

Brought to you by Pro Gear & Transmission courtesy of Muncie PTO



For parts or service call Pro Gear & Transmission, Inc. | [parts@eprogear.com](mailto:parts@eprogear.com)



If you have any questions about any Muncie Product, do not hesitate to call us so we can help you with finding the right PTO, part or anything else you may need.

906 West Gore St  
Orlando, FL 32805  
USA

Contact Us:

1-866-776-4600

1-407-872-1901

Fax:

1-407-872-6235



# TG Series PTO

## TROUBLESHOOTING GUIDE

Condition	Likely Cause	Correction	
PTO is noisy- Whines.	Insufficient backlash between transmission and PTO gears.	Remove PTO and add mounting gaskets to achieve a backlash of .006-.012"	
PTO is noisy- Rattles.	Excessive backlash between transmission and PTO gears.	Remove PTO and remove mounting gaskets to achieve a backlash of .006-.012"	
PTO is noisy- Clicking.	Nicked or damaged gear tooth.	Replace damaged gear.	
PTO LEAKS: At shaft seal.	Dirt under seal.	Replace seal. Examine PTO shaft for scoring.	
	Damaged seal or bearing cover	Replace seal or bearing cover.	
	Improperly fitted seal.	Replace seal.	
	At mounting surface.	Torn mounting gasket.	Replace mounting gasket. <i>(Do not apply silicon sealant)</i>
		Cracked mounting pad.	Replace PTO housing. Check gear backlash.
	At bearing cover/shift cover.	Torn gasket.	Replace gasket.
		Loose/uneven capscrews.	Evenly tighten capscrews to 18 ft. lbs. for hex head, or 9 ft. lbs. for button head capscrews. <i>(Do not apply silicon sealant.)</i>
	At PTO housing (cracked)	Insufficient gear backlash.	Replace PTO housing. Check gear backlash.
		Unsupported direct mount pump.	Attach pump support bracket.
		Overtorque condition.	Review application.
Foreign object between gears.		Replace PTO housing, gears.	
Driveshaft problem.		Check phasing, angularity, and slip movement of driveshaft.	
PTO DOES NOT ENGAGE (ALL)	Shift yoke not in clutch collar.	Re-install shift cover.	
Cable shift.	Trigger (28T34261) broken during installation.	Replace trigger	
Air shift.	Lack of air pressure.	Check air pressure. PTO requires minimum 65 PSI.	
	Air valve malfunctioning.	Replace air valve.	
	Shifter piston not moving.	Check for contaminates in air cylinder.	
Lectra-Shift	Electrical short.	Check wiring for damaged/melted wires.	



# TG Series PTO

## TROUBLESHOOTING GUIDE - PAGE 2

Condition	Likely Cause	Correction
Lectra-Shift (continued)	Improper wiring harness or solenoid ground. (Harness test. Disconnect and test at solenoid end. Voltage to yellow at all times. Voltage to red with switch "ON". Voltage to white with switch fully depressed.)	Ground harness to battery or frame, solenoid to shifter bolt.  Replace wiring harness.
	Blown 5 amp fuse.	Replace fuse.— Check rocker switch orientation (green wire to top terminal)
	Blown 40 amp fuse.	Replace fuse. Test solenoid.
	Shift solenoid failure. (The Lectra-Shift solenoid contains <u>two</u> coils, a HOLD coil and an ENGAGE coil. Check ENGAGE coil Ohms with Ohm meter from solenoid white wire to solenoid ground. A good coil will read between 0.3 and 0.5 Ohms. Check HOLD coil with Ohm meter from solenoid red wire to solenoid ground. A good coil will read between 4.7 and 5.9 Ohms. The Ohm reading between the red and white wires will be the sum of the Engage and Hold readings.)	Replace solenoid. Check fuse and wiring.

