



M E D I U M & H E A V Y D U T Y

C O N D E N S E D

S P E C I F I C A T I O N S

Bulletin No. SPSM0110307



About TTC

Transmission Technologies Corporation (TTC) designs, develops, manufactures, and markets transmissions, and related products globally for a wide variety of vehicles from high-performance passenger cars and light-duty trucks through Class 8 commercial vehicles. Brands include SPICER™ heavy-duty, SPICER™ medium-duty, and TREMEC™ light-duty transmissions.

This specification guide is for medium- to heavy-duty vehicle transmissions. In it, you'll find innovative products finely engineered and manufactured to optimize your vehicles' operation and your drivers' safety and job satisfaction. The product lines are:

PRO-SHIFT™ Transmissions...

for medium-duty, heavy-duty, and vocational applications offer an exceptionally wide range of high torque-to-weight ratios.

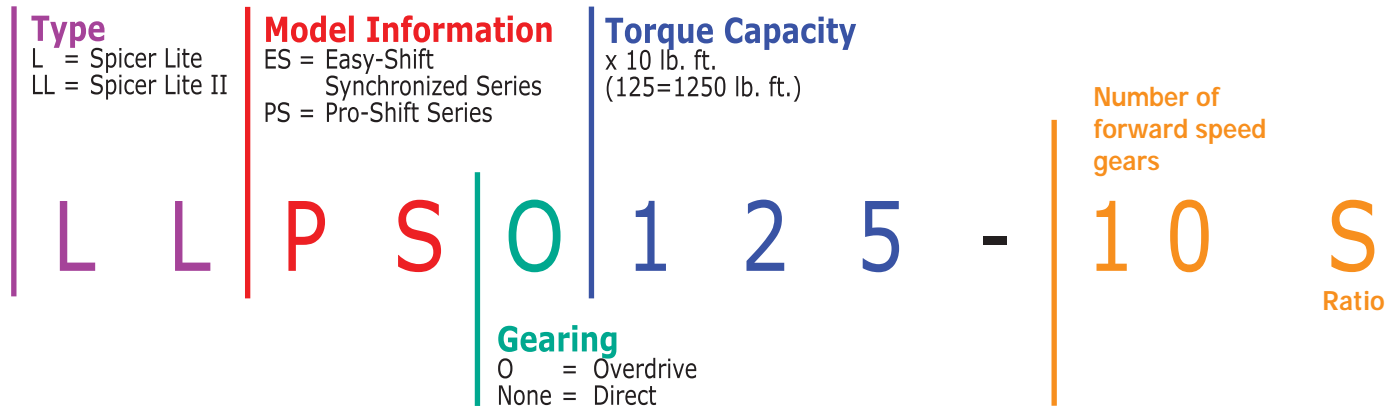
EASY-SHIFT™ Transmissions...

for medium-duty trucks, quietly provide smooth, positive gear engagement with an even shift feel, in 5- and 7-speed synchronized configurations.

Auxiliary Transmissions...

provide maximum versatility for on-/off-highway applications.

Nomenclature



OPTILUBE™ – Optimum Lubrication System



The revolutionary, patented OPTILUBE™ System uses an internal oil pump and a simple, effortless delivery system to spray lubricant continuously and directly onto all critical gear sets and bearings. TTC offers an advanced Optilube System on all 9-speed, 10-speed, and 18-speed transmissions.

General Specifications

AVAILABILITY	Standard on all Spicer 9- and 10-speed transmissions, including Pro-Shift, Vocational, and Spicer Lite
LUBE TYPE	Mineral or synthetic oil SAE 50 wt.
LUBE CAPACITY	18 pints (9-10-speed transmissions only to the Spicer Light and Lite II weight references at the bottom) 29.6 pints (18 speed)

The Optilube System is superior to systems that merely pump transmission lubricant through a heat exchanger. The Optilube System directs lubricant to critical areas to reduce transmission friction and lubricant temperature for increased transmission efficiency, fuel economy, and longevity.

- No cooler required on 9- and 10-speed transmission (required on 18-speed)
- Cooler running, longer lasting system—runs up to 50°F cooler
- Reduced lubricant requirement—uses 9 pints less lubricant for reduced cost and weight (on 9- and 10-speed transmissions)
- No external oil pump required
- Tamperproof—internal oil pump eliminates the possibility of damage by vandalism or exposure to the elements
- Superior tolerance to adverse conditions—the Optilube System can tolerate a lower oil level than conventional lube systems
- Better efficiency—continuous lubrication of critical parts means less friction, more efficient power, and better mileage

SPICER LITE™ Transmissions



Spicer Lite™ transmissions are the lightest heavy-duty transmissions on the market. These 9- and 10-speed transmissions have heat-treated aluminum alloy cases to allow increased payload capacity. The Spicer Lite and Spicer Lite II transmissions offer substantial weight savings, up to 150 lbs, so you can haul more payload and make more profit on every run.

- Cool running Optilube System uses 9 pints less lube for additional weight savings
- Highest torque-to-weight ratios in the industry
- Enhanced operating efficiency
- Spicer Lite offers weight savings—up to 72 lbs.
- Spicer Lite II offers weight—up to 150 lbs.

General Notes

Weight Listed weights are without lubricant, yokes, and controls. Weights include clutch housing.

Length Listed lengths are from the clutch housing mounting face to the washer seat face.

Lube Capacity Lube capacities are approximate, depending on inclination of transmission. Always fill transmissions to level of fill hole.

OPTILUBE™ All 9-Speeds, 10-Speeds, and 18-Speeds are equipped with Optilube Lubrication System.

PRO-SHIFT™ Dual Counter Shaft Transmissions



The Pro-Shift 7-speed transmission, from TTC, brings you affordability, reliability, and adaptability for work with today's more fuel efficient diesel engines. Available in both mid-range and heavy-duty applications, these proven workhorse transmissions are perfect for a wide variety of jobs—from city pick-up and delivery to line-haul operations; from car-carrier fleets to truck load and less than truck load fleets.

- Heavy-duty torque capacities that work with new, higher torque diesels
- Driver friendly, no-repeat shift patterns
- Low first and reverse gears for smooth startability and controlled backing
- Heavy-duty rolled spline mainshaft for longer life and increased output strength

Pro-Shift Seven Speeds

Model No.	Weight (lbs/kg) *	Clutch Housing	Lube Cap. (pts/l)	Length (in/mm)	PTO Speed (% of Engine)
PS110-7A	732/332	Iron SAE #1 or #2	40/22.6	30.75/781	42
PS145-7A					35
PS110-7B					

Pro-Shift Nine Speeds

Model No.	Weight (lbs/kg) *	Clutch Housing	Lube Cap. (pts/l)	Length (in/mm)	PTO Speed (% of Engine)
PS95-9A	625/284	Iron SAE #1 or #2	18/8.5	31/787	61.5
PS125-9A	635/288				
PS140-9A					
PSO125-9A	635/288	Iron SAE #1 or #2	18/8.5	31/787	82.6
PSO140-9A					
PSO150-9A					
PS9-VPD					
PSO9-VPD					

Pro-Shift Spicer Lite Nine Speeds

Model No.	Weight (lbs/kg) *	Clutch Housing	Lube Cap. (pts/l)	Length (in/mm)	PTO Speed (% of Engine)
LPS125-9A	579/263	Aluminum SAE #1	18/8.5	31/787	61.5
LPS140-9A					
LPSO125-9A	579/263	Aluminum SAE #1	18/8.5	31/787	82.6
LPSO140-9A					
LPSO150-9A					
LPS9-VPD					
LPSO9-VPD					

*Weight includes clutch housing.



Pro-Shift™ 9- and 10-speed transmissions, from TTC, are designed for over-the-road and inner-city applications, TTC offers many configurations of the Pro-Shift 9 and 10 speeds, including a complete line of direct drive and over-drive configurations.

For on/off-highway applications, the Spicer Vocational 10-speeds were built with startability, gradability, easy shifting, durability, final drive ratios, and sensible gear splits in mind. Spicer Vocational 10-speeds are available in models to match most application conditions and engine specifications.

For weight sensitive or bulk hauling applications, consider our Spicer Lite™ and Spicer Lite II options. They reduce transmission weight and allow you to haul more payload. These transmissions have heat treated aluminum alloy cases to reduce weight and maintain structural strength.

PRO-SHIFT™ Dual Counter Shaft Transmissions

Pro-Shift Seven Speeds

Model No.	Torque Cap. (lbs-ft)	Overall Ratio	R1	1st	%	2nd	%	3rd	%	4th	%	5th	%	6th	%	7th
PS110-7A	1,100	10.13	10.13	10.13	69	5.99	68	3.56	39	2.57	40	1.84	38	1.33	33	1.00
PS145-7A	1,450															
PS110-7B	1,100	12.27	12.27	12.27	75	7.00	68	4.13	63	2.54	38	1.84	38	1.33	33	1.00

Pro-Shift Nine Speeds

Model No.	Torque Cap. (lbs-ft)	Overall Ratio	R1	1st	%	2nd	%	3rd	%	4th	%	5th	%	6th	%	7th	%	8th	%	9th
PS95-9A	950	13.95	14.30	13.95	54	9.05	39	6.51	36	4.77	34	3.55	39	2.55	39	1.83	37	1.34	34	1.00
PS125-9A	1,250																			
PS140-9A	1,400																			
PSO125-9A	1,250	13.95	10.65	10.40	54	6.74	39	4.85	37	3.55	34	2.65	40	1.89	38	1.37	37	1.00	35	0.74
PSO140-9A	1,400																			
PSO150-9A	1,500																			
PS9-VPD	1,450	13.95	10.65	14.30	58	9.05	39	6.51	36	4.77	34	3.55	39	2.55	39	1.83	37	1.34	34	1.00
PSO9-VPD	1,550	13.95	10.65	10.40	54	6.74	39	4.85	37	3.55	34	2.65	40	1.89	38	1.37	37	1.00	35	0.74

Pro-Shift Spicer Lite Nine Speeds

Model No.	Torque Cap. (lbs-ft)	Overall Ratio	R1	1st	%	2nd	%	3rd	%	4th	%	5th	%	6th	%	7th	%	8th	%	9th
LPS125-9A	1,250	13.95	14.30	13.95	54	9.05	39	6.51	36	4.77	34	3.55	39	2.55	39	1.83	37	1.34	34	1.00
LPS140-9A	1,400																			
LPSO125-9A	1,250	13.95	10.65	10.40	54	6.74	39	4.85	37	3.55	34	2.65	40	1.89	38	1.37	37	1.00	35	0.74
LPSO140-9A	1,400																			
LPSO150-9A	1,500																			
LPS9-VPD	1,450	13.95	14.30	13.95	54	9.05	39	6.51	36	4.77	34	3.55	39	2.55	39	1.83	37	1.34	34	1.00
LPSO9-VPD	1,550	13.95	10.65	10.40	54	6.74	39	4.85	37	3.55	34	2.65	40	1.89	38	1.37	37	1.00	35	0.74

PRO-SHIFT™ Dual Counter Shaft Transmissions



Proven in millions of miles of operation, all of TTC's Pro-Shift 9- and 10-speeds feature:

- OPTILUBE™ standard
- Exceptionally smooth shifting
- Driver friendly shift pattern
- Highest torque-to-weight ratio in the industry
- Wide choice of PTO applications
- Quiet operation improves driver comfort
- Deep first and reverse gears for excellent maneuverability
- Low cost of ownership and purchase throughout entire service life

Pro-Shift Ten Speeds

Model No.	Weight (lbs/kg)*	Clutch Housing	Lube Cap. (pts/l)	Length (in/mm)	PTO Speed (% of Engine)
PS100-10D	626/284	Iron SAE #1 or #2	18/8.5	31/787	66.7
PS125-10D	636/289				
PS135-10D					
PS145-10D					
PSO100-10S	631/286	Iron SAE #1 or #2	18/8.5	31/787	85
PSO125-10S	641/291				
PSO140-10S					
PSO150-10S					
PSO165-10S					
PSO10-VPD					

Pro-Shift Spicer Lite Ten Speeds

Model No.	Weight (lbs/kg)*	Clutch Housing	Lube Cap. (pts/l)	Length (in/mm)	PTO Speed (% of Engine)
LPS125-10D	580/263	Aluminum SAE #1	18/8.5	31/787	66.7
LPS135-10D					
LPS145-10D					
LPSO125-10S	585/266	Aluminum SAE #1	18/8.5	31/787	85
LPSO140-10S					
LPSO150-10S					
LPSO165-10S					
LPSO10-VPD					

Pro-Shift Spicer Lite II Ten Speeds

Model No.	Weight (lbs/kg)*	Clutch Housing	Lube Cap. (pts/l)	Length (in/mm)	PTO Speed (% of Engine)
LLPS125-10D	514/233	Aluminum SAE #1	18/8.5	31/787	66.7
LLPS135-10D					
LLPS145-10D					
LLPSO125-10S	519/236	Aluminum SAE #1	18/8.5	31/787	85
LLPSO140-10S					
LLPSO150-10S					
LLPSO165-10S					
LLPSO10-VPD					

Pro-Shift Vocational Ten Speeds

Model No.	Weight (lbs/kg)*	Clutch Housing	Lube Cap. (pts/l)	Length (in/mm)	PTO Speed (% of Engine)
PS86-10V	633/287	SAE #1 or #2	8.5/18	31/787	60.5
PSO115-10V	643/292	SAE #1 or #2	8.5/18	31/787	85
PSO125-10V					
PSO145-10V					

*Weight includes clutch housing.

PRO-SHIFT™ Dual Counter Shaft Transmissions

Pro-Shift Ten Speeds

Model No.	Torque Cap. (lbs-ft)	Overall Ratio	R1	1st	%	2nd	%	3rd	%	4th	%	5th	%	6th	%	7th	%	8th	%	9th	%	10th
PS100-10D	1,000	14.95	16.71	14.95	36	11.01	38	7.96	33	5.98	33	4.50	36	3.32	36	2.45	38	1.77	33	1.33	33	1.00
PS125-10D	1,250																					
PS135-10D	1,350																					
PS145-10D	1,450																					
PSO100-10S	1,000	16.74	14.02	12.54	36	9.24	38	6.68	39	4.80	33	3.60	38	2.61	36	1.92	38	1.39	39	1.00	33	0.75
PSO125-10S	1,250																					
PSO140-10S	1,400																					
PSO150-10S	1,500																					
PSO165-10S	1,650																					
PSO10-VPD	1,650																					

Model No.	Torque Cap. (lbs-ft)	Overall Ratio	R1	1st	%	2nd	%	3rd	%	4th	%	5th	%	6th	%	7th	%	8th	%	9th	%	10th
LPS125-10D	1,250	14.95	16.71	14.95	36	11.01	38	7.96	33	5.98	33	4.50	36	3.32	36	2.45	38	1.77	33	1.33	33	1.00
LPS135-10D	1,350																					
LPS145-10D	1,450																					
LPSO125-10S	1,250	16.72	14.02	12.54	36	9.24	38	6.68	39	4.80	33	3.60	38	2.61	36	1.92	38	1.39	39	1.00	33	.75
LPSO140-10S	1,400																					
LPSO150-10S	1,500																					
LPSO165-10S	1,650																					
LPSO10-VPD	1,650																					

Model No.	Torque Cap. (lbs-ft)	Overall Ratio	R1	1st	%	2nd	%	3rd	%	4th	%	5th	%	6th	%	7th	%	8th	%	9th	%	10th
LLPS125-10D	1,250	14.95	16.71	14.95	36	11.01	38	7.96	33	5.98	33	4.50	36	3.32	36	2.45	38	1.77	33	1.33	33	1.0
LLPS135-10D	1,350																					
LLPS145-10D	1,450																					
LLPSO125-10S	1,250	16.7	14.02	12.54	36	9.24	38	6.68	39	4.80	33	3.60	38	2.61	36	1.92	1	1.90	90	1.00	33	0.75
LLPSO140-10S	1,400																					
LLPSO150-10S	1,500																					
LLPSO165-10S	1,650																					
LLPSO10-VPD	1,650																					

Model No.	Torque Cap. (lbs-ft)	Overall Ratio	R1	1st	%	2nd	%	3rd	%	4th	%	5th	%	6th	%	7th	%	8th	%	9th	%	10th
PS86-10V	860	19.02	21.27	19.02	36	14.02	38	10.13	39	7.28	40	5.20	42	3.66	36	2.70	38	1.95	39	1.40	40	1.00
PSO115-10V	1,150	19.02	15.19	13.59	36	10.01	38	7.24	39	5.20	40	3.71	42	2.61	36	1.92	38	1.39	39	1.00	41	0.71
PSO125-10V	1,250																					
PSO145-10V	1,450																					

PRO-SHIFT™ Dual Counter Shaft Transmissions



Pro-Shift™ 18-speed transmissions, from TTC, were specifically developed to handle changing application needs. Features both deep starting gear ratios to get you moving with a full load and an overdrive to enhance top-end speed and fuel economy.

Pro-Shift Eighteen Speeds

Model No.	Weight (lbs/kg)*	Clutch Housing	Lube Cap. (pts/l)	Length (in/mm)	PTO Speed (% of Engine)
PSD0165-18	794/360	Aluminum	29.5/13.9	37.7/958	70
PSD0185-18					
PSD0205-18					

- Wide ratio coverage with close, evenly-spaced steps
- Superior startability / gradeability
- Double overdrive for improved fuel economy
- Range synchronizer for fast smooth pneumatic shifts
- Isolated shift lever reduces noise / vibration
- Cooler operating temperature with OPTI-LUBE design
- Curvic clutch collar design eliminates expensive synchronizers and contributes to greater reliability and longer life

EASY-SHIFT™ Series Synchronized Transmissions



Easy-Shift™ 5- to 7-speed transmissions, from TTC, are designed to be driver productivity tools. Easy-Shift 5-speeds are designed to handle the high-torque, medium-duty diesel engines used in today's toughest mid-range truck applications. Combined with a single-speed axle, this is an ideal transmission for general purpose, city, and highway delivery vehicles. The Easy-Shift 7-speed, with its broad range of application, becomes the perfect alternative to a 5-speed/2 axle combination.

Easy-Shift Five Speeds

Model No.	Weight (lbs/kg)*	Clutch Housing	Lube Cap. (pts/l)	Length (in/mm)	PTO Speed (% of Engine)
ES46-5A	325/147	SAE #2	12/5.7	27.05/687	49
ES56-5A					
ES62-5A	361/164	SAE #2	17/8.0	24.7/627	49
ES62-5D					
ES67-5A					
ES67-5D	438/199	SAE #2	18/8.5	29.3/744	52
ES70-5A					
ES70-5D					

Easy-Shift Seven Speeds

Model No.	Weight (lbs/kg)*	Clutch Housing	Lube Cap. (pts/l)	Length (in/mm)	PTO Speed (% of Engine)
ES56-7B	454/206	SAE #2	22/10.4	35/889	49
ES066-7B	454/206	SAE #2	22/10.4	35/889	66

- Gimbal tower lever assembly for a tighter shift pattern
- Taper Lok shift collars and synchronizers for smooth shifting
- New improved shift rails and forks are designed for longer life

PRO-SHIFT™ Dual Counter Shaft Transmissions

Pro-Shift Eighteen Speeds

Model No.	Torque Cap. (lbs-ft)	Overall Ratio	R1	R2	R3	R4	1st	%	2nd	%	3rd	%	4th	%	5th	%	6th	%	7th	%
PSD0165-18	1,650	21.27	15.64	13.03	3.72	3.1	14.89	20	12.41	19	10.4	20	8.66	18	7.32	20	6.09	21	5.05	20
PSD0185-18	1,850																			
PSD0205-18	2,050																			

8th	%	9th	%	10th	%	11th	%	12th	%	13th	%	14th	%	15th	%	16th	%	17th	%	18th
4.21	19	3.54	20	2.95	19	2.47	20	2.06	18	1.74	20	1.45	21	1.20	20	1.00	19	0.84	20	0.7

EASY-SHIFT™ Series Synchronized Transmissions

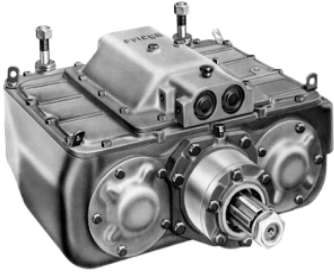
Easy-Shift Five Speeds

Model No.	Torque Cap. (lbs-ft)	Overall Ratio	R1	1st	%	2nd	%	3rd	%	4th	%	5th
ES46-5A	460	7.16	6.75	7.16	84	3.89	79	2.17	54	1.41	41	1.00
ES56-5A	560	7.16	6.75	7.16	84	3.89	79	2.17	54	1.41	41	1.00
ES62-5A	620	7.17	7.17	7.17	85	3.88	62	2.39	65	1.45	45	1.00
ES62-5D	620	7.17	7.17	7.17	85	3.88	84	2.11	64	1.29	29	1.00
ES67-5A	670	7.17	7.17	7.17	85	3.88	62	2.39	65	1.45	45	1.00
ES67-5D	670	7.17	7.17	7.17	85	3.88	84	2.11	64	1.29	29	1.00
ES70-5A	700	7.28	7.28	7.28	78	4.09	70	2.41	67	1.44	44	1.00
ES70-5D	700	7.28	7.28	7.28	78	4.09	79	2.28	78	1.28	28	1.00

Easy-Shift Seven Speeds

Model No.	Torque Cap. (lbs-ft)	Overall Ratio	R1	1st	%	2nd	%	3rd	%	4th	%	5th	%	6th	%	7th
ES56-7B	560	10.09	8.99	10.09	69	5.98	61	3.72	45	2.56	41	1.81	34	1.35	35	1.00
ESO66-7B	660	10.11	6.66	7.48	69	4.43	61	2.76	45	1.90	42	1.34	34	1	35	0.74

Auxiliary Transmissions



Auxiliary transmissions provide maximum versatility for on-/off-highway applications when teamed with a TTC manual transmission.

TTC manufactures six models, including two pneumatic (air-shifted), and four manually shifted units. Both air-shifted models feature a single selector with a “no-repeat” shift lever design.

Providing maximum flexibility, all auxiliary transmissions have four speeds, with a .81 overdrive ratio. Standard PTO mountings include: side-mount 6 and 8 bolt openings. A top mount PTO model is also available.

Auxiliary transmissions are used in a wide variety of applications including: drilling-rigs, mining, lumber, and stationary equipment.

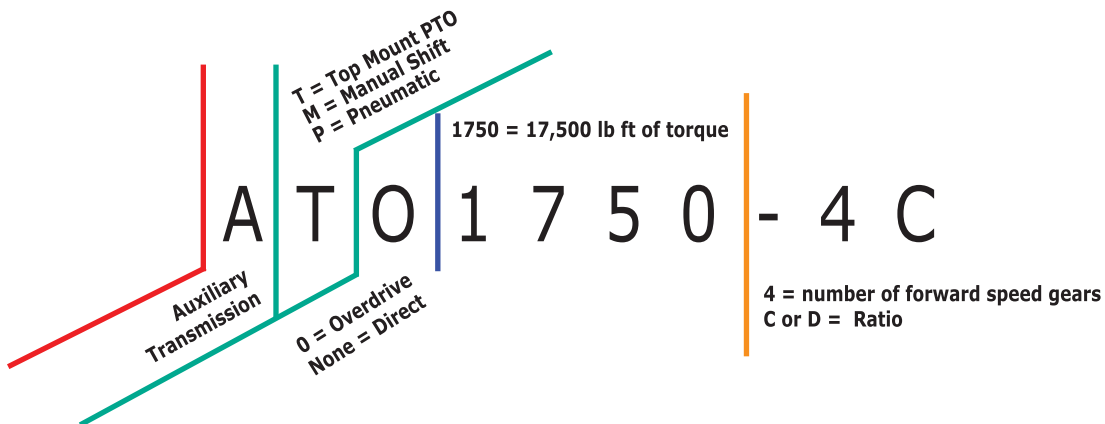
- Four speeds
- Creeper gear
- .81 overdrive
- Variety of ratios available
- Manually shifted
- Pneumatic (air-shift) no-repeat shift pattern
- Variety of PTO mountings
- Twin countershaft design
- FEA optimized case design
- Shot peened gears

Auxiliary Transmissions

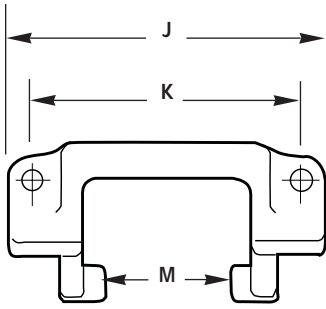
Model No.	Weight (lbs/kg)*	Lube Cap. (pts/l)	Length (in/mm)	Torque Cap. (lbs-ft)	Overall Ratio	1st	2nd	3rd	4th
AMO1750-4C	540/243	14/6.6	26.21/666	17,500	2.93	2.37	1.24	1	0.81
AMO1750-4D	540/243	14/6.6	26.21/666	17,500	1.96	1.59	1.24	1	0.81
APO1750-4C	540/243	14/6.6	26.21/666	17,500	2.93	2.37	1.24	1	0.81
APO1750-4D	540/243	14/6.6	26.21/666	17,500	1.96	1.59	1.24	1	0.81
ATO1750-4C	540/243	14/6.6	26.21/666	17,500	2.93	2.37	1.24	1	0.81
ATO1750-4D	540/243	14/6.6	26.21/666	17,500	1.96	1.59	1.24	1	0.81

Model No.	Weight (lbs/kg)*	Lube Cap. (pts/l)	Length (in/mm)	Torque Cap. (lbs-ft)	Overall Ratio	High	Low	Reverse
Top Mounted PTO	152	N/A	N/A	675	N/A	.74	1.90	1.49

Auxiliary Nomenclature

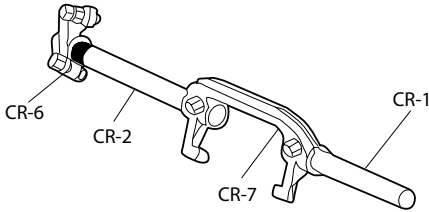


Clutch Release Components

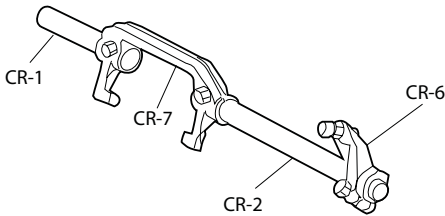


CR-7 Clutch Release Yokes*

Type	Item #	Forging #	Width (J)	Bolt CL (K)	Inside Ear (M)	Note
Pull	105C-137	F105C138	8.000	6.500	4.895	
Pull	105C-143	F105C141	8.000	6.500	4.895	Extended Pivot Point (1.45 from C/L)
Pull	105C-64	F105C64	8.000	6.500	4.895	Clutch Release Pads - 30 Degree Offset
Push	105C-117	F105C118	8.375	7.000	4.885	Machined washer surface on yoke front
Push	105C-124	F105C125	3.750	2.125	2.885	
Push	105C-130	F105C94	3.750	2.125	2.885	
Push	105C-132	F105C118	8.375	7.000	4.885	Machined washer surface on yoke rear (for clearance)
Push	85-509-3	F105C118	8.375	7.000	4.885	Same as 105C-117, except contains spring holes in lug



**Pedal Adjusting Arm
Right Side -310473X**



**Pedal Adjusting Arm
Left Side -310233X**

CR-1 Short Release Shaft

Type	Length	Item #
RS-1	4.812	106C-1278
RS-1	5.750	106C-1185
RS-1	5.750	62-510-22
RS-1	6.000	80-510-3
RS-1	6.125	106C-1142
RS-1	6.500	106C-1498
RS-5	10.438	106C-636
RS-5	11.375	106C-1515
RS-5	14.000	106C-438

CR-6 Pedal Adjusting Arm Kit

Item #	Note
310233X	Left Side Mtg
310473X	Right Side Mtg
310873X	Lever Type 7.25 LH or RH

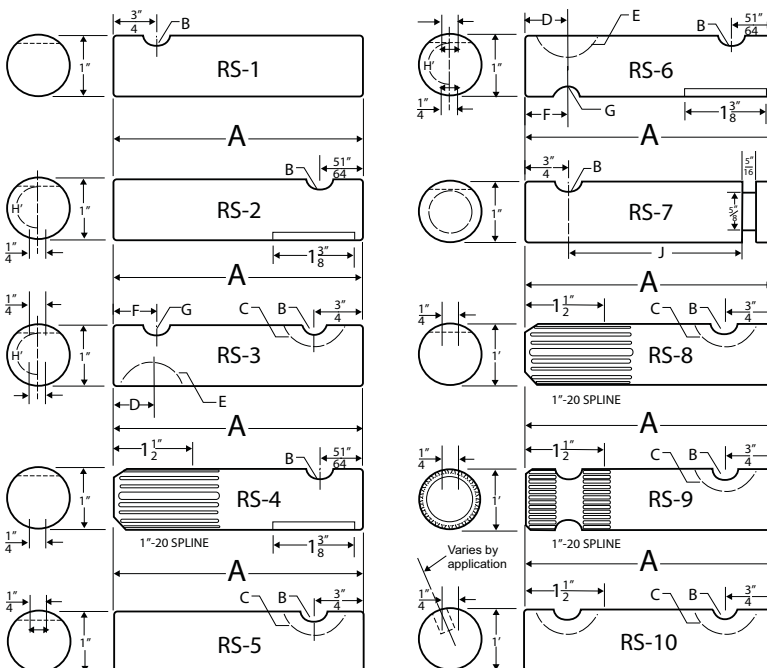
Splined Thru Shaft (used with Push Type Clutch)

Length	Item #
19.125	106C-1566
19.313	97-510-2
19.500	106C-1578

CR-2 Long Release Shaft

Type	Length	Item #	Type
Keyed	6.870	106C-1589	RS-10
Keyed	7.125	46-510-9	RS-10
Keyed	8.312	106C-1529	RS-3
Keyed	9.020	97-510-7	RS-10
Keyed	9.690	97-510-5	RS-10
Keyed	11.380	97-510-6	RS-10
Splined	7.625	106C-1315	RS-8
Splined	7.969	106C-1083	RS-8
Splined	8.250	46-510-11	RS-8
Splined	8.469	106C-1094	RS-8
Splined	8.719	106C-960	RS-8
Splined	8.968	106C-1046	RS-8
Splined	9.125	106C-1169	RS-8
Splined	9.220	67-510-5	RS-9
Splined	9.469	106C-1047	RS-8
Splined	9.469	330610-5	RS-9
Splined	9.500	330610-10	RS-9
Splined	9.750	106C-953	RS-8
Splined	10.000	106C-939	RS-8
Splined	10.312	106C-1367	RS-8
Splined	10.469	106C-617	RS-8
Splined	10.750	330610-11	RS-9
Splined	11.469	106C-839	RS-8
Splined	11.968	106C-959	RS-8

Clutch Release Shafts



To Order Clutch Release Shafts

1. Select Type from illustrations (left)
2. Determine lengths "A", "D" & "J"

In the tables above, only the more widely used Clutch Release Shafts are listed.

In the illustrations (left): Dimension "C" with a 0.250" Key Slot for 1-30 Round Key.

Dimension "B" with a 0.218" Notch for 330231 Screw.

* CLUTCH RELEASE YOKE ATTACHING PARTS — use one KEY 10-30, two SCREWS 330231, and two LOCK WASHERS 500356-12.

**Are the parts you need not listed?
Call 1-800-401-9866.**

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