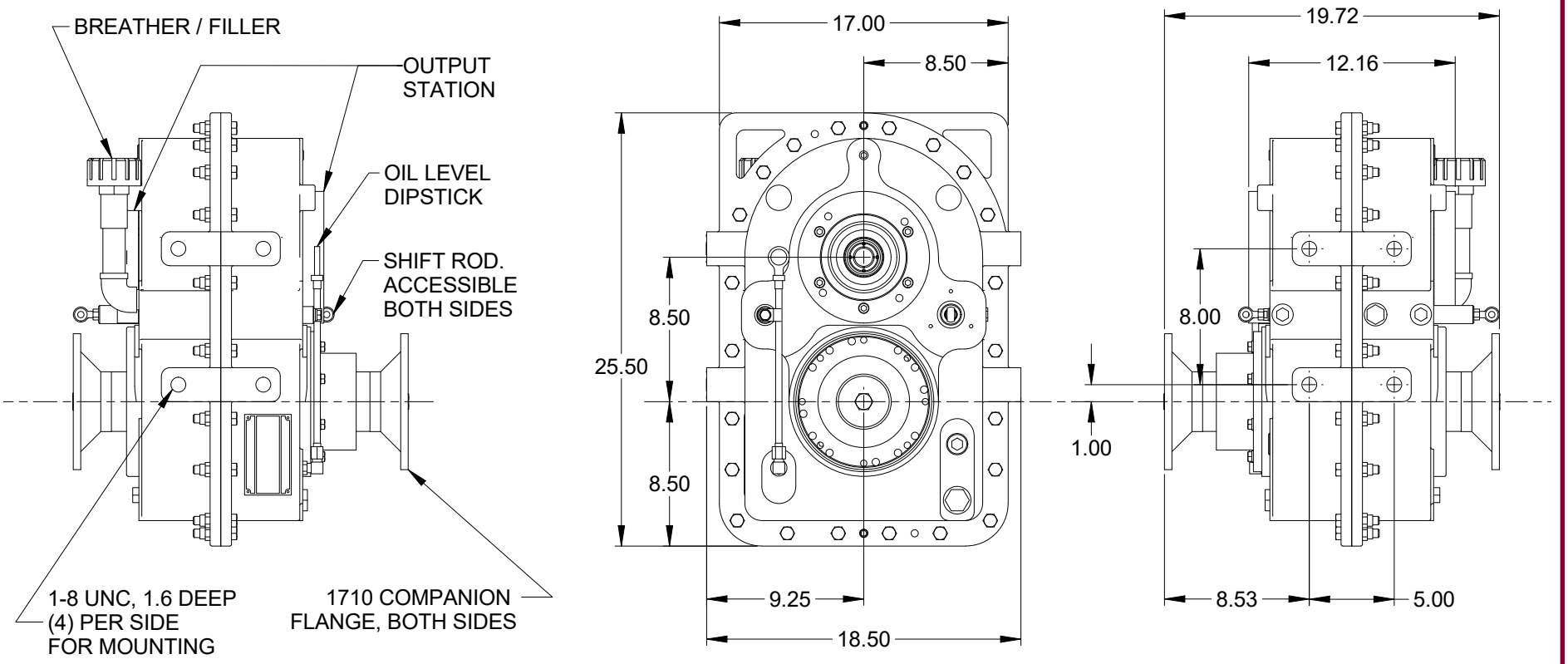
MODEL TR2090
SPLIT-SHAFT TRANSFER CASE

Product Description:

Model TR2090 is a 2 stage split-shaft transfer case designed to selectively route vehicle engine power to either the drive-axle (road mode), or to the deck/ancillary equipment (PTO mode). The term split-shaft owes to the through-drive shaft consisting of two separate shafts (split) even though outwardly appearing to be a single shaft. In operation the drive shafts are coupled together by an integral splined clutch for roading and then de-coupled by shifting to PTO at the work site. The integral clutch design provides that shifting to or from either mode simultaneously and fully disengages the other mode.

NOMINAL APPLICATION POWER:	600 HP
TORQUE CAPACITY:	1475 lb-ft. continuous at PTO 12500 lb-ft. continuous through drive shaft 17500 lb-ft. momentary through drive shaft
MAX SPEED:	3000 RPM through shaft 2300 RPM through PTO
RATIO:	1:1 input to output 1.08 input to PTO
CENTER DISTANCE:	8.5 inches input to PTO
ROTATION:	PTO rotates opposite direction as input
LUBRICATION:	Internal reservoir.
SHIFTING:	Air shift. Mechanical shift option available.
OUTPUT SHAFT SIZE:	2.75-10 straight side spline
COMMON OPTIONS:	SAE and ISO yokes and flanges, disconnects, pump pads, clutches, splined and stub shaft
WEIGHT:	Approximately 475 lbs.

This drawing shows general arrangement and approximate space claim. Do not design, scale, or lay out using this drawing. Use only certified drawings provided by Cotta Engineering.



TR2090 DRW.

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