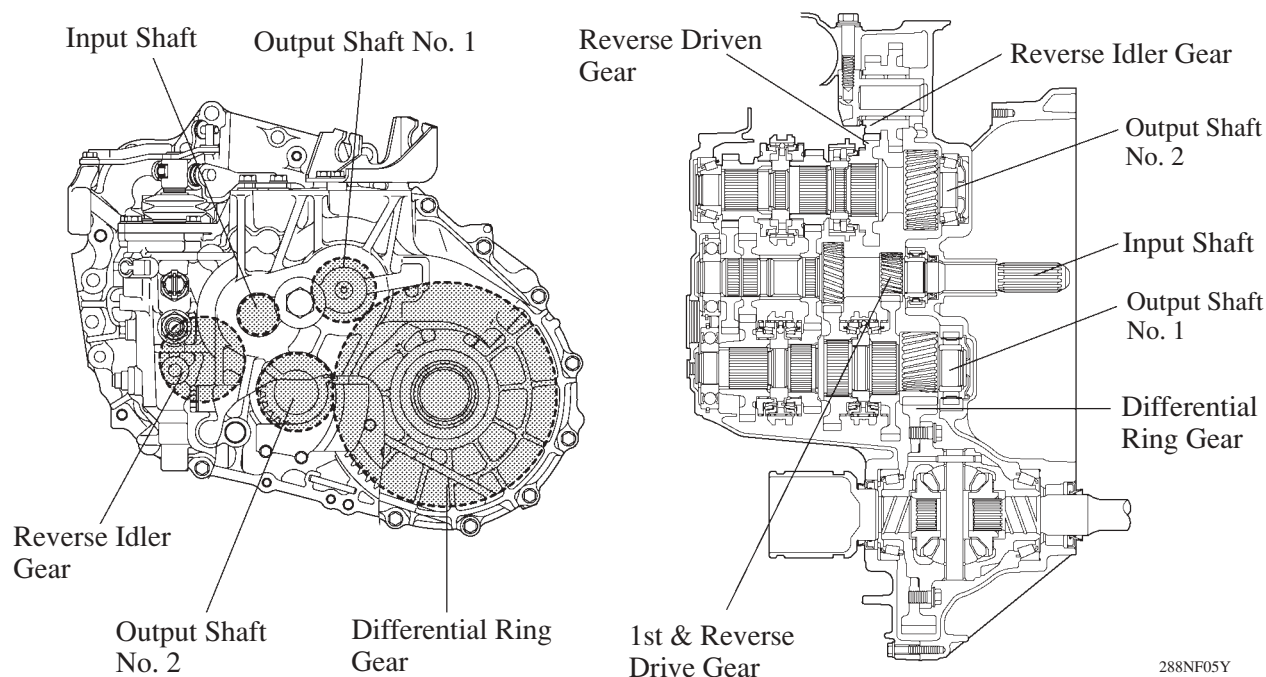


TRANSMISSION GEAR

1. General

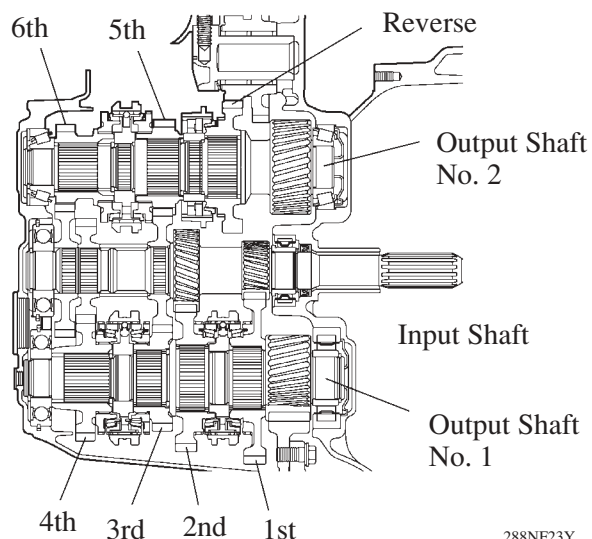
Gear layout consists of the input shaft, output shaft No. 1, output shaft No. 2 and reverse idler gear.

- The output shafts No. 1 and No. 2 are placed on the circumference of the differential ring gear.
- The reverse idler gear is engaged with the 1st & reverse drive gear of the input shaft and reverse driven gear of output shaft No. 2.



The 1st, 2nd, 3rd, and 4th driven gears are located on the output shaft No. 1, and the 5th, 6th, and reverse driven gears are located on the output shaft No. 2. Synchromesh mechanism uses a single-cone, double-cone, triple-cone, and reverse types.

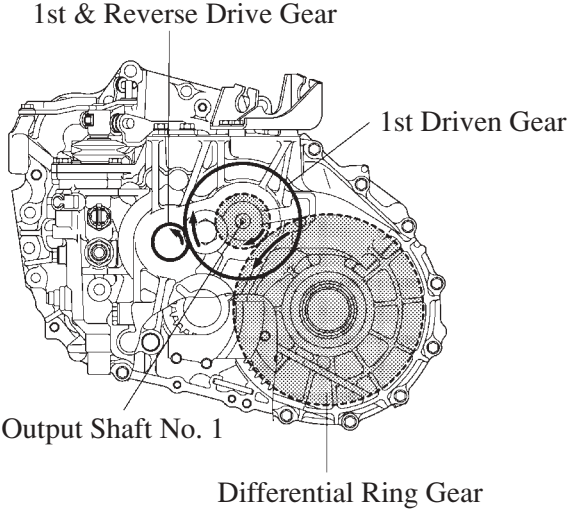
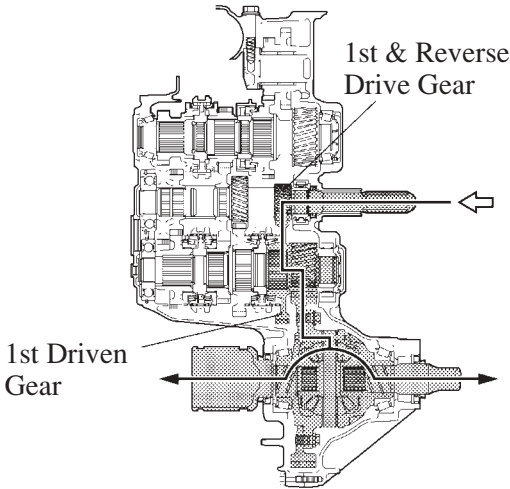
- A triple-cone type and double-cone type synchromesh mechanisms are used to reduce the shifting effort and smoother shifting.
- The reverse type synchromesh mechanism is used for the reverse gear to enhance the ease of operation.



| Gear | Synchromesh Mechanism Type |
|---------|----------------------------|
| 1st | Triple-cone |
| 2nd | |
| 3rd | |
| 4th | Double-cone |
| 5th | Single-cone |
| 6th | |
| Reverse | Reverse |

2. Transmission Power Flow

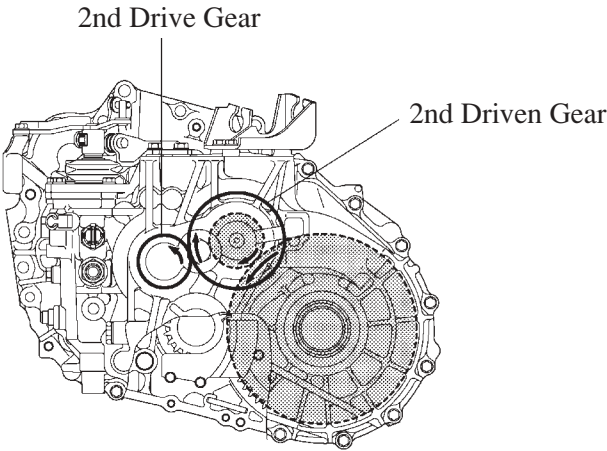
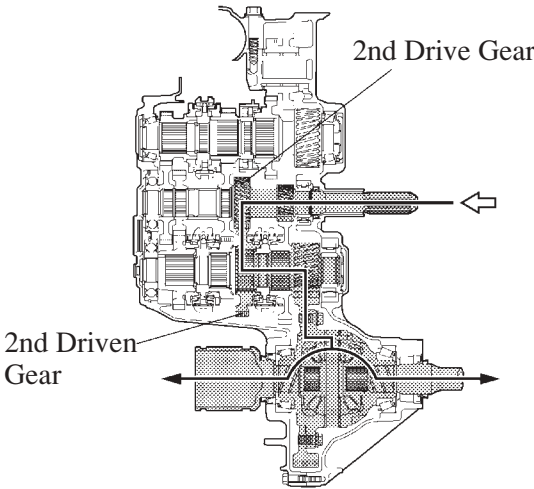
1st Gear



CH

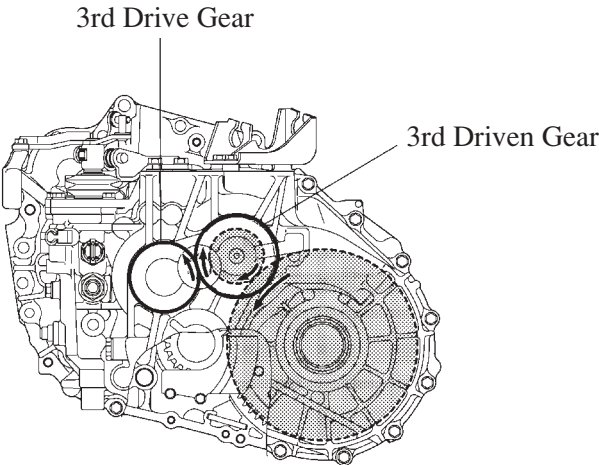
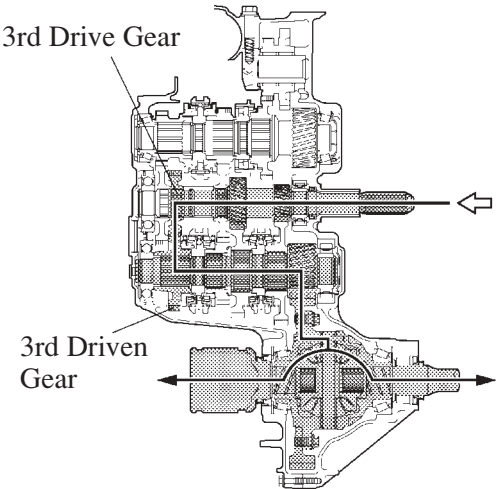
288NF06Y

2nd Gear

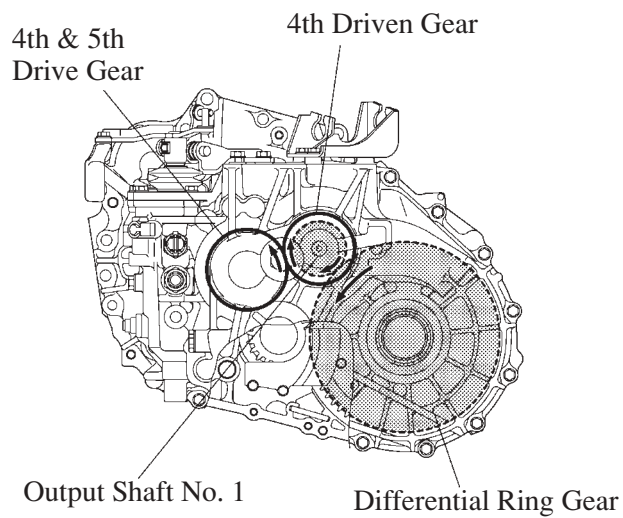
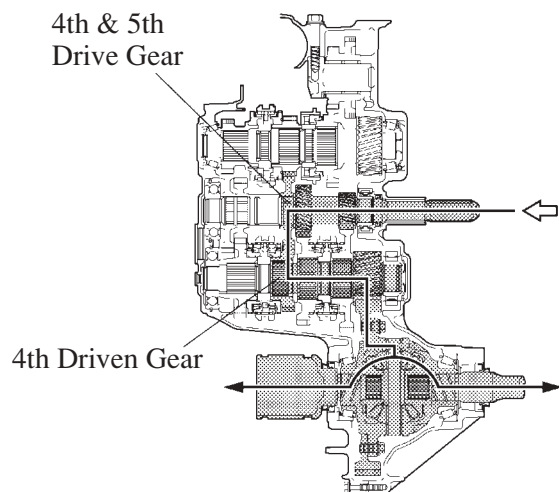


288NF07Y

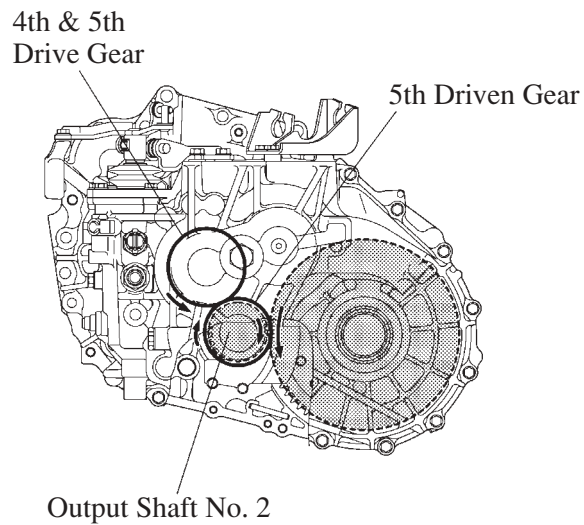
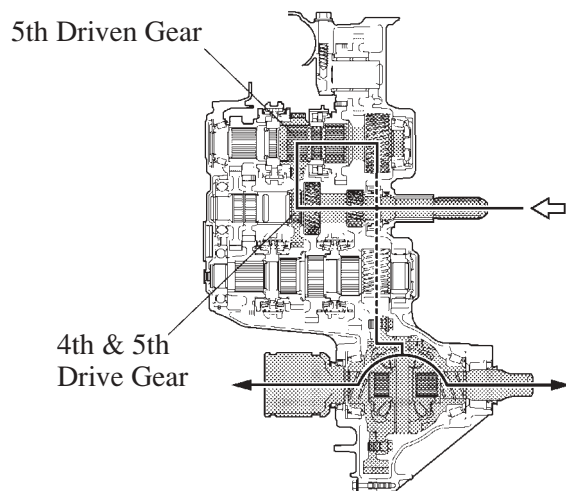
3rd Gear



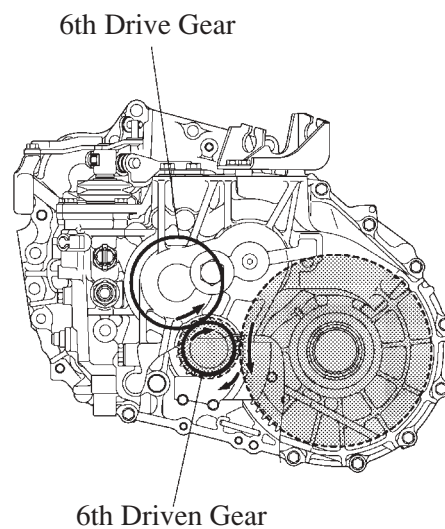
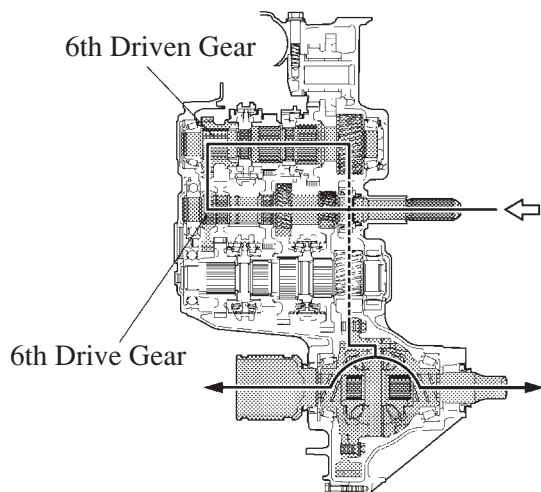
288NF08Y

4th Gear

288NF09Y

5th Gear

288NF10Y

6th Gear

288NF11Y

Reverse

