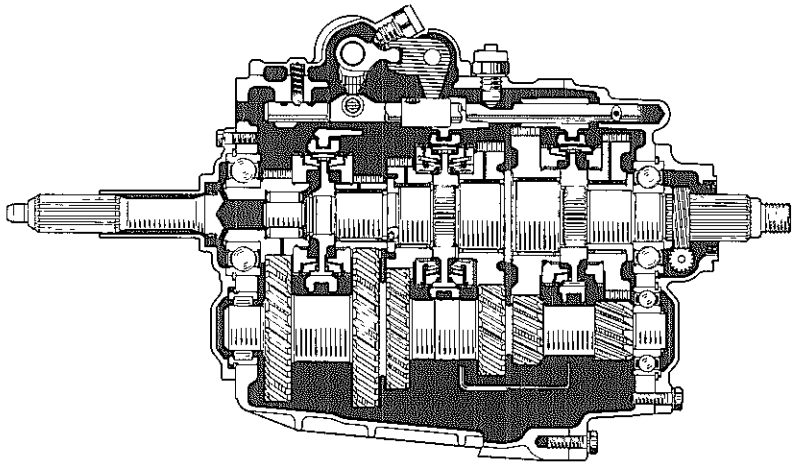
MANUAL TRANSMISSIONS

DESCRIPTION

The same M150 series manual transmissions which have been adopted previously are used in the new model. The M152 transmission is used in the 3B and 14B engine models. The M155, newly adopted in the 1HZ engine model, features gear ratios that are different from the M152 used previously.
The following changes are featured in the new model:

- The triple-cone synchromesh mechanism adopted for the 2nd and 3rd gears helps reduce the shift effort and provides smoother shifting. The size of the 4th and 5th synchros has been increased.
- The needle roller bearings adopted for the reverse idler gear decrease roll resistance.
- Aluminum cooling fins, PTO (Power Take-Off) cover, and cooling air guides have been adopted for the M155 transmission model for Australia and G.C.C. countries.
- For the remote control mechanism, the RHD models use the 1-rod type, and the LHD models use the cable type, which are both compact shifting systems.
- A lower viscosity transmission oil is used to reduce shift effort.



▶ **Specifications** ◀

Model / Transmission Type / Engine Type / Item		New		Previous
		M152	M155	M152
		3B and 14B	1HZ	3B, 14B and 1HZ
Gear Ratio	1st	4.802	4.535	4.802
	2nd	2.792	2.858	2.792
	3rd	1.694	1.600	1.694
	4th	1.000	1.000	1.000
	5th	0.788	0.744	0.788
	Reverse	5.339	5.043	5.339
Oil Capacity liters (US qts, Imp. qts)		3.2 (3.4, 2.8)	←	←
Oil Viscosity		SAE75W-90	←	SAE85W-90
Oil Grade		API GL-3, GL-4 or GL-5	←	API GL-4 or GL-5