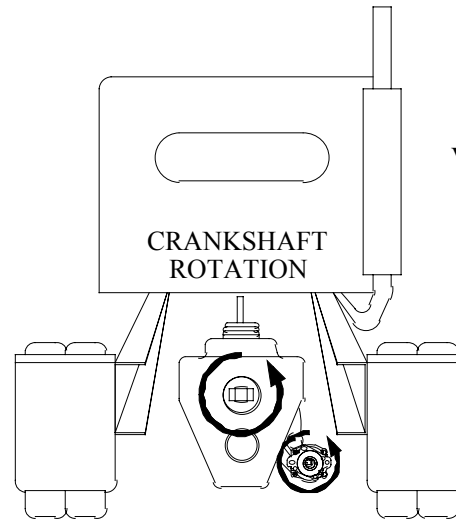
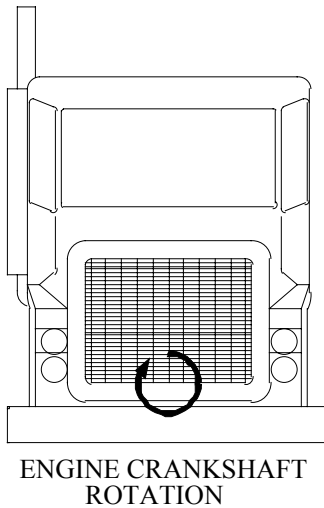
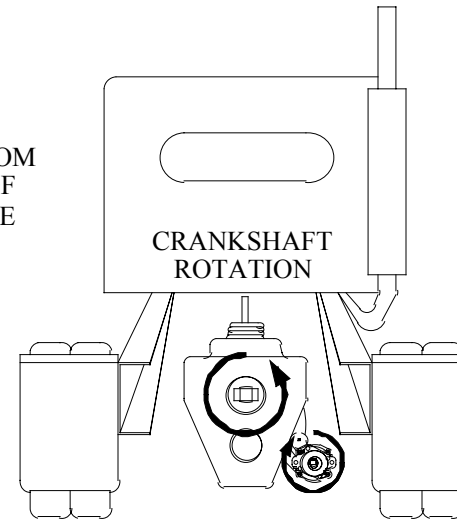


PTO SHAFT ROTATION

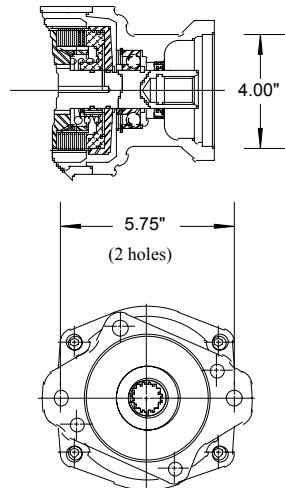


VIEW FROM
REAR OF
VEHICLE



PTO = ENGINE ROTATION

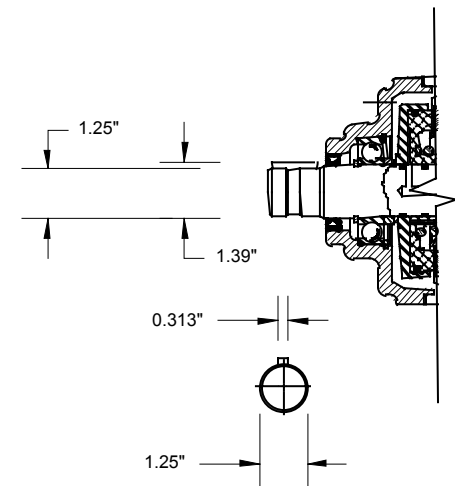
PTO = OPPOSITE ENGINE



Chelsea "XK" Output

Viewed from the front of the vehicle the engine crankshaft turns clockwise. Viewed from the rear of the vehicle, the shaft turns counter-clockwise. When the PTO turns in the same direction as the engine shaft viewed from the rear, the PTO is said to have an engine rotation or clockwise rotation - - - even though the PTO output shaft is turning counter-clockwise.

Conversely when the PTO, viewed from the rear of the engine, turns opposite the direction of the engine crankshaft, then the PTO is said to have an opposite engine rotation - - - and the PTO shaft is turning clockwise.

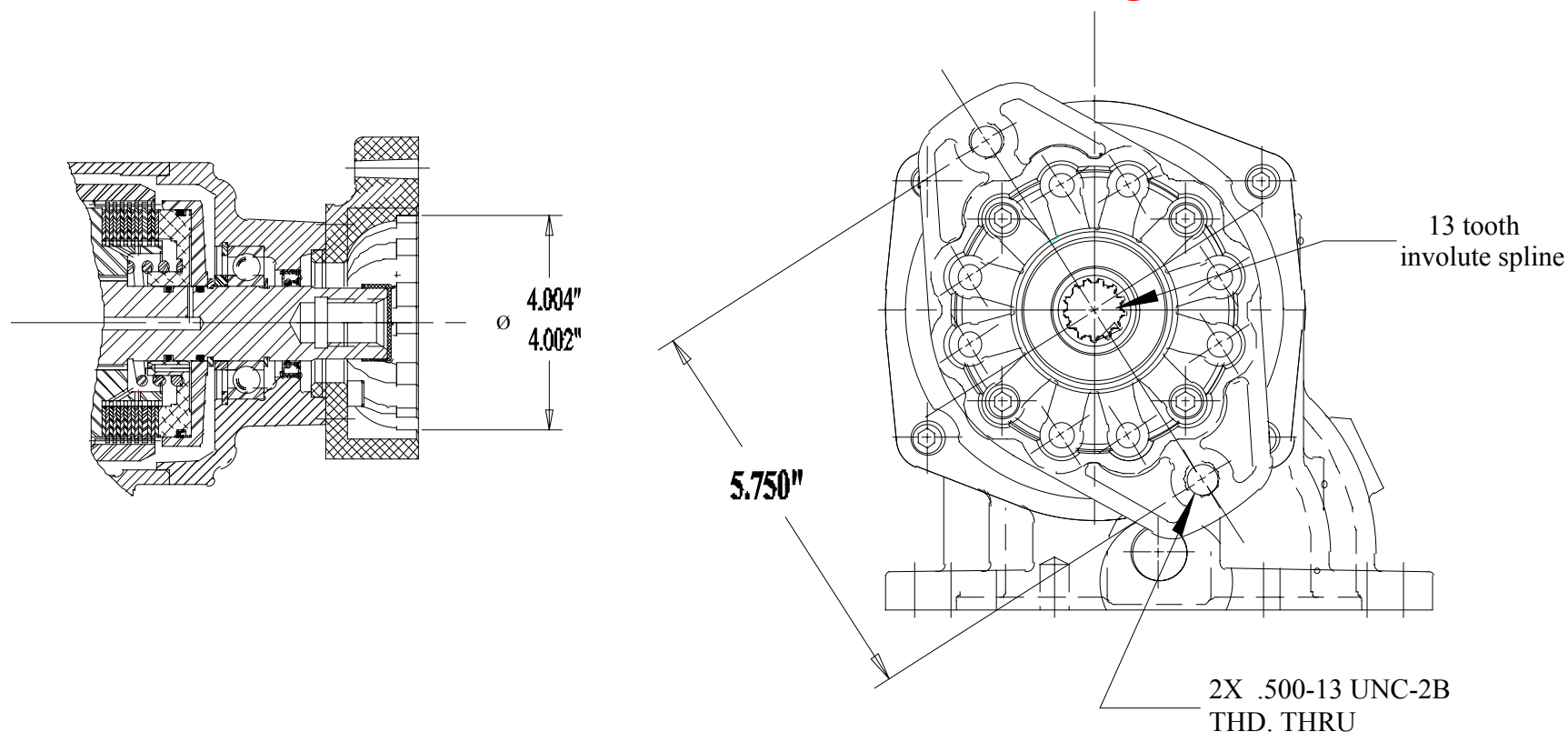


Chelsea "XD" Output

Hart Dwg. PTO-vehicle

Chelsea 276 PTO

"RA" Rotatable 2-Bolt Flange



Recommended PTO for 6 KW, 8 KW, and 10 KW Systems			
Make	Type	Part Number	Transmission
Chelsea	hot-shift	276XMFJP-B5RA 129% ratio	MD-3060P
Chelsea	constant mesh	266XMFJP-MRA 129% ratio	MD-3060P
Chelsea	hot-shift	276XDFJP-B5RA 123% ratio	HD-4060P
Chelsea	constant mesh	266XDFJP-M5RA 123% ratio	HD-4060P

45 cc Pump SAE-B				
KW	RPM (minimum)	GPM	Torque (low idle)	Torque (redline)
6	600	5.7 - 6.8	102 ft-lbs	19 ft-lbs
8	750	8.0 - 9.5	114 ft-lbs	27 ft-lbs
10	950	10.3 - 12.2	116 ft-lbs	34 ft-lbs

Hart Dwg. # 276-RA