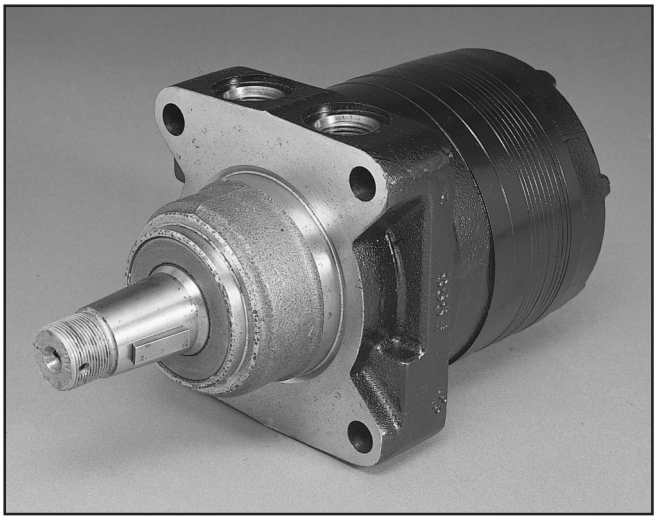
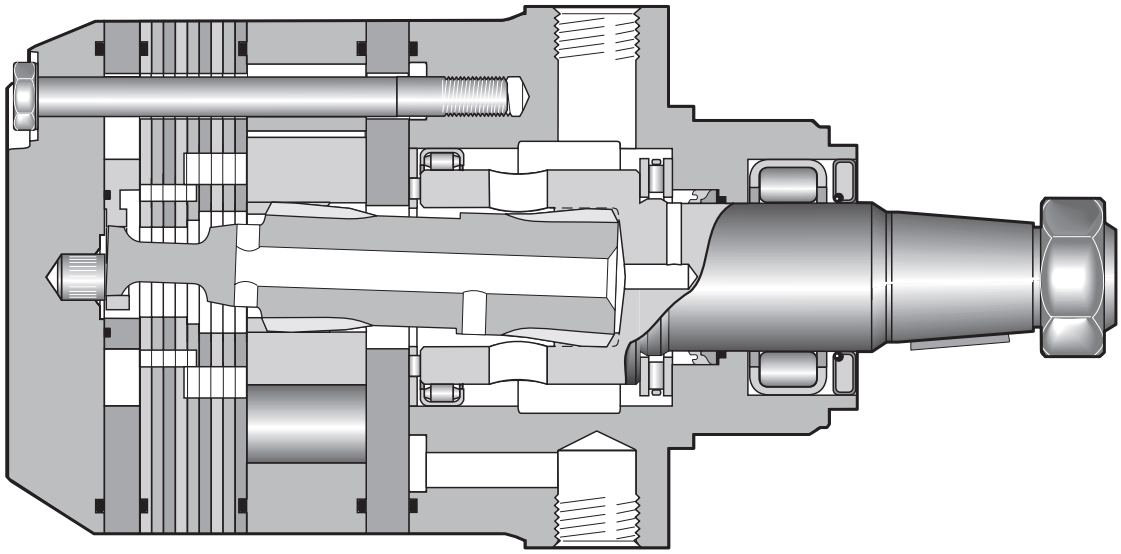
13 Displacements **13 Schluckvolumen** **13 Cylindrée** **13 Despazamientos**		(8.6 to 58.5 in³/rev) **141 . . . 959 cm³/rev**
	Cont.	**Int.**
Maximum Pressure **Eingangsdruck** **Pression entrée** **Presion Maxima**	(3000 psid) **. . . 207 bar**	(4000 psid) **. . . 276 bar**
Maximum Oil Flow **Schluckstrom** **Débit d'huile** **Caudal Maximo de Aceite**		(30 gpm) **. . . 114 lpm**
Maximum Speed **Drehzahl** **Vitesse de rotation** **Velocidad Maxima**		(660 rpm) **660 rpm**
	Cont.	**Int.**
Maximum Torque **MaxDrehmoment** **Couple** **Torque Maximo**	(9,239 lb in) **1044 Nm**	(12,636 lb in) **1428 Nm**
Maximum Side Load at Key **Seitenlast** **Charges latèrales** **Carga Maxima Lateral**		(3597 lb) **. . . 16000 N**

Exceptional Strength and Durability in a High Performance Motor

The heart of Parker's TG Series powertrain, the drive link, is an extra heavy duty part that includes unique 60:40 spline geometry. Rugged construction throughout allows the transmission of up to 13,000 lb-in of torque. The entire powertrain is continually washed in cool, high flow fluid to assure long life. Roller vanes and sealed commutator maintain high efficiency and provide smooth low speed performance.





TG — Series

XXXX — Displacement / Schluckvolumen / Cylindrée / Desplazamiento

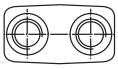
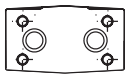
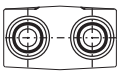
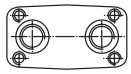
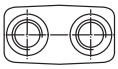
Code	cm³/tr cm³/giro cm³/U in³/rev
0140	141 / 8.6
0170	169 / 10.3
0195	195 / 11.9
0240	238 / 14.5
0280	280 / 17.1
0310	310 / 18.9
0335	337 / 20.6
0360	360 / 22.2
0405	405 / 24.7
0475	477 / 29.1
0530	528 / 32.3
0625	623 / 38.0
0785	786 / 48.0
0960	959 / 58.5

X — Mounting / Gehäuse / Carter / Montaje

Code	Mounting
A	SAE "A" 2 Bolt 
B	SAE "B" 2 Bolt 
L	Wheel, Front Brake 
M	Magneto 
E	Modified SAE A 6 Bolt 
U	Wheel, Standard 
W*	Wheel, Optional 
D*	Large Wheel Mount 
V*	SAE "A" 4 Bolt 

*Requires rear porting

X — Ports / Anschluß / Plan de raccordement / Lumbreras

Code	Ports
A	7/8-14 SAE O-Ring; Rear Axial 
B	7/8-14 SAE O-Ring; Rear Radial 
E	Manifold; Rear Radial 
H	ISO 6149 M22 x 1.5 
M*	5/16-18 UNC Manifold 
S	7/8-14 SAE 

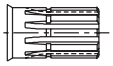
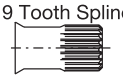
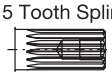
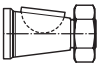
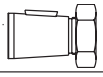
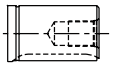
*Not available on L, U, V or W mounting.

* Requires rear porting.
Nur Endanschluss moglich
Exige des orifices en arriere
Necesita lumbrera posterior

* Abtriebswelle	Ø 25mm	Max. Moment cont./int.	450/550 Nm
Coupling shaft	Ø 1 inch	Max. torque cont./int.	
Arbre	6B SAE	Couple maxi cont./int.	
Eje de acople		Coppia max cont./int.	

XX

Shaft
Welle
Arbre
Eje

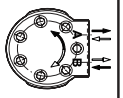
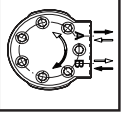
Code	Shaft
01*	1" 6B Spline 
02*	1" Keyed 
03	1 1/4" Keyed 
04	10B Spline 
05	1 1/4" 14 Tooth Spline 
06	19 Tooth Spline 
07	15 Tooth Spline 
08	1 1/4" Tapered 
19	1 3/8" J501 Taper 
20	1 3/8" Keyed 
46	32 mm Keyed 
62*	1 1/4" 14 Tooth Spline SAE 

* Conforms to SAE recommended length

0

Rotation
Drehrichtung
Direction de rotation
Rotacion

Code	Rotation
0	Standard 
1	Reverse Timed Manifold 

Code	Rear Rotation
0	Standard 
1	Reverse Timed Manifold 

Rotation viewed from shaft end.

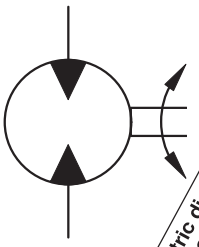
XXXX

Options
Opciones

Code	Options
AAAA	Standard, Black Paint
AAAB	Standard, No Paint
AAAC	Double Paint
AAAF[15]	Castle Nut, Black Paint
AABP[15]	Castle Nut, No Paint
AAAG	Fluorocarbon Seals, Black Paint
AAAH	Fluorocarbon Seals, No Paint
AAAJ	High Temperature Commutator Seals, Black Paint
AAFG	High Temperature Commutator Seals, No Paint
AAFW	Fluorocarbon seals, High Temperature Commutator Seals, Black paint
AAFA	Fluorocarbon seals, High Temperature Commutator Seals, No paint
AANG[15]	Fluorocarbon seals, High Temperature Commutator Seals, Castle Nut, Black paint
AADD[15]	Fluorocarbon seals, High Temperature Commutator Seals, Castle Nut, No paint
AABJ	Free Running Rotor Set, Black Paint
AABK	Free Running Rotor Set, No Paint
AABL	Free Running Rotor Set, No Commutator Seal, Black Paint
AABM	Free Running Rotor Set, No Commutator Seal, No Paint
BBBA[10]	1000 PSI/69 Bar Internal Bidirectional Relief, Black Paint
BBBM[10]	1000 PSI/69 Bar Internal Bidirectional Relief, No Paint
BBBG[10]	1500 PSI/103 Bar Internal Bidirectional Relief, Black Paint
BBBJ[10]	1500 PSI/103 Bar Internal Bidirectional Relief, No Paint
BBBB[10,18]	2000 PSI/138 Bar Internal Bidirectional Relief, Black Paint
BBBN[10,18]	2000 PSI/138 Bar Internal Bidirectional Relief, No Paint
BBDL[10,17]	2500 PSI/172 Bar Internal Bidirectional Relief, Black Paint
BBCG[10,17]	2500 PSI/172 Bar Internal Bidirectional Relief, No Paint
BBBC[10,18]	3000 PSI/207 Bar Internal Bidirectional Relief, Black Paint
BBBF[10,18]	3000 PSI/207 Bar Internal Bidirectional Relief, No Paint
BBBD[10,19]	4000 PSI/276 Bar Internal Bidirectional Relief, Black Paint
BBBW[10,19]	4000 PSI/276 Bar Internal Bidirectional Relief, No Paint
FSAA	Speed Sensor, Black Paint
FSAB	Speed Sensor, No Paint
AAAT[10]	Bidirectional Shuttle, 11:00, Black Paint
AAFX[10]	Bidirectional Shuttle, 11:00, No Paint
AAAU[10,15]	Bidirectional Shuttle, 11:00, Castle Nut, Black Paint
AAGF[10,15]	Bidirectional Shuttle, 11:00, Castle Nut, No Paint
AAUY	Nickel Plated Except Shaft

For other available options, see pages 237–238.

[15] Available only with shaft codes 08 and 19
[10] Not available with ports code A, B or E
[16] Not available with displacement 0960
[17] Not available with displacements 0625, 0785 or 0960
[18] Not available with displacements 0530, 0625, 0785 or 0960
[19] Not available with displacements 0360, 0405, 0530, 0625, 0785 or 0960



Motor Series TG	Geometric displacement Geom. Schluckvolumen Cylindrée Cilindrata cm³/rev in³/rev	Max. speed @ Max. intermittent flow Max. Drehzahl Intermittierender Betrieb: Vitesse de rotation maxi Velocidad maxima a caudal intermitente maximo rev/min	Max. oil flow Max. Schluckstrom Débit d'huile maxi Portata max *cont / int** l/min g/min		Max. differential pressure Max. Druckgefälle Chute de pression maxi Presion diferencial maxima *cont / int** bar psid		Max. supply pressure Max. Eingangsdruck Pression maxi entrée Presion maxima de alimentacion *max* bar psig	Max. torque Max. Drehmoment Couple maxi Torque Maximo *cont / int** Nm lb-in		Max. performance Max. Leistungabgabe Puissance de sortie maxi Potenza meccanica max *max* KW HP	Min. starting torque Min. Anlaufmoment Couple min. fourni au dé manrage Torque minimo de arranque *cont / int** Nm lb-in	
TG 0140	**141** 8.6	660	**76** 20	**95** 25	**207** 3000	**276** 4000	**300** 4350	**390** 3455	**530** 4692	**33** 45	**315** 2791	**418** 3706
TG 0170	**169** 10.3	554	**76** 20	**95** 25	**207** 3000	**276** 4000	**300** 4350	**476** 4216	**646** 5714	**33** 45	**376** 3331	**505** 4469
TG 0195	**195** 11.9	477	**76** 20	**95** 25	**207** 3000	**276** 4000	**300** 4350	**556** 4919	**753** 6663	**33** 45	**451** 3989	**611** 5408
TG 0240	**238** 14.5	393	**76** 20	**95** 25	**207** 3000	**276** 4000	**300** 4350	**677** 5991	**913** 8081	**32** 44	**582** 5152	**776** 6865
TG 0280	**280** 17.1	334	**76** 20	**95** 25	**207** 3000	**276** 4000	**300** 4350	**796** 7044	**1073** 9499	**31** 42	**675** 5972	**870** 7699
TG 0310	**310** 18.9	303	**76** 20	**95** 25	**207** 3000	**276** 4000	**300** 4350	**924** 8184	**1229** 10817	**31** 41	**778** 6882	**1005** 8893
TG 0335	**337** 20.6	277	**76** 20	**95** 25	**207** 3000	**276** 4000	**300** 4350	**964** 8533	**1297** 11479	**30** 41	**843** 7458	**1117** 9889
TG 0360	**360** 22.2	259	**76** 20	**95** 25	**172** 2500	**241** 3500	**300** 4350	**894** 7913	**1254** 11093	**29** 39	**703** 6224	**1017** 9007
TG 0405	**405** 24.7	232	**76** 20	**95** 25	**172** 2500	**241** 3500	**300** 4350	**942** 8336	**1342** 11877	**27** 37	**791** 7002	**1145** 10133
TG 0475	**477** 29.1	237	**76** 20	**114** 30	**138** 2000	**207** 3000	**300** 4350	**887** 7853	**1372** 12145	**28** 38	**740** 6549	**1120** 9909
TG 0530	**528** 32.3	213	**76** 20	**114** 30	**138** 2000	**172** 2500	**300** 4350	**983** 8701	**1253** 11086	**23** 31	**874** 7737	**1091** 9657
TG 0625	**623** 38.0	182	**76** 20	**114** 30	**121** 1750	**155** 2250	**300** 4350	**986** 8727	**1291** 11424	**20** 27	**895** 7924	**1165** 10312
TG 0785	**786** 48.0	143	**76** 20	**114** 30	**103** 1500	**138** 2000	**300** 4350	**1044** 9239	**1428** 12636	**17** 23	**991** 8772	**1341** 11876
TG 0960	**959** 58.5	118	**76** 20	**114** 30	**69** 1000	**103** 1500	**300** 4350	**773** 6843	**1268** 11227	**12** 16	**763** 6752	**1177** 10419

Performance data based on testing using 10W40 oil with a viscosity of 200 SUS at 54° C (130° F.). Performance data is typical. Actual data may vary slightly from one production motor to another.

Les donnees sur les performances sont basees sur des tests utilisant de l'huile 10W40 d'une viscosite de 200 SUS a 54°C (130°F). Ces donnees correspondent a des situations typiques. Les donnees reelles peuvent varier legerement d'un moteur de production a l'autre.

Leistungsdaten sind gemessen mit SAE 10W40 bei einer Viskositaet von 43,1 Cst bei 54°C. Geringfuegige Abweichungen von den Katalog-daten sind moeglich.

Datos tecnicos obtenidos con aceite 10W40 de 200 SUS de visco-sidad a 54°C (130°F). Los datos proporcionados son valores tipcos. Los valores exactos reales podrian tener una pequena variacion entre distintos motores.

* Intermittent operation rating applies to 10% of every minute.
Intermittierende Werte maximal 10% von jeder Betriebsminute.
Fonctionnement interm. 10% max. de chaque minute d`utilisation.
Capacidad de funcionamiento intermitente valida para 10% por cada minuto.