



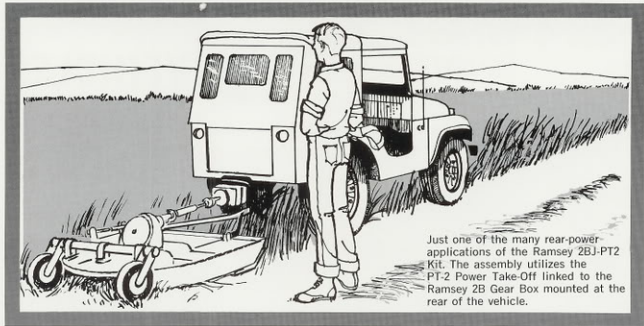
RAMSEY POWER TAKE-OFFS

FOR 4 WHEEL DRIVE **Jeep** VEHICLES

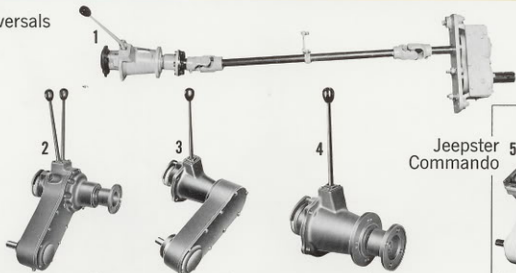


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Jeepster & Jeepster Commando are trade marks of Kaiser Jeep Corporation, Toledo Ohio.

RAMSEY POWER TAKE-OFFS FOR 4 WD 'Jeep' UNIVERSALS and 4 WD Jeepster and Jeepster Commando Series Vehicles



Universals



Jeepster 5 Commando



1
SERIES 2BJ-PT2 REAR POWER TAKE-OFF ASSEMBLIES. These kits deliver power to the rear of the vehicles for driving mowers, earth augers, winches, generators, etc. Rear Gear Box attaches to the vehicle's rear cross member. Assembly provides all speeds of the vehicle's transmission.

2
MODEL DP-1 DUAL-SPLIT POWER TAKE-OFF. Provides maximum versatility by furnishing drive-power to both front and rear mounted equipment. Twin shift levers enable operator to use one drive independently of the other. Assembly provides all speeds of the vehicle's transmission.

3
MODEL PT-1-J POWER TAKE-OFF. Used to drive front mounted equipment, the PT-1-J is the same power take-off as that furnished with the world-famous Ramsey Front End Winch Kits for Jeep vehicles. All Ramsey PTOs are guaranteed for one year against failure due to defects in workmanship or materials.

4
MODEL PT-2 POWER TAKE-OFF. This model can be used to power either rear or bed-mounted equipment. Some operators obtain excellent utility by combining a bed or rear mounted winch with a Ramsey "A" Frame (Gin Pole) assembly. There's a Ramsey PTO for virtually any power-transmission requirement.

5
STC-5 POWER TAKE-OFF. Transmits power to the front of Jeepster Commando Series vehicles. For powering Ramsey front mount winches, hydraulic pumps or other equipment.

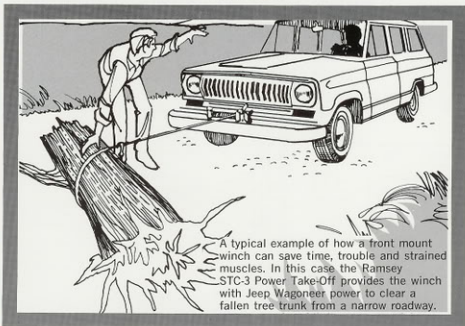
RAMSEY POWER TAKE-OFFS

FOR 4 WD 'Jeep' STANDARD & CUSTOM WAGONEER* & GLADIATOR

* For Super Wagoneer, use Power Shift. See Chart on Back Page.



SERIES ST-3 POWER TAKE-OFF. The ST-3 mounts on the vehicle's Transfer Case, to drive front mounted equipment. The PTO is shift-lever controlled (as shown here) or can be provided with push-button power control with indicator light as an extra-cost option.



A typical example of how a front mount winch can save time, trouble and strained muscles. In this case the Ramsey ST-3 Power Take-Off provides the winch with Jeep Wagoneer power to clear a fallen tree trunk from a narrow roadway.



SERIES 62389 POWER TAKE-OFF. Mounting on the vehicle's 4 speed transmission the cable-controlled 62389 is used to drive front mounted equipment. This PTO supplies both forward and reverse speeds. All Ramsey PTOs are manufactured to rigid engineering specifications for excellent performance and long life.



SERIES ST-4 POWER TAKE-OFF. This Power Take-Off mounts on the transfer case and is used to drive bog and rear mounted equipment. All Ramsey PTOs are guaranteed for one year against failure due to defects in workmanship or materials.



SERIES STC-3PC POWER TAKE-OFFS. These models provide effortless power shifting by means of the vacuum cylinder attached to the power take-off. Control with push-pull knob mounts under the dash. Red safety light glows when power take-off is engaged.



SERIES 62394 POWER TAKE-OFF. The 62394 mounts on the 4 speed transmission and supplies both forward and reverse speeds. It is used to power rear mounted equipment on Jeep Gladiator trucks. The PTO is cable controlled. For specifications, see selection table on back cover.



SERIES 29K-ST4 REAR POWER TAKE-OFF ASSEMBLIES. These kits deliver power to the rear of the vehicles for driving rear mounted equipment. The Ramsey 29K Draw Bar, required for mounting the 29K gear box, is included in the kit. Refer to chart on back cover for specifications.

RAMSEY POWER TAKE-OFFS FOR Jeep 4 WD VEHICLES

UNIVERSALS—Except CJ-6 and CJ-6A

Engine	Transmission	Type of Power Take Off	Type of Control	PTO Model*	PTO OUTPUT SHAFT					PTO Shipping Wt. (Lbs.)
					Rotates †	Speed †	Dia.	Key-way	H.P. Rating @ 1,000 RPM	
F4-134	3-speed; 4-speed	Front Drive	Lever	PT1-J	Engine/wise	Same as Engine	3/4"	3/16"	25	25
			Lever	PT-2	Engine/wise	Same as Engine	Flange	—	40	18
			Levers (2)	DP-1	Engine/wise (both shafts)	Same as Engine	1-Flange 1" — 3/4"	3/16"	25	30
V6-225	3-speed	Rear PTO Assembly	Lever	2BJ-PT2	Opp. Engine	Same as Engine	1 1/2"	6 Spline	25	85
			Lever	PT1-J	Engine/wise	Same as Engine	3/4"	3/16"	25	25
		Lever	PT-2	Engine/wise	Same as Engine	Flange	—	40	18	
		Levers (2)	DP-1	Engine/wise (both shafts)	Same as Engine	1-Flange 1" — 3/4"	3/16"	25	30	
		Lever	2BJ-PT2-V6	Opp. Engine	Same as Engine	1 1/2"	6 Spline	25	85	

CJ-6 and CJ-6A

Engine	Transmission	Type of Power Take Off	Type of Control	PTO Model*	PTO OUTPUT SHAFT					PTO Shipping Wt. (Lbs.)
					Rotates †	Speed †	Dia.	Key-way	H.P. Rating @ 1,000 RPM	
F4-134	3-speed; 4-speed	Front Drive	Lever	PT1-J	Engine/wise	Same as Engine	3/4"	3/16"	25	25
			Lever	PT-2	Engine/wise	Same as Engine	Flange	—	40	18
			Levers (2)	DP-1	Engine/wise (both shafts)	Same as Engine	1-Flange 1" — 3/4"	3/16"	25	30
V6-225	3-speed	Rear PTO Assembly	Lever	2BJ-PT2-6	Opp. Engine	Same as Engine	1 1/2"	6 Spline	25	85
			Lever	PT1-J	Engine/wise	Same as Engine	3/4"	3/16"	25	25
		Lever	PT-2	Engine/wise	Same as Engine	Flange	—	40	18	
		Levers (2)	DP-1	Engine/wise (both shafts)	Same as Engine	1-Flange 1" — 3/4"	3/16"	25	30	
		Lever	2BJ-PT2-V6-6	Opp. Engine	Same as Engine	1 1/2"	6 Spline	25	85	

STANDARD AND CUSTOM WAGONEER; PANEL DELIVERY

Engine	Transmission	Type of Power Take Off	Type of Control	PTO Model*	PTO OUTPUT SHAFT					PTO Shipping Wt. (Lbs.)
					Rotates †	Speed †	Dia.	Key-way	H.P. Rating @ 1,000 RPM	
V8-327	3-speed; Turbo-Hydraulic †	Front Drive	Lever	STC-3	Engine/wise	61% of Engine	3/4"	3/16"	25	28
			Lever	STC-3-PC	Engine/wise	61% of Engine	3/4"	3/16"	25	31
6-252	3-speed	Front Drive	Lever	STC-3	Engine/wise	61% of Engine	3/4"	2/16"	25	28
			Lever	STC-3-PC	Engine/wise	61% of Engine	3/4"	3/16"	25	31

JEEPSTER COMMANDO

(With or without front steering box)

Engine	Transmission	Type of Power Take Off	Type of Control	PTO Model*	PTO OUTPUT SHAFT					PTO Shipping Wt. (Lbs.)
					Rotates †	Speed †	Dia.	Key-way	H.P. Rating @ 1,000 RPM	
V6-225	3-speed; Turbo-Hydraulic †	Front Drive	Cable	STC-5	Engine/wise	61% of Engine	3/4"	3/16"	25	28

GLADIATOR TRUCKS J-2000 and J-3000 Series

Engine	Transmission	Type of Power Take Off	Type of Control	PTO Model*	PTO OUTPUT SHAFT					PTO Shipping Wt. (Lbs.)
					Rotates †	Speed †	Dia.	Key-way	H.P. Rating @ 1,000 RPM	
V8-327	3-speed; Turbo-Hydraulic †	Front Drive	Lever	STC-3	Engine/wise	61% of Engine	3/4"	3/16"	25	28
			Lever	STC-3-PC	Engine/wise	61% of Engine	3/4"	3/16"	25	31
			Lever	ST-4**	Engine/wise	61% of Engine	Flange	—	40	22
V8-350	4-speed	Rear PTO Assembly	Lever	2BX-ST4-D**	Opp. Engine	Same as Engine	1 1/2"	6 Spline	25	180
			Lever	6239 (Mounts on Trans)	Eng. & Opp. Eng.	Eng. 78% Opp. 61%	1 1/2"	5/16"	25	45
		Front Drive	Lever	ST-4-4SP-V8	Engine/wise	61% of Engine	Flange	—	40	25
		Lever	6294 (Mounts on Trans)	Eng. & Opp. Eng.	Eng. 78% Opp. 61%	1 1/2"	5/16"	25	50	
		Lever	2BX-ST4-D-4SP	Opp. Engine	Same as Engine	1 1/2"	6 Spline	25	195	
6-232	3-speed; Turbo-Hydraulic †	Front Drive	Lever	STC-3	Engine/wise	61% of Engine	3/4"	3/16"	25	28
			Lever	STC-3-PC	Engine/wise	61% of Engine	3/4"	3/16"	25	31
			Lever	ST-4	Engine/wise	61% of Engine	Flange	—	40	22
	4-speed	Rear PTO Assembly	Lever	2BX-ST4-D	Opp. Engine	Same as Engine	1 1/2"	6 Spline	25	180
			Lever	STC-3-4SP	Engine/wise	61% of Engine	3/4"	3/16"	25	30
		Power Control	STC-3-4SP-PC	Engine/wise	61% of Engine	3/4"	3/16"	25	33	
		Front Drive	Lever	6239 (Mounts on Trans)	Eng. & Opp. Eng.	Eng. 78% Opp. 61%	1 1/2"	5/16"	25	45
		Lever	ST4-4SP-4	Engine/wise	61% of Engine	Flange	—	40	25	
		Lever	6294 (Mounts on Trans)	Eng. & Opp. Eng.	Eng. 78% Opp. 61%	1 1/2"	5/16"	25	50	
Rear PTO Assembly	Lever	2BX-ST4-D-4SP	Opp. Engine	Same as Engine	1 1/2"	6 Spline	25	195		

**Mounts on transfer unless otherwise indicated. Power Take-Offs are shipped complete with control, mounting parts and instructions.
 *PTO models ST-4 and 2BX-ST4-D require part no. 62473 when installed on Gladiator trucks with V8-350 engine and Turbo-Hydraulic.
 †Engine/wise is the same as counter-clockwise and opposite engine is the same as clockwise when viewed from rear of the vehicle.
 ‡Based based on transmission being in high gear.
 §Registered Trade Mark of General Motors Corporation.



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