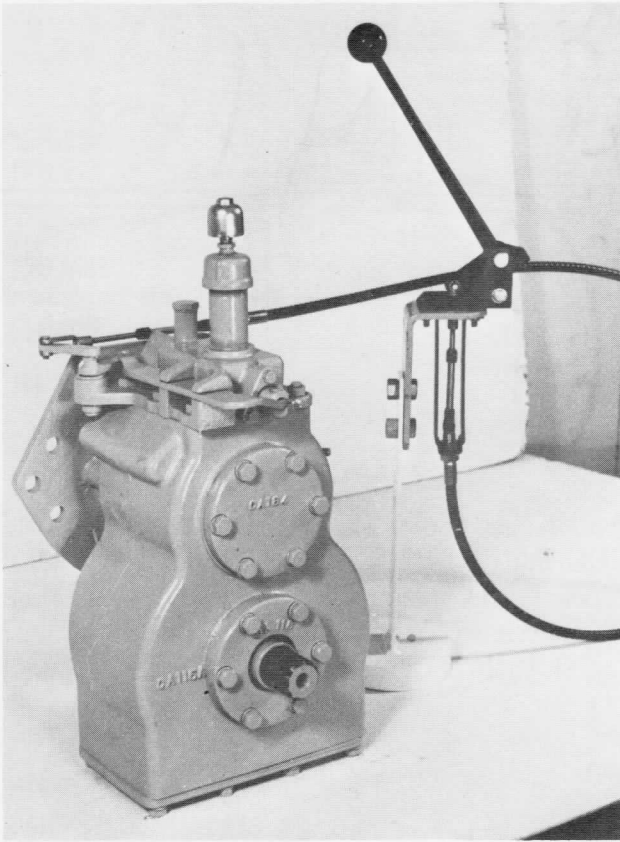


NORTHWEST Power Take Off For **CATERPILLAR** Tractors



The NORTHWEST P.T.O. unit is shown here with the "Push-Pull" cable and level control for engaging and disengaging gears.



The lever assembly may be mounted on the tractor at any point most convenient for the operator.



A Caterpillar D6 with the NORTHWEST P.T.O. operating a heavy duty tiller in a sugar cane field in Kauai, Hawaii.



Close up of the NORTHWEST P.T.O. unit mounted on a D6.

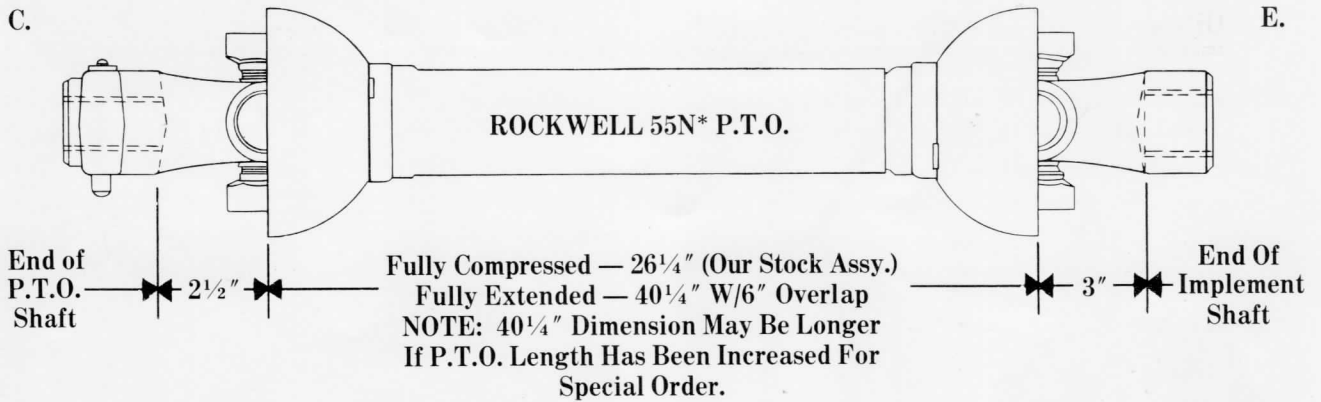


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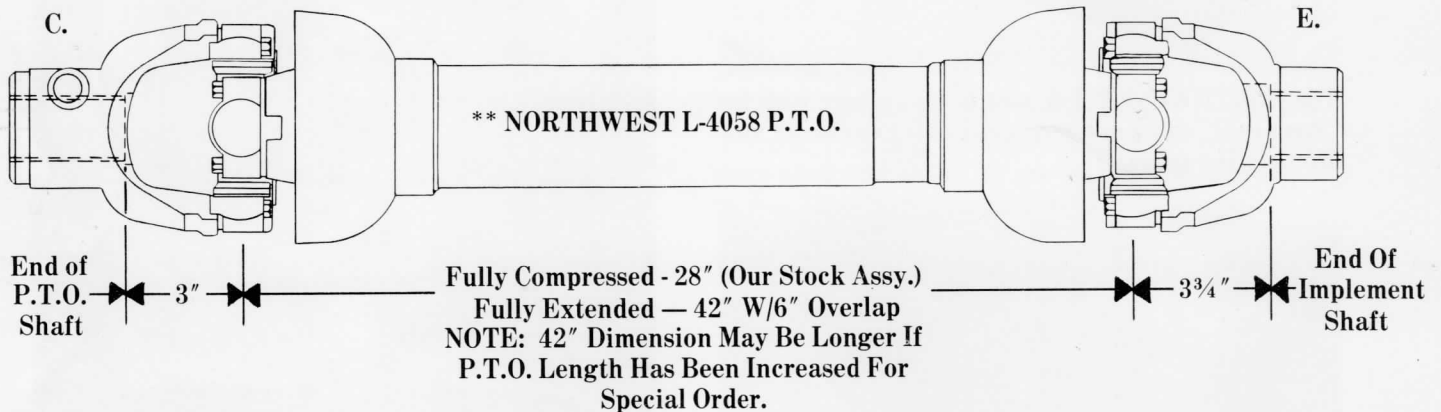
SPECIFICATIONS

NORTHWEST and ROCKWELL "U" Joint Assemblies For NORTHWEST EQUIPMENT C.A. Power Take-Off



Tractor End Yokes (at C.) Are Furnished For C.A. P.T.O. With $1\frac{3}{4}"$ - 20 Spline Only. Implement End Yokes (at E.) May Be Furnished With $1\frac{3}{4}"$ - 10 Straight Spline ($1\frac{1}{2}"$ - 10 Straight Spline At No Extra Cost) Or With A Bored

And Keyed Yoke To Suit At An Extra Cost. SEE P.T.O. PRICE LIST. If Necessary, Our Stock P.T.O. Assembly's Overall Length May Be Increased To Suit At An Extra Cost. SEE P.T.O. PRICE LIST.



- * Maximum Horsepower Rating — 150 @ 1000 RPM
- ** Maximum Horsepower Rating — 250 @ 1000 RPM



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The NORTHWEST Power Take-Off Coupling Data for the Following Models and Serial Numbers — CATERPILLAR Tractors

SALES MODEL	TYPE DRIVE	SERIAL NO.	RPM	SALES MODEL	TYPE DRIVE	SERIAL NO.	RPM
D5	DD	81HI-UP		D6C	DD	74AI-UP	1800
		82HI-UP		D6C	DD	99JI-UP	1900
		93JI-UP	1750	D6C	PS	76AI-UP	
		94JI-UP				10KI-up	**
D5 LGP	DD	12RI-UP		D6C LGP	PS	69UI-UP	
D5 SA	DD	21JI-UP		D6C SA	DD	17RI-UP	2000
		98JI-UP		D6D	DD	3X	1900
D5B	DD	22X	1750	D6D	PS	4X	**
D5B SA	DD	26X	1900	D6D SA	DD	5X	2000
D5B LGP	DD	45X	1750	D6D LGP	DD	32X	1900
				D6D LGP	PS	6X	**
Caterpillar Coupling #8B1189 Connecting Shaft #CA-150*				Caterpillar Coupling #8B1189 Connecting Shaft #CA-148*			
D5	PS	83HI-UP		D7E	PS	43AI-UP	**
		84HI-UP**	**	D7F	DD	93NI-UP	2000
		95JI-UP		D7F	PS	94NI-94N5659	**
		96JI-UP		D7G	DD	9IV	2000
D5 LGP	PS	6RI-UP		D7G LGP	DD	45X	2000
D5B	PS	24X	**				
D5B LGP	PS	46X	**	Caterpillar Coupling #7B743 Connecting Shaft #CA-177*			
Caterpillar Coupling #6J3107 Connecting Shaft #CA-178*				D7F	PS	94N5600-UP	**
D6	DD	4RI-UP		D7G	PS	92V	**
		5RI-UP		D7G LGP	PS	72W	**
		8UI-8U8009	1400	Caterpillar Coupling #8B1189 Connecting Shaft #CA-182*			
		9UI-9UI7697					
D6	DD	8U8010-UP					
		9UI7698-UP	1600				
D6B	DD	37AI-37A937					
		44AI-44A3874					
D6B	DD	37A933-UP					
		44A3875-UP	1670	**Torque Converter Drive — speed relative to load. *Manufactured by Northwest Equipment Company NOTE: Both Coupling and Shaft furnished with and included in price of P.T.O. unit.			
Caterpillar Coupling #8B1189 Connecting Shaft #CA-164*							



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MODEL AND SERIAL NUMBERS
OF D4 CATERPILLAR TRACTORS TO
WHICH THE NORTHWEST P.T.O. MAY BE ATTACHED

SALES MODEL	TYPE DRIVE	SERIAL NO.	R.P.M.
D4	DD	4G1-7J1-2T1-5T1 6U1 7U1	962
D4	DD	6U10322-UP 7U29424-UP	1100
D4C	DD	39A1-UP	926
D4D LGP	DD	61J1-61J478	972
D4D	DD	78A1-UP 82J1-82J3259	
D4D	DD	82J3260-UP	1100
D4D LGP	DD	61J479-UP	
D4D SA	DD	20J1-UP 84J1-UP	
D4D	PS	22C1-UP	**
D4D LGP	PS	83J1-UP 7R1-UP	
D4E	DD	27X	1100
D4E	PS	28X	1054
D4E SA	DD	29X - 52X	1158
D4E LGP	DD	71X	1100
D4E LGP	PS	72X	1054

** Torque Converter Drive - Speed Relative to Load

NOTE: Power Take-Off cannot be used with Power Shift (PS) D4 Tractors as underlined unless tractor is equipped with Transmission Power Take-Off shaft. This model is not regularly equipped with this shaft while all others above have this as standard equipment.

Direct Drive (DD) requires CA-237 Connecting Shaft w/CA-239 Coupling.

Power Shaft (PS) requires CA-238 Connecting Shaft w/CA-239 Coupling.

The NORTHWEST C.A. Power Take-Off for D5-D6-D7 CATERPILLAR Tractors

The P.T.O. unit is furnished with the proper mounting shaft and sleeve to couple with each tractor size and model.*

Gear Ratio Information:

Two reduction gear sets are available . . .

CA 32-48 . . . 1½ - 1 Ratio

CA 26-54 . . . 2 - 1 Ratio

Since all later model D6 tractors have engine speeds of 1800 RPM and up, the CA 26-54 gear set should be used as it will give a P.T.O. speed of approximately one-half crankshaft speed.

We would also recommend the above for the D5 ser-

ies, since at full engine speed, the P.T.O. range would be 875 to 900 RPM.

For the older model D6 and D7 tractors, the CA 32-48 gear set would be recommended.

As an example . . . A 1600 RPM engine speed would provide approximately 1000 RPM at the P.T.O.

Of course, any change in this engine speed would bring a relative change in P.T.O. speed.

To change the gear ratio of this P.T.O., it is simply a matter of changing three gears. No other parts or changes are necessary.

GENERAL SPECIFICATIONS

Approximate Shipping Weight	300#
Approximate Cubic Feet (Boxed for Overseas Shipment)	8
Overall Height	26"
Overall Width	13¾"
Distance — P.T.O. Shaft Below Upper Tractor Transmission Shaft	6.667
Distance — Back Face of Tractor Transmission Case to End of P.T.O. Shaft	15"
Direction of Rotation	Counter Crankshaft

The P.T.O. is furnished with standard ASAE 1000 RPM, 1¾" 20 involute splined output shaft, grooved for quick detachable "U" joints.

*NOTE: It is necessary that when ordering we be furnished with tractor model, serial number, and engine RPM of the particular tractor on which the P.T.O.

is to be attached.

If it is planned to carry one or more of these units in stock, it is only necessary to add the connecting drive shaft and sleeve for one or more of the tractor models. (See Coupling Data Sheet.)



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