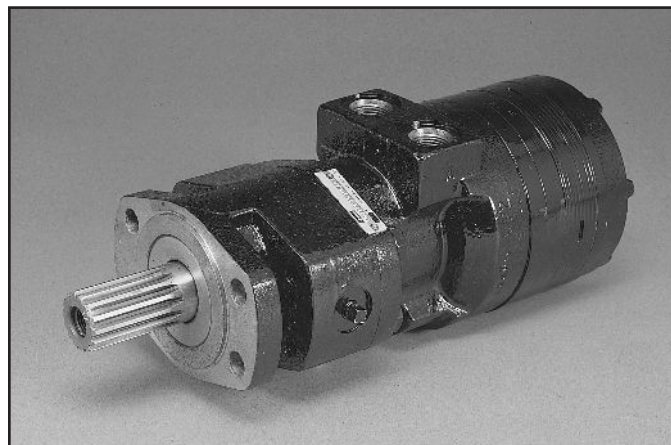


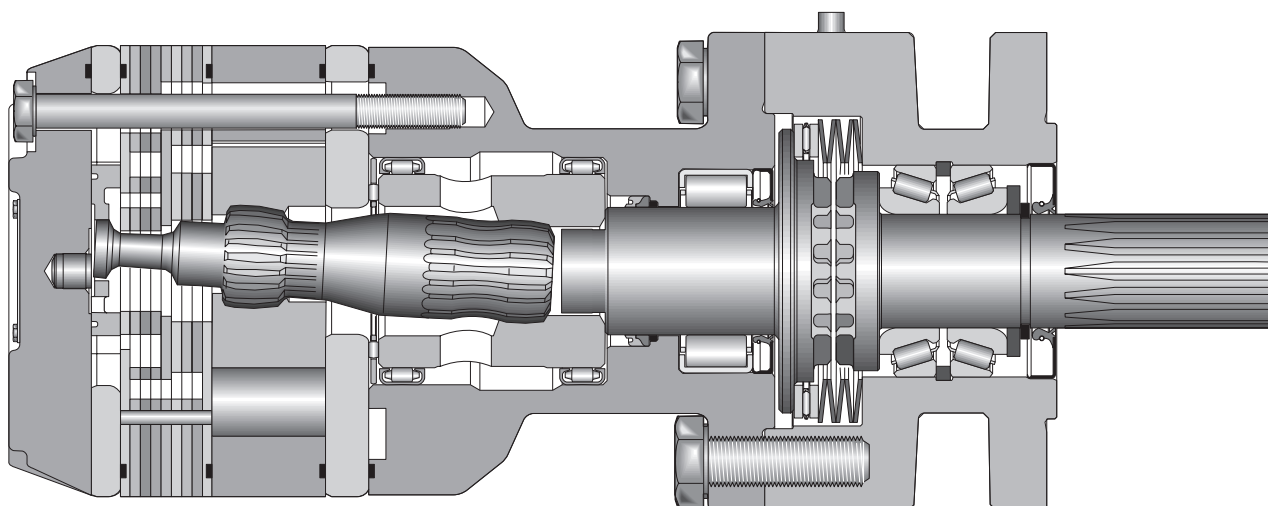
9 Displacements	(4.9 - 22.2 in³/rev)	
9 Schluckvolumen	81 . . . 364 cm³/rev	
9 Cylindrée		
9 Desplazamientos		
	Cont.	Int.
Maximum Pressure	(3000 psid)	(4000 psid)
Eingangsdruck	. . . 207 bar	. . . 276 bar
Pression entrée		
Presion Maxima		
Maximum Oil Flow	(25 gpm)	
Schluckstrom	. . . 95 lpm	
Débit d'huile		
Caudal Maximo de Aceite		
Maximum Speed	(749 rpm)	
Drehzahl	749 rpm	
Vitesse de rotation		
Velocidad Maxima		
	Cont.	Int.
Maximum Torque	(4502 lb in)	(7029 lb in)
MaxDrehmoment	509 Nm	794 Nm
Couple		
Torque Maximo		

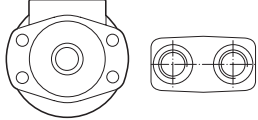
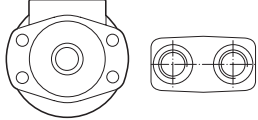










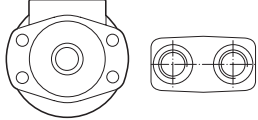





The Clutch Motor consists of a TF Series motor separated from the output shaft by a face spline coupling. The coupling is held apart by springs, disconnecting the motor from the output shaft, allowing the output shaft to freewheel. When hydraulic pressure is applied to either motor port, the springs separating the coupling are overcome and the motor is coupled to the output shaft.



Notes:

- 1) It is not recommended to engage the clutch while the output shaft is rotating.
- 2) Clutch may not disengage if there is residual torque on output shaft when pressure is lost at motor ports.
- 3) Minimum pressure to engage clutch - 200 PSI.
- 4) To assure clutch disengagement, pressure at motor ports must be below 60 PSI.
- 5) Shaft will freewheel when pressure is lost at motor ports whether by design or inadvertently. The possibility of unplanned freewheeling should be considered in the design of the system.
- 6) If applicable, contact factory for radial load capacity.



TF	XXXX	GS	XX	0																																						
Series	Displacement Schluckvolumen Cylindrée Desplazamiento	Mounting/Ports Gehäuse/Anschluß Carter/Plan de raccordement Montaje/Lumbreras	Shaft Welle Arbre Eje	Rotation Drehrichtung Direction de rotation Rotacion																																						
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Shaded areas indicate custom order components. Standard pricing and delivery terms may not apply to these components. Please refer to the price list for details, or consult your Parker Pump Motor division Sales Resource.

XXXX**Options
Opciones**

Code	Options
AAAA ⁴	"Standard", Black Paint
AAAB	"Standard", No Paint
AAAC ⁴	"Standard", Double Paint
AABJ ⁴	Free Running Rotor Set, Black Paint
AABT ^{1,4}	No Nut, Black Paint
AAFA	Fluorocarbon Seals, High Temp Commutator Seal, No Paint
AAFW ⁴	Fluorocarbon Seals, High Temp Commutator Seal, Black Paint
AAJH ^{1,4}	Fluorocarbon Seals, High Temp Commutator Seal, Spl paint area, Black Paint
AAJL ¹	No Nut, No Paint
AAUP ¹	Fluorocarbon Seals, High Temp Commutator Seal, No Nut, No Paint
AAVE ⁴	Free Running Rotor Set, Fluorocarbon Seals, High Temp Commutator Seal, High Temp Section Seals, Black Paint
ABCW ^{1,4}	No Shaft Hardware, Fluorocarbon Seals, High Temperature Commutator Seal, High Temp Section Seals, Bidirectional shuttle (.062 Orifice) (11:00°), Black Paint
ABCZ ⁴	Fluorocarbon Seals, High Temp Commutator Seal, High Temp Section Seals, Double paint
BBGV ^{1,4}	No Shaft Hardware, Fluorocarbon Seals, High Temperature Commutator Seal, 1015 PSI Int Bidirectional Relief, Black Paint
BBGW ^{1,4}	No Shaft Hardware, Fluorocarbon Seals, High Temperature Commutator Seal, 1450 PSI Int Bidirectional Relief, Black Paint
BBGX ^{1,4}	No Shaft Hardware, Fluorocarbon Seals, High Temperature Commutator Seal, 2031 PSI Int Bidirectional Relief, Black Paint
BBGY ^{1,2,4}	No Shaft Hardware, Fluorocarbon Seals, High Temperature Commutator Seal, 3046 PSI Int Bidirectional Relief, Black Paint
BBGZ ^{3,4}	No Shaft Hardware, Fluorocarbon Seals, High Temperature Commutator Seal, 4061 PSI Int Bidirectional Relief, Black Paint
BBHC ⁴	No Shaft Hardware, Fluorocarbon Seals, High Temperature Commutator Seal, 725 PSI Int Bidirectional Relief, Black Paint
BBHD ^{3,4}	No Shaft Hardware, Fluorocarbon Seals, High Temperature Commutator Seal, 2538 PSI Int Bidirectional Relief, Black Paint

¹ No bolt, washer or lock washer with shaft code 03 or 05² Not applicable with displacement 0365³ Only available with displacement 0080⁴ Paint area all over except front and rear pilot and mounting flanges and shaft**Note:** TF Clutch Motor series is not available with 0360, 0405 or 0475 displacements

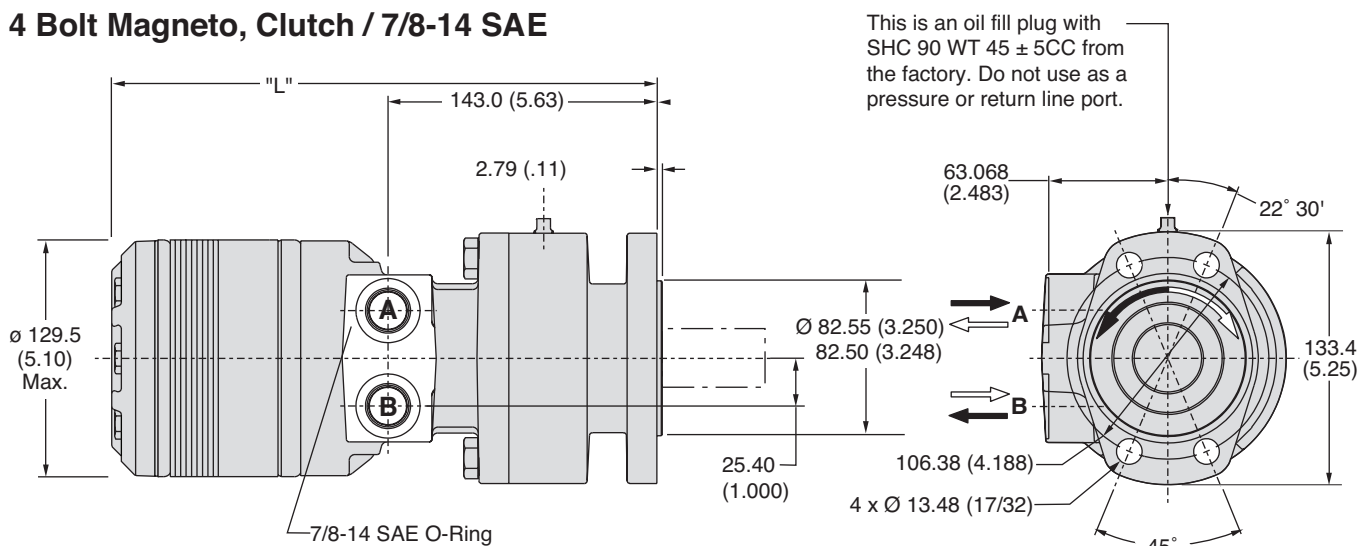
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**WARNING**

This product can expose you to chemicals including lead which is known to the State of California to cause cancer, and DEHP which is known to the State of California to cause birth defects or other reproductive harm. For more information go to www.P65Warnings.ca.gov.

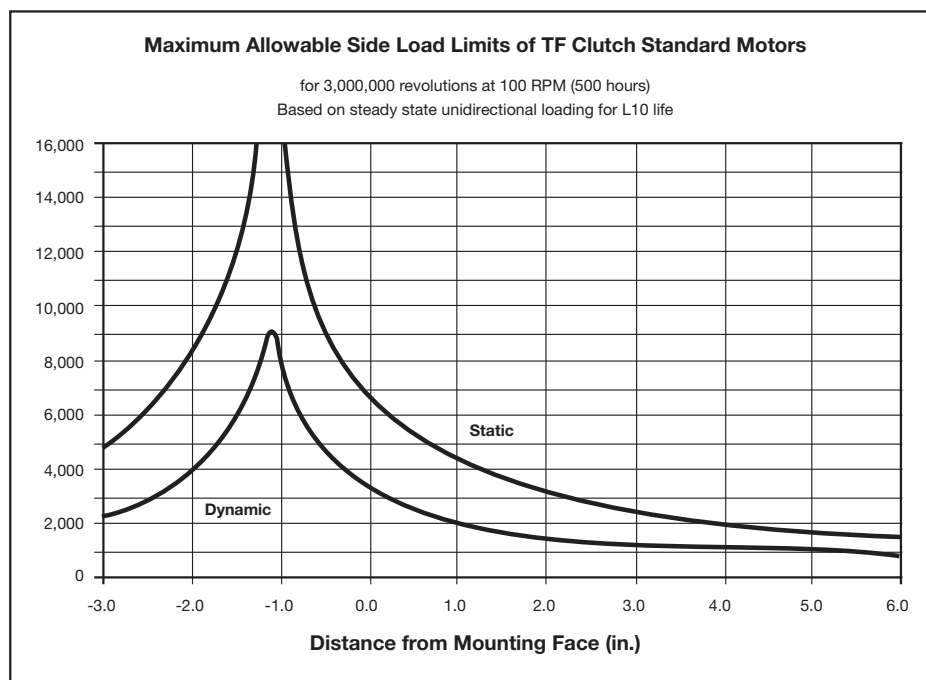
Code: GS

4 Bolt Magneto, Clutch / 7/8-14 SAE



Code GS	disp.	0080	0100	0130	0140	0170	0195	0240	0280	0365
Weight/Gewicht	kg	17.9	17.9	18.1	18.2	18.5	18.8	19.2	19.5	20.3
Poids/Peso	(lb)	(39.3)	(39.4)	(39.9)	(40.1)	(40.7)	(41.3)	(42.3)	(42.9)	(44.6)
Length	"L" mm	270	270	273	275	278	281	286	290	300
	"L" (in)	(10.61)	(10.61)	(10.73)	(10.80)	(10.92)	(11.05)	(11.23)	(11.42)	(11.80)

For performance data curves, see TF section.



English equivalents for metric specifications are shown in ().

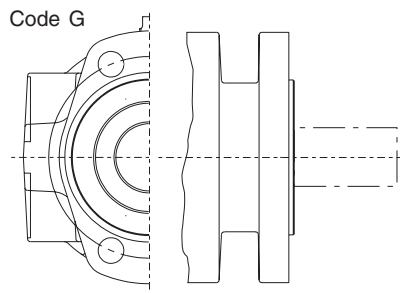
008 TF Clutch.indd, b



WARNING

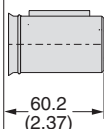
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Pump & Motor Division
Greeneville, Tennessee, USA



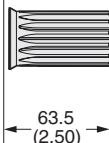
Code: 03

1 1/4" Keyed



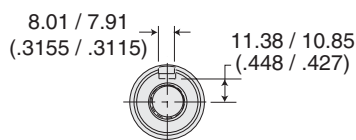
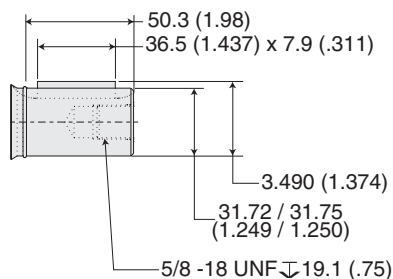
Code: 05

**1 1/4" 14 Tooth
Spline**



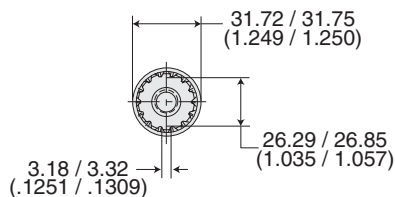
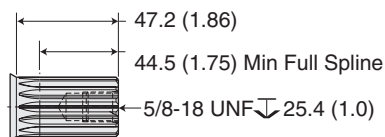
Code: 03

1 1/4" Keyed



Code: 05

**1 1/4" 14 Tooth
Spline**



English equivalents for metric specifications are shown in ().

008 TF Clutch.indd, b



WARNING

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Pump & Motor Division
Greeneville, Tennessee, USA

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 **WARNING**

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