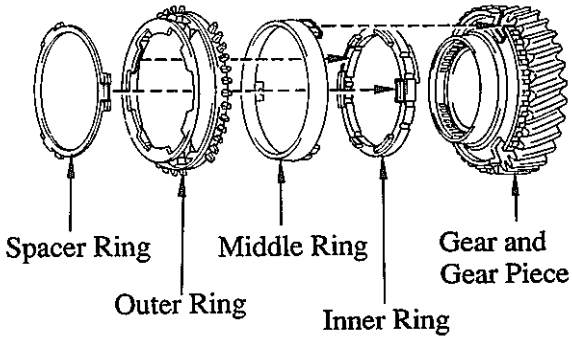
■ TRANSMISSION GEARS

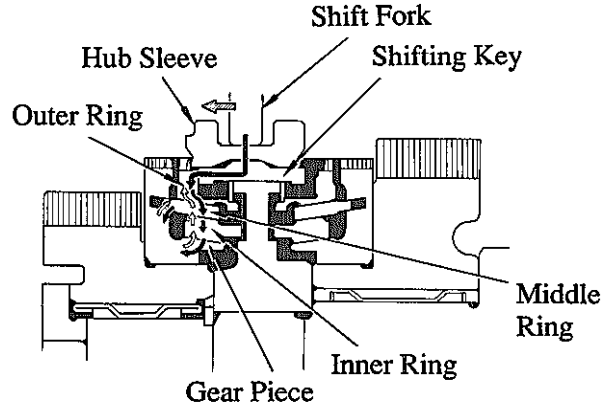
1. 2nd and 3rd Gears (Triple-Cone Type Synchromesh Mechanism)

The triple-cone type synchromesh mechanism consists of an outer ring, middle ring, inner ring and gear piece, in addition to a clutch hub, shifting keys and a hub sleeve. The outer ring and inner ring, together with the clutch hub, shifting keys and a hub sleeve, always turn in unison with the transmission output shaft. The middle ring, together with the gear piece, always turns in unison with the transmission gear. During shifting, the shifting keys push against the outer ring via the hub sleeve. As a result, friction is generated between the three cones, comprised of the outer ring and middle ring, the middle ring and inner ring, and the inner ring and gear piece, thus causing a synchronizing action and permitting the gear piece and hub sleeve to engage smoothly.

⇦ Power Transmission from Hub Sleeve Side
⇦ Power Transmission from Gear Side



2nd Gear



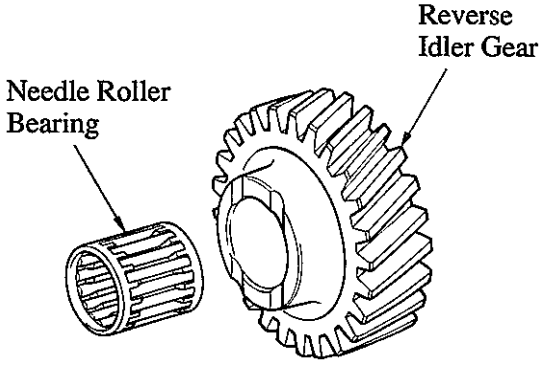
During Shifting

Service Tip

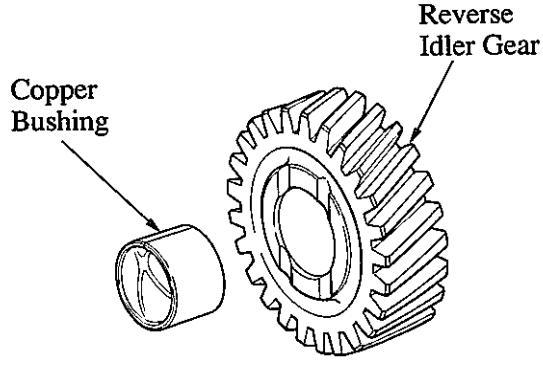
The triple-cone synchromesh mechanism provides the shoulder clearance produced jointly by the inner ring, middle ring, and outer ring, which form a set. Therefore, if any one of these parts needs to be replaced, the entire set must be replaced together.

2. Reverse Idler Gear

The radial support of the reverse idler gear has been changed from the previous copper bushing to a needle roller bearing.



New



Previous