

## Transmission Interchange Section Header Descriptions

Before continuing into the main interchange section of this catalog, read below for header explanation.

### Model:

Find your transmission model on the metal serial tag, please refer to page 4 for locating the serial tag. If the tag is missing, see the Transmission Identification Chart to determine the transmission model. Many options are not identified in the model number of the transmission. For proper identification of which options your transmission may have, please see the Options Chart.

NOTE: Models listed in the MODEL column that have an “\*” after the model listing are NOT eligible for a core return credit.

### Reman Unit Model Designation:

Reman models currently available.

### Reman Unit Part Number Without Integral Oil Pump:

Reman transmission models include an SAE #1 standard clutch housing, except the 6600 series, which includes an SAE #2 standard clutch housing. Reman units purchased require a core return (Except in cases where an “\*” appears beside the Model listed, means NO CORE VALUE. For core and warranty details, please refer to publication #ASPL-0419.

Many Eaton Fuller Transmissions are built today with an integral oil pump. This option is not indicated on the original transmission's identification plate. Please see the Options Chart to determine whether an integral oil pump is present. Integral oil pump options for all Reman, New and New Exchange Units are indicated by a suffix of “11” – indicating NO PUMP, or “12” – indicating PUMP. Part numbers for Reman transmissions are all followed by an “R”. For example: the Reman part number for an RTX-12609A without an integral oil pump would be TA-830-11R.

### Reman Unit Part Number With Integral Oil Pump:

Reman transmission models include an SAE #1 standard clutch housing, except the 6600 series, which includes an SAE #2 standard clutch housing. Reman units purchased require a core return (Except in cases where an “\*” appears beside the Model listed, means NO CORE VALUE. For core and warranty details, please refer to publication #ASPL-0419.

As an extra cost option, an integral oil pump can be ordered on most Reman transmission models. Many Eaton Fuller Transmissions are built today with an integral oil pump. This option is not indicated on the original transmission's identification plate. Please see the Options Chart to determine whether an integral oil pump is present. Integral oil pump options for all Reman, Unit Exchange and New Service Units are indicated by a suffix of “11” – indicating NO PUMP, or “12” – indicating PUMP. Part numbers for Reman transmissions are all followed by an “R”. For example: the Reman part number for an RTX-12609A with an integral oil pump would be TA-830-12R.

### Service Unit Model Designation:

This is the list of New Service models currently available in production.

### Service Unit Part Number Without Integral Oil Pump:

New Service Units are shipped **without** clutch housings. To determine the proper clutch housing to order, please refer to the Clutch Housing Identification Section. These units include a service rear bearing cover (with provisions for both mechanical AND magnetic speedometer pickups), and service shift bar housing (with provisions for neutral light switch, reverse light switch, and breather). As an extra cost option, an integral oil pump can be ordered on most New, and New Exchange transmission models. Many Eaton Fuller Transmissions are built today with an integral oil pump. This option is not indicated on the original transmission's identification plate. Please see the Options Chart to determine whether an integral oil pump is present. For warranty details, please refer to publication #ASPL-0419. Integral oil pump options for all Reman, Unit Exchange, and New Service Units are indicated by a suffix of “11” – indicating NO PUMP, or “12” – indicating PUMP. For example: the New Service Unit part number for an RTX- 12609A without an integral oil pump would be TA-830-11.

**Service Unit Part Number With Integral Oil Pump:**

New Service Units are shipped **without** clutch housings. To determine the proper clutch housing to order, please refer to the Clutch Housing Identification Section. These units include a service rear bearing cover (with provisions for both mechanical AND magnetic speedometer pickups), and service shift bar housing (with provisions for neutral light switch, reverse light switch, and breather). As an extra cost option, an integral oil pump can be ordered on most New, and New Exchange transmission models. Many Eaton Fuller Transmissions are built today with an integral oil pump. This option is not indicated on the original transmission's identification plate. Please see the Options Chart to determine whether an integral oil pump is present. For warranty details, please refer to publication #ASPL-0419. Integral oil pump options for all Reman, Unit Exchange, and New Service Units are indicated by a suffix of "11" – indicating NO PUMP, or "12" – indicating PUMP. For example: the New Service Unit part number for an RTX-12609A with an integral oil pump would be TA-830-12.

**Service Unit Exchange Part Number Without Integral Oil Pump:**

New Service Units are shipped without clutch housings. To determine the proper clutch housing to order, please refer to the Clutch Housing Identification Section. These units include a service rear bearing cover (with provisions for both mechanical AND magnetic speedometer pickups), and service shift bar housing (with provisions for neutral light switch, reverse light switch, and breather). As an extra cost option, an integral oil pump can be ordered on most New and New Exchange transmission models. Many Eaton Fuller Transmissions are built today with an integral oil pump. This option is not indicated on the original transmission's identification plate. Please see the Options Chart to determine whether an integral oil pump is present. A core value for new service units is the amount you will be billed if an acceptable core is not returned against the purchase of a New Exchange Transmission (Except in cases where an "\*" appears beside the Model listed, means NO CORE VALUE). For core and warranty details, please refer to publication #ASPL-0419. Integral oil pump options for all Reman, Unit Exchange, and New Service Units are indicated by a suffix of "11" – indicating NO PUMP, or "12" – indicating PUMP. Part numbers for Service Unit Exchange transmissions are all followed by an "X". For example: the Service Unit Exchange part number for an RTX-12609A without an integral oil pump would be TA-830-11X.

**Service Unit Exchange Part Number With Integral Oil Pump:**

New Service Units are shipped without clutch housings. To determine the proper clutch housing to order, please refer to the Clutch Housing Identification Section. These units include a service rear bearing cover (with provisions for both mechanical AND magnetic speedometer pickups), and service shift bar housing (with provisions for neutral light switch, reverse light switch, and breather). As an extra cost option, an integral oil pump can be ordered on most New and New Exchange transmission models. Many Eaton Fuller Transmissions are built today with an integral oil pump. This option is not indicated on the original transmission's identification plate. Please see the Options Chart to determine whether an integral oil pump is present. A core value for new service units is the amount you will be billed if an acceptable core is not returned against the purchase of a New Exchange Transmission (Except in cases where an "\*" appears beside the Model listed, means NO CORE VALUE). For core and warranty details, please refer to publication #ASPL-0419. Integral oil pump options for all Reman, Unit Exchange, and New Service Units are indicated by a suffix of "11" – indicating NO PUMP, or "12" – indicating PUMP. Part numbers for Service Unit Exchange transmissions are all followed by an "X". For example: the Service Unit Exchange part number for an RTX-12609A with an integral oil pump would be TA-830-12X.

**Is Service Unit Same Length and PTO Speed As Model?:**

If your model supersedes to a different new or new exchange model, please check this column to verify if the new model will not have any fit-up differences with regard to overall unit length and whether or not there is any differences in the PTO speed. If "NO", please see the Conversion Chart B for details.

**See Conversion Chart?:**

If "YES", then the new service unit will have ratio changes. Please refer to the Conversion Chart B (conversion chart B is arranged by model and speed). The ratios for both the model that is being replaced and the service unit are listed for comparison. Changing ratios can affect startability, road speed, and steps between gears. Also listed are weights, overall lengths, and PTO speeds as a % of engine speed.