

GEARSHIFT MECHANISM

MANUAL TRANSMISSION AND DIFFERENTIAL

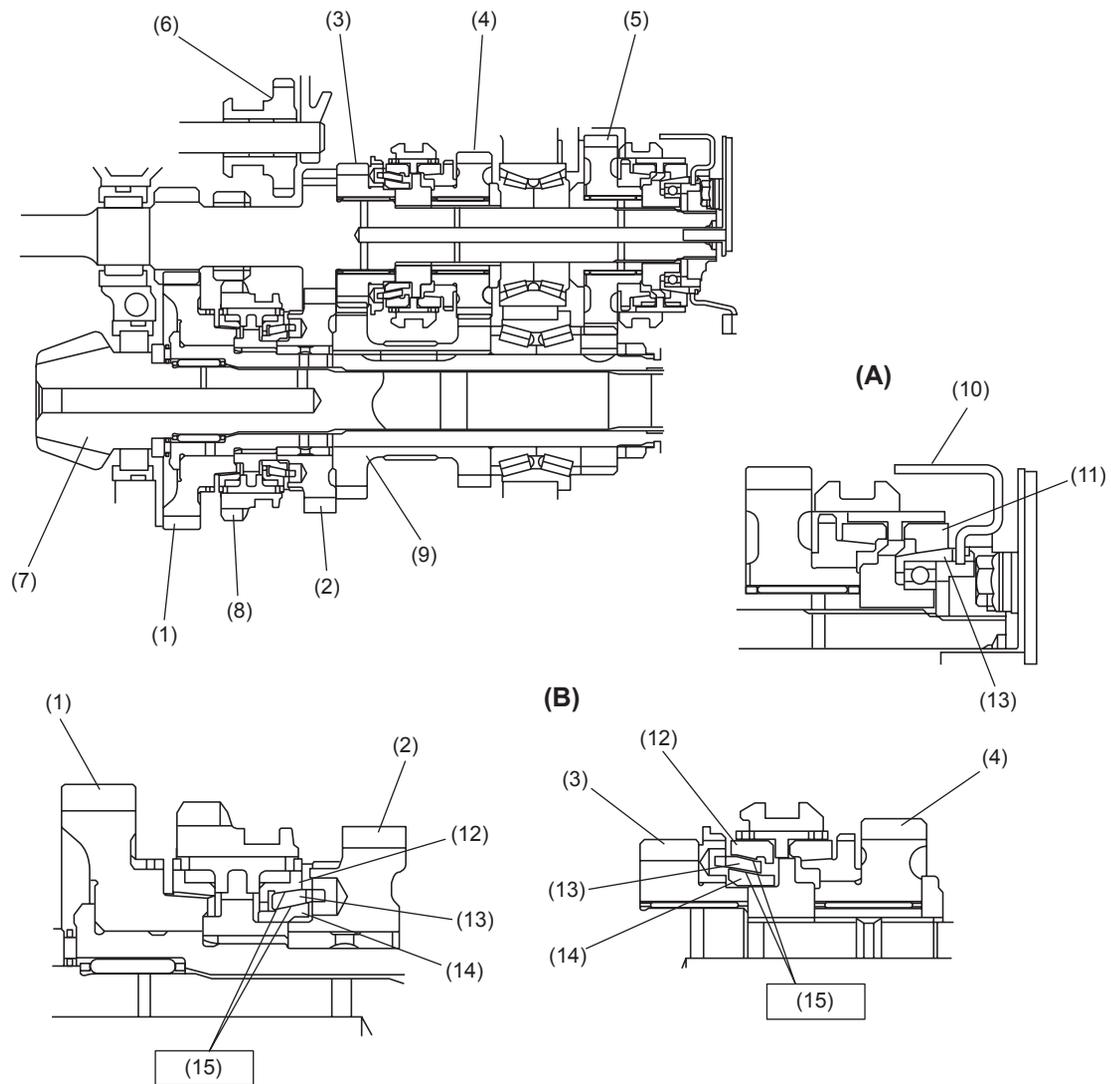
2. Gearshift Mechanism

A: CONSTRUCTION

- Helical gears are used for forward speed gears. Reverse speed is achieved by making the drive gear to mesh with the main shaft while making the driven gear and reverse idler gear to mesh with the 1st-2nd synchronizer sleeve of the drive pinion, in order to reverse the rotating direction.
- The synchromesh mechanism for 1st and 2nd speeds are placed at the drive pinion side, while the mechanism for 3rd, 4th, 5th and reverse speeds are placed at the main shaft side.
- On non-turbo models, a double cone synchromesh mechanism is used for 2nd and 3rd speed gears.
- On turbo models, a double cone synchromesh mechanism is used for 1st, 2nd and 3rd speed gears.

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|------------------------|-------------------------|---|
| (1) 1st gear | (9) 3rd-4th driven gear | (A) <Reverse synchronizer> |
| (2) 2nd gear | (10) Stopper | (B) Torque <2nd and 3rd double-cone synchronizer> |
| (3) 3rd gear | (11) Balk ring | |
| (4) 4th gear | (12) Outer balk ring | |
| (5) 5th gear | (13) Synchronizer cone | |
| (6) Reverse idler gear | (14) Inner balk ring | |
| (7) Drive pinion shaft | (15) Cone surface | |
| (8) Reverse gear | | |