

Chelsea® Wet Spline

Eliminates Spline Fretting



Overview:

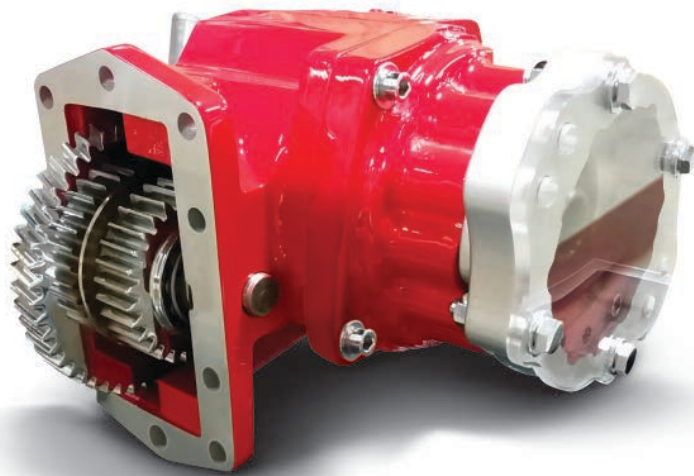
Premature spline fretting or wear is often caused by the torsional vibrations found in the latest engine designs that operate at low speeds and high torque.

In the past, keeping the pump shaft lubricated was an extensive process that had to be incorporated into the preventive maintenance schedule of the truck. Every two to three months the pump must be removed from the PTO and the mating shafts must be cleaned and regreased.

The Chelsea Wet Spline option eliminates this process by providing a constant flow of clean fresh oil to the PTO and Pump shafts. This is most critical when the PTO is disengaged and the mating shafts are most affected by the engine torsional vibrations.

Wet Spline technology from Parker Chelsea is the best choice for PTO performance and life.

- Refuse
- Aerial
- Material Handling
- Yard Spotters
- Bus & RV
- Defense
- Oil & Gas
- Construction
- Forestry
- Vocational & Municipal



Contact Information: Product Features and Benefits:

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- **Reduce Maintenance Time** – Wet Spline does not require special inspections or greasing of mating shafts.
- **Increase Uptime** – Eliminate fretting corrosion between mating shafts to keep trucks on the road and working.
- **Field Proven** – Extensive field testing and proven concept in Military desert applications.
- **Available on the following Chelsea PTOs** – 267, 272/282, 280/287, 823, 870/877, 870-XL/877-XL, 880, 890/897 and 892/899 Series
- **Simplified Installation** – One Wet Spline hose to connect for quick installation.
- **Available Output Options** – Popular SAE, DIN and Rotatable pump Flanges.

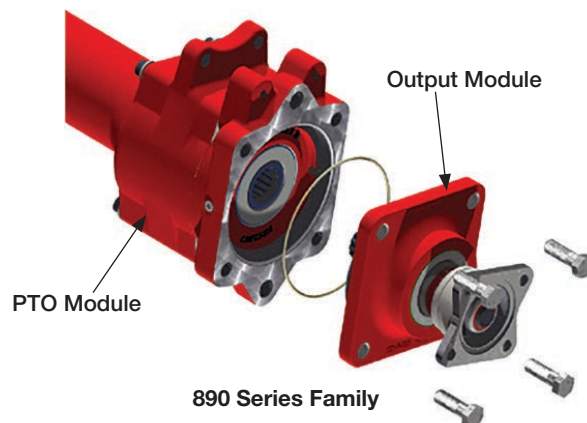


ENGINEERING YOUR SUCCESS.

Wet Spline Options – Direct Mounted Pump Options

OUTPUT OPTIONS	DESCRIPTION	267	272/282	280/287	823	870/877	870-XL/877-XL	880	890/897 892/899
AF	SAE B 2 or 4-Bolt Flange, SAE BB Shaft (1" - 15T)	W							W
AK	SAE B 2-Bolt Flange, SAE B Shaft (7/8" - 13T)	W							
AZ	SAE B 2 or 4-Bolt Flange, SAE C Shaft (1-1/4" - 14T)								W
CF	SAE B 2 or 4-Bolt Flange, SAE BB Shaft (1" - 15T)								W
CK	SAE B 2 or 4-Bolt Flange, SAE B Shaft (7/8" - 13T)								W
CS	SAE C 4-Bolt Flange, SAE C Shaft (1-1/4" - 14T)								W
CZ	SAE B 2 or 4-Bolt Flange, SAE C Shaft (1-1/4" - 14T)								W
DA	SAE D 4-Bolt Flange, SAE D Shaft (1-3/4" - 13T)								W
RF	Rotatable SAE B 2 or 4-Bolt Flange, SAE BB Shaft (1" - 15T)		W		W	W			
RJ	Rotatable SAE B 2 or 4-Bolt Flange, SAE BB Shaft (1" - 15T)	W							
RK	Rotatable SAE B 2 or 4-Bolt Flange, SAE B Shaft (7/8" - 13T)	W	W		W	W			
RS	Rotatable SAE C 2 or 4-Bolt Flange, SAE C Shaft (1-1/4" - 14T)		W		W	W			
RY	Rotatable ISO 7653 Pump Mount DIN 5462 Shaft	W	W		W	W			
RZ	Rotatable SAE B 2 or 4-Bolt Flange, SAE C Shaft (1-1/4" - 14T)		W		W	W			
TF	SAE B 2 or 4-Bolt Flange, SAE BB Shaft (1" - 15T)						W		
TK	SAE B 2 or 4-Bolt Flange, SAE B Shaft (7/8" - 13T)						W		
TS	SAE C 2 or 4-Bolt Flange, SAE C Shaft (1-1/4" - 14T)						W		
TY	ISO 7653 Pump Mount DIN 5462 Shaft						W		
TZ	SAE B 2 or 4-Bolt Flange, SAE C Shaft (1-1/4" - 14T)						W		
XK	SAE B 2 or 4-Bolt Flange, SAE B Shaft (7/8" - 13T)	W							W
XS	SAE C 2 or 4-Bolt Flange, SAE C Shaft (1-1/4" - 14T)			W				W	W
XU	SAE C 2-Bolt Flange, SAE C Shaft (1-1/4" - 14T)			W					
XY	ISO 7653 Pump Mount DIN 5462 Shaft								W
ZS	SAE C 4-Bolt Flange, SAE C Shaft (1-1/4" - 14T)								W

NOTE: The 890/897 Series use a modular output flange concept. Any driveline related output modules will be wet splined between the main PTO housing and output module. Contact Chelsea for Wet Spline applications on the PTO Series.



For customers that would like an extra level of protection from pump seal leaks, Chelsea recommends the use of a double sealed pump shaft. Please verify your requirements with your Chelsea PTO and Parker Pump experts.