--------------	-----------------	----------	-----------	-----------------	------------	---------------------	--------------	-----------------	----------

ONE SPEED - TWO GEAR - CONSTANT MESH

877XHFPJ-5 (6)	312 C	Eng	220			Furnished	877XHFPJ-3 (6)	312 C	Eng	220			Furnished
877XJFJP-5 (6)	293 C	Eng	234			Furnished	877XJFJP-3 (6)	293 C	Eng	234			Furnished

ONE SPEED - TWO GEAR - POWERSHIFT (HYDRAULIC)

280GBFJP-5 (7)	300 C	Eng	85			Furnished	280GBFJP-5 (7)	300 C	Eng	85			Furnished
280GBFJP-8 (7)	300 C	Eng	81			Furnished	280GBFJP-8 (7)	300 C	Eng	81			Furnished
280GCFJP-5 (7)	390 C	Eng	103			Furnished	280GCFJP-5 (7)	390 C	Eng	103			Furnished
280GCFJP-8 (7)	390 C	Eng	97			Furnished	280GCFJP-8 (7)	390 C	Eng	97			Furnished
280GDFJP-5 (7)	390 C	Eng	123			Furnished	280GDFJP-5 (7)	390 C	Eng	123			Furnished
280GDFJP-8 (7)	390 C	Eng	116			Furnished	280GDFJP-8 (7)	390 C	Eng	116			Furnished
280GGFJP-5 (7)	360 C	Eng	147			Furnished	280GGFJP-5 (7)	360 C	Eng	147			Furnished
280GGFJP-8 (7)	360 C	Eng	137			Furnished	280GGFJP-8 (7)	360 C	Eng	137			Furnished
280GKFJP-5 (7)	340 C	Eng	164			Furnished	280GKFJP-5 (7)	340 C	Eng	164			Furnished
280GMFJP-5 (7)	318 C	Eng	184			Furnished	280GMFJP-5 (7)	318 C	Eng	184			Furnished
280GMFJP-8 (7)	318 C	Eng	170			Furnished	280GMFJP-8 (7)	318 C	Eng	170			Furnished
280GPFJP-5 (7)	290 C	Eng	205			Furnished	280GPFJP-5 (7)	290 C	Eng	205			Furnished
280GPFJP-8 (7)	290 C	Eng	189			Furnished	280GPFJP-8 (7)	290 C	Eng	189			Furnished
280GSFJP-5 (7)	265 C	Eng	229			Furnished	280GSFJP-5 (7)	265 C	Eng	229			Furnished
280GSFJP-8 (7)	265 C	Eng	210			Furnished	280GSFJP-8 (7)	265 C	Eng	210			Furnished
870XAFJP-5 (6)	591 C	Eng	116			Furnished	870XAFJP-3 (6)	591 C	Eng	116			Furnished
870XBFPJ-5 (6)	552 C	Eng	124			Furnished	870XBFPJ-3 (6)	552 C	Eng	124			Furnished
870XCFJP-5 (6)	515 C	Eng	133			Furnished	870XCFJP-3 (6)	515 C	Eng	133			Furnished
870XDFJP-5 (6)	482 C	Eng	142			Furnished	870XDFJP-3 (6)	482 C	Eng	142			Furnished
870XEFJP-5 (6)	425 C	Eng	161			Furnished	870XEFJP-3 (6)	425 C	Eng	161			Furnished
870XFFJP-5 (6)	376 C	Eng	182			Furnished	870XFFJP-3 (6)	376 C	Eng	182			Furnished
870XGFJP-5 (6)	332 C	Eng	207			Furnished	870XGFJP-3 (6)	332 C	Eng	207			Furnished
870XHFPJ-5 (6)	312 C	Eng	220			Furnished	870XHFPJ-3 (6)	312 C	Eng	220			Furnished
870XJFJP-5 (6)	293 C	Eng	234			Furnished	870XJFJP-3 (6)	293 C	Eng	234			Furnished

ONE SPEED - POWERSHIFT (HYDRAULIC) EXTENDED SHAFT

890CAFJW-3 (6)	591 C	Eng	116			Furnished	890UAFJW-5 (6)	591 C	Eng	116			Furnished
890CBFJW-3 (6)	552 C	Eng	124			Furnished	890UBFJW-5 (6)	552 C	Eng	124			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: The Torque Rating on Certain Ratios is Restricted by Allison Transmission to a Torque Limit of 685 Ft.lbs on their PTO Drive Gear.

CAUTION: Chelsea Recommends the Power Take-Off (PTO) installation on the 3000/4000 Series Transmissions to utilize a Vehicle Interface Module, or Chassis Manufacturers' equivalent controller to incorporate all the PTO control features available, this includes the "PTO Request" and "PTO Enable Output" feature. The "PTO Enable" circuit signals the Transmission Control Module (TCM) to maintain line pressure to the PTO Failure to provide this signal may not be sufficient to the PTO This may cause damage to the PTO and /or Transmission. Please see the Allison Transmission website and individual chassis manufacturer for installation details.

(6) Input Gear Part No. 5-P-1428
(7) Input Gear Part No. 5-P-1491

4000 (4000 Family w/ Integral Cooler)

LEFT SIDE ONLY

TRANSMISSION GEAR DATA:

L.S. 10-BOLT Opening Gear FORWARD of Centerline
97 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7799" (45.2100MM)

TOP SIDE ONLY

TRANSMISSION GEAR DATA:

TOP 10-BOLT Opening Gear FORWARD of Centerline
97 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7799" (45.2100MM)

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 - POWERSHIFT (HYDRAULIC) EXTENDED SHAFT													
890CCFJW-*3 (6)	515 C	Eng	133			Furnished	890UCFJW-*5 (6)	515 C	Eng	133			Furnished
890CDFJW-*3 (6)	482 C	Eng	142			Furnished	890UDFJW-*5 (6)	482 C	Eng	142			Furnished
890CEFJW-*3 (6)	425 C	Eng	161			Furnished	890UEFJW-*5 (6)	425 C	Eng	161			Furnished
890CFFJW-*3 (6)	376 C	Eng	182			Furnished	890UFFJW-*5 (6)	376 C	Eng	182			Furnished
ONE SPEED - CONSTANT MESH EXTENDED SHAFT													
897CAFJW-*3 (6)	591 C	Eng	116			Furnished	897UAFJW-*5 (6)	591 C	Eng	116			Furnished
897CBFJW-*3 (6)	552 C	Eng	124			Furnished	897UBFJW-*5 (6)	552 C	Eng	124			Furnished
897CCFJW-*3 (6)	515 C	Eng	133			Furnished	897UCFJW-*5 (6)	515 C	Eng	133			Furnished
897CDFJW-*3 (6)	482 C	Eng	142			Furnished	897UDFJW-*5 (6)	482 C	Eng	142			Furnished
897CEFJW-*3 (6)	425 C	Eng	161			Furnished	897UEFJW-*5 (6)	425 C	Eng	161			Furnished
897CFFJW-*3 (6)	376 C	Eng	182			Furnished	897UFFJW-*5 (6)	376 C	Eng	182			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 Torque Rating on Certain Ratios is Restricted by Allison Transmission to a Torque Limit of 685 Ft.lbs on their PTO Drive Gear.

CAUTION: Chelsea Recommends the Power Take-Off (PTO) installation on the 3000/4000 Series Transmissions to utilize a Vehicle Interface Module, or Chassis Manufacturers' equivalent controller to incorporate all the PTO control features available, this includes the "PTO Request" and "PTO Enable Output" feature. The "PTO Enable" circuit signals the Transmission Control Module (TCM) to maintain line pressure to the PTO Failure to provide this signal may not be sufficient to the PTO This may cause damage to the PTO and /or Transmission. Please see the Allison Transmission website and individual chassis manufacturer for installation details.

(6) Input Gear Part No. 5-P-1428

4000 (4000 Family w/ Retarder)

LEFT SIDE ONLY

TRANSMISSION GEAR DATA:

L.S. 10-BOLT Opening Gear FORWARD of Centerline
97 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7799" (45.2100MM)

TOP SIDE ONLY

TRANSMISSION GEAR DATA:

TOP 10-BOLT Opening Gear FORWARD of Centerline
97 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7799" (45.2100MM)

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 - CONSTANT MESH

267SBFJP-*5 (4)	402 I	Eng	103			Furnished	267SBFJP-*3 (4)	402 I	Eng	103			Furnished
267SDFJP-*5 (3)	390 I	Eng	123			Furnished	267SDFJP-*3 (4)	390 I	Eng	123			Furnished
267SGFJP-*5 (2)	360 I	Eng	147			Furnished	267SGFJP-*3 (2)	360 I	Eng	147			Furnished
267SMFJP-*5 (5)	318 I	Eng	184			Furnished	267SMFJP-*3 (5)	318 I	Eng	184			Furnished
267SSFJP-*5 (1)	265 I	Eng	229			Furnished	267SSFJP-*3 (1)	265 I	Eng	229			Furnished
267XBFJP-*5 (8)	335 I	Eng	103			Furnished	267XBFJP-*3 (8)	335 I	Eng	103			Furnished
267XDFJP-*5 (9)	325 I	Eng	123			Furnished	267XDFJP-*3 (9)	325 I	Eng	123			Furnished
267XGFJP-*5 (10)	300 I	Eng	147			Furnished	267XGFJP-*3 (10)	300 I	Eng	147			Furnished
267XMFJP-*5 (11)	265 I	Eng	184			Furnished	267XMFJP-*3 (11)	265 I	Eng	184			Furnished
267XSFJP-*5 (1)	250 I	Eng	229			Furnished	267XSFJP-*3 (1)	250 I	Eng	229			Furnished
287GBFJP-*5 (7)	300 C	Eng	85			Furnished	287GBFJP-*5 (7)	300 C	Eng	85			Furnished
287GBFJP-*8 (7)	300 C	Eng	81			Furnished	287GBFJP-*8 (7)	300 C	Eng	81			Furnished
287GCFJP-*5 (7)	390 C	Eng	103			Furnished	287GCFJP-*5 (7)	390 C	Eng	103			Furnished
287GCFJP-*8 (7)	390 C	Eng	97			Furnished	287GCFJP-*8 (7)	390 C	Eng	97			Furnished
287GDFJP-*5 (7)	390 C	Eng	123			Furnished	287GDFJP-*5 (7)	390 C	Eng	123			Furnished
287GDFJP-*8 (7)	390 C	Eng	116			Furnished	287GDFJP-*8 (7)	390 C	Eng	116			Furnished
287GGFJP-*5 (7)	360 C	Eng	147			Furnished	287GGFJP-*5 (7)	360 C	Eng	147			Furnished
287GGFJP-*8 (7)	360 C	Eng	137			Furnished	287GGFJP-*8 (7)	360 C	Eng	137			Furnished
287GKFJP-*5 (7)	340 C	Eng	164			Furnished	287GKFJP-*5 (7)	340 C	Eng	164			Furnished
287GMFJP-*5 (7)	318 C	Eng	184			Furnished	287GMFJP-*5 (7)	318 C	Eng	184			Furnished
287GMFJP-*8 (7)	318 C	Eng	170			Furnished	287GMFJP-*8 (7)	318 C	Eng	170			Furnished
287GPFJP-*5 (7)	290 C	Eng	205			Furnished	287GPFJP-*5 (7)	290 C	Eng	205			Furnished
287GPFJP-*8 (7)	290 C	Eng	189			Furnished	287GPFJP-*8 (7)	290 C	Eng	189			Furnished
287GSFJP-*5 (7)	265 C	Eng	229			Furnished	287GSFJP-*5 (7)	265 C	Eng	229			Furnished
287GSFJP-*8 (7)	265 C	Eng	210			Furnished	287GSFJP-*8 (7)	265 C	Eng	210			Furnished
877XAFJP-*5 (6)	591 C	Eng	116			Furnished	877XAFJP-*3 (6)	591 C	Eng	116			Furnished
877XBFJP-*5 (6)	552 C	Eng	124			Furnished	877XBFJP-*3 (6)	552 C	Eng	124			Furnished
877XCFJP-*5 (6)	515 C	Eng	133			Furnished	877XCFJP-*3 (6)	515 C	Eng	133			Furnished
877XDFJP-*5 (6)	482 C	Eng	142			Furnished	877XDFJP-*3 (6)	482 C	Eng	142			Furnished
877XEFJP-*5 (6)	425 C	Eng	161			Furnished	877XEFJP-*3 (6)	425 C	Eng	161			Furnished
877XFFJP-*5 (6)	376 C	Eng	182			Furnished	877XFFJP-*3 (6)	376 C	Eng	182			Furnished
877XGFJP-*5 (6)	332 C	Eng	207			Furnished	877XGFJP-*3 (6)	332 C	Eng	207			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: Chelsea Recommends the Power Take-Off (PTO) installation on the 3000/4000 Series Transmissions to utilize a Vehicle Interface Module, or Chassis Manufacturers' equivalent controller to incorporate all the PTO control features available, this includes the "PTO Request" and "PTO Enable Output" feature. The "PTO Enable" circuit signals the Transmission Control Module (TCM) to maintain line pressure to the PTO Failure to provide this signal may not be sufficient to the PTO This may cause damage to the PTO and /or Transmission. Please see the Allison Transmission website and individual chassis manufacturer for installation details.

CAUTION: The Torque Rating on Certain Ratios is Restricted by Allison Transmission to a Torque Limit of 685 Ft.Lbs on their PTO Drive Gear.

(1) Input Gear Part No. 5-P-1173
(2) Input Gear Part No. 5-P-1225
(3) Input Gear Part No. 5-P-1293
(4) Input Gear Part No. 5-P-1350
(5) Input Gear Part No. 5-P-1351
(6) Input Gear Part No. 5-P-1428

(7) Input Gear Part No. 5-P-1491
(8) Input Gear Part No. 5-P-912
(9) Input Gear Part No. 5-P-913
(10) Input Gear Part No. 5-P-914
(11) Input Gear Part No. 5-P-915

4000 (4000 Family w/ Retarder)

LEFT SIDE ONLY

TRANSMISSION GEAR DATA:

L.S. 10-BOLT Opening Gear FORWARD of Centerline
97 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7799" (45.2100MM)

TOP SIDE ONLY

TRANSMISSION GEAR DATA:

TOP 10-BOLT Opening Gear FORWARD of Centerline
97 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7799" (45.2100MM)

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 - CONSTANT MESH

877XHFJP-*5 (6)	312 C	Eng	220			Furnished	877XHFJP-*3 (6)	312 C	Eng	220			Furnished
877XJFJP-*5 (6)	293 C	Eng	234			Furnished	877XJFJP-*3 (6)	293 C	Eng	234			Furnished

ONE SPEED - TWO GEAR - POWERSHIFT (HYDRAULIC)

280GBFJP-*5 (7)	300 C	Eng	85			Furnished	280GBFJP-*5 (7)	300 C	Eng	85			Furnished
280GBFJP-*8 (7)	300 C	Eng	81			Furnished	280GBFJP-*8 (7)	300 C	Eng	81			Furnished
280GCFJP-*5 (7)	390 C	Eng	103			Furnished	280GCFJP-*5 (7)	390 C	Eng	103			Furnished
280GCFJP-*8 (7)	390 C	Eng	97			Furnished	280GCFJP-*8 (7)	390 C	Eng	97			Furnished
280GDFJP-*5 (7)	390 C	Eng	123			Furnished	280GDFJP-*5 (7)	390 C	Eng	123			Furnished
280GDFJP-*8 (7)	390 C	Eng	116			Furnished	280GDFJP-*8 (7)	390 C	Eng	116			Furnished
280GGFJP-*5 (7)	360 C	Eng	147			Furnished	280GGFJP-*5 (7)	360 C	Eng	147			Furnished
280GGFJP-*8 (7)	360 C	Eng	137			Furnished	280GGFJP-*8 (7)	360 C	Eng	137			Furnished
280GKFJP-*5 (7)	340 C	Eng	164			Furnished	280GKFJP-*5 (7)	340 C	Eng	164			Furnished
280GMFJP-*5 (7)	318 C	Eng	184			Furnished	280GMFJP-*5 (7)	318 C	Eng	184			Furnished
280GMFJP-*8 (7)	318 C	Eng	170			Furnished	280GMFJP-*8 (7)	318 C	Eng	170			Furnished
280GPFJP-*5 (7)	290 C	Eng	205			Furnished	280GPFJP-*5 (7)	290 C	Eng	205			Furnished
280GPFJP-*8 (7)	290 C	Eng	189			Furnished	280GPFJP-*8 (7)	290 C	Eng	189			Furnished
280GSFJP-*5 (7)	265 C	Eng	229			Furnished	280GSFJP-*5 (7)	265 C	Eng	229			Furnished
280GSFJP-*8 (7)	265 C	Eng	210			Furnished	280GSFJP-*8 (7)	265 C	Eng	210			Furnished
870XAFJP-*5 (6)	591 C	Eng	116			Furnished	870XAFJP-*3 (6)	591 C	Eng	116			Furnished
870XBFJP-*5 (6)	552 C	Eng	124			Furnished	870XBFJP-*3 (6)	552 C	Eng	124			Furnished
870XCFJP-*5 (6)	515 C	Eng	133			Furnished	870XCFJP-*3 (6)	515 C	Eng	133			Furnished
870XDFJP-*5 (6)	482 C	Eng	142			Furnished	870XDFJP-*3 (6)	482 C	Eng	142			Furnished
870XEFJP-*5 (6)	425 C	Eng	161			Furnished	870XEFJP-*3 (6)	425 C	Eng	161			Furnished
870XFFJP-*5 (6)	376 C	Eng	182			Furnished	870XFFJP-*3 (6)	376 C	Eng	182			Furnished
870XGFJP-*5 (6)	332 C	Eng	207			Furnished	870XGFJP-*3 (6)	332 C	Eng	207			Furnished
870XHFJP-*5 (6)	312 C	Eng	220			Furnished	870XHFJP-*3 (6)	312 C	Eng	220			Furnished
870XJFJP-*5 (6)	293 C	Eng	234			Furnished	870XJFJP-*3 (6)	293 C	Eng	234			Furnished

ONE SPEED - POWERSHIFT (HYDRAULIC) EXTENDED SHAFT

890JAFJW-*3 (6)	591 C	Eng	116			Furnished	890KAFJW-*5 (6)	591 C	Eng	116			Furnished
890JBFJW-*3 (6)	552 C	Eng	124			Furnished	890KBFJW-*5 (6)	552 C	Eng	124			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: Chelsea Recommends the Power Take-Off (PTO) installation on the 3000/4000 Series Transmissions to utilize a Vehicle Interface Module, or Chassis Manufacturers' equivalent controller to incorporate all the PTO control features available, this includes the "PTO Request" and "PTO Enable Output" feature. The "PTO Enable" circuit signals the Transmission Control Module (TCM) to maintain line pressure to the PTO Failure to provide this signal may not be sufficient to the PTO This may cause damage to the PTO and /or Transmission. Please see the Allison Transmission website and individual chassis manufacturer for installation details.

CAUTION: The Torque Rating on Certain Ratios is Restricted by Allison Transmission to a Torque Limit of 685 Ft.lbs on their PTO Drive Gear.

(6) Input Gear Part No. 5-P-1428
(7) Input Gear Part No. 5-P-1491

4000 (4000 Family w/ Retarder)

LEFT SIDE ONLY

TRANSMISSION GEAR DATA:

L.S. 10-BOLT Opening Gear FORWARD of Centerline
97 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7799" (45.2100MM)

TOP SIDE ONLY

TRANSMISSION GEAR DATA:

TOP 10-BOLT Opening Gear FORWARD of Centerline
97 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7799" (45.2100MM)

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 - POWERSHIFT (HYDRAULIC) EXTENDED SHAFT													
890JCFJW-*3 (6)	515 C	Eng	133			Furnished	890KCFJW-*5 (6)	515 C	Eng	133			Furnished
890JDFJW-*3 (6)	482 C	Eng	142			Furnished	890KDFJW-*5 (6)	482 C	Eng	142			Furnished
890JEFJW-*3 (6)	425 C	Eng	161			Furnished	890KEFJW-*5 (6)	425 C	Eng	161			Furnished
890JFFJW-*3 (6)	376 C	Eng	182			Furnished	890KFFJW-*5 (6)	376 C	Eng	182			Furnished
890PAFJW-*5 (6)	591 C	Eng	116			Furnished							
890PBFJW-*5 (6)	552 C	Eng	124			Furnished							
890PCFJW-*5 (6)	515 C	Eng	133			Furnished							
890PDFJW-*5 (6)	482 C	Eng	142			Furnished							
890PEFJW-*5 (6)	425 C	Eng	161			Furnished							
890PFFJW-*5 (6)	376 C	Eng	182			Furnished							

ONE SPEED - CONSTANT MESH EXTENDED SHAFT

897JAFJW-*3 (6)	591 C	Eng	116			Furnished	897KAFJW-*5 (6)	591 C	Eng	116			Furnished
897JBFJW-*3 (6)	552 C	Eng	127			Furnished	897KBFJW-*5 (6)	552 C	Eng	124			Furnished
897JCFJW-*3 (6)	515 C	Eng	133			Furnished	897KCFJW-*5 (6)	515 C	Eng	133			Furnished
897JDFJW-*3 (6)	482 C	Eng	142			Furnished	897KDFJW-*5 (6)	482 C	Eng	142			Furnished
897JEFJW-*3 (6)	425 C	Eng	161			Furnished	897KEFJW-*5 (6)	425 C	Eng	161			Furnished
897JFFJW-*3 (6)	376 C	Eng	182			Furnished	897KFFJW-*5 (6)	376 C	Eng	182			Furnished
897PAFJW-*5 (6)	591 C	Eng	116			Furnished							
897PBFJW-*5 (6)	552 C	Eng	127			Furnished							
897PCFJW-*5 (6)	515 C	Eng	133			Furnished							
897PDFJW-*5 (6)	482 C	Eng	142			Furnished							
897PEFJW-*5 (6)	425 C	Eng	161			Furnished							
897PFFJW-*5 (6)	376 C	Eng	182			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: Chelsea Recommends the Power Take-Off (PTO) installation on the 3000/4000 Series Transmissions to utilize a Vehicle Interface Module, or Chassis Manufacturers' equivalent controller to incorporate all the PTO control features available, this includes the "PTO Request" and "PTO Enable Output" feature. The "PTO Enable" circuit signals the Transmission Control Module (TCM) to maintain line pressure to the PTO Failure to provide this signal may not be sufficient to the PTO This may cause damage to the PTO and /or Transmission. Please see the Allison Transmission website and individual chassis manufacturer for installation details.

CAUTION: The Torque Rating on Certain Ratios is Restricted by Allison Transmission to a Torque Limit of 685 Ft.lbs on their PTO Drive Gear.

(6) Input Gear Part No. 5-P-1428

1000	1350 SP (Available in 4, 5 & 6 Speed)	2300 RDS
1000 EVS	2000	2400
1000 MH	2100 EVS	2500 EVS
1000 RDS	2100 MH	2500 MH
1350 (Available in 4, 5 & 6 Speed)	2100 RDS	2500 RDS
1350 EVS (Available in 4, 5 & 6 Speed)	2200 EVS	
1350 MH (Available in 4, 5 & 6 Speed)	2200 MH	
1350 RDS (Available in 4, 5 & 6 Speed)	2200 RDS	

LEFT SIDE ONLY	RIGHT SIDE ONLY
TRANSMISSION GEAR DATA: L.S. 06-BOLT Opening Gear FORWARD of Centerline 64 Teeth - SPUR PITCH LINE TO APERTURE FACE: 1.0080" (25.6000MM)	TRANSMISSION GEAR DATA: R.S. 06-BOLT Opening Gear FORWARD of Centerline 64 Teeth - SPUR PITCH LINE TO APERTURE FACE: 1.0080" (25.6032MM)

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

PTO Model	Torq l / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit	PTO Model	Torq l / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit
-----------	-----------------	------------	---------------------	--------------	-----------------	----------	-----------	-----------------	------------	---------------------	--------------	-----------------	----------

ONE SPEED - TWO GEAR - MECHANICAL SHIFT

442GBHVP-*5 (3)	215 l	Eng	96			Furnished	442GBHVP-*3 (3)	215 l	Eng	96			Furnished
442GBHVX-*5 (3)	150 l	Eng	96			Furnished	442GBHVX-*3 (3)	150 l	Eng	96			Furnished
442GFHVP-*5 (2)	165 l	Eng	151			Furnished	442GFHVP-*3 (2)	165 l	Eng	151			Furnished

ONE SPEED - TWO GEAR POWERSHIFT (AIR OR HYDRAULIC)

272GAHVP-*5	294 C	Eng	85			Furnished	272GAHVP-*3	294 C	Eng	85			Furnished
272GBHVP-*5	240 C	Eng	104			Furnished	272GBHVP-*3	240 C	Eng	104			Furnished
272GCHVP-*5	198 C	Eng	126			Furnished	272GCHVP-*3	198 C	Eng	126			Furnished
272GDHVP-*5	166 C	Eng	151			Furnished	272GDHVP-*3	166 C	Eng	151			Furnished
272NAHVP-*3	294 C	Eng	85			Furnished	272NAHVP-*5	294 C	Eng	85			Furnished
272NBHVP-*3	240 C	Eng	104			Furnished	272NBHVP-*5	240 C	Eng	104			Furnished
272NCHVP-*3	198 C	Eng	126			Furnished	272NCHVP-*5	198 C	Eng	126			Furnished
272NDHVP-*3	166 C	Eng	151			Furnished	272NDHVP-*5	166 C	Eng	151			Furnished

ONE SPEED - TWO GEAR - POWERSHIFT (HYDRAULIC)

252GDHVP-*5 (1)	120 l	Eng	122			Furnished	252GDHVX-*5 (1)	120 l	Eng	122			Furnished
252GMHVP-*5 (4)	50 l	Eng	178			Furnished	252GMHVX-*5 (4)	50 l	Eng	178			Furnished

GEARED ADAPTERS

626GHVX-4HV (2)	250 l	Opp		7-A-140(P)(5)		Furnished	626GHVX-3HV (2)	250 l	Opp		7-A-140(P)(5)		Furnished
630GHVX-4HV (2)	250 l	Opp		7-A-140(P)(5)		Furnished	630GHVX-3HV (2)	250 l	Opp		7-A-140(P)(5)		Furnished
645GHVX-4HV (2)	250 l	Opp		7-A-140(P)(5)		Furnished	645GHVX-3HV (2)	250 l	Opp		7-A-140(P)(5)		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: Chelsea requires PTO installation on the 1000/2000 series transmission to utilize Vehicle Interface Module, or Chassis Manufacturer's equivalent controller to incorporate all the PTO control features available, this includes the "PTO Request" and "PTO Enable Output" feature. The "PTO Enable" circuit signals the Transmission Control Module(TCM) to maintain line pressure to the PTO Failure to provide this signal will activate the Variable Modulated Main Pressure and line pressure may not be sufficient to the PTO This may cause damage to the PTO and /or Transmission. Please see the Allison Transmission website and individual chassis manufacturer for installation details.

CAUTION: The PTO torque ratings shown are based on the maximum allowable torque of 250 lb/ft at the 64 tooth gear in the transmission with the PTO on one opening only. With PTOs mounted on both openings, the maximum allowable torque at the 64 tooth gear in the transmission is 200 lb/ft per PTO. Therefore, the 272 Series torque ratings will be adjusted as follows: "A" ratio = 235 lb/ft., "B" ratio = 192 lb/ft., "C" ratio = 159 lb/ft. and "D" ratio = 135 lbs/ft. The 442 Series w/Pressure Lube on both sides, PTO torque ratings will be as follows, "B" ratio = 208 lb/ft., "F" ratio = 135 lb/ft. For a more precise evaluation of your PTO application refer to the Allison Body Builders Book, Section F, PTO Systems Provisions.

- (1) Input Gear Part No. 5-P-1294
- (2) Input Gear Part No. 5-P-1300
- (3) Input Gear Part No. 5-P-1358
- (4) Input Gear Part No. 5-P-1386
- (5) Filler block furnished with PTO

MD-3066P (Europe Only)
 3000 RDS (Side/Top PTO Provision)
 3500 RDS (Side/Top PTO Provision)
 3500 ORS (Side/Top PTO Provision)
 3200 ORS (Side/Top PTO Provision)
 3000 ORS (Side/Top PTO Provision)
 3000 SP (Side/Top PTO Provision)
 3200 SP (Side/Top PTO Provision)

3500 SP (Side/Top PTO Provision)
 3000 (International - Side/Top PTO Provision)
 3200 (International - Side/Top PTO Provision)
 3500 (International - Side/Top PTO Provision)

LEFT SIDE ONLY**TRANSMISSION GEAR DATA:**

L.S. 10-BOLT Opening Gear FORWARD of Centerline
 83 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7800" (45.2100MM)

TOP SIDE ONLY**TRANSMISSION GEAR DATA:**

TOP 10-BOLT Opening Gear FORWARD of Centerline
 83 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7800" (45.2100MM)

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

PTO Model	Torq l / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit	PTO Model	Torq l / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit
-----------	-----------------	------------	---------------------	--------------	-----------------	----------	-----------	-----------------	------------	---------------------	--------------	-----------------	----------

ONE SPEED - TWO GEAR - CONSTANT MESH

267SBFJP-*5 (5)	402 I	Eng	88			Furnished	267SBFJP-*3 (5)	402 I	Eng	88			Furnished
267SDFJP-*5 (4)	390 I	Eng	106			Furnished	267SDFJP-*3 (4)	390 I	Eng	106			Furnished
267SGFJP-*5 (2)	360 I	Eng	126			Furnished	267SGFJP-*3 (2)	360 I	Eng	126			Furnished
267SMFJP-*5 (6)	309 I	Eng	157			Furnished	267SMFJP-*3 (6)	309 I	Eng	157			Furnished
267SSFJP-*5 (1)	247 I	Eng	196			Furnished	267SSFJP-*3 (1)	247 I	Eng	196			Furnished
267XBFJP-*5 (9)	335 I	Eng	88			Furnished	267XBFJP-*3 (9)	335 I	Eng	88			Furnished
267XDFJP-*5 (10)	325 I	Eng	106			Furnished	267XDFJP-*3 (10)	325 I	Eng	106			Furnished
267XGFJP-*5 (11)	300 I	Eng	126			Furnished	267XGFJP-*3 (11)	300 I	Eng	126			Furnished
267XMFJP-*5 (12)	265 I	Eng	157			Furnished	267XMFJP-*3 (12)	265 I	Eng	157			Furnished
267XSFJP-*5 (1)	247 I	Eng	196			Furnished	267XSFJP-*3 (1)	247 I	Eng	196			Furnished
287GBFJP-*5 (8)	300 C	Eng	73			Furnished	287GBFJP-*3 (8)	300 C	Eng	73			Furnished
287GBFJP-*8 (8)	300 C	Eng	69			Furnished	287GBFJP-*8 (8)	300 C	Eng	69			Furnished
287GCFJP-*5 (8)	390 C	Eng	88			Furnished	287GCFJP-*3 (8)	390 C	Eng	88			Furnished
287GCFJP-*8 (8)	390 C	Eng	83			Furnished	287GCFJP-*8 (8)	390 C	Eng	83			Furnished
287GDFJP-*5 (8)	390 C	Eng	87			Furnished	287GDFJP-*3 (8)	390 C	Eng	87			Furnished
287GDFJP-*8 (8)	390 C	Eng	99			Furnished	287GDFJP-*8 (8)	390 C	Eng	99			Furnished
287GGFJP-*5 (8)	360 C	Eng	126			Furnished	287GGFJP-*3 (8)	360 C	Eng	126			Furnished
287GGFJP-*8 (8)	360 C	Eng	117			Furnished	287GGFJP-*8 (8)	360 C	Eng	117			Furnished
287GKFJP-*5 (8)	340 C	Eng	140			Furnished	287GKFJP-*3 (8)	340 C	Eng	140			Furnished
287GMFJP-*5 (8)	309 C	Eng	157			Furnished	287GMFJP-*3 (8)	309 C	Eng	157			Furnished
287GMFJP-*8 (8)	318 C	Eng	145			Furnished	287GMFJP-*8 (8)	318 C	Eng	145			Furnished
287GPFJP-*5 (8)	275 C	Eng	175			Furnished	287GPFJP-*3 (8)	275 C	Eng	175			Furnished
287GPFJP-*8 (8)	290 C	Eng	162			Furnished	287GPFJP-*8 (8)	290 C	Eng	162			Furnished
287GSFJP-*5 (8)	247 C	Eng	196			Furnished	287GSFJP-*3 (8)	247 C	Eng	196			Furnished
287GSFJP-*8 (8)	265 C	Eng	180			Furnished	287GSFJP-*8 (8)	265 C	Eng	180			Furnished
287GTFJP-*8 (8)	230 C	Eng	211			Furnished	287GTFJP-*8 (8)	230 C	Eng	211			Furnished
877XAFJP-*5 (7)	485 C	Eng	100			Furnished	877XAFJP-*3 (7)	485 C	Eng	100			Furnished
877XBFJP-*5 (7)	458 C	Eng	106			Furnished	877XBFJP-*3 (7)	458 C	Eng	106			Furnished
877XCFJP-*5 (7)	425 C	Eng	114			Furnished	877XCFJP-*3 (7)	425 C	Eng	114			Furnished
877XDFJP-*5 (7)	401 C	Eng	121			Furnished	877XDFJP-*3 (7)	401 C	Eng	121			Furnished
877XEFJP-*5 (7)	351 C	Eng	138			Furnished	877XEFJP-*3 (7)	351 C	Eng	138			Furnished
877XFFJP-*5 (7)	311 C	Eng	156			Furnished	877XFFJP-*3 (7)	311 C	Eng	156			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: Chelsea Recommends the Power Take-Off (PTO) installation on the 3000/4000 Series Transmissions to utilize a Vehicle Interface Module, or Chassis Manufacturers' equivalent controller to incorporate all the PTO control features available, this includes the "PTO Request" and "PTO Enable Output" feature. The "PTO Enable" circuit signals the Transmission Control Module(TCM) to maintain line pressure to the PTO Failure to provide this signal may not be sufficient to the PTO This may cause damage to the PTO and /or Transmission. Please see the Allison Transmission website and individual chassis manufacturer for installation details.

CAUTION: The Torque Rating on Certain Ratios is Restricted by Allison Transmission to a Torque Limit of 485 Ft.Lbs on their PTO Drive Gear.

(1) Input Gear Part No. 5-P-1173
 (2) Input Gear Part No. 5-P-1225
 (4) Input Gear Part No. 5-P-1293
 (5) Input Gear Part No. 5-P-1350
 (6) Input Gear Part No. 5-P-1351
 (7) Input Gear Part No. 5-P-1428

(8) Input Gear Part No. 5-P-1491
 (9) Input Gear Part No. 5-P-912
 (10) Input Gear Part No. 5-P-913
 (11) Input Gear Part No. 5-P-914
 (12) Input Gear Part No. 5-P-915

MD-3066P (Europe Only)	3500 SP (Side/Top PTO Provision)
3000 RDS (Side/Top PTO Provision)	3000 (International - Side/Top PTO Provision)
3500 RDS (Side/Top PTO Provision)	3200 (International - Side/Top PTO Provision)
3500 ORS (Side/Top PTO Provision)	3500 (International - Side/Top PTO Provision)
3200 ORS (Side/Top PTO Provision)	
3000 ORS (Side/Top PTO Provision)	
3000 SP (Side/Top PTO Provision)	
3200 SP (Side/Top PTO Provision)	

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

L.S. 10-BOLT Opening Gear FORWARD of Centerline
83 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7800" (45.2100MM)

TRANSMISSION GEAR DATA:

TOP 10-BOLT Opening Gear FORWARD of Centerline
83 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7800" (45.2100MM)

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

PTO Model	Torq l / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit	PTO Model	Torq l / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit
-----------	-----------------	------------	---------------------	--------------	-----------------	----------	-----------	-----------------	------------	---------------------	--------------	-----------------	----------

ONE SPEED - TWO GEAR - CONSTANT MESH

877XGFJP-*5 (7)	274 C	Eng	177			Furnished	877XGFJP-*3 (7)	274 C	Eng	177			Furnished
877XHFJP-*5 (7)	258 C	Eng	188			Furnished	877XHFJP-*3 (7)	258 C	Eng	188			Furnished
877XJFJP-*5 (7)	242 C	Eng	200			Furnished	877XJFJP-*3 (7)	242 C	Eng	200			Furnished
877XKFJP-*5 (7)	292 C	Eng	166			Furnished	877XKFJP-*3 (7)	292 C	Eng	166			Furnished

ONE SPEED - TWO GEAR - POWERSHIFT (HYDRAULIC)

280GBFJP-*5 (8)	300 C	Eng	73			Furnished	280GBFJP-*3 (8)	300 C	Eng	73			Furnished
280GBFJP-*8 (8)	300 C	Eng	69			Furnished	280GBFJP-*8 (8)	300 C	Eng	69			Furnished
280GCFJP-*5 (8)	390 C	Eng	88			Furnished	280GCFJP-*3 (8)	390 C	Eng	88			Furnished
280GCFJP-*8 (8)	390 C	Eng	83			Furnished	280GCFJP-*8 (8)	390 C	Eng	83			Furnished
280GDFJP-*5 (8)	390 C	Eng	106			Furnished	280GDFJP-*3 (8)	390 C	Eng	106			Furnished
280GDFJP-*8 (8)	390 C	Eng	99			Furnished	280GDFJP-*8 (8)	390 C	Eng	99			Furnished
280GGFJP-*5 (8)	360 C	Eng	126			Furnished	280GGFJP-*3 (8)	360 C	Eng	126			Furnished
280GGFJP-*8 (8)	360 C	Eng	117			Furnished	280GGFJP-*8 (8)	360 C	Eng	117			Furnished
280GKFJP-*5 (8)	340 C	Eng	140			Furnished	280GKFJP-*3 (8)	340 C	Eng	140			Furnished
280GMFJP-*5 (8)	309 C	Eng	157			Furnished	280GMFJP-*3 (8)	309 C	Eng	157			Furnished
280GMFJP-*8 (8)	318 C	Eng	145			Furnished	280GMFJP-*8 (8)	318 C	Eng	145			Furnished
280GPFJP-*5 (8)	275 C	Eng	175			Furnished	280GPFJP-*3 (8)	275 C	Eng	175			Furnished
280GPFJP-*8 (8)	290 C	Eng	162			Furnished	280GPFJP-*8 (8)	290 C	Eng	162			Furnished
280GSFJP-*5 (8)	247 C	Eng	196			Furnished	280GSFJP-*3 (8)	247 C	Eng	196			Furnished
280GSFJP-*8 (8)	265 C	Eng	180			Furnished	280GSFJP-*8 (8)	265 C	Eng	180			Furnished
280GTFJP-*8 (8)	230 C	Eng	211			Furnished	280GTFJP-*8 (8)	230 C	Eng	211			Furnished
870XAFJP-*5 (7)	485 C	Eng	100			Furnished	870XAFJP-*3 (7)	485 C	Eng	100			Furnished
870XBFJP-*5 (7)	458 C	Eng	106			Furnished	870XBFJP-*3 (7)	458 C	Eng	106			Furnished
870XCFJP-*5 (7)	425 C	Eng	114			Furnished	870XCFJP-*3 (7)	425 C	Eng	114			Furnished
870XDFJP-*5 (7)	401 C	Eng	121			Furnished	870XDFJP-*3 (7)	401 C	Eng	121			Furnished
870XEFJP-*5 (7)	351 C	Eng	138			Furnished	870XEFJP-*3 (7)	351 C	Eng	138			Furnished
870XFFJP-*5 (7)	311 C	Eng	156			Furnished	870XFFJP-*3 (7)	311 C	Eng	156			Furnished
870XGFJP-*5 (7)	274 C	Eng	177			Furnished	870XGFJP-*3 (7)	274 C	Eng	177			Furnished
870XHFJP-*5 (7)	258 C	Eng	188			Furnished	870XHFJP-*3 (7)	258 C	Eng	188			Furnished
870XJFJP-*5 (7)	242 C	Eng	200			Furnished	870XJFJP-*3 (7)	242 C	Eng	200			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: Chelsea Recommends the Power Take-Off (PTO) installation on the 3000/4000 Series Transmissions to utilize a Vehicle Interface Module, or Chassis Manufacturers' equivalent controller to incorporate all the PTO control features available, this includes the "PTO Request" and "PTO Enable Output" feature. The "PTO Enable" circuit signals the Transmission Control Module(TCM) to maintain line pressure to the PTO Failure to provide this signal may not be sufficient to the PTO This may cause damage to the PTO and /or Transmission. Please see the Allison Transmission website and individual chassis manufacturer for installation details.

CAUTION: The Torque Rating on Certain Ratios is Restricted by Allison Transmission to a Torque Limit of 485 Ft.lbs on their PTO Drive Gear.

(7) Input Gear Part No. 5-P-1428
(8) Input Gear Part No. 5-P-1491

MD-3066P (Europe Only)
 3000 RDS (Side/Top PTO Provision)
 3500 RDS (Side/Top PTO Provision)
 3500 ORS (Side/Top PTO Provision)
 3200 ORS (Side/Top PTO Provision)
 3000 ORS (Side/Top PTO Provision)
 3000 SP (Side/Top PTO Provision)
 3200 SP (Side/Top PTO Provision)

3500 SP (Side/Top PTO Provision)
 3000 (International - Side/Top PTO Provision)
 3200 (International - Side/Top PTO Provision)
 3500 (International - Side/Top PTO Provision)

LEFT SIDE ONLY**TRANSMISSION GEAR DATA:**

L.S. 10-BOLT Opening Gear FORWARD of Centerline
 83 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7800" (45.2100MM)

TOP SIDE ONLY**TRANSMISSION GEAR DATA:**

TOP 10-BOLT Opening Gear FORWARD of Centerline
 83 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7800" (45.2100MM)

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 - POWERSHIFT (HYDRAULIC) EXTENDED SHAFT															
890EAFJW-*5 (7)	485 C	Eng	100				Furnished	890TAFJW-*5 (7)	485 C	Eng	100				Furnished
890EBFJW-*5 (7)	458 C	Eng	106				Furnished	890TBFJW-*5 (7)	458 C	Eng	106				Furnished
890ECFJW-*5 (7)	425 C	Eng	114				Furnished	890TCFJW-*5 (7)	425 C	Eng	114				Furnished
890EDFJW-*5 (7)	401 C	Eng	121				Furnished	890TDFJW-*5 (7)	401 C	Eng	121				Furnished
890EEFJW-*5 (7)	351 C	Eng	138				Furnished	890TEFJW-*5 (7)	351 C	Eng	138				Furnished
890EFFJW-*5 (7)	311 C	Eng	156				Furnished	890TFFJW-*5 (7)	311 C	Eng	156				Furnished
890EGFJW-*5 (7)	274 C	Eng	177				Furnished	890TGFJW-*5 (7)	274 C	Eng	177				Furnished
890EHFJW-*5 (7)	258 C	Eng	188				Furnished	890THFJW-*5 (7)	258 C	Eng	188				Furnished
ONE SPEED - CONSTANT MESH EXTENDED SHAFT															
897EAFJW-*5 (7)	485 C	Eng	100				Furnished	897TAFJW-*5 (7)	485 C	Eng	100				Furnished
897EBFJW-*5 (7)	458 C	Eng	106				Furnished	897TBFJW-*5 (7)	458 C	Eng	106				Furnished
897ECFJW-*5 (7)	425 C	Eng	114				Furnished	897TCFJW-*5 (7)	425 C	Eng	114				Furnished
897EDFJW-*5 (7)	401 C	Eng	121				Furnished	897TDFJW-*5 (7)	401 C	Eng	121				Furnished
897EEFJW-*5 (7)	351 C	Eng	138				Furnished	897TEFJW-*5 (7)	351 C	Eng	138				Furnished
897EFFJW-*5 (7)	311 C	Eng	156				Furnished	897TFFJW-*5 (7)	311 C	Eng	156				Furnished
897EGFJW-*5 (3)	274 C	Eng	177				Furnished	897TGFJW-*5 (7)	274 C	Eng	177				Furnished
897EHFJW-*5 (7)	258 C	Eng	188				Furnished	897THFJW-*5 (7)	258 C	Eng	188				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: Chelsea Recommends the Power Take-Off (PTO) installation on the 3000/4000 Series Transmissions to utilize a Vehicle Interface Module, or Chassis Manufacturers' equivalent controller to incorporate all the PTO control features available, this includes the "PTO Request" and "PTO Enable Output" feature. The "PTO Enable" circuit signals the Transmission Control Module(TCM) to maintain line pressure to the PTO Failure to provide this signal may not be sufficient to the PTO This may cause damage to the PTO and /or Transmission. Please see the Allison Transmission website and individual chassis manufacturer for installation details.

CAUTION: The Torque Rating on Certain Ratios is Restricted by Allison Transmission to a Torque Limit of 485 Ft.lbs on their PTO Drive Gear.

(3) Input Gear Part No. 5-P-1248
 (7) Input Gear Part No. 5-P-1428

3000 (3000 Family Side/Top PTO Provision w/ Integral Cooler)

LEFT SIDE ONLY

TRANSMISSION GEAR DATA:

L.S. 10-BOLT Opening Gear FORWARD of Centerline
83 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7800" (45.2100MM)

TOP SIDE ONLY

TRANSMISSION GEAR DATA:

TOP 10-BOLT Opening Gear FORWARD of Centerline
83 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7800" (45.2100MM)

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 - CONSTANT MESH													
267SBFJP-*5 (4)	402 I	Eng	88			Furnished	267SBFJP-*3 (4)	402 I	Eng	88			Furnished
267SDFJP-*5 (3)	390 I	Eng	106			Furnished	267SDFJP-*3 (3)	390 I	Eng	106			Furnished
267SGFJP-*5 (2)	360 I	Eng	126			Furnished	267SGFJP-*3 (2)	360 I	Eng	126			Furnished
267SMFJP-*5 (5)	309 I	Eng	157			Furnished	267SMFJP-*3 (5)	309 I	Eng	157			Furnished
267SSFJP-*5 (1)	247 I	Eng	196			Furnished	267SSFJP-*3 (1)	247 I	Eng	196			Furnished
267XBFJP-*5 (8)	335 I	Eng	88			Furnished	267XBFJP-*3 (8)	335 I	Eng	88			Furnished
267XDFJP-*5 (9)	325 I	Eng	106			Furnished	267XDFJP-*3 (9)	325 I	Eng	106			Furnished
267XGFJP-*5 (10)	300 I	Eng	126			Furnished	267XGFJP-*3 (10)	300 I	Eng	126			Furnished
267XMFJP-*5 (11)	265 I	Eng	157			Furnished	267XMFJP-*3 (11)	265 I	Eng	157			Furnished
267XSFJP-*5 (1)	247 I	Eng	196			Furnished	267XSFJP-*3 (1)	247 I	Eng	196			Furnished
287GBFJP-*5 (7)	300 C	Eng	73			Furnished	287GBFJP-*3 (7)	300 C	Eng	73			Furnished
287GBFJP-*8 (7)	300 C	Eng	69			Furnished	287GBFJP-*8 (7)	300 C	Eng	69			Furnished
287GCFJP-*5 (7)	390 C	Eng	88			Furnished	287GCFJP-*3 (7)	390 C	Eng	88			Furnished
287GCFJP-*8 (7)	390 C	Eng	83			Furnished	287GCFJP-*8 (7)	390 C	Eng	83			Furnished
287GDFJP-*5 (7)	390 C	Eng	87			Furnished	287GDFJP-*3 (7)	390 C	Eng	87			Furnished
287GDFJP-*8 (7)	390 C	Eng	99			Furnished	287GDFJP-*8 (7)	390 C	Eng	99			Furnished
287GGFJP-*5 (7)	360 C	Eng	126			Furnished	287GGFJP-*3 (7)	360 C	Eng	126			Furnished
287GGFJP-*8 (7)	360 C	Eng	117			Furnished	287GGFJP-*8 (7)	360 C	Eng	117			Furnished
287GKFJP-*5 (7)	340 C	Eng	140			Furnished	287GKFJP-*3 (7)	340 C	Eng	140			Furnished
287GMFJP-*5 (7)	309 C	Eng	157			Furnished	287GMFJP-*3 (7)	309 C	Eng	157			Furnished
287GMFJP-*8 (7)	318 C	Eng	145			Furnished	287GMFJP-*8 (7)	318 C	Eng	145			Furnished
287GPFJP-*5 (7)	275 C	Eng	175			Furnished	287GPFJP-*3 (7)	275 C	Eng	175			Furnished
287GPFJP-*8 (7)	290 C	Eng	162			Furnished	287GPFJP-*8 (7)	290 C	Eng	162			Furnished
287GSFJP-*5 (7)	247 C	Eng	196			Furnished	287GSFJP-*3 (7)	247 C	Eng	196			Furnished
287GSFJP-*8 (7)	265 C	Eng	180			Furnished	287GSFJP-*8 (7)	265 C	Eng	180			Furnished
287GTFJP-*8 (7)	230 C	Eng	211			Furnished	287GTFJP-*8 (7)	230 C	Eng	211			Furnished
877XAFJP-*5 (6)	485 C	Eng	100			Furnished	877XAFJP-*3 (6)	485 C	Eng	100			Furnished
877XBFJP-*5 (6)	458 C	Eng	106			Furnished	877XBFJP-*3 (6)	458 C	Eng	106			Furnished
877XCFJP-*5 (6)	425 C	Eng	114			Furnished	877XCFJP-*3 (6)	425 C	Eng	114			Furnished
877XDFJP-*5 (6)	401 C	Eng	121			Furnished	877XDFJP-*3 (6)	401 C	Eng	121			Furnished
877XEFJP-*5 (6)	351 C	Eng	138			Furnished	877XEFJP-*3 (6)	351 C	Eng	138			Furnished
877XFFJP-*5 (6)	311 C	Eng	156			Furnished	877XFFJP-*3 (6)	311 C	Eng	156			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: Chelsea Recommends the Power Take-Off (PTO) installation on the 3000/4000 Series Transmissions to utilize a Vehicle Interface Module, or Chassis Manufacturers' equivalent controller to incorporate all the PTO control features available, this includes the "PTO Request" and "PTO Enable Output" feature. The "PTO Enable" circuit signals the Transmission Control Module(TCM) to maintain line pressure to the PTO Failure to provide this signal may not be sufficient to the PTO This may cause damage to the PTO and /or Transmission. Please see the Allison Transmission website and individual chassis manufacturer for installation details.

CAUTION: The Torque Rating on Certain Ratios is Restricted by Allison Transmission to a Torque Limit of 485 Ft.lbs on their PTO Drive Gear.

(1) Input Gear Part No. 5-P-1173
(2) Input Gear Part No. 5-P-1225
(3) Input Gear Part No. 5-P-1293
(4) Input Gear Part No. 5-P-1350
(5) Input Gear Part No. 5-P-1351
(6) Input Gear Part No. 5-P-1428

(7) Input Gear Part No. 5-P-1491
(8) Input Gear Part No. 5-P-912
(9) Input Gear Part No. 5-P-913
(10) Input Gear Part No. 5-P-914
(11) Input Gear Part No. 5-P-915

3000 (3000 Family Side/Top PTO Provision w/ Integral Cooler)

LEFT SIDE ONLY

TRANSMISSION GEAR DATA:

L.S. 10-BOLT Opening Gear FORWARD of Centerline
83 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7800" (45.2100MM)

TOP SIDE ONLY

TRANSMISSION GEAR DATA:

TOP 10-BOLT Opening Gear FORWARD of Centerline
83 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7800" (45.2100MM)

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

PTO Model	Torq l / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit	PTO Model	Torq l / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit
-----------	-----------------	------------	---------------------	--------------	-----------------	----------	-----------	-----------------	------------	---------------------	--------------	-----------------	----------

ONE SPEED - TWO GEAR - CONSTANT MESH

877XGFJP-*5 (6)	274 C	Eng	177			Furnished	877XGFJP-*3 (6)	274 C	Eng	177			Furnished
877XHFJP-*5 (6)	258 C	Eng	188			Furnished	877XHFJP-*3 (6)	258 C	Eng	188			Furnished
877XJFJP-*5 (6)	242 C	Eng	200			Furnished	877XJFJP-*3 (6)	242 C	Eng	200			Furnished
877XKFJP-*5 (6)	292 C	Eng	166			Furnished	877XKFJP-*3 (6)	292 C	Eng	166			Furnished

ONE SPEED - TWO GEAR - POWERSHIFT (HYDRAULIC)

280GBFJP-*5 (7)	300 C	Eng	73			Furnished	280GBFJP-*3 (7)	300 C	Eng	73			Furnished
280GBFJP-*8 (7)	300 C	Eng	69			Furnished	280GBFJP-*8 (7)	300 C	Eng	69			Furnished
280GCFJP-*5 (7)	390 C	Eng	88			Furnished	280GCFJP-*3 (7)	390 C	Eng	88			Furnished
280GCFJP-*8 (7)	390 C	Eng	83			Furnished	280GCFJP-*8 (7)	390 C	Eng	83			Furnished
280GDFJP-*5 (7)	390 C	Eng	106			Furnished	280GDFJP-*3 (7)	390 C	Eng	106			Furnished
280GDFJP-*8 (7)	390 C	Eng	99			Furnished	280GDFJP-*8 (7)	390 C	Eng	99			Furnished
280GGFJP-*5 (7)	360 C	Eng	126			Furnished	280GGFJP-*3 (7)	360 C	Eng	126			Furnished
280GGFJP-*8 (7)	360 C	Eng	117			Furnished	280GGFJP-*8 (7)	360 C	Eng	117			Furnished
280GKFJP-*5 (7)	340 C	Eng	140			Furnished	280GKFJP-*3 (7)	340 C	Eng	140			Furnished
280GMFJP-*5 (7)	309 C	Eng	157			Furnished	280GMFJP-*3 (7)	309 C	Eng	157			Furnished
280GMFJP-*8 (7)	318 C	Eng	145			Furnished	280GMFJP-*8 (7)	318 C	Eng	145			Furnished
280GPFJP-*5 (7)	275 C	Eng	175			Furnished	280GPFJP-*3 (7)	275 C	Eng	175			Furnished
280GPFJP-*8 (7)	290 C	Eng	162			Furnished	280GPFJP-*8 (7)	290 C	Eng	162			Furnished
280GSFJP-*5 (7)	247 C	Eng	196			Furnished	280GSFJP-*3 (7)	247 C	Eng	196			Furnished
280GSFJP-*8 (7)	265 C	Eng	180			Furnished	280GSFJP-*8 (7)	265 C	Eng	180			Furnished
280GTFJP-*8 (7)	230 C	Eng	211			Furnished	280GTFJP-*8 (7)	230 C	Eng	211			Furnished
870XAFJP-*5 (6)	485 C	Eng	100			Furnished	870XAFJP-*3 (6)	485 C	Eng	100			Furnished
870XBFJP-*5 (6)	458 C	Eng	106			Furnished	870XBFJP-*3 (6)	458 C	Eng	106			Furnished
870XCFJP-*5 (6)	425 C	Eng	114			Furnished	870XCFJP-*3 (6)	425 C	Eng	114			Furnished
870XDFJP-*5 (6)	401 C	Eng	121			Furnished	870XDFJP-*3 (6)	401 C	Eng	121			Furnished
870XEFJP-*5 (6)	351 C	Eng	138			Furnished	870XEFJP-*3 (6)	351 C	Eng	138			Furnished
870XFFJP-*5 (6)	311 C	Eng	156			Furnished	870XFFJP-*3 (6)	311 C	Eng	156			Furnished
870XGFJP-*5 (6)	274 C	Eng	177			Furnished	870XGFJP-*3 (6)	274 C	Eng	177			Furnished
870XHFJP-*5 (6)	258 C	Eng	188			Furnished	870XHFJP-*3 (6)	258 C	Eng	188			Furnished
870XJFJP-*5 (6)	242 C	Eng	200			Furnished	870XJFJP-*3 (6)	242 C	Eng	200			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: Chelsea Recommends the Power Take-Off (PTO) installation on the 3000/4000 Series Transmissions to utilize a Vehicle Interface Module, or Chassis Manufacturers' equivalent controller to incorporate all the PTO control features available, this includes the "PTO Request" and "PTO Enable Output" feature. The "PTO Enable" circuit signals the Transmission Control Module(TCM) to maintain line pressure to the PTO Failure to provide this signal may not be sufficient to the PTO This may cause damage to the PTO and /or Transmission. Please see the Allison Transmission website and individual chassis manufacturer for installation details.

CAUTION: The Torque Rating on Certain Ratios is Restricted by Allison Transmission to a Torque Limit of 485 Ft.lbs on their PTO Drive Gear.

(6) Input Gear Part No. 5-P-1428
(7) Input Gear Part No. 5-P-1491

3000 (3000 Family Side/Top PTO Provision w/ Integral Cooler)

LEFT SIDE ONLY

TRANSMISSION GEAR DATA:

L.S. 10-BOLT Opening Gear FORWARD of Centerline
83 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7800" (45.2100MM)

TOP SIDE ONLY

TRANSMISSION GEAR DATA:

TOP 10-BOLT Opening Gear FORWARD of Centerline
83 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7800" (45.2100MM)

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 - POWERSHIFT (HYDRAULIC) EXTENDED SHAFT

890TAFJW-*5 (6)	485 C	Eng	100			Furnished
890TBFJW-*5 (6)	458 C	Eng	106			Furnished
890TCFJW-*5 (6)	425 C	Eng	114			Furnished
890TDFJW-*5 (6)	401 C	Eng	121			Furnished
890TEFJW-*5 (6)	351 C	Eng	138			Furnished
890TFFJW-*5 (6)	311 C	Eng	156			Furnished
890TGFJW-*5 (6)	274 C	Eng	177			Furnished
890THFJW-*5 (6)	258 C	Eng	188			Furnished

ONE SPEED - CONSTANT MESH EXTENDED SHAFT

897TAFJW-*5 (6)	485 C	Eng	100			Furnished
897TBFJW-*5 (6)	458 C	Eng	106			Furnished
897TCFJW-*5 (6)	425 C	Eng	114			Furnished
897TDFJW-*5 (6)	401 C	Eng	121			Furnished
897TEFJW-*5 (6)	351 C	Eng	138			Furnished
897TFFJW-*5 (6)	311 C	Eng	156			Furnished
897TGFJW-*5 (6)	274 C	Eng	177			Furnished
897THFJW-*5 (6)	258 C	Eng	188			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: Chelsea Recommends the Power Take-Off (PTO) installation on the 3000/4000 Series Transmissions to utilize a Vehicle Interface Module, or Chassis Manufacturers' equivalent controller to incorporate all the PTO control features available, this includes the "PTO Request" and "PTO Enable Output" feature. The "PTO Enable" circuit signals the Transmission Control Module(TCM) to maintain line pressure to the PTO Failure to provide this signal may not be sufficient to the PTO This may cause damage to the PTO and /or Transmission. Please see the Allison Transmission website and individual chassis manufacturer for installation details.

CAUTION: The Torque Rating on Certain Ratios is Restricted by Allison Transmission to a Torque Limit of 485 Ft.lbs on their PTO Drive Gear.

(6) Input Gear Part No. 5-P-1428

3000 EVS (Emergency Vehicles Only Top / Side PTO Provisions)
3500 EVS (Emergency Vehicles Only Top / Side PTO Provisions)

LEFT SIDE ONLY**TRANSMISSION GEAR DATA:**

L.S. 10-BOLT Opening Gear FORWARD of Centerline
83 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7800" (45.2100MM)

TOP SIDE ONLY**TRANSMISSION GEAR DATA:**

TOP 10-BOLT Opening Gear FORWARD of Centerline
83 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7800" (45.2100MM)

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

PTO Model	Torq l / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit	PTO Model	Torq l / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit
-----------	-----------------	------------	---------------------	--------------	-----------------	----------	-----------	-----------------	------------	---------------------	--------------	-----------------	----------

ONE SPEED - TWO GEAR - CONSTANT MESH

267SBFJP-*5 (4)	402 I	Eng	88			Furnished	267SBFJP-*3 (4)	402 I	Eng	88			Furnished
267SDFJP-*5 (3)	390 I	Eng	106			Furnished	267SDFJP-*3 (3)	390 I	Eng	106			Furnished
267SGFJP-*5 (2)	360 I	Eng	126			Furnished	267SGFJP-*3 (2)	360 I	Eng	126			Furnished
267SMFJP-*5 (5)	309 I	Eng	157			Furnished	267SMFJP-*3 (5)	309 I	Eng	157			Furnished
267SSFJP-*5 (1)	247 I	Eng	196			Furnished	267SSFJP-*3 (1)	247 I	Eng	196			Furnished
267XBFJP-*5 (8)	335 I	Eng	88			Furnished	267XBFJP-*3 (8)	335 I	Eng	88			Furnished
267XDFJP-*5 (9)	325 I	Eng	106			Furnished	267XDFJP-*3 (9)	325 I	Eng	106			Furnished
267XGFJP-*5 (10)	300 I	Eng	126			Furnished	267XGFJP-*3 (10)	300 I	Eng	126			Furnished
267XMFJP-*5 (11)	265 I	Eng	157			Furnished	267XMFJP-*3 (11)	265 I	Eng	157			Furnished
267XSFJP-*5 (1)	247 I	Eng	196			Furnished	267XSFJP-*3 (1)	247 I	Eng	196			Furnished
287GBFJP-*5 (7)	300 C	Eng	73			Furnished	287GBFJP-*3 (7)	300 C	Eng	73			Furnished
287GBFJP-*8 (7)	300 C	Eng	69			Furnished	287GBFJP-*8 (7)	300 C	Eng	69			Furnished
287GCFJP-*5 (7)	390 C	Eng	88			Furnished	287GCFJP-*3 (7)	390 C	Eng	88			Furnished
287GCFJP-*8 (7)	390 C	Eng	83			Furnished	287GCFJP-*8 (7)	390 C	Eng	83			Furnished
287GDFJP-*5 (7)	390 C	Eng	87			Furnished	287GDFJP-*3 (7)	390 C	Eng	87			Furnished
287GDFJP-*8 (7)	390 C	Eng	99			Furnished	287GDFJP-*8 (7)	390 C	Eng	99			Furnished
287GGFJP-*5 (7)	360 C	Eng	126			Furnished	287GGFJP-*3 (7)	360 C	Eng	126			Furnished
287GGFJP-*8 (7)	360 C	Eng	117			Furnished	287GGFJP-*8 (7)	360 C	Eng	117			Furnished
287GKFJP-*5 (7)	340 C	Eng	140			Furnished	287GKFJP-*3 (7)	340 C	Eng	140			Furnished
287GMFJP-*5 (7)	318 C	Eng	157			Furnished	287GMFJP-*3 (7)	318 C	Eng	157			Furnished
287GMFJP-*8 (7)	318 C	Eng	145			Furnished	287GMFJP-*8 (7)	318 C	Eng	145			Furnished
287GPFJP-*5 (7)	290 C	Eng	175			Furnished	287GPFJP-*3 (7)	290 C	Eng	175			Furnished
287GPFJP-*8 (7)	290 C	Eng	162			Furnished	287GPFJP-*8 (7)	290 C	Eng	162			Furnished
287GSFJP-*5 (7)	265 C	Eng	196			Furnished	287GSFJP-*3 (7)	265 C	Eng	196			Furnished
287GSFJP-*8 (7)	265 C	Eng	180			Furnished	287GSFJP-*8 (7)	265 C	Eng	180			Furnished
287GTFJP-*8 (7)	230 C	Eng	211			Furnished	287GTFJP-*8 (7)	230 C	Eng	211			Furnished
877XAFJP-*5 (6)	670 C	Eng	100			Furnished	877XAFJP-*3 (6)	670 C	Eng	100			Furnished
877XBFJP-*5 (6)	632 C	Eng	106			Furnished	877XBFJP-*3 (6)	632 C	Eng	106			Furnished
877XCFJP-*5 (6)	588 C	Eng	114			Furnished	877XCFJP-*3 (6)	588 C	Eng	114			Furnished
877XDFJP-*5 (6)	554 C	Eng	121			Furnished	877XDFJP-*3 (6)	554 C	Eng	121			Furnished
877XEFJP-*5 (6)	486 C	Eng	138			Furnished	877XEFJP-*3 (6)	486 C	Eng	138			Furnished
877XFFJP-*5 (6)	429 C	Eng	156			Furnished	877XFFJP-*3 (6)	429 C	Eng	156			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: Chelsea Recommends the Power Take-Off (PTO) installation on the 3000/4000 Series Transmissions to utilize a Vehicle Interface Module, or Chassis Manufacturers' equivalent controller to incorporate all the PTO control features available, this includes the "PTO Request" and "PTO Enable Output" feature. The "PTO Enable" circuit signals the Transmission Control Module(TCM) to maintain line pressure to the PTO Failure to provide this signal may not be sufficient to the PTO This may cause damage to the PTO and /or Transmission. Please see the Allison Transmission website and individual chassis manufacturer for installation details.

(1) Input Gear Part No. 5-P-1173
(2) Input Gear Part No. 5-P-1225
(3) Input Gear Part No. 5-P-1293
(4) Input Gear Part No. 5-P-1350
(5) Input Gear Part No. 5-P-1351
(6) Input Gear Part No. 5-P-1428

(7) Input Gear Part No. 5-P-1491
(8) Input Gear Part No. 5-P-912
(9) Input Gear Part No. 5-P-913
(10) Input Gear Part No. 5-P-914
(11) Input Gear Part No. 5-P-915

3000 EVS (Emergency Vehicles Only Top / Side PTO Provisions)
3500 EVS (Emergency Vehicles Only Top / Side PTO Provisions)

LEFT SIDE ONLY

TRANSMISSION GEAR DATA:

L.S. 10-BOLT Opening Gear FORWARD of Centerline
83 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7800" (45.2100MM)

TOP SIDE ONLY

TRANSMISSION GEAR DATA:

TOP 10-BOLT Opening Gear FORWARD of Centerline
83 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7800" (45.2100MM)

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

PTO Model	Torq l / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit	PTO Model	Torq l / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit
-----------	-----------------	------------	---------------------	--------------	-----------------	----------	-----------	-----------------	------------	---------------------	--------------	-----------------	----------

ONE SPEED - TWO GEAR - CONSTANT MESH

877XGFJP-*5 (6)	379 C	Eng	177			Furnished	877XGFJP-*3 (6)	379 C	Eng	177			Furnished
877XHFJP-*5 (6)	356 C	Eng	188			Furnished	877XHFJP-*3 (6)	356 C	Eng	188			Furnished
877XJFJP-*5 (6)	334 C	Eng	200			Furnished	877XJFJP-*3 (6)	334 C	Eng	200			Furnished
877XKFJP-*5 (6)	404 C	Eng	166			Furnished	877XKFJP-*3 (6)	404 C	Eng	166			Furnished

ONE SPEED - TWO GEAR - POWERSHIFT (HYDRAULIC)

280GBFJP-*5 (7)	300 C	Eng	73			Furnished	280GBFJP-*3 (7)	300 C	Eng	73			Furnished
280GBFJP-*8 (7)	300 C	Eng	69			Furnished	280GBFJP-*8 (7)	300 C	Eng	69			Furnished
280GCFJP-*5 (7)	390 C	Eng	88			Furnished	280GCFJP-*3 (7)	390 C	Eng	88			Furnished
280GCFJP-*8 (7)	390 C	Eng	83			Furnished	280GCFJP-*8 (7)	390 C	Eng	83			Furnished
280GDFJP-*5 (7)	390 C	Eng	106			Furnished	280GDFJP-*3 (7)	390 C	Eng	106			Furnished
280GDFJP-*8 (7)	390 C	Eng	99			Furnished	280GDFJP-*8 (7)	390 C	Eng	99			Furnished
280GGFJP-*5 (7)	360 C	Eng	126			Furnished	280GGFJP-*3 (7)	360 C	Eng	126			Furnished
280GGFJP-*8 (7)	360 C	Eng	117			Furnished	280GGFJP-*8 (7)	360 C	Eng	117			Furnished
280GKFJP-*5 (7)	340 C	Eng	140			Furnished	280GKFJP-*3 (7)	340 C	Eng	140			Furnished
280GMFJP-*5 (7)	318 C	Eng	157			Furnished	280GMFJP-*3 (7)	318 C	Eng	157			Furnished
280GMFJP-*8 (7)	318 C	Eng	145			Furnished	280GMFJP-*8 (7)	318 C	Eng	145			Furnished
280GPFJP-*5 (7)	290 C	Eng	175			Furnished	280GPFJP-*3 (7)	290 C	Eng	175			Furnished
280GPFJP-*8 (7)	290 C	Eng	162			Furnished	280GPFJP-*8 (7)	290 C	Eng	162			Furnished
280GSFJP-*5 (7)	265 C	Eng	196			Furnished	280GSFJP-*3 (7)	265 C	Eng	196			Furnished
280GSFJP-*8 (7)	265 C	Eng	180			Furnished	280GSFJP-*8 (7)	265 C	Eng	180			Furnished
280GTFJP-*8 (7)	230 C	Eng	211			Furnished	280GTFJP-*8 (7)	230 C	Eng	211			Furnished
870XAFJP-*5 (6)	670 C	Eng	100			Furnished	870XAFJP-*3 (6)	670 C	Eng	100			Furnished
870XBFPJP-*5 (6)	632 C	Eng	106			Furnished	870XBFPJP-*3 (6)	632 C	Eng	106			Furnished
870XCFJP-*5 (6)	588 C	Eng	114			Furnished	870XCFJP-*3 (6)	588 C	Eng	114			Furnished
870XDFJP-*5 (6)	554 C	Eng	121			Furnished	870XDFJP-*3 (6)	554 C	Eng	121			Furnished
870XEFJP-*5 (6)	486 C	Eng	138			Furnished	870XEFJP-*3 (6)	486 C	Eng	138			Furnished
870XFFJP-*5 (6)	429 C	Eng	156			Furnished	870XFFJP-*3 (6)	429 C	Eng	156			Furnished
870XGFJP-*5 (6)	379 C	Eng	177			Furnished	870XGFJP-*3 (6)	379 C	Eng	177			Furnished
870XHFJP-*5 (6)	356 C	Eng	188			Furnished	870XHFJP-*3 (6)	356 C	Eng	188			Furnished
870XJFJP-*5 (6)	334 C	Eng	200			Furnished	870XJFJP-*3 (6)	334 C	Eng	200			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: Chelsea Recommends the Power Take-Off (PTO) installation on the 3000/4000 Series Transmissions to utilize a Vehicle Interface Module, or Chassis Manufacturers' equivalent controller to incorporate all the PTO control features available, this includes the "PTO Request" and "PTO Enable Output" feature. The "PTO Enable" circuit signals the Transmission Control Module(TCM) to maintain line pressure to the PTO Failure to provide this signal may not be sufficient to the PTO This may cause damage to the PTO and /or Transmission. Please see the Allison Transmission website and individual chassis manufacturer for installation details.

(6) Input Gear Part No. 5-P-1428
(7) Input Gear Part No. 5-P-1491

3000 EVS (Emergency Vehicles Only Top / Side PTO Provisions)
3500 EVS (Emergency Vehicles Only Top / Side PTO Provisions)

LEFT SIDE ONLY**TRANSMISSION GEAR DATA:**

L.S. 10-BOLT Opening Gear FORWARD of Centerline
83 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7800" (45.2100MM)

TOP SIDE ONLY**TRANSMISSION GEAR DATA:**

TOP 10-BOLT Opening Gear FORWARD of Centerline
83 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7800" (45.2100MM)

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

PTO Model	Torq l / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit	PTO Model	Torq l / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit
ONE SPEED - POWERSHIFT (HYDRAULIC) EXTENDED SHAFT													
890EAFJW-*5 (6)	670 C	Eng	100			Furnished	890TAFJW-*5 (6)	670 C	Eng	100			Furnished
890EBFJW-*5 (6)	632 C	Eng	106			Furnished	890TBFJW-*5 (6)	632 C	Eng	106			Furnished
890ECFJW-*5 (6)	588 C	Eng	114			Furnished	890TCFJW-*5 (6)	588 C	Eng	114			Furnished
890EDFJW-*5 (6)	554 C	Eng	121			Furnished	890TDFJW-*5 (6)	554 C	Eng	121			Furnished
890EEFJW-*5 (6)	486 C	Eng	138			Furnished	890TEFJW-*5 (6)	486 C	Eng	138			Furnished
890EFFJW-*5 (6)	429 C	Eng	156			Furnished	890TFFJW-*5 (6)	429 C	Eng	156			Furnished
890EGFJW-*5 (6)	378 C	Eng	177			Furnished	890TGFJW-*5 (6)	378 C	Eng	177			Furnished
890EHFJW-*5 (6)	356 C	Eng	188			Furnished	890THFJW-*5 (6)	356 C	Eng	188			Furnished
ONE SPEED - CONSTANT MESH EXTENDED SHAFT													
897EAFJW-*5 (6)	670 C	Eng	100			Furnished	897TAFJW-*5 (6)	670 C	Eng	100			Furnished
897EBFJW-*5 (6)	632 C	Eng	106			Furnished	897TBFJW-*5 (6)	632 C	Eng	106			Furnished
897ECFJW-*5 (6)	588 C	Eng	114			Furnished	897TCFJW-*5 (6)	588 C	Eng	114			Furnished
897EDFJW-*5 (6)	554 C	Eng	121			Furnished	897TDFJW-*5 (6)	554 C	Eng	121			Furnished
897EEFJW-*5 (6)	486 C	Eng	138			Furnished	897TEFJW-*5 (6)	486 C	Eng	138			Furnished
897EFFJW-*5 (6)	429 C	Eng	156			Furnished	897TFFJW-*5 (6)	429 C	Eng	156			Furnished
897EGFJW-*5 (6)	378 C	Eng	177			Furnished	897TGFJW-*5 (6)	378 C	Eng	177			Furnished
897EHFJW-*5 (6)	356 C	Eng	188			Furnished	897THFJW-*5 (6)	356 C	Eng	188			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: Chelsea Recommends the Power Take-Off (PTO) installation on the 3000/4000 Series Transmissions to utilize a Vehicle Interface Module, or Chassis Manufacturers' equivalent controller to incorporate all the PTO control features available, this includes the "PTO Request" and "PTO Enable Output" feature. The "PTO Enable" circuit signals the Transmission Control Module(TCM) to maintain line pressure to the PTO Failure to provide this signal may not be sufficient to the PTO This may cause damage to the PTO and /or Transmission. Please see the Allison Transmission website and individual chassis manufacturer for installation details.

(6) Input Gear Part No. 5-P-1428

3000 (3000 Family - Side/Top PTO Provision w/ Retarder)

LEFT SIDE ONLY

TRANSMISSION GEAR DATA:

L.S. 10-BOLT Opening Gear FORWARD of Centerline
83 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7800" (45.2100MM)

TOP SIDE ONLY

TRANSMISSION GEAR DATA:

TOP 10-BOLT Opening Gear FORWARD of Centerline
83 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7800" (45.2100MM)

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 - CONSTANT MESH													
267SBFJP-*5 (4)	402 I	Eng	88			Furnished	267SBFJP-*3 (4)	402 I	Eng	88			Furnished
267SDFJP-*5 (3)	390 I	Eng	106			Furnished	267SDFJP-*3 (3)	390 I	Eng	106			Furnished
267SGFJP-*5 (2)	360 I	Eng	126			Furnished	267SGFJP-*3 (2)	360 I	Eng	126			Furnished
267SMFJP-*5 (5)	309 I	Eng	157			Furnished	267SMFJP-*3 (5)	309 I	Eng	157			Furnished
267SSFJP-*5 (1)	247 I	Eng	196			Furnished	267SSFJP-*3 (1)	247 I	Eng	196			Furnished
267XBFJP-*5 (8)	335 I	Eng	88			Furnished	267XBFJP-*3 (8)	335 I	Eng	88			Furnished
267XDFJP-*5 (9)	325 I	Eng	106			Furnished	267XDFJP-*3 (9)	325 I	Eng	106			Furnished
267XGFJP-*5 (10)	300 I	Eng	126			Furnished	267XGFJP-*3 (10)	300 I	Eng	126			Furnished
267XMFJP-*5 (11)	265 I	Eng	157			Furnished	267XMFJP-*3 (11)	265 I	Eng	157			Furnished
267XSFJP-*5 (1)	247 I	Eng	196			Furnished	267XSFJP-*3 (1)	247 I	Eng	196			Furnished
287GBFJP-*5 (7)	300 C	Eng	73			Furnished	287GBFJP-*3 (7)	300 C	Eng	73			Furnished
287GBFJP-*8 (7)	300 C	Eng	69			Furnished	287GBFJP-*8 (7)	300 C	Eng	69			Furnished
287GCFJP-*5 (7)	390 C	Eng	88			Furnished	287GCFJP-*3 (7)	390 C	Eng	88			Furnished
287GCFJP-*8 (7)	390 C	Eng	83			Furnished	287GCFJP-*8 (7)	390 C	Eng	83			Furnished
287GDFJP-*5 (7)	390 C	Eng	87			Furnished	287GDFJP-*3 (7)	390 C	Eng	87			Furnished
287GDFJP-*8 (7)	390 C	Eng	99			Furnished	287GDFJP-*8 (7)	390 C	Eng	99			Furnished
287GGFJP-*5 (7)	360 C	Eng	126			Furnished	287GGFJP-*3 (7)	360 C	Eng	126			Furnished
287GGFJP-*8 (7)	360 C	Eng	117			Furnished	287GGFJP-*8 (7)	360 C	Eng	117			Furnished
287GKFJP-*5 (7)	340 C	Eng	140			Furnished	287GKFJP-*3 (7)	340 C	Eng	140			Furnished
287GMFJP-*5 (7)	309 C	Eng	157			Furnished	287GMFJP-*3 (7)	309 C	Eng	157			Furnished
287GMFJP-*8 (7)	318 C	Eng	145			Furnished	287GMFJP-*8 (7)	318 C	Eng	145			Furnished
287GPFJP-*5 (7)	275 C	Eng	175			Furnished	287GPFJP-*3 (7)	275 C	Eng	175			Furnished
287GPFJP-*8 (7)	290 C	Eng	162			Furnished	287GPFJP-*8 (7)	290 C	Eng	162			Furnished
287GSFJP-*5 (7)	247 C	Eng	196			Furnished	287GSFJP-*3 (7)	247 C	Eng	196			Furnished
287GSFJP-*8 (7)	265 C	Eng	180			Furnished	287GSFJP-*8 (7)	265 C	Eng	180			Furnished
287GTFJP-*8 (7)	230 C	Eng	211			Furnished	287GTFJP-*8 (7)	230 C	Eng	211			Furnished
877XAFJP-*5 (6)	485 C	Eng	100			Furnished	877XAFJP-*3 (6)	485 C	Eng	100			Furnished
877XBFJP-*5 (6)	458 C	Eng	106			Furnished	877XBFJP-*3 (6)	458 C	Eng	106			Furnished
877XCFJP-*5 (6)	425 C	Eng	114			Furnished	877XCFJP-*3 (6)	425 C	Eng	114			Furnished
877XDFJP-*5 (6)	401 C	Eng	121			Furnished	877XDFJP-*3 (6)	401 C	Eng	121			Furnished
877XEFJP-*5 (6)	351 C	Eng	138			Furnished	877XEFJP-*3 (6)	351 C	Eng	138			Furnished
877XFFJP-*5 (6)	311 C	Eng	156			Furnished	877XFFJP-*3 (6)	311 C	Eng	156			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: Chelsea Recommends the Power Take-Off (PTO) installation on the 3000/4000 Series Transmissions to utilize a Vehicle Interface Module, or Chassis Manufacturers' equivalent controller to incorporate all the PTO control features available, this includes the "PTO Request" and "PTO Enable Output" feature. The "PTO Enable" circuit signals the Transmission Control Module(TCM) to maintain line pressure to the PTO Failure to provide this signal may not be sufficient to the PTO This may cause damage to the PTO and /or Transmission. Please see the Allison Transmission website and individual chassis manufacturer for installation details.

CAUTION: The Torque Rating on Certain Ratios is Restricted by Allison Transmission to a Torque Limit of 485 Ft.lbs on their PTO Drive Gear.

(1) Input Gear Part No. 5-P-1173
(2) Input Gear Part No. 5-P-1225
(3) Input Gear Part No. 5-P-1293
(4) Input Gear Part No. 5-P-1350
(5) Input Gear Part No. 5-P-1351
(6) Input Gear Part No. 5-P-1428

(7) Input Gear Part No. 5-P-1491
(8) Input Gear Part No. 5-P-912
(9) Input Gear Part No. 5-P-913
(10) Input Gear Part No. 5-P-914
(11) Input Gear Part No. 5-P-915

3000 (3000 Family - Side/Top PTO Provision w/ Retarder)

LEFT SIDE ONLY

TRANSMISSION GEAR DATA:

L.S. 10-BOLT Opening Gear FORWARD of Centerline
83 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7800" (45.2100MM)

TOP SIDE ONLY

TRANSMISSION GEAR DATA:

TOP 10-BOLT Opening Gear FORWARD of Centerline
83 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7800" (45.2100MM)

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

PTO Model	Torq l / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit	PTO Model	Torq l / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit
-----------	-----------------	------------	---------------------	--------------	-----------------	----------	-----------	-----------------	------------	---------------------	--------------	-----------------	----------

ONE SPEED - TWO GEAR - CONSTANT MESH

877XGFJP-*5 (6)	274 C	Eng	177			Furnished	877XGFJP-*3 (6)	274 C	Eng	177			Furnished
877XHFJP-*5 (6)	258 C	Eng	188			Furnished	877XHFJP-*3 (6)	258 C	Eng	188			Furnished
877XJFJP-*5 (6)	242 C	Eng	200			Furnished	877XJFJP-*3 (6)	242 C	Eng	200			Furnished
877XKFJP-*5 (6)	292 C	Eng	166			Furnished	877XKFJP-*3 (6)	292 C	Eng	166			Furnished

ONE SPEED - TWO GEAR - POWERSHIFT (HYDRAULIC)

280GBFJP-*5 (7)	300 C	Eng	73			Furnished	280GBFJP-*3 (7)	300 C	Eng	73			Furnished
280GBFJP-*8 (7)	300 C	Eng	69			Furnished	280GBFJP-*8 (7)	300 C	Eng	69			Furnished
280GCFJP-*5 (7)	390 C	Eng	88			Furnished	280GCFJP-*3 (7)	390 C	Eng	88			Furnished
280GCFJP-*8 (7)	390 C	Eng	83			Furnished	280GCFJP-*8 (7)	390 C	Eng	83			Furnished
280GDFJP-*5 (7)	390 C	Eng	106			Furnished	280GDFJP-*3 (7)	390 C	Eng	106			Furnished
280GDFJP-*8 (7)	390 C	Eng	99			Furnished	280GDFJP-*8 (7)	390 C	Eng	99			Furnished
280GGFJP-*5 (7)	360 C	Eng	126			Furnished	280GGFJP-*3 (7)	360 C	Eng	126			Furnished
280GGFJP-*8 (7)	360 C	Eng	117			Furnished	280GGFJP-*8 (7)	360 C	Eng	117			Furnished
280GKFJP-*5 (7)	340 C	Eng	140			Furnished	280GKFJP-*3 (7)	340 C	Eng	140			Furnished
280GMFJP-*5 (7)	309 C	Eng	157			Furnished	280GMFJP-*3 (7)	309 C	Eng	157			Furnished
280GMFJP-*8 (7)	318 C	Eng	145			Furnished	280GMFJP-*8 (7)	318 C	Eng	145			Furnished
280GPFJP-*5 (7)	275 C	Eng	175			Furnished	280GPFJP-*3 (7)	275 C	Eng	175			Furnished
280GPFJP-*8 (7)	290 C	Eng	162			Furnished	280GPFJP-*8 (7)	290 C	Eng	162			Furnished
280GSFJP-*5 (7)	247 C	Eng	196			Furnished	280GSFJP-*3 (7)	247 C	Eng	196			Furnished
280GSFJP-*8 (7)	265 C	Eng	180			Furnished	280GSFJP-*8 (7)	265 C	Eng	180			Furnished
870XAFJP-*5 (6)	485 C	Eng	100			Furnished	870XAFJP-*3 (6)	485 C	Eng	100			Furnished
870XBFJP-*5 (6)	458 C	Eng	106			Furnished	870XBFJP-*3 (6)	458 C	Eng	106			Furnished
870XCFJP-*5 (6)	425 C	Eng	114			Furnished	870XCFJP-*3 (6)	425 C	Eng	114			Furnished
870XDFJP-*5 (6)	401 C	Eng	121			Furnished	870XDFJP-*3 (6)	401 C	Eng	121			Furnished
870XEFJP-*5 (6)	351 C	Eng	138			Furnished	870XEFJP-*3 (6)	351 C	Eng	138			Furnished
870XFFJP-*5 (6)	311 C	Eng	156			Furnished	870XFFJP-*3 (6)	311 C	Eng	156			Furnished
870XGFJP-*5 (6)	274 C	Eng	177			Furnished	870XGFJP-*3 (6)	274 C	Eng	177			Furnished
870XHFJP-*5 (6)	258 C	Eng	188			Furnished	870XHFJP-*3 (6)	258 C	Eng	188			Furnished
870XJFJP-*5 (6)	242 C	Eng	200			Furnished	870XJFJP-*3 (6)	242 C	Eng	200			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: Chelsea Recommends the Power Take-Off (PTO) installation on the 3000/4000 Series Transmissions to utilize a Vehicle Interface Module, or Chassis Manufacturers' equivalent controller to incorporate all the PTO control features available, this includes the "PTO Request" and "PTO Enable Output" feature. The "PTO Enable" circuit signals the Transmission Control Module(TCM) to maintain line pressure to the PTO Failure to provide this signal may not be sufficient to the PTO This may cause damage to the PTO and /or Transmission. Please see the Allison Transmission website and individual chassis manufacturer for installation details.

CAUTION: The Torque Rating on Certain Ratios is Restricted by Allison Transmission to a Torque Limit of 485 Ft.lbs on their PTO Drive Gear.

(6) Input Gear Part No. 5-P-1428
(7) Input Gear Part No. 5-P-1491

3000 (3000 Family - Side/Top PTO Provision w/ Retarder)

LEFT SIDE ONLY

TRANSMISSION GEAR DATA:

L.S. 10-BOLT Opening Gear FORWARD of Centerline
83 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7800" (45.2100MM)

TOP SIDE ONLY

TRANSMISSION GEAR DATA:

TOP 10-BOLT Opening Gear FORWARD of Centerline
83 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7800" (45.2100MM)

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 - POWERSHIFT (HYDRAULIC) EXTENDED SHAFT

890FAFJW-*5 (6)	485 C	Eng	100			Furnished
890FBFJW-*5 (6)	458 C	Eng	106			Furnished
890FCFJW-*5 (6)	425 C	Eng	114			Furnished
890FDFJW-*5 (6)	401 C	Eng	121			Furnished
890FEFJW-*5 (6)	351 C	Eng	138			Furnished
890FFFJW-*5 (6)	311 C	Eng	156			Furnished
890FGFJW-*5 (6)	274 C	Eng	177			Furnished
890FHFJW-*5 (6)	258 C	Eng	188			Furnished

ONE SPEED - CONSTANT MESH EXTENDED SHAFT

897FAFJW-*5 (6)	485 C	Eng	100			Furnished
897FBFJW-*5 (6)	458 C	Eng	106			Furnished
897FCFJW-*5 (6)	425 C	Eng	114			Furnished
897FDFJW-*5 (6)	401 C	Eng	121			Furnished
897FEFJW-*5 (6)	351 C	Eng	138			Furnished
897FFFJW-*5 (6)	311 C	Eng	156			Furnished
897FGFJW-*5 (6)	274 C	Eng	177			Furnished
897FHFJW-*5 (6)	258 C	Eng	188			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: Chelsea Recommends the Power Take-Off (PTO) installation on the 3000/4000 Series Transmissions to utilize a Vehicle Interface Module, or Chassis Manufacturers' equivalent controller to incorporate all the PTO control features available, this includes the "PTO Request" and "PTO Enable Output" feature. The "PTO Enable" circuit signals the Transmission Control Module(TCM) to maintain line pressure to the PTO Failure to provide this signal may not be sufficient to the PTO This may cause damage to the PTO and /or Transmission. Please see the Allison Transmission website and individual chassis manufacturer for installation details.

CAUTION: The Torque Rating on Certain Ratios is Restricted by Allison Transmission to a Torque Limit of 485 Ft.lbs on their PTO Drive Gear.

(6) Input Gear Part No. 5-P-1428

1000 (GM 3600 Cab-Chassis)

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

1.0080" (25.6032MM)

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 (HYDRAULIC)

252GDHVX-*5 (1)	120 I	Eng	122	Furnished
252GMHVX-*5 (2)	50 I	Eng	178	Furnished

252 Pumps offered in the PGP511 with 5/8" - 9T / SAE A Flange

Option Order Code	Chelsea Pump Model	Displacement in³/rev	Displacement Gal/rev	Max Pressure PSI	Max Speed RPM	Shaft Size
1121	CGP-P11C021-1AC	0.49	0.002	3988	4000	5/8" - 9T
1126	CGP-P11C026-1AC	0.61	0.003	3988	3600	5/8" - 9T
1129	CGP-P11C029-1AC	0.67	0.003	3988	3600	5/8" - 9T
1137	CGP-P11C037-1AC	0.85	0.004	3988	3300	5/8" - 9T
1449	CGP-P31C054-1AE	1.24	0.005	3500	3000	5/8" - 9T
1462	CGP-P31C061-1AE	1.40	0.006	3500	3000	5/8" - 9T

252 Pumps offered in the PGP511 with 3/4" - 11T / SAE A Flange

Option Order Code	Chelsea Pump Model	Displacement in³/rev	Displacement Gal/rev	Max Pressure PSI	Max Speed RPM	Shaft Size
P37	CGP-P11C037-5AC	0.85	0.004	3988	3300	3/4" - 11T
P42	CGP-P11C042-5AC	0.98	0.004	3988	3000	3/4" - 11T
P71	CGP-P11C071-5AC	1.65	0.007	2900	2400	3/4" - 11T

† 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 "PTO Enable" circuit signals the Transmission Control Module(TCM) to maintain line pressure to the PTO. Failure to provide this signal will activate the Variable Modulated Main Pressure and line pressure may not be sufficient to the PTO. This may cause damage to the PTO and /or Transmission.

(1) Input Gear Part No. 5-P-1294
(2) Input Gear Part No. 5-P-1386

3700
3700 SP
MD-3070P (Close Ratio)

LEFT SIDE ONLY

TRANSMISSION GEAR DATA:

L.S. 10-BOLT Opening Gear FORWARD of Centerline
68 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7800" (45.2100MM)

RIGHT SIDE ONLY

TRANSMISSION GEAR DATA:

R.S. 10-BOLT Opening Gear FORWARD of Centerline
68 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7800" (45.2100MM)

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

PTO Model	Torq l / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit	PTO Model	Torq l / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit
ONE SPEED - TWO GEAR - CONSTANT MESH													
267SBFJP-*5 (4)	402 I	Eng	72			Furnished	267SBFJP-*3 (4)	402 I	Eng	72			Furnished
267SDFJP-*5 (3)	390 I	Eng	87			Furnished	267SDFJP-*3 (3)	390 I	Eng	87			Furnished
267SGFJP-*5 (2)	360 I	Eng	103			Furnished	267SGFJP-*3 (2)	360 I	Eng	103			Furnished
267SMFJP-*5 (5)	318 I	Eng	129			Furnished	267SMFJP-*3 (5)	318 I	Eng	129			Furnished
267SSFJP-*5 (1)	265 I	Eng	161			Furnished	267SSFJP-*3 (1)	265 I	Eng	161			Furnished
267XBFJP-*5 (8)	335 I	Eng	72			Furnished	267XBFJP-*3 (8)	335 I	Eng	72			Furnished
267XDFJP-*5 (9)	325 I	Eng	87			Furnished	267XDFJP-*3 (9)	325 I	Eng	87			Furnished
267XGFJP-*5 (10)	300 I	Eng	103			Furnished	267XGFJP-*3 (10)	300 I	Eng	103			Furnished
267XMFJP-*5 (11)	265 I	Eng	129			Furnished	267XMFJP-*3 (11)	265 I	Eng	129			Furnished
267XSFJP-*5 (1)	250 I	Eng	161			Furnished	267XSFJP-*3 (1)	250 I	Eng	161			Furnished
287GBFJP-*5 (7)	300 C	Eng	60			Furnished	287GBFJP-*3 (7)	300 C	Eng	60			Furnished
287GBFJP-*8 (7)	300 C	Eng	56			Furnished	287GBFJP-*8 (7)	300 C	Eng	56			Furnished
287GCFJP-*5 (7)	390 C	Eng	72			Furnished	287GCFJP-*3 (7)	390 C	Eng	72			Furnished
287GCFJP-*8 (7)	390 C	Eng	68			Furnished	287GCFJP-*8 (7)	390 C	Eng	68			Furnished
287GDFJP-*5 (7)	390 C	Eng	87			Furnished	287GDFJP-*3 (7)	390 C	Eng	87			Furnished
287GDFJP-*8 (7)	390 C	Eng	81			Furnished	287GDFJP-*8 (7)	390 C	Eng	81			Furnished
287GGFJP-*5 (7)	360 C	Eng	103			Furnished	287GGFJP-*3 (7)	360 C	Eng	103			Furnished
287GGFJP-*8 (7)	360 C	Eng	96			Furnished	287GGFJP-*8 (7)	360 C	Eng	96			Furnished
287GKFJP-*5 (7)	340 C	Eng	115			Furnished	287GKFJP-*3 (7)	340 C	Eng	115			Furnished
287GMFJP-*5 (7)	318 C	Eng	129			Furnished	287GMFJP-*3 (7)	318 C	Eng	129			Furnished
287GMFJP-*8 (7)	318 C	Eng	119			Furnished	287GMFJP-*8 (7)	318 C	Eng	119			Furnished
287GPFJP-*5 (7)	290 C	Eng	144			Furnished	287GPFJP-*3 (7)	290 C	Eng	144			Furnished
287GPFJP-*8 (7)	290 C	Eng	132			Furnished	287GPFJP-*8 (7)	290 C	Eng	132			Furnished
287GSFJP-*5 (7)	265 C	Eng	161			Furnished	287GSFJP-*3 (7)	265 C	Eng	161			Furnished
287GSFJP-*8 (7)	265 C	Eng	147			Furnished	287GSFJP-*8 (7)	265 C	Eng	147			Furnished
287GTFJP-*5 (7)	240 C	Eng	180			Furnished	287GTFJP-*3 (7)	240 C	Eng	180			Furnished
287GTFJP-*8 (7)	240 C	Eng	173			Furnished	287GTFJP-*8 (7)	240 C	Eng	173			Furnished
877XAFJP-*5 (6)	591 C	Eng	82			Furnished	877XAFJP-*3 (6)	591 C	Eng	82			Furnished
877XBFJP-*5 (6)	557 C	Eng	87			Furnished	877XBFJP-*3 (6)	557 C	Eng	87			Furnished
877XCFJP-*5 (6)	522 C	Eng	93			Furnished	877XCFJP-*3 (6)	522 C	Eng	93			Furnished
877XDFJP-*5 (6)	490 C	Eng	99			Furnished	877XDFJP-*3 (6)	490 C	Eng	99			Furnished
877XEFJP-*5 (6)	429 C	Eng	113			Furnished	877XEFJP-*3 (6)	429 C	Eng	113			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: Chelsea Recommends the Power Take-Off (PTO) installation on the 3000/4000 Series Transmissions to utilize a Vehicle Interface Module, or Chassis Manufacturers' equivalent controller to incorporate all the PTO control features available, this includes the "PTO Request" and "PTO Enable Output" feature. The "PTO Enable" circuit signals the Transmission Control Module (TCM) to maintain line pressure to the PTO Failure to provide this signal may not be sufficient to the PTO This may cause damage to the PTO and /or Transmission. Please see the Allison Transmission website and individual chassis manufacturer for installation details.

CAUTION: The Torque Rating on Certain Ratios is Restricted by Allison Transmission to a Torque Limit of 685 Ft.lbs on their PTO Drive Gear.

(1) Input Gear Part No. 5-P-1173
(2) Input Gear Part No. 5-P-1225
(3) Input Gear Part No. 5-P-1293
(4) Input Gear Part No. 5-P-1350
(5) Input Gear Part No. 5-P-1351
(6) Input Gear Part No. 5-P-1428

(7) Input Gear Part No. 5-P-1491
(8) Input Gear Part No. 5-P-912
(9) Input Gear Part No. 5-P-913
(10) Input Gear Part No. 5-P-914
(11) Input Gear Part No. 5-P-915

3700
3700 SP
MD-3070P (Close Ratio)

LEFT SIDE ONLY**TRANSMISSION GEAR DATA:**

L.S. 10-BOLT Opening Gear FORWARD of Centerline
68 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7800" (45.2100MM)

RIGHT SIDE ONLY**TRANSMISSION GEAR DATA:**

R.S. 10-BOLT Opening Gear FORWARD of Centerline
68 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7800" (45.2100MM)

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

PTO Model	Torq l / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit	PTO Model	Torq l / C †	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit
-----------	-----------------	------------	---------------------	--------------	-----------------	----------	-----------	-----------------	------------	---------------------	--------------	-----------------	----------

ONE SPEED - TWO GEAR - CONSTANT MESH

877XFFJP-*5 (6)	379 C	Eng	128			Furnished	877XFFJP-*3 (6)	379 C	Eng	128			Furnished
877XGFJP-*5 (6)	334 C	Eng	145			Furnished	877XGFJP-*3 (6)	334 C	Eng	145			Furnished
877XHFJP-*5 (6)	315 C	Eng	154			Furnished	877XHFJP-*3 (6)	315 C	Eng	154			Furnished
877XJFJP-*5 (6)	295 C	Eng	164			Furnished	877XJFJP-*3 (6)	295 C	Eng	164			Furnished

ONE SPEED - TWO GEAR - POWERSHIFT (HYDRAULIC)

280GBFJP-*5 (7)	300 C	Eng	60			Furnished	280GBFJP-*3 (7)	300 C	Eng	60			Furnished
280GBFJP-*8 (7)	300 C	Eng	56			Furnished	280GBFJP-*8 (7)	300 C	Eng	56			Furnished
280GCFJP-*5 (7)	390 C	Eng	72			Furnished	280GCFJP-*3 (7)	390 C	Eng	72			Furnished
280GCFJP-*8 (7)	390 C	Eng	68			Furnished	280GCFJP-*8 (7)	390 C	Eng	68			Furnished
280GDFJP-*5 (7)	390 C	Eng	87			Furnished	280GDFJP-*3 (7)	390 C	Eng	87			Furnished
280GDFJP-*8 (7)	390 C	Eng	81			Furnished	280GDFJP-*8 (7)	390 C	Eng	81			Furnished
280GGFJP-*5 (7)	360 C	Eng	103			Furnished	280GGFJP-*3 (7)	360 C	Eng	103			Furnished
280GGFJP-*8 (7)	360 C	Eng	96			Furnished	280GGFJP-*8 (7)	360 C	Eng	96			Furnished
280GKFJP-*5 (7)	340 C	Eng	115			Furnished	280GKFJP-*3 (7)	340 C	Eng	115			Furnished
280GMFJP-*5 (7)	318 C	Eng	129			Furnished	280GMFJP-*3 (7)	318 C	Eng	129			Furnished
280GMFJP-*8 (7)	318 C	Eng	119			Furnished	280GMFJP-*8 (7)	318 C	Eng	119			Furnished
280GPFJP-*5 (7)	290 C	Eng	144			Furnished	280GPFJP-*3 (7)	290 C	Eng	144			Furnished
280GPFJP-*8 (7)	290 C	Eng	132			Furnished	280GPFJP-*8 (7)	290 C	Eng	132			Furnished
280GSFJP-*5 (7)	265 C	Eng	161			Furnished	280GSFJP-*3 (7)	265 C	Eng	161			Furnished
280GSFJP-*8 (7)	265 C	Eng	147			Furnished	280GSFJP-*8 (7)	265 C	Eng	147			Furnished
280GTFJP-*5 (7)	240 C	Eng	180			Furnished	280GTFJP-*3 (7)	240 C	Eng	180			Furnished
280GTFJP-*8 (7)	240 C	Eng	173			Furnished	280GTFJP-*8 (7)	240 C	Eng	173			Furnished
870XAFJP-*5 (6)	591 C	Eng	82			Furnished	870XAFJP-*3 (6)	591 C	Eng	82			Furnished
870XBFJP-*5 (6)	557 C	Eng	87			Furnished	870XBFJP-*3 (6)	557 C	Eng	87			Furnished
870XCFJP-*5 (6)	522 C	Eng	93			Furnished	870XCFJP-*3 (6)	522 C	Eng	93			Furnished
870XDFJP-*5 (6)	490 C	Eng	99			Furnished	870XDFJP-*3 (6)	490 C	Eng	99			Furnished
870XEFJP-*5 (6)	429 C	Eng	113			Furnished	870XEFJP-*3 (6)	429 C	Eng	113			Furnished
870XFFJP-*5 (6)	379 C	Eng	128			Furnished	870XFFJP-*3 (6)	379 C	Eng	128			Furnished
870XGFJP-*5 (6)	334 C	Eng	145			Furnished	870XGFJP-*3 (6)	334 C	Eng	145			Furnished
870XHFJP-*5 (6)	315 C	Eng	154			Furnished	870XHFJP-*3 (6)	315 C	Eng	154			Furnished
870XJFJP-*5 (6)	295 C	Eng	164			Furnished	870XJFJP-*3 (6)	295 C	Eng	164			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: Chelsea Recommends the Power Take-Off (PTO) installation on the 3000/4000 Series Transmissions to utilize a Vehicle Interface Module, or Chassis Manufacturers' equivalent controller to incorporate all the PTO control features available, this includes the "PTO Request" and "PTO Enable Output" feature. The "PTO Enable" circuit signals the Transmission Control Module (TCM) to maintain line pressure to the PTO Failure to provide this signal may not be sufficient to the PTO This may cause damage to the PTO and /or Transmission. Please see the Allison Transmission website and individual chassis manufacturer for installation details.

CAUTION: The Torque Rating on Certain Ratios is Restricted by Allison Transmission to a Torque Limit of 685 Ft.lbs on their PTO Drive Gear.

(6) Input Gear Part No. 5-P-1428
(7) Input Gear Part No. 5-P-1491

4700
4700 EVS
4700 OFS
4700 RDS
4700 SP
4800
4800 EVS
4800 SP

4850 EVS

LEFT SIDE ONLY

TRANSMISSION GEAR DATA:

L.S. 10-BOLT Opening Gear FORWARD of Centerline
97 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7799" (45.2100MM)

TOP SIDE ONLY

TRANSMISSION GEAR DATA:

TOP 10-BOLT Opening Gear FORWARD of Centerline
97 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7799" (45.2100MM)

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 - CONSTANT MESH													
267SBFJP-*5 (4)	402 I	Eng	103			Furnished	267SBFJP-*3 (4)	402 I	Eng	103			Furnished
267SDFJP-*5 (3)	390 I	Eng	123			Furnished	267SDFJP-*3 (4)	390 I	Eng	123			Furnished
267SGFJP-*5 (2)	360 I	Eng	147			Furnished	267SGFJP-*3 (2)	360 I	Eng	147			Furnished
267SMFJP-*5 (5)	318 I	Eng	184			Furnished	267SMFJP-*3 (5)	318 I	Eng	184			Furnished
267SSFJP-*5 (1)	265 I	Eng	229			Furnished	267SSFJP-*3 (1)	265 I	Eng	229			Furnished
267XBFJP-*5 (8)	335 I	Eng	103			Furnished	267XBFJP-*3 (8)	335 I	Eng	103			Furnished
267XDFJP-*5 (9)	325 I	Eng	123			Furnished	267XDFJP-*3 (9)	325 I	Eng	123			Furnished
267XGFJP-*5 (10)	300 I	Eng	147			Furnished	267XGFJP-*3 (10)	300 I	Eng	147			Furnished
267XMFJP-*5 (11)	265 I	Eng	184			Furnished	267XMFJP-*3 (11)	265 I	Eng	184			Furnished
267XSFJP-*5 (1)	250 I	Eng	229			Furnished	267XSFJP-*3 (1)	250 I	Eng	229			Furnished
287GBFJP-*5 (7)	300 C	Eng	85			Furnished	287GBFJP-*3 (7)	300 C	Eng	85			Furnished
287GBFJP-*8 (7)	300 C	Eng	81			Furnished	287GBFJP-*8 (7)	300 C	Eng	81			Furnished
287GCFJP-*5 (7)	390 C	Eng	103			Furnished	287GCFJP-*3 (7)	390 C	Eng	103			Furnished
287GCFJP-*8 (7)	390 C	Eng	97			Furnished	287GCFJP-*8 (7)	390 C	Eng	97			Furnished
287GDFJP-*5 (7)	390 C	Eng	123			Furnished	287GDFJP-*3 (7)	390 C	Eng	123			Furnished
287GDFJP-*8 (7)	390 C	Eng	116			Furnished	287GDFJP-*8 (7)	390 C	Eng	116			Furnished
287GGFJP-*5 (7)	360 C	Eng	147			Furnished	287GGFJP-*3 (7)	360 C	Eng	147			Furnished
287GGFJP-*8 (7)	360 C	Eng	137			Furnished	287GGFJP-*8 (7)	360 C	Eng	137			Furnished
287GKFJP-*5 (7)	340 C	Eng	164			Furnished	287GKFJP-*3 (7)	340 C	Eng	164			Furnished
287GMFJP-*5 (7)	318 C	Eng	184			Furnished	287GMFJP-*3 (7)	318 C	Eng	184			Furnished
287GMFJP-*8 (7)	318 C	Eng	170			Furnished	287GMFJP-*8 (7)	318 C	Eng	170			Furnished
287GPFJP-*5 (7)	290 C	Eng	205			Furnished	287GPFJP-*3 (7)	290 C	Eng	205			Furnished
287GPFJP-*8 (7)	290 C	Eng	189			Furnished	287GPFJP-*8 (7)	290 C	Eng	189			Furnished
287GSFJP-*5 (7)	265 C	Eng	229			Furnished	287GSFJP-*3 (7)	265 C	Eng	229			Furnished
287GSFJP-*8 (7)	265 C	Eng	210			Furnished	287GSFJP-*8 (7)	265 C	Eng	210			Furnished
877XAFJP-*5 (6)	591 C	Eng	116			Furnished	877XAFJP-*3 (6)	591 C	Eng	116			Furnished
877XBFJP-*5 (6)	552 C	Eng	124			Furnished	877XBFJP-*3 (6)	552 C	Eng	124			Furnished
877XCFJP-*5 (6)	515 C	Eng	133			Furnished	877XCFJP-*3 (6)	515 C	Eng	133			Furnished
877XDFJP-*5 (6)	482 C	Eng	142			Furnished	877XDFJP-*3 (6)	482 C	Eng	142			Furnished
877XEFJP-*5 (6)	425 C	Eng	161			Furnished	877XEFJP-*3 (6)	425 C	Eng	161			Furnished
877XFFJP-*5 (6)	376 C	Eng	182			Furnished	877XFFJP-*3 (6)	376 C	Eng	182			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: Chelsea Recommends the Power Take-Off (PTO) installation on the 3000/4000 Series Transmissions to utilize a Vehicle Interface Module, or Chassis Manufacturers' equivalent controller to incorporate all the PTO control features available, this includes the "PTO Request" and "PTO Enable Output" feature. The "PTO Enable" circuit signals the Transmission Control Module (TCM) to maintain line pressure to the PTO Failure to provide this signal may not be sufficient to the PTO This may cause damage to the PTO and /or Transmission. Please see the Allison Transmission website and individual chassis manufacturer for installation details.

CAUTION: The Torque Rating on Certain Ratios is Restricted by Allison Transmission to a Torque Limit of 685 Ft.lbs on their PTO Drive Gear.

(1) Input Gear Part No. 5-P-1173
(2) Input Gear Part No. 5-P-1225
(3) Input Gear Part No. 5-P-1293
(4) Input Gear Part No. 5-P-1350
(5) Input Gear Part No. 5-P-1351
(6) Input Gear Part No. 5-P-1428

(7) Input Gear Part No. 5-P-1491
(8) Input Gear Part No. 5-P-912
(9) Input Gear Part No. 5-P-913
(10) Input Gear Part No. 5-P-914
(11) Input Gear Part No. 5-P-915

4700
4700 EVS
4700 OFS
4700 RDS
4700 SP
4800
4800 EVS
4800 SP

4850 EVS

LEFT SIDE ONLY**TRANSMISSION GEAR DATA:**

L.S. 10-BOLT Opening Gear FORWARD of Centerline
97 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7799" (45.2100MM)

TOP SIDE ONLY**TRANSMISSION GEAR DATA:**

TOP 10-BOLT Opening Gear FORWARD of Centerline
97 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7799" (45.2100MM)

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 (HYDRAULIC)													
280GBFJP-*5 (7)	300 C	Eng	85			Furnished	280GBFJP-*5 (7)	300 C	Eng	85			Furnished
280GBFJP-*8 (7)	300 C	Eng	81			Furnished	280GBFJP-*8 (7)	300 C	Eng	81			Furnished
280GCFJP-*5 (7)	390 C	Eng	103			Furnished	280GCFJP-*5 (7)	390 C	Eng	103			Furnished
280GCFJP-*8 (7)	390 C	Eng	97			Furnished	280GCFJP-*8 (7)	390 C	Eng	97			Furnished
280GDFJP-*5 (7)	390 C	Eng	123			Furnished	280GDFJP-*5 (7)	390 C	Eng	123			Furnished
280GDFJP-*8 (7)	390 C	Eng	116			Furnished	280GDFJP-*8 (7)	390 C	Eng	116			Furnished
280GGFJP-*5 (7)	360 C	Eng	147			Furnished	280GGFJP-*5 (7)	360 C	Eng	147			Furnished
280GGFJP-*8 (7)	360 C	Eng	137			Furnished	280GGFJP-*8 (7)	360 C	Eng	137			Furnished
280GKFJP-*5 (7)	340 C	Eng	164			Furnished	280GKFJP-*5 (7)	340 C	Eng	164			Furnished
280GMFJP-*5 (7)	318 C	Eng	184			Furnished	280GMFJP-*5 (7)	318 C	Eng	184			Furnished
280GMFJP-*8 (7)	318 C	Eng	170			Furnished	280GMFJP-*8 (7)	318 C	Eng	170			Furnished
280GPFJP-*5 (7)	290 C	Eng	205			Furnished	280GPFJP-*5 (7)	290 C	Eng	205			Furnished
280GPFJP-*8 (7)	290 C	Eng	189			Furnished	280GPFJP-*8 (7)	290 C	Eng	189			Furnished
280GSFJP-*5 (7)	265 C	Eng	229			Furnished	280GSFJP-*5 (7)	265 C	Eng	229			Furnished
280GSFJP-*8 (7)	265 C	Eng	210			Furnished	280GSFJP-*8 (7)	265 C	Eng	210			Furnished
870XAFJP-*5 (6)	591 C	Eng	116			Furnished	870XAFJP-*3 (6)	591 C	Eng	116			Furnished
870XBFP-*5 (6)	552 C	Eng	124			Furnished	870XBFP-*3 (6)	552 C	Eng	124			Furnished
870XCFJP-*5 (6)	515 C	Eng	133			Furnished	870XCFJP-*3 (6)	515 C	Eng	133			Furnished
870XDFJP-*5 (6)	482 C	Eng	142			Furnished	870XDFJP-*3 (6)	482 C	Eng	142			Furnished
870XEFJP-*5 (6)	425 C	Eng	161			Furnished	870XEFJP-*3 (6)	425 C	Eng	161			Furnished
870XFFJP-*5 (6)	376 C	Eng	182			Furnished	870XFFJP-*3 (6)	376 C	Eng	182			Furnished
ONE SPEED - POWERSHIFT (HYDRAULIC) EXTENDED SHAFT													
892HAFJW-*5 (6)	591 C	Eng	116			Furnished	892UAFJW-*5 (6)	591 C	Eng	116			Furnished
892HBFJW-*5 (6)	552 C	Eng	124			Furnished	892UBFJW-*5 (6)	552 C	Eng	124			Furnished
892HCFJW-*5 (6)	515 C	Eng	133			Furnished	892UCFJW-*5 (6)	515 C	Eng	133			Furnished
892HDFJW-*5 (6)	482 C	Eng	142			Furnished	892UDFJW-*5 (6)	482 C	Eng	142			Furnished
892HEFJW-*5 (6)	425 C	Eng	161			Furnished	892UEFJW-*5 (6)	425 C	Eng	161			Furnished
892HFFJW-*5 (6)	376 C	Eng	182			Furnished	892UFFJW-*5 (6)	376 C	Eng	182			Furnished
ONE SPEED - CONSTANT MESH EXTENDED SHAFT													
899HAFJW-*5 (6)	591 C	Eng	116			Furnished	899UAFJW-*5 (6)	591 C	Eng	116			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: Chelsea Recommends the Power Take-Off (PTO) installation on the 3000/4000 Series Transmissions to utilize a Vehicle Interface Module, or Chassis Manufacturers' equivalent controller to incorporate all the PTO control features available, this includes the "PTO Request" and "PTO Enable Output" feature. The "PTO Enable" circuit signals the Transmission Control Module (TCM) to maintain line pressure to the PTO Failure to provide this signal may not be sufficient to the PTO This may cause damage to the PTO and /or Transmission. Please see the Allison Transmission website and individual chassis manufacturer for installation details.

CAUTION: The Torque Rating on Certain Ratios is Restricted by Allison Transmission to a Torque Limit of 685 Ft.lbs on their PTO Drive Gear.

(6) Input Gear Part No. 5-P-1428
(7) Input Gear Part No. 5-P-1491

4700
4700 EVS
4700 OFS
4700 RDS
4700 SP
4800
4800 EVS
4800 SP

4850 EVS

LEFT SIDE ONLY**TRANSMISSION GEAR DATA:**

L.S. 10-BOLT Opening Gear FORWARD of Centerline
97 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7799" (45.2100MM)

TOP SIDE ONLY**TRANSMISSION GEAR DATA:**

TOP 10-BOLT Opening Gear FORWARD of Centerline
97 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7799" (45.2100MM)

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 - CONSTANT MESH EXTENDED SHAFT															
899HBFJW-*5 (6)	552 C	Eng	124				Furnished	899UBFJW-*5 (6)	552 C	Eng	124				Furnished
899HCFJW-*5 (6)	515 C	Eng	133				Furnished	899UCFJW-*5 (6)	515 C	Eng	133				Furnished
899HDFJW-*5 (6)	482 C	Eng	142				Furnished	899UDFJW-*5 (6)	482 C	Eng	142				Furnished
899HEFJW-*5 (6)	425 C	Eng	161				Furnished	899UEFJW-*5 (6)	425 C	Eng	161				Furnished
899HFFJW-*5 (6)	376 C	Eng	182				Furnished	899UFFJW-*5 (6)	376 C	Eng	182				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: Chelsea Recommends the Power Take-Off (PTO) installation on the 3000/4000 Series Transmissions to utilize a Vehicle Interface Module, or Chassis Manufacturers' equivalent controller to incorporate all the PTO control features available, this includes the "PTO Request" and "PTO Enable Output" feature. The "PTO Enable" circuit signals the Transmission Control Module (TCM) to maintain line pressure to the PTO Failure to provide this signal may not be sufficient to the PTO This may cause damage to the PTO and /or Transmission. Please see the Allison Transmission website and individual chassis manufacturer for installation details.

CAUTION: The Torque Rating on Certain Ratios is Restricted by Allison Transmission to a Torque Limit of 685 Ft.lbs on their PTO Drive Gear.

(6) Input Gear Part No. 5-P-1428

4700 (4700 Family w/ Integral Cooler)
4800 (4800 Family w/ Integral Cooler)

LEFT SIDE ONLY**TRANSMISSION GEAR DATA:**

L.S. 10-BOLT Opening Gear FORWARD of Centerline
97 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7799" (45.2100MM)

TOP SIDE ONLY**TRANSMISSION GEAR DATA:**

TOP 10-BOLT Opening Gear FORWARD of Centerline
97 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7799" (45.2100MM)

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 - CONSTANT MESH

267SBFJP-*5 (4)	402 I	Eng	103			Furnished	267SBFJP-*3 (3)	402 I	Eng	103			Furnished
267SDFJP-*5 (3)	390 I	Eng	123			Furnished	267SDFJP-*3 (4)	390 I	Eng	123			Furnished
267SGFJP-*5 (2)	360 I	Eng	147			Furnished	267SGFJP-*3 (2)	360 I	Eng	147			Furnished
267SMFJP-*5 (5)	318 I	Eng	184			Furnished	267SMFJP-*3 (5)	318 I	Eng	184			Furnished
267SSFJP-*5 (1)	265 I	Eng	229			Furnished	267SSFJP-*3 (1)	265 I	Eng	229			Furnished
267XBFJP-*5 (8)	335 I	Eng	103			Furnished	267XBFJP-*3 (8)	335 I	Eng	103			Furnished
267XDFJP-*5 (9)	325 I	Eng	123			Furnished	267XDFJP-*3 (9)	325 I	Eng	123			Furnished
267XGFJP-*5 (10)	300 I	Eng	147			Furnished	267XGFJP-*3 (10)	300 I	Eng	147			Furnished
267XMFJP-*5 (11)	265 I	Eng	184			Furnished	267XMFJP-*3 (11)	265 I	Eng	184			Furnished
267XSFJP-*5 (1)	250 I	Eng	229			Furnished	267XSFJP-*3 (1)	250 I	Eng	229			Furnished
287GBFJP-*5 (7)	300 C	Eng	85			Furnished	287GBFJP-*3 (7)	300 C	Eng	85			Furnished
287GBFJP-*8 (7)	300 C	Eng	81			Furnished	287GBFJP-*8 (7)	300 C	Eng	81			Furnished
287GCFJP-*5 (7)	390 C	Eng	103			Furnished	287GCFJP-*3 (7)	390 C	Eng	103			Furnished
287GCFJP-*8 (7)	390 C	Eng	97			Furnished	287GCFJP-*8 (7)	390 C	Eng	97			Furnished
287GDFJP-*5 (7)	390 C	Eng	123			Furnished	287GDFJP-*3 (7)	390 C	Eng	123			Furnished
287GDFJP-*8 (7)	390 C	Eng	116			Furnished	287GDFJP-*8 (7)	390 C	Eng	116			Furnished
287GGFJP-*5 (7)	360 C	Eng	147			Furnished	287GGFJP-*3 (7)	360 C	Eng	147			Furnished
287GGFJP-*8 (7)	360 C	Eng	137			Furnished	287GGFJP-*8 (7)	360 C	Eng	137			Furnished
287GKFJP-*5 (7)	340 C	Eng	164			Furnished	287GKFJP-*3 (7)	340 C	Eng	164			Furnished
287GMFJP-*5 (7)	318 C	Eng	184			Furnished	287GMFJP-*3 (7)	318 C	Eng	184			Furnished
287GMFJP-*8 (7)	318 C	Eng	170			Furnished	287GMFJP-*8 (7)	318 C	Eng	170			Furnished
287GPFJP-*5 (7)	290 C	Eng	205			Furnished	287GPFJP-*3 (7)	290 C	Eng	205			Furnished
287GPFJP-*8 (7)	290 C	Eng	189			Furnished	287GPFJP-*8 (7)	290 C	Eng	189			Furnished
287GSFJP-*5 (7)	265 C	Eng	229			Furnished	287GSFJP-*3 (7)	265 C	Eng	229			Furnished
287GSFJP-*8 (7)	265 C	Eng	210			Furnished	287GSFJP-*8 (7)	265 C	Eng	210			Furnished
877XAFJP-*5 (6)	591 C	Eng	116			Furnished	877XAFJP-*3 (6)	591 C	Eng	116			Furnished
877XBFJP-*5 (6)	552 C	Eng	124			Furnished	877XBFJP-*3 (6)	552 C	Eng	124			Furnished
877XCFJP-*5 (6)	515 C	Eng	133			Furnished	877XCFJP-*3 (6)	515 C	Eng	133			Furnished
877XDFJP-*5 (6)	482 C	Eng	142			Furnished	877XDFJP-*3 (6)	482 C	Eng	142			Furnished
877XEFJP-*5 (6)	425 C	Eng	161			Furnished	877XEFJP-*3 (6)	425 C	Eng	161			Furnished
877XFFJP-*5 (6)	376 C	Eng	182			Furnished	877XFFJP-*3 (6)	376 C	Eng	182			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: Chelsea Recommends the Power Take-Off (PTO) installation on the 3000/4000 Series Transmissions to utilize a Vehicle Interface Module, or Chassis Manufacturers' equivalent controller to incorporate all the PTO control features available, this includes the "PTO Request" and "PTO Enable Output" feature. The "PTO Enable" circuit signals the Transmission Control Module (TCM) to maintain line pressure to the PTO Failure to provide this signal may not be sufficient to the PTO This may cause damage to the PTO and /or Transmission. Please see the Allison Transmission website and individual chassis manufacturer for installation details.

CAUTION: The Torque Rating on Certain Ratios is Restricted by Allison Transmission to a Torque Limit of 685 Ft.Lbs on their PTO Drive Gear.

(1) Input Gear Part No. 5-P-1173
(2) Input Gear Part No. 5-P-1225
(3) Input Gear Part No. 5-P-1293
(4) Input Gear Part No. 5-P-1350
(5) Input Gear Part No. 5-P-1351
(6) Input Gear Part No. 5-P-1428

(7) Input Gear Part No. 5-P-1491
(8) Input Gear Part No. 5-P-912
(9) Input Gear Part No. 5-P-913
(10) Input Gear Part No. 5-P-914
(11) Input Gear Part No. 5-P-915

4700 (4700 Family w/ Integral Cooler)
4800 (4800 Family w/ Integral Cooler)

LEFT SIDE ONLY

TRANSMISSION GEAR DATA:

L.S. 10-BOLT Opening Gear FORWARD of Centerline
97 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7799" (45.2100MM)

TOP SIDE ONLY

TRANSMISSION GEAR DATA:

TOP 10-BOLT Opening Gear FORWARD of Centerline
97 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7799" (45.2100MM)

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 (HYDRAULIC)													
280GBFJP-*5 (7)	300 C	Eng	85			Furnished	280GBFJP-*5 (7)	300 C	Eng	85			Furnished
280GBFJP-*8 (7)	300 C	Eng	81			Furnished	280GBFJP-*8 (7)	300 C	Eng	81			Furnished
280GCFJP-*5 (7)	390 C	Eng	103			Furnished	280GCFJP-*5 (7)	390 C	Eng	103			Furnished
280GCFJP-*8 (7)	390 C	Eng	97			Furnished	280GCFJP-*8 (7)	390 C	Eng	97			Furnished
280GDFJP-*5 (7)	390 C	Eng	123			Furnished	280GDFJP-*5 (7)	390 C	Eng	123			Furnished
280GDFJP-*8 (7)	390 C	Eng	116			Furnished	280GDFJP-*8 (7)	390 C	Eng	116			Furnished
280GGFJP-*5 (7)	360 C	Eng	147			Furnished	280GGFJP-*5 (7)	360 C	Eng	147			Furnished
280GGFJP-*8 (7)	360 C	Eng	137			Furnished	280GGFJP-*8 (7)	360 C	Eng	137			Furnished
280GKFJP-*5 (7)	340 C	Eng	164			Furnished	280GKFJP-*5 (7)	340 C	Eng	164			Furnished
280GMFJP-*5 (7)	318 C	Eng	184			Furnished	280GMFJP-*5 (7)	318 C	Eng	184			Furnished
280GMFJP-*8 (7)	318 C	Eng	170			Furnished	280GMFJP-*8 (7)	318 C	Eng	170			Furnished
280GPFJP-*5 (7)	290 C	Eng	205			Furnished	280GPFJP-*5 (7)	290 C	Eng	205			Furnished
280GPFJP-*8 (7)	290 C	Eng	189			Furnished	280GPFJP-*8 (7)	290 C	Eng	189			Furnished
280GSFJP-*5 (7)	265 C	Eng	229			Furnished	280GSFJP-*5 (7)	265 C	Eng	229			Furnished
280GSFJP-*8 (7)	265 C	Eng	210			Furnished	280GSFJP-*8 (7)	265 C	Eng	210			Furnished
870XAFJP-*5 (6)	591 C	Eng	116			Furnished	870XAFJP-*3 (6)	591 C	Eng	116			Furnished
870XBFJP-*5 (6)	552 C	Eng	124			Furnished	870XBFJP-*3 (6)	552 C	Eng	124			Furnished
870XCFJP-*5 (6)	515 C	Eng	133			Furnished	870XCFJP-*3 (6)	515 C	Eng	133			Furnished
870XDFJP-*5 (6)	482 C	Eng	142			Furnished	870XDFJP-*3 (6)	482 C	Eng	142			Furnished
870XEFJP-*5 (6)	425 C	Eng	161			Furnished	870XEFJP-*3 (6)	425 C	Eng	161			Furnished
870XFFJP-*5 (6)	376 C	Eng	182			Furnished	870XFFJP-*3 (6)	376 C	Eng	182			Furnished
ONE SPEED - POWERSHIFT (HYDRAULIC) EXTENDED SHAFT													
892CAFJW-*3 (6)	591 C	Eng	116			Furnished	892UAFJW-*5 (6)	591 C	Eng	116			Furnished
892CBFJW-*3 (6)	552 C	Eng	124			Furnished	892UBFJW-*5 (6)	552 C	Eng	124			Furnished
892CCFJW-*3 (6)	515 C	Eng	133			Furnished	892UCFJW-*5 (6)	515 C	Eng	133			Furnished
892CDFJW-*3 (6)	482 C	Eng	142			Furnished	892UDFJW-*5 (6)	482 C	Eng	142			Furnished
892CEFJW-*3 (6)	425 C	Eng	161			Furnished	892UEFJW-*5 (6)	425 C	Eng	161			Furnished
892CFFJW-*3 (6)	376 C	Eng	182			Furnished	892UFFJW-*5 (6)	376 C	Eng	182			Furnished
ONE SPEED - CONSTANT MESH EXTENDED SHAFT													
899CAFJW-*3 (6)	591 C	Eng	116			Furnished	899UAFJW-*5 (6)	591 C	Eng	116			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: Chelsea Recommends the Power Take-Off (PTO) installation on the 3000/4000 Series Transmissions to utilize a Vehicle Interface Module, or Chassis Manufacturers' equivalent controller to incorporate all the PTO control features available, this includes the "PTO Request" and "PTO Enable Output" feature. The "PTO Enable" circuit signals the Transmission Control Module (TCM) to maintain line pressure to the PTO Failure to provide this signal may not be sufficient to the PTO This may cause damage to the PTO and /or Transmission. Please see the Allison Transmission website and individual chassis manufacturer for installation details.

CAUTION: The Torque Rating on Certain Ratios is Restricted by Allison Transmission to a Torque Limit of 685 Ft.lbs on their PTO Drive Gear.

(6) Input Gear Part No. 5-P-1428
(7) Input Gear Part No. 5-P-1491

4700 (4700 Family w/ Integral Cooler)
4800 (4800 Family w/ Integral Cooler)

LEFT SIDE ONLY**TRANSMISSION GEAR DATA:**

L.S. 10-BOLT Opening Gear FORWARD of Centerline
97 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7799" (45.2100MM)

TOP SIDE ONLY**TRANSMISSION GEAR DATA:**

TOP 10-BOLT Opening Gear FORWARD of Centerline
97 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7799" (45.2100MM)

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 - CONSTANT MESH EXTENDED SHAFT															
899CBFJW-*3 (6)	552 C	Eng	124				Furnished	899UBFJW-*5 (6)	552 C	Eng	124				Furnished
899CCFJW-*3 (6)	515 C	Eng	133				Furnished	899UCFJW-*5 (6)	515 C	Eng	133				Furnished
899CDFJW-*3 (6)	482 C	Eng	142				Furnished	899UDFJW-*5 (6)	482 C	Eng	142				Furnished
899CEFJW-*3 (6)	425 C	Eng	161				Furnished	899UEFJW-*5 (6)	425 C	Eng	161				Furnished
899CFFJW-*3 (6)	376 C	Eng	182				Furnished	899UFFJW-*5 (6)	376 C	Eng	182				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: Chelsea Recommends the Power Take-Off (PTO) installation on the 3000/4000 Series Transmissions to utilize a Vehicle Interface Module, or Chassis Manufacturers' equivalent controller to incorporate all the PTO control features available, this includes the "PTO Request" and "PTO Enable Output" feature. The "PTO Enable" circuit signals the Transmission Control Module (TCM) to maintain line pressure to the PTO Failure to provide this signal may not be sufficient to the PTO This may cause damage to the PTO and /or Transmission. Please see the Allison Transmission website and individual chassis manufacturer for installation details.

CAUTION: The Torque Rating on Certain Ratios is Restricted by Allison Transmission to a Torque Limit of 685 Ft.lbs on their PTO Drive Gear.

(6) Input Gear Part No. 5-P-1428

4700 (4700 Family w/ Retarder)
4800 (4800 Family w/ Retarder)

LEFT SIDE ONLY

TRANSMISSION GEAR DATA:

L.S. 10-BOLT Opening Gear FORWARD of Centerline
97 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7799" (45.2100MM)

TOP SIDE ONLY

TRANSMISSION GEAR DATA:

TOP 10-BOLT Opening Gear FORWARD of Centerline
97 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7799" (45.2100MM)

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 - CONSTANT MESH													
267SBFJP-*5 (4)	402 I	Eng	103			Furnished	267SBFJP-*3 (4)	402 I	Eng	103			Furnished
267SDFJP-*5 (3)	390 I	Eng	123			Furnished	267SDFJP-*3 (4)	402 I	Eng	103			Furnished
267SGFJP-*5 (2)	360 I	Eng	147			Furnished	267SGFJP-*3 (2)	360 I	Eng	147			Furnished
267SMFJP-*5 (5)	318 I	Eng	184			Furnished	267SMFJP-*3 (5)	318 I	Eng	184			Furnished
267SSFJP-*5 (1)	265 I	Eng	229			Furnished	267SSFJP-*3 (1)	265 I	Eng	229			Furnished
267XBFJP-*5 (8)	335 I	Eng	103			Furnished	267XBFJP-*3 (8)	335 I	Eng	103			Furnished
267XDFJP-*5 (9)	325 I	Eng	123			Furnished	267XDFJP-*3 (9)	325 I	Eng	123			Furnished
267XGFJP-*5 (10)	300 I	Eng	147			Furnished	267XGFJP-*3 (10)	300 I	Eng	147			Furnished
267XMFJP-*5 (11)	265 I	Eng	184			Furnished	267XMFJP-*3 (11)	265 I	Eng	184			Furnished
267XSFJP-*5 (1)	250 I	Eng	229			Furnished	267XSFJP-*3 (1)	250 I	Eng	229			Furnished
287GBFJP-*5 (7)	300 C	Eng	85			Furnished	287GBFJP-*3 (7)	300 C	Eng	85			Furnished
287GBFJP-*8 (7)	300 C	Eng	81			Furnished	287GBFJP-*8 (7)	300 C	Eng	81			Furnished
287GCFJP-*5 (7)	390 C	Eng	103			Furnished	287GCFJP-*3 (7)	390 C	Eng	103			Furnished
287GCFJP-*8 (7)	390 C	Eng	97			Furnished	287GCFJP-*8 (7)	390 C	Eng	97			Furnished
287GDFJP-*5 (7)	390 C	Eng	123			Furnished	287GDFJP-*3 (7)	390 C	Eng	123			Furnished
287GDFJP-*8 (7)	390 C	Eng	116			Furnished	287GDFJP-*8 (7)	390 C	Eng	116			Furnished
287GGFJP-*5 (7)	360 C	Eng	147			Furnished	287GGFJP-*3 (7)	360 C	Eng	147			Furnished
287GGFJP-*8 (7)	360 C	Eng	137			Furnished	287GGFJP-*8 (7)	360 C	Eng	137			Furnished
287GKFJP-*5 (7)	340 C	Eng	164			Furnished	287GKFJP-*3 (7)	340 C	Eng	164			Furnished
287GMFJP-*5 (7)	318 C	Eng	184			Furnished	287GMFJP-*3 (7)	318 C	Eng	184			Furnished
287GMFJP-*8 (7)	318 C	Eng	170			Furnished	287GMFJP-*8 (7)	318 C	Eng	170			Furnished
287GPFJP-*5 (7)	290 C	Eng	205			Furnished	287GPFJP-*3 (7)	290 C	Eng	205			Furnished
287GPFJP-*8 (7)	290 C	Eng	189			Furnished	287GPFJP-*8 (7)	290 C	Eng	189			Furnished
287GSFJP-*5 (7)	265 C	Eng	229			Furnished	287GSFJP-*3 (7)	265 C	Eng	229			Furnished
287GSFJP-*8 (7)	265 C	Eng	210			Furnished	287GSFJP-*8 (7)	265 C	Eng	210			Furnished
877XAFJP-*5 (6)	591 C	Eng	116			Furnished	877XAFJP-*3 (6)	591 C	Eng	116			Furnished
877XBFJP-*5 (6)	552 C	Eng	124			Furnished	877XBFJP-*3 (6)	552 C	Eng	124			Furnished
877XCFJP-*5 (6)	515 C	Eng	133			Furnished	877XCFJP-*3 (6)	515 C	Eng	133			Furnished
877XDFJP-*5 (6)	482 C	Eng	142			Furnished	877XDFJP-*3 (6)	482 C	Eng	142			Furnished
877XEFJP-*5 (6)	425 C	Eng	161			Furnished	877XEFJP-*3 (6)	425 C	Eng	161			Furnished
877XFFJP-*5 (6)	376 C	Eng	182			Furnished	877XFFJP-*3 (6)	376 C	Eng	182			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: Chelsea Recommends the Power Take-Off (PTO) installation on the 3000/4000 Series Transmissions to utilize a Vehicle Interface Module, or Chassis Manufacturers' equivalent controller to incorporate all the PTO control features available, this includes the "PTO Request" and "PTO Enable Output" feature. The "PTO Enable" circuit signals the Transmission Control Module (TCM) to maintain line pressure to the PTO Failure to provide this signal may not be sufficient to the PTO This may cause damage to the PTO and /or Transmission. Please see the Allison Transmission website and individual chassis manufacturer for installation details.

CAUTION: The Torque Rating on Certain Ratios is Restricted by Allison Transmission to a Torque Limit of 685 Ft.lbs on their PTO Drive Gear.

(1) Input Gear Part No. 5-P-1173
(2) Input Gear Part No. 5-P-1225
(3) Input Gear Part No. 5-P-1293
(4) Input Gear Part No. 5-P-1350
(5) Input Gear Part No. 5-P-1351
(6) Input Gear Part No. 5-P-1428

(7) Input Gear Part No. 5-P-1491
(8) Input Gear Part No. 5-P-912
(9) Input Gear Part No. 5-P-913
(10) Input Gear Part No. 5-P-914
(11) Input Gear Part No. 5-P-915

4700 (4700 Family w/ Retarder)
4800 (4800 Family w/ Retarder)

LEFT SIDE ONLY

TRANSMISSION GEAR DATA:

L.S. 10-BOLT Opening Gear FORWARD of Centerline
97 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7799" (45.2100MM)

TOP SIDE ONLY

TRANSMISSION GEAR DATA:

TOP 10-BOLT Opening Gear FORWARD of Centerline
97 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7799" (45.2100MM)

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

PTO Model	Torq l / C†	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit	PTO Model	Torq l / C†	Dir Rot	Engine % Fwd Rev	Filler Block	Adapter Assy	Stud Kit
ONE SPEED - TWO GEAR - POWERSHIFT (HYDRAULIC)													
280GBFJP-*5 (7)	300 C	Eng	85			Furnished	280GBFJP-*5 (7)	300 C	Eng	85			Furnished
280GBFJP-*8 (7)	300 C	Eng	81			Furnished	280GBFJP-*8 (7)	300 C	Eng	81			Furnished
280GCFJP-*5 (7)	390 C	Eng	103			Furnished	280GCFJP-*5 (7)	390 C	Eng	103			Furnished
280GCFJP-*8 (7)	390 C	Eng	97			Furnished	280GCFJP-*8 (7)	390 C	Eng	97			Furnished
280GDFJP-*5 (7)	390 C	Eng	123			Furnished	280GDFJP-*5 (7)	390 C	Eng	123			Furnished
280GDFJP-*8 (7)	390 C	Eng	116			Furnished	280GDFJP-*8 (7)	390 C	Eng	116			Furnished
280GGFJP-*5 (7)	360 C	Eng	147			Furnished	280GGFJP-*5 (7)	360 C	Eng	147			Furnished
280GGFJP-*8 (7)	360 C	Eng	137			Furnished	280GGFJP-*8 (7)	360 C	Eng	137			Furnished
280GKFJP-*5 (7)	340 C	Eng	164			Furnished	280GKFJP-*5 (7)	340 C	Eng	164			Furnished
280GMFJP-*5 (7)	318 C	Eng	184			Furnished	280GMFJP-*5 (7)	318 C	Eng	184			Furnished
280GPFJP-*5 (7)	290 C	Eng	205			Furnished	280GPFJP-*5 (7)	290 C	Eng	205			Furnished
280GPFJP-*8 (7)	290 C	Eng	189			Furnished	280GPFJP-*8 (7)	290 C	Eng	189			Furnished
280GSFJP-*5 (7)	265 C	Eng	229			Furnished	280GSFJP-*5 (7)	265 C	Eng	229			Furnished
280GSFJP-*8 (7)	265 C	Eng	210			Furnished	280GSFJP-*8 (7)	265 C	Eng	210			Furnished
870XAFJP-*5 (6)	591 C	Eng	116			Furnished	870XAFJP-*3 (6)	591 C	Eng	116			Furnished
870XBFJP-*5 (6)	552 C	Eng	124			Furnished	870XBFJP-*3 (6)	552 C	Eng	124			Furnished
870XCFJP-*5 (6)	515 C	Eng	133			Furnished	870XCFJP-*3 (6)	515 C	Eng	133			Furnished
870XDFJP-*5 (6)	482 C	Eng	142			Furnished	870XDFJP-*3 (6)	482 C	Eng	142			Furnished
870XEFJP-*5 (6)	425 C	Eng	161			Furnished	870XEFJP-*3 (6)	425 C	Eng	161			Furnished
870XFFJP-*5 (6)	376 C	Eng	182			Furnished	870XFFJP-*3 (6)	376 C	Eng	182			Furnished
ONE SPEED - POWERSHIFT (HYDRAULIC) EXTENDED SHAFT													
892JAFJW-*3 (6)	591 C	Eng	116			Furnished	892KAFJW-*5 (6)	591 C	Eng	116			Furnished
892JBFJW-*3 (6)	552 C	Eng	124			Furnished	892KBFJW-*5 (6)	552 C	Eng	124			Furnished
892JCFJW-*3 (6)	515 C	Eng	133			Furnished	892KCFJW-*5 (6)	515 C	Eng	133			Furnished
892JDFJW-*3 (6)	482 C	Eng	142			Furnished	892KDFJW-*5 (6)	482 C	Eng	142			Furnished
892JEFJW-*3 (6)	425 C	Eng	161			Furnished	892KEFJW-*5 (6)	425 C	Eng	161			Furnished
892JFFJW-*3 (6)	376 C	Eng	182			Furnished	892KFFJW-*5 (6)	376 C	Eng	182			Furnished
ONE SPEED - CONSTANT MESH EXTENDED SHAFT													
899JAFJW-*3 (6)	591 C	Eng	116			Furnished	899KAFJW-*5 (6)	591 C	Eng	116			Furnished
899JBFJW-*3 (6)	552 C	Eng	124			Furnished	899KBFJW-*5 (6)	552 C	Eng	124			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: Chelsea Recommends the Power Take-Off (PTO) installation on the 3000/4000 Series Transmissions to utilize a Vehicle Interface Module, or Chassis Manufacturers' equivalent controller to incorporate all the PTO control features available, this includes the "PTO Request" and "PTO Enable Output" feature. The "PTO Enable" circuit signals the Transmission Control Module (TCM) to maintain line pressure to the PTO Failure to provide this signal may not be sufficient to the PTO This may cause damage to the PTO and /or Transmission. Please see the Allison Transmission website and individual chassis manufacturer for installation details.

CAUTION: The Torque Rating on Certain Ratios is Restricted by Allison Transmission to a Torque Limit of 685 Ft.lbs on their PTO Drive Gear.

(6) Input Gear Part No. 5-P-1428
(7) Input Gear Part No. 5-P-1491

4700 (4700 Family w/ Retarder)
4800 (4800 Family w/ Retarder)

LEFT SIDE ONLY

TRANSMISSION GEAR DATA:

L.S. 10-BOLT Opening Gear FORWARD of Centerline
97 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7799" (45.2100MM)

TOP SIDE ONLY

TRANSMISSION GEAR DATA:

TOP 10-BOLT Opening Gear FORWARD of Centerline
97 Teeth - L.H. HELIX

PITCH LINE TO APERTURE FACE:

1.7799" (45.2100MM)

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 - CONSTANT MESH EXTENDED SHAFT													
899JCFJW-*3 (6)	515 C	Eng	133			Furnished	899KCFJW-*5 (6)	515 C	Eng	133			Furnished
899JDFJW-*3 (6)	482 C	Eng	142			Furnished	899KDFJW-*5 (6)	482 C	Eng	142			Furnished
899JEFJW-*3 (6)	425 C	Eng	161			Furnished	899KEFJW-*5 (6)	425 C	Eng	161			Furnished
899JFFJW-*3 (6)	376 C	Eng	182			Furnished	899KFFJW-*5 (6)	376 C	Eng	182			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: Chelsea Recommends the Power Take-Off (PTO) installation on the 3000/4000 Series Transmissions to utilize a Vehicle Interface Module, or Chassis Manufacturers' equivalent controller to incorporate all the PTO control features available, this includes the "PTO Request" and "PTO Enable Output" feature. The "PTO Enable" circuit signals the Transmission Control Module (TCM) to maintain line pressure to the PTO Failure to provide this signal may not be sufficient to the PTO This may cause damage to the PTO and /or Transmission. Please see the Allison Transmission website and individual chassis manufacturer for installation details.

CAUTION: The Torque Rating on Certain Ratios is Restricted by Allison Transmission to a Torque Limit of 685 Ft.lbs on their PTO Drive Gear.

(6) Input Gear Part No. 5-P-1428

TC-10

REAR SIDE ONLY**TRANSMISSION GEAR DATA:**

REAR 04-BOLT Opening

PITCH LINE TO APERTURE FACE:**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			

REAR MOUNT - POWERSHIFT (HYDRAULIC)

590XRFJW-*1**

650 C Eng 128

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.

Allison Notes

ALL-4

1. Speeds shown are with engine RPM at or above torque converter lockup speed. If the PTO is going to be operated below torque converter lockup speeds, contact your CHELSEA distributor for specific speeds and torque requirements.
2. 378840 street tee required for pressure lube and must be purchased separately. Only the pressure lube line 328075X (line to the idler pin) is included with the PTO For 270/271 Series due to varying valve installation locations on the vehicle installer must supply the following hoses or order the following separately. One 329087X (line from tranny to valve) and two 328075X (valve dump back to PTO housing & valve to PTO clutch).
3. Do not use adapter gear assemblies on any Allison automatic transmissions.
4. 272 Series PTOs ordered with Pressure Lube and Hyd Shift will be supplied with (1) Lube Hose and (1) Shift Hose.

ALL-5

1. Do not use adapter gear assemblies on any Allison automatic transmissions.
2. Speeds shown are with engine RPM at, or above, torque converter lockup speed. If the PTO is going to be operated below torque converter lockup speeds, contact your CHELSEA distributor for specific speeds and torque requirements.
3. 378970 street tee required for pressure lube for 1975 and after, and must be purchased separately. 378880 street tee required for pressure lube prior to 1975. Only the pressure lube line 328075X (line to the idler pin) is included with the PTO For 270/271 Series due to varying valve installation locations on the vehicle installer must supply the following hoses or order the following separately. One 329087X (line from tranny to valve) and two 328075X (valve dump back to PTO housing & valve to PTO clutch).
4. The "AJ" input gear designator shown on this application, which is a full addendum 6-pitch gear, is recommended for use on these transmissions. The "AH" input gear designator, which is a 6/8-pitch gear, can also be used on these transmissions; however, you may notice some additional rattle between the meshing gears.
5. 442 SERIES - The 442 listed above is a bulge up arrangement and pump clearance must be verified by the installer. The 442*3 arrangement has interference issues with the idler pin lube fitting against the bell housing.

ALL-6

1. Do not use adapter gear assemblies on any Allison automatic transmissions.
2. Speeds shown are with engine RPM at, or above, torque converter lockup speed. If the PTO is going to be operated below torque converter lockup speeds, contact your CHELSEA distributor for specific speeds and torque requirements.
3. 378897 street tee required for pressure lube and must be purchased separately.
4. Aperture is located at 10 o'clock when viewed from rear of transmission.

ALL-8

1. CRT-5630 & 5631 have only RH openings.
2. Right Side opening is optional. Input gear interference prohibits use of any PTOs other than those shown.
3. Do not use geared adapter assemblies on any Allison Automatic Transmission.

ALL-11

1. RH opening is optional. Input gear interference prohibits use of any PTO other than those shown.
2. Do not use geared adapter assemblies on any Allison Automatic Transmission.
3. Use a 3/8" NPT to 1/4" NPT pipe reducer to adapt to the pressure lube hose supplied with the unit.
4. The "CLT or CLBT" prefix refers to an engine driven section mounted to the front of the transmission.
5. The 8000 and 9000 Series transmission models use all the same PTO models.
6. Only the pressure lube line 328075X (line to the idler pin) is included with the PTO.
7. The PTO input gear mates to a transmission PTO idler gear, the top opening will have 39 teeth and the side opening will have 52 teeth. These idler gears are driven from the 59 tooth PTO drive gear.

ALL-12

1. For SAE 6 -bolt aperture located 40° from vertical or approximately 10 o'clock when viewed from rear, see application number ALL-7 or contact your CHELSEA distributor for PTO applications prior to serial build number 32404. For applications after 32404 see application number ALL-6.
2. Engine must be stopped in order to engage/disengage Mechanical shift PTOs.
3. Left side opening located at approximately 7 o'clock, right side at 1 o'clock as viewed from rear of transmission.
4. Do not use geared adapter assemblies on any Allison Automatic Transmission.
5. Lube Tee Required - 378897 Street Tee is required for pressure lube PTOs and must be purchased separately. Only the pressure lube hose assembly 328075X (line to the idler pin) is included with the PTO. For 270/271 Series, due to varying valve installation locations on the vehicle, installer must supply the following hoses or order the following separately. One 329087X (line from tranny to valve) and two 328075X (valve dump back to PTO housing & valve to PTO clutch).

ALL-13

1. 890/897 Series - The Combined Weight of Pump, Fittings and Hoses Should Not Exceed 120 Lbs. Refer to Owner's Manual (HY25-1890-M1/US) for Complete Details.
2. When direct mounting a Parker P2 060 piston pump to a 267 Series PTO on the left (drivers) side opening, the PTO must be ordered as a "3" assembly arrangement for pump clearance.
3. All models require a hose assembly. For the 267 Series, use 329130-1X for left side, 329130-6X for top right and 329130-4X for right side. THESE HOSE ASSEMBLIES MUST BE ORDERED SEPARATELY. For 280/287, 870/877 and 890/897 Series - All Mounting Hardware and Hose Assemblies are Included with the Unit.
4. The 267 Series is not available in the "3" arrangement with an "XK" output due to interference with the pressure lube fitting.
5. Wiring harness 379926 must be used in 2003 GM trucks for the 277, 278 and 859 Series PTOs if the GM provided in-dash PTO switch is used to control PTO operations.
6. Do not use adapter gear assemblies on Allison 3000/4000 Series Automatic Transmissions.

Allison Notes

ALL-13C

1. When direct mounting a Parker P2 060 piston pump to a 267 Series PTO on the left (drivers) side opening, the PTO must be ordered as a "3" assembly arrangement for pump clearance.
2. All models require a hose assembly. For the 267 Series, use 329130-1X for left side, 329130-6X for top right and 329130-4X for right side. For the 269, 277, 278 and 867 Series, use 329130-5X for left side, 329075-2X for top right and 329075-1X for right side. If ordering shift options "R", "G" or "H" for 277, 278 or 859 Series use 329130-5X for left side, 329075-1X for right side. THESE HOSE ASSEMBLIES MUST BE ORDERED SEPARATELY. For 859, 870/877 and 890/897 Series - All Mounting Hardware and Hose Assemblies are Included with the Unit.
3. The 267 Series is not available in the "3" arrangement with an "XK" output due to interference with the pressure lube fitting.
4. 890/897 Series - The Combined Weight of Pump, Fittings and Hoses Should Not Exceed 120 Lbs. Refer to Owner's Manual (HY25-1890-M1/US) for Complete Details

ALL-13R

1. When direct mounting a Parker P2 060 piston pump to a 267 Series PTO on the left (drivers) side opening, the PTO must be ordered as a "3" assembly arrangement for pump clearance.
2. All models require a hose assembly. For the 267 Series, use 329130-1X for left side, 329130-6X for top right and 329130-4X for right side. THESE HOSE ASSEMBLIES MUST BE ORDERED SEPARATELY. For 280, 870/877 and 890/897 Series - All Mounting Hardware and Hose Assemblies are Included with the Unit.
3. The 267 Series is not available in the "3" arrangement with an "XK" output due to interference with the pressure lube fitting.
4. Do not use adapter gear assemblies on Allison 3000/4000 Series Automatic Transmissions.
5. 890/897 Series - The Combined Weight of Pump, Fittings and Hoses Should Not Exceed 120 Lbs. Refer to Owner's Manual (HY25-1890-M1/US) for Complete Details

ALL-14

1. LEFT SIDE - 870/877/890/897 PTOs may encounter interference with leaf spring assembly when using the 3 or 5 arrangement on the Peterbilt 320 chassis.
2. The Right Side opening is located at approximately 1 o'clock when viewed from the rear. All PTOs mounted in this location require pressure lubrication.
3. Do not use Adapter Gear Assemblies on Allison 3000/4000 Series Automatic Transmissions.
4. All models require a hose assembly. For the 267 Series, use 329130-1X for left side, 329130-6X for top right and 329130-4X for right side. THESE HOSE ASSEMBLIES MUST BE ORDERED SEPARATELY. For 280, 870/877 and 890/897 Series - All Mounting Hardware and Hose Assemblies are Included with the Unit.
5. The 267 Series is not available in the 3 arrangement with an "XK" output due to interference with the pressure lube fitting.
6. 890 Family - The Combined Weight of Pump, Fittings and Hoses Should Not Exceed 120 Lbs. Refer to Owner's Manual (HY25-1890-M1/US) for Complete Details.

ALL-14C

1. All models require a hose assembly. For the 267 Series, use 329130-1X for left side, 329130-6X for top right and 329130-4X for right side. THESE HOSE ASSEMBLIES MUST BE ORDERED SEPARATELY. For 280, 870/877 and 890/897 Series - All Mounting Hardware and Hose Assemblies are Included with the Unit.
2. 890 Family - The Combined Weight of Pump, Fittings and Hoses Should Not Exceed 120 Lbs. Refer to Owner's Manual (HY25-1890-M1/US) for Complete Details.
3. The Right Side opening is located at approximately 1 o'clock when viewed from the rear. All PTOs mounted in this location require pressure lubrication.

ALL-14R

1. The Right Side opening is located at approximately 1 o'clock when viewed from the rear. All PTOs mounted in this location require pressure lubrication.
2. All models require a hose assembly. For the 267 Series, use 329130-1X for left side, 329130-6X for top right and 329130-4X for right side. THESE HOSE ASSEMBLIES MUST BE ORDERED SEPARATELY. For 280, 870/877 and 890/897 Series - All Mounting Hardware and Hose Assemblies are Included with the Unit.
3. 890 Family - The Combined Weight of Pump, Fittings and Hoses Should Not Exceed 120 Lbs. Refer to Owner's Manual (HY25-1890-M1/US) for Complete Details.
4. The 267 Series is not available in the 3 arrangement with an "XK" output due to interference with the pressure lube fitting.
5. Do not use Adapter Gear Assemblies on Allison 3000/4000 Series Automatic Transmissions.

ALL-15

1. There is torque converter lock up feature available with the 1000/2000/2400 series transmissions. The torque converter lock up feature comes on and is controlled by the Transmission Control Module (TCM) when a signal is provided to the "PTO Enable" circuit of the TCM by the PTO switch. Lock up will only come on in the "NEUTRAL" and "PARK" positions at 1100 RPM transmission turbine speed. This equates to 1200-1250 RPM or higher engine speed, depending on PTO load. The lock up clutch does not come on automatically in "DRIVE" at 1100 RPM. Refer to the appropriate owner's manual for wiring installation.
2. If the 442 Series is ordered with Pressure Lube, Hose 328075X is supplied with the PTO A Restrictor Orifice, 379896 (442*FHVP) or 379594 (442*BHVP) is required and is shipped with the PTO.
3. 442*B Ratio - DO NOT USE with Geared Adapter.
4. Geared Adapters - 626/630/645 listed on this application page are for the 442 (F Ratio Only) or 272. 442*F Ratio - Use 442ZFHV with (1) 7-A-140 filler block and (1) 328170-94X stud kit when mounting the PTO to one of the adapters listed. 272 - Use 272L*HV (deep mount) with (1) 7-A-140 and (1) 328170-94X. Use 35-P-41 gasket between transmission and adapter. Use filler block (1) 7-A-140 between the adapter and PTO with 35-P-1 or 2 shim gaskets to obtain .006-.012" of backlash between the driver gears.
5. Pre-2005; To connect the Chelsea PTO switch to the "PTO Enable" circuit of the TCM, a wiring kit must be ordered depending on the type of shifter being used. For Shifter without EOC order 329336-1X, for Shifter with EOC order 329336-2X and for Shifter with Pilot Valve order 329336-3X. These kits will include wire and installation instructions. ORDER SEPARATELY
6. Limited Ratios - the K Ratio and above will not fit on this transmission due to adjacent interference with the input ratio gear. In some instances the D ratio will not fit either. There seems to be two variations of the transmission case that effect the D ratio, but we have no way to confirm which case is which.
7. A lube "T" fitting is required in the oil return cooling line to supply low pressure oil to the idler shaft of the 252(left side), 272, or 442 Series PTO. The 378840 "T" fitting is for transmission model 1000 with the SAE #3 bell housing, 378970 "T" fitting is for the transmission model 1000/2000/2400 with the SAE #2 bell housing, or the low pressure return line may be cut with a tube cutter and a compression "T" fitting may be installed.
8. MY2003 and after GM "C/K" Series 4500/5500/6500/7500/8500 Trucks - If using the GM provided in-dash switch, use wiring harness 379924 for the 230/231/270/271/272 Series PTOs. Use wiring harness 329619X for the 252 Series PTO if the torque converter lock-up is required for the application. The kits must be ORDERED SEPARATELY.

ALL-16

1. The Allison Model MD-3066 has two 10 bolt aperture openings located at 9 o'clock on the left side and 2 o'clock on the right side (Top Right). Every PTO mounted on this transmission must have the pressure lube option ("P").
2. All models require a hose assembly. For the 267 Series, use 329130-1X for left side, 329130-6X for top right and 329130-4X for right side. THESE HOSE ASSEMBLIES MUST BE ORDERED SEPARATELY. For 280, 870/877 and 890/897 Series - All Mounting Hardware and Hose Assemblies are Included with the Unit.
3. The 267 Series is not available in the 3 arrangement with an "XK" output due to interference with the pressure lube fitting.
4. Do not use Geared Adapters Assemblies on Allison 3000/4000 Series Automatic Transmissions.
5. 890 SERIES - The combined weight of pump, fittings, and hoses should not exceed 120 Lbs. without required support brackets. Refer to Owner's Manual (HY25-1890-M1/US) for complete details.

ALL-16C

1. The 280, 870, and 890 will not fit in a '3' arrangement on the left side of this transmission with a cooler. The remote and integral valve cap assembly hits the transmission.
2. The Allison Model MD-3066 has two 10 bolt aperture openings located at 9 o'clock on the left side and 2 o'clock on the right side (Top Right). Every PTO mounted on this transmission must have the pressure lube option ("P").
3. All models require a hose assembly. For the 267 Series, use 329130-1X for left side, 329130-6X for top right and 329130-4X for right side. THESE HOSE ASSEMBLIES MUST BE ORDERED SEPARATELY. For 280, 870/877 and 890/897 Series - All Mounting Hardware and Hose Assemblies are Included with the Unit.
4. The 267 Series is not available in the 3 arrangement with an "XK" output due to interference with the pressure lube fitting.
5. Do not use Geared Adapter Assemblies on Allison 3000/4000 Series Automatic Transmissions.
6. 890 SERIES - The combined weight of pump, fittings, and hoses should not exceed 120 Lbs. without required support brackets. Refer to Owner's Manual (HY25-1890-M1/US) for complete details.

ALL-16EV

1. "How to Calculate" Torque for two (2) PTO INTERMITTENT Applications. Combined Total = [Actual Torque of PTO#1] divided by [Per Cent of Engine] + [Actual Torque of PTO#2] divided by [Per Cent of Engine]. Application is OK if Combined Torque is less than 790 Lbs.ft for Intermittent use and the PTOs Torque Requirements are less than Stated PTO Torque Limits. For CONTINUOUS Applications = Application is OK if Combined Torque is less than 685 Lbs.ft and the PTOs Torque Requirements are less than Stated PTO Torque Limits x .80.
2. All Stated Torque Values on this page are for CONTINUOUS Duty Cycles for Fire & Emergency Applications with ONE (1) PTO Torque Values are as follows - Continuous/Intermittent (Lb.ft): "A" Ratio-670/793, "B" Ratio-632/742, "C" Ratio-588/696, "D" Ratio-554/652, "E" Ratio-486/574, "F" Ratio-429/507, "G" Ratio 379/447 and "J" Ratio-334/394. Refer to Allison Tech Data (Watch # 291) for more information on Fire & Emergency PTO Applications and Transmission Torque Ratings.
3. The Stated INTERMITTENT Torque Values on this Page are for Fire and Emergency Vehicle Applications with One PTO not to Exceed 790 Lbs.ft [1068 N.m] on the Transmission PTO Drive Gear. For Two PTO Applications the Combined Torque Valve Can Not Exceed 790 Lbs.ft [1068 N.m] at the Transmission PTO Drive Gear. See Example on "How to Calculate".
4. All models require a hose assembly. For the 267 Series, use 329130-1X for left side, 329130-6X for top right and 329130-4X for right side. THESE HOSE ASSEMBLIES MUST BE ORDERED SEPARATELY. For 280/287, 870/877 and 890/897 Series - All Mounting Hardware and Hose Assemblies are Included with the Unit.
5. The 267 Series is not available in the 3 arrangement with an "XK" output due to interference with the pressure lube fitting.
6. 890 SERIES - The combined weight of pump, fittings, and hoses should not exceed 120 Lbs. without required support brackets. Refer to Owner's Manual (HY25-1890-M1/US) for complete details.
7. Allison Transmission Maximum Power Capability of the Top Mount PTO Drive Gear on MD Series Transmissions used in the Fire and Emergency Vehicle Vocations has been Increased. The ratings on this page are valid only for the Side/Top Mount PTO Options. Refer to Allison Watch #291 for complete details.

ALL-16R

1. The Allison Model MD-3066 has two 10 bolt aperture openings located at 9 o'clock on the left side and 2 o'clock on the right side (Top Right). Every PTO mounted on this transmission must have the pressure lube option ("P").
2. All models require a hose assembly. For the 267 Series, use 329130-1X for left side, 329130-6X for top right and 329130-4X for right side. THESE HOSE ASSEMBLIES MUST BE ORDERED SEPARATELY. For 280, 870/877 and 890/897 Series - All Mounting Hardware and Hose Assemblies are Included with the Unit.
3. The 267 Series is not available in the 3 arrangement with an "XK" output due to interference with the pressure lube fitting.
4. Do not use Adapter Gear Assemblies on Allison 3000/4000 Series Automatic Transmissions.
5. 890 SERIES - The combined weight of pump, fittings, and hoses should not exceed 120 Lbs. without required support brackets. Refer to Owner's Manual (HY25-1890-M1/US) for complete details.

ALL-17

1. For MY2015 GM has changed the engine exhaust design. The exhaust pipe can not be removed as in previous model years. This is causing issues with PTO installation. Contact GM Upfitter Integration for assistance on PTO installation.
2. There is torque converter lock up feature available with the 1000 series transmission. The torque converter lock up feature comes on and is controlled by the Transmission Control Module (TCM) at 1100 RPM transmission turbine speed when a signal is provided to the "PTO Enable" circuit of the TCM by the PTO switch. This equates to 1200-1250 RPM or higher engine speed, depending on PTO load. Lock up will only come on in the "PARK" position. The lock up clutch does not come on automatically in "DRIVE" at 1100 RPM. Refer to the appropriate owner's manual for wiring installation.
3. The PTO torque ratings shown are based on the maximum allowable torque of 250 lb-ft at the 64 tooth gear in the transmission with the PTO on one opening only. With PTOs mounted on both openings the maximum allowable torque at the 64 tooth gear in the transmission is 200 lb-ft. For a more precise evaluation of your PTO application refer to the Allison Body Builders Book, Section F, PTO Systems Provisions.
4. The 252 Series for MY2015 and later GM C/K series Cab/Chassis order wiring harness part number 75-P-33. For 2007-2014 order Chelsea part number 329620X. This harness must be ordered separately and is required for proper PTO to Engine interface operation. Refer to GM UI Bulletin #80.
5. Only the 12v "B" option shifter can be used on this application.
6. The left PTO aperture opening on this application is not usable due to engine fuel lines blocking the opening.

ALL-18

1. The Right Side opening is located at approximately 1 o'clock when viewed from the rear. All PTOs mounted in this location require pressure lubrication.
2. Do not use Geared Adapter Assemblies on Allison 3000/4000 Series Automatic Transmissions.
3. All models require a hose assembly. For the 267 Series, use 329130-1X for left side, 329130-6X for top right and 329130-4X for right side. THESE HOSE ASSEMBLIES MUST BE ORDERED SEPARATELY. For 280, 870/877 and 890/897 Series - All Mounting Hardware and Hose Assemblies are Included with the Unit.
4. The 267 Series is not available in the 3 arrangement with an "XK" output due to interference with the pressure lube fitting.
5. The 3700 and MD3070 have PTO Availability on the Left-Side Only. The Right-Side is Utilized by OE Equipment. The Transfer Case is Integral to the Transmission

ALL-19

1. The Right Side opening is located at approximately 1 o'clock when viewed from the rear. All PTOs mounted in this location require pressure lubrication.
2. All models require a hose assembly. For the 267 Series, use 329130-1X for left side, 329130-6X for top right and 329130-4X for right side. THESE HOSE ASSEMBLIES MUST BE ORDERED SEPARATELY. For 280, 870/877 and 890/897 Series - All Mounting Hardware and Hose Assemblies are Included with the Unit.
3. The 267 Series is not available in the 3 arrangement with an "XK" output due to interference with the pressure lube fitting.
4. 892/899 SERIES - The combined weight of pump, fittings, and hoses should not exceed 120 Lbs. without required support brackets. Refer to Owner's Manual (HY25-1890-M1/US) for complete details.
5. Do not use Geared Adapter Assemblies on Allison 3000/4000 Series Automatic Transmissions.

ALL-19C

1. The Right Side opening is located at approximately 1 o'clock when viewed from the rear. All PTOs mounted in this location require pressure lubrication.
2. All models require a hose assembly. For the 267 Series, use 329130-1X for left side, 329130-6X for top right and 329130-4X for right side. THESE HOSE ASSEMBLIES MUST BE ORDERED SEPARATELY. For 280, 870/877 and 890/897 Series - All Mounting Hardware and Hose Assemblies are Included with the Unit.
3. The 267 Series is not available in the 3 arrangement with an "XK" output due to interference with the pressure lube fitting.
4. 892/899 SERIES - The combined weight of pump, fittings, and hoses should not exceed 120 Lbs. without required support brackets. Refer to Owner's Manual (HY25-1890-M1/US) for complete details.
5. Do not use Geared Adapter Assemblies on Allison 3000/4000 Series Automatic Transmissions.

ALL-19R

1. The Right Side opening is located at approximately 1 o'clock when viewed from the rear. All PTOs mounted in this location require pressure lubrication.
2. All models require a hose assembly. For the 267 Series, use 329130-1X for left side, 329130-6X for top right and 329130-4X for right side. THESE HOSE ASSEMBLIES MUST BE ORDERED SEPARATELY. For 280, 870/877 and 890/897 Series - All Mounting Hardware and Hose Assemblies are Included with the Unit.
3. The 267 Series is not available in the 3 arrangement with an "XK" output due to interference with the pressure lube fitting.
4. 892/899 SERIES - The combined weight of pump, fittings, and hoses should not exceed 120 Lbs. without required support brackets. Refer to Owner's Manual (HY25-1890-M1/US) for complete details.
5. Do not use Geared Adapter Assemblies on Allison 3000/4000 Series Automatic Transmissions.

Allison Notes

ALL-20

1. The PTO Provision is optional for the TC10. All TC10 Transmissions have a PTO pad and cover located on the rear cover. The TC10 includes the PTO drive shaft if the PTO option is ordered with the transmission. If the transmission does not have optional PTO provision, the PTO adapter can be added (Contact Allison)
2. For all PTO installations, the Allison 5th Generation Controls' PTO Drive Interface must be integrated into the installation of the PTO control.