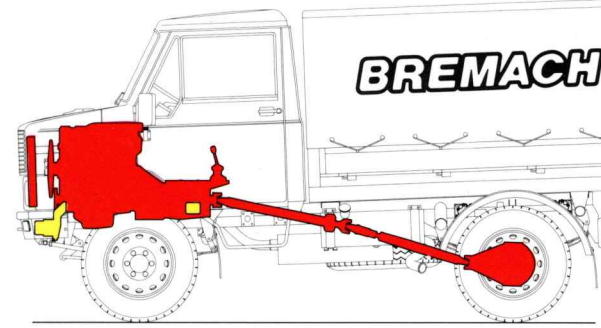
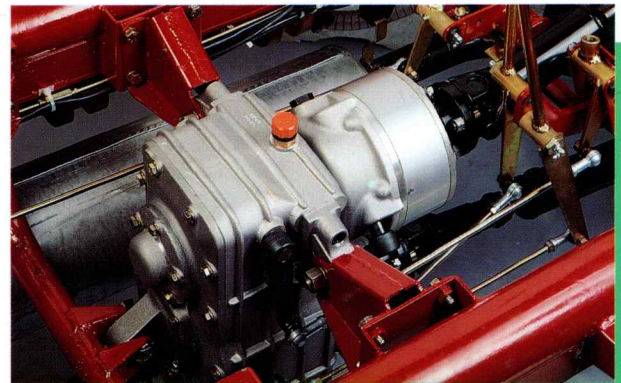
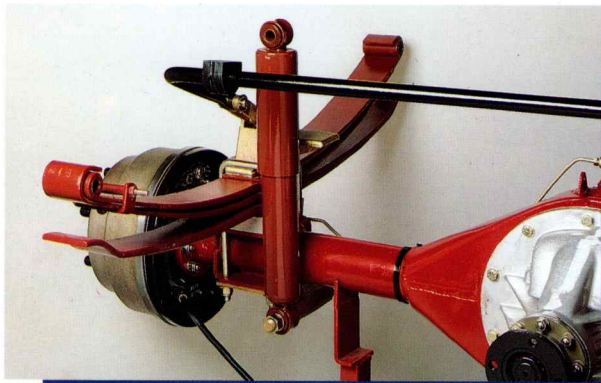


## SIMPLE DRIVE 4x2

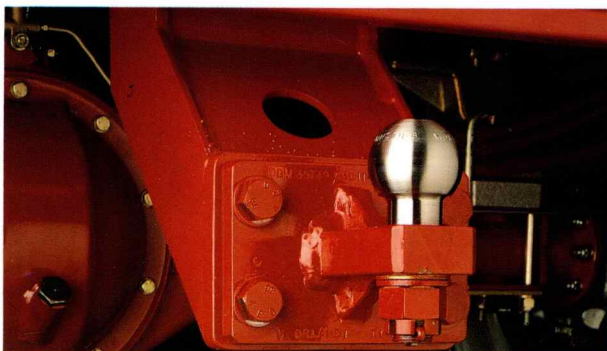
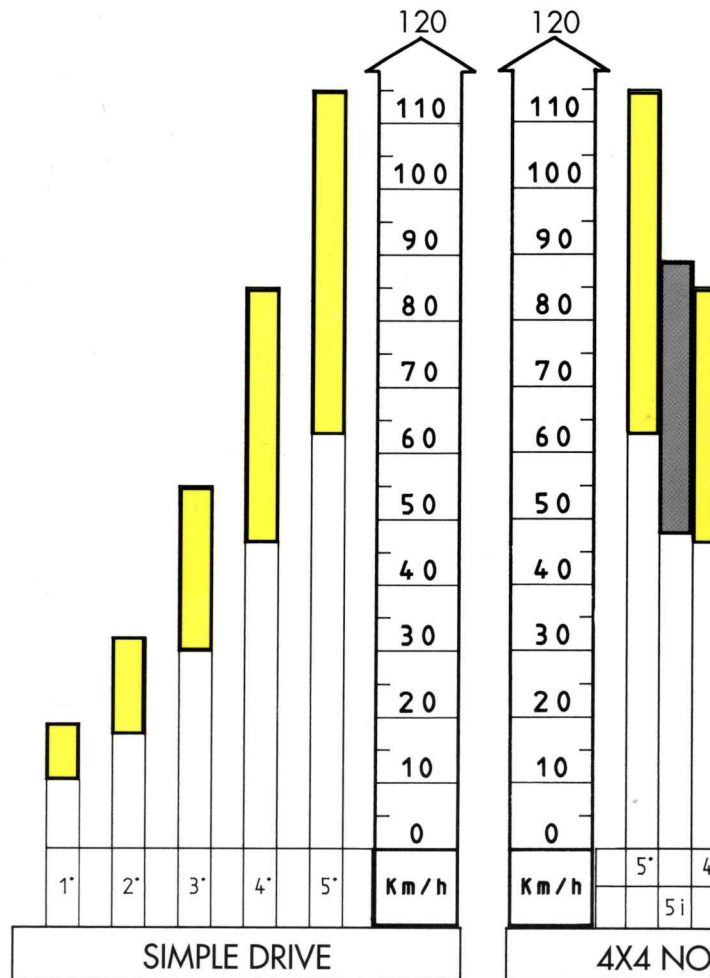
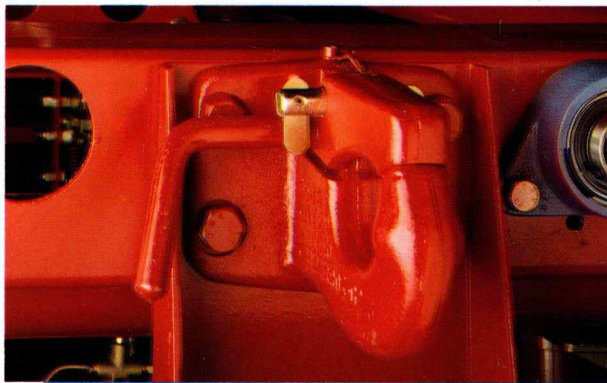
MAX. SPEED - Max. power:	120 Km/h
MIN. SPEED - Max. torque:	10 km/h
STANDARD RATIO NUMBERS:	5 + RESERVE GEAR
WHEEL BASE:	2600÷3000
GR 35 STANDARD DRIVE:	POWER-ASSISTED STEERING
GR 35 TYRES:	8,5R17,5 - 215/75R17,5
GR 45 TYRES:	225/75 R17,5 - 215/75R17,5



**4 X 2 :** By GR 35/45 Models, one can operate on all fields: the reduced width, the excellent turning, the driving ductility either when loaden or and the different capacities are all qualities that allow the binomial; so many equipments for numberless uses. The different tyres and the wheel base mit to use it in city centers, in the mountains, on the motor-ways, on tracks and yards. The 5-speed gear and the rear-axle ratio give the vehicle good in elasticity and the turbo engine can brilliantly reach great operating speeds on motor-way's and mountain's distances as well.

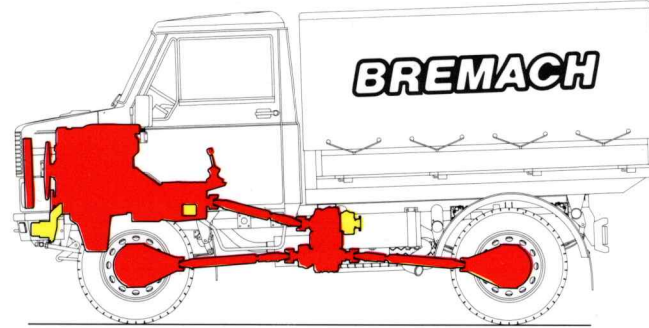


EPICYCLIC REDUCTION GEAR

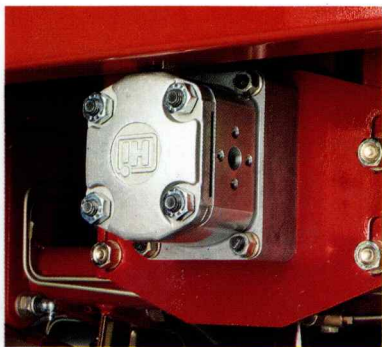


## DOUBLE DRIVE 4x4

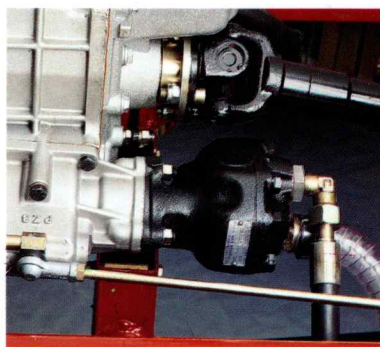
MAX. SPEED - Max. power:	120 Km/h
MIN. SPEED - Max. torque:	2,5 km/h
STANDARD RATIO NUMBERS:	20 + 4 RESERVE GEAR
WHEEL BASE:	2600÷3000
GR 35 STANDARD DRIVE:	POWER-ASSISTED STEERING
GR 35 TYRES:	8,5R17,5 - 7,50R16
GR 45 TYRES:	225/75 R17,5 - 215/75R17,5



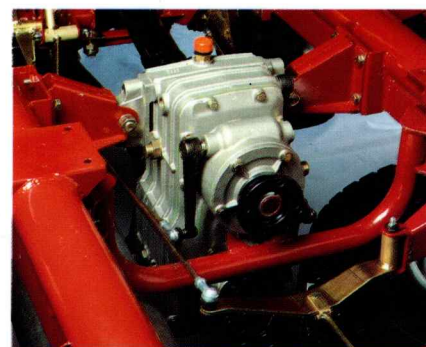
**4 X 4 :** Is a truck that, thanks to not less than 20 standard ratios (10 on normal gear 10 on reduced gear), synchronized half-gears, double drive which can be inserted even in movement, doesn't know obstacles. No marked slopes or gradients can frighten it; on the contrary it faces and overcomes any difficulty that might arise while leaving them behind its back. Especially in adverse conditions its 4 driving wheels show their insuperability. The standard power steering and the different opportunities, such as pull hooks and differential locking devices, qualify it as an extraordinary vehicle for the transport an every kind of terrain. The operating qualities of this truck exalt its potential and point out as well the versatility and sturdiness of all its mechanical components.



POWER TAKEOFF AT ENGINE



POWER TAKEOFF AT GEARBOX



POWER TAKEOFF AT REDUCTION

### BASIC

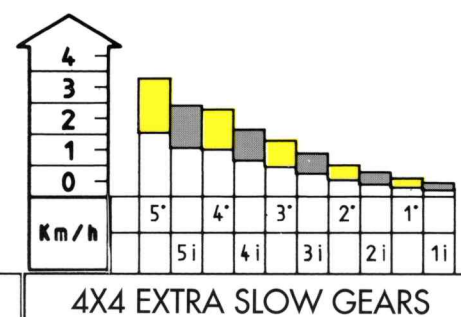
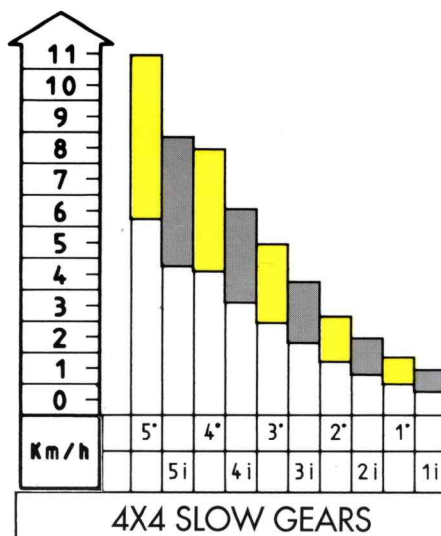
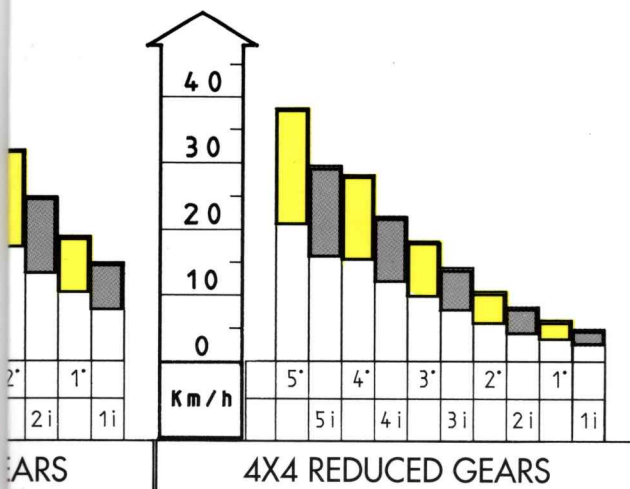
### INTERMEDIATE

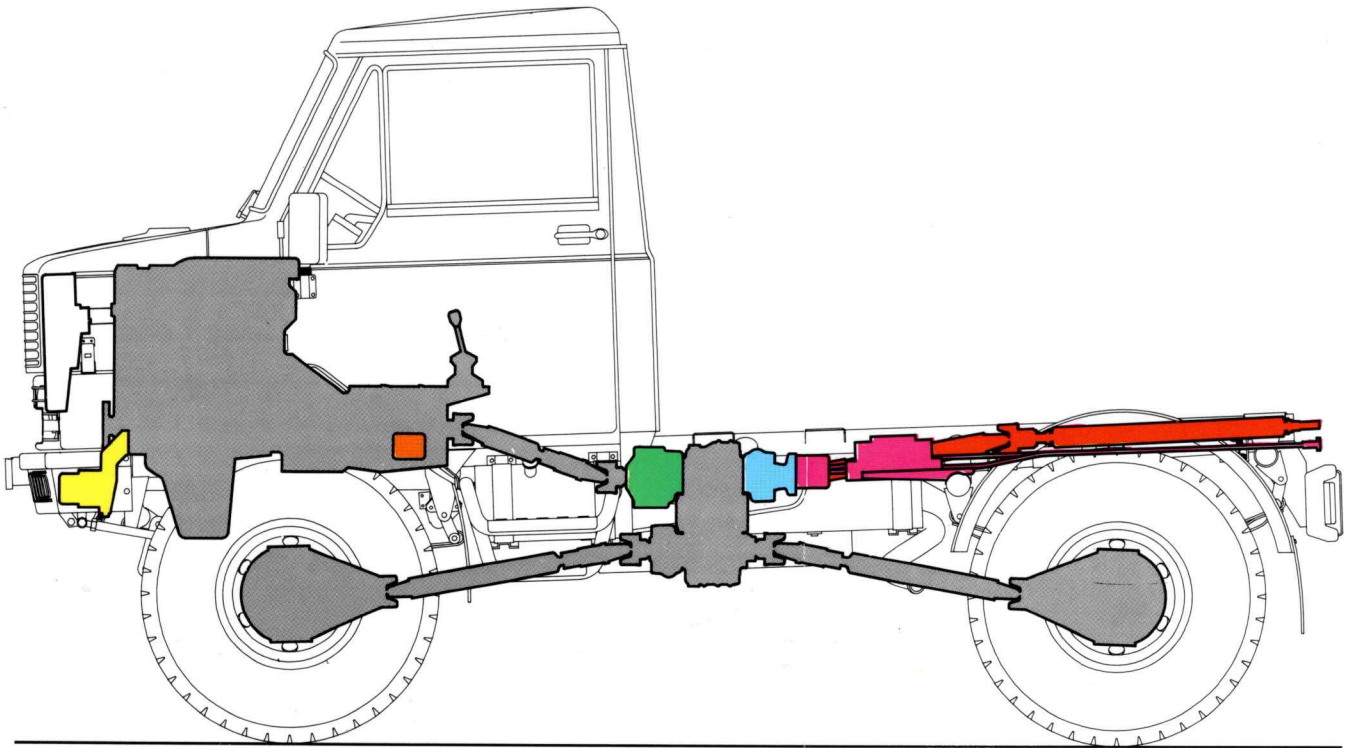
20 GEAR RATIOS  
10 ROAD  
10 OFF ROAD  
SYNCHRONIZED  
HALF-SPEEDS

### BASIC

### INTERMEDIATE

40 GEAR RATIOS  
20 FOR TRANSPORTATION  
20 FOR WORK





### ENGINE POWER TAKEOFF

The drive shaft carries:

- a power takeoff with a type 2, hydraulic pump connected to the engine through two "V" belts and an electromagnetic clutch (8 kgm max)

This power takeoff ensures continuous rotation of the connected equipment because the clutch release, when changing the gears, does not affect the hydraulic transmission.

### POWER TAKEOFF AT REDUCTION GEAR

A power takeoff is available at the reduction gear/power divider. It can be supplied in two versions:

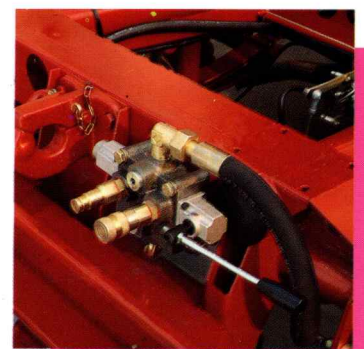
- mechanical, with output shaft at the rear end of the chassis;
- with hydraulic pump mounted directly on the reduction gear/power divider.

The power takeoff rpms depend on the engine rpms and on the speed selected through the gearshift. In fifth speed, the ratio is 1:1.

### POWER TAKEOFF AT GEARBOX

The gearbox may carry: a power takeoff with hydraulic pump.

Max takeoff power: 20,5 HP.  
 Engine/pump gear ratio: 1:0.351  
 Pump displacement: 32 cc per revolution.



STANLEY SYSTEM

### EPICYCLIC REDUCTION GEAR

The adoption of an epicyclic reduction gear permits as many as forty gear ratios to be available. This design allows very slow forward speeds (they are called extra-low speeds), i.e. speeds down to 200 m/h at maximum engine torque.

