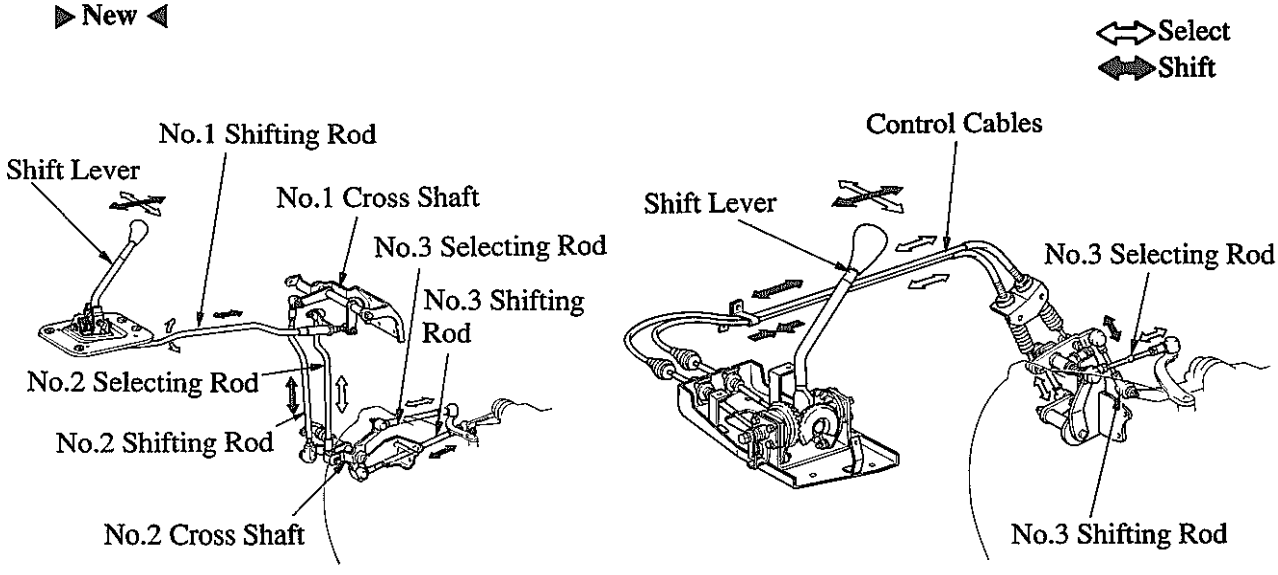
■ REMOTE CONTROL MECHANISM

1. General

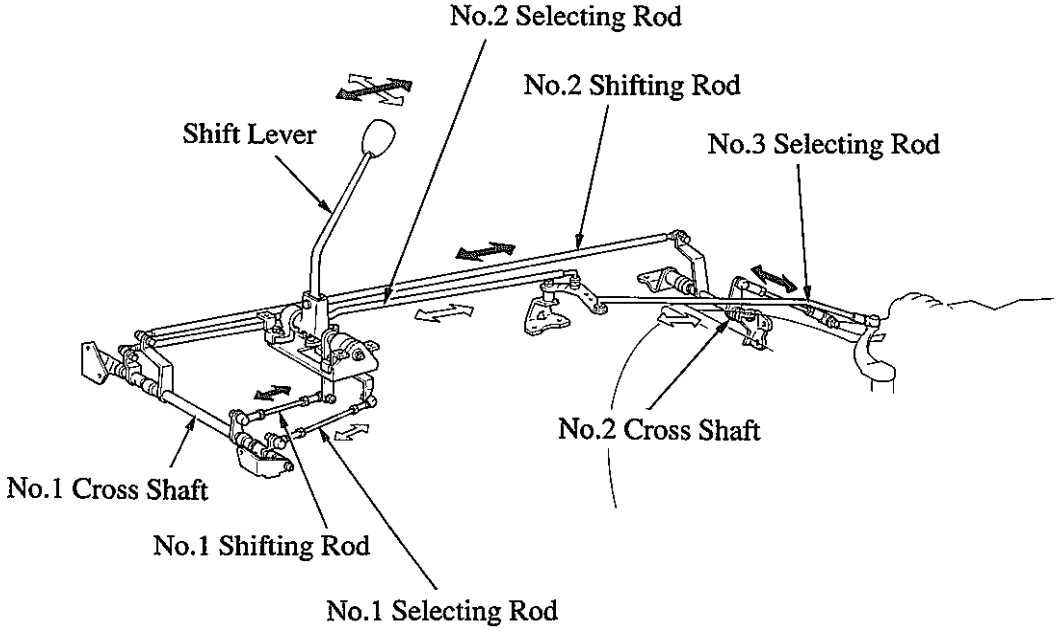
The remote control mechanism of the previous model consisted of 3 rods for each of the selecting and shifting mechanism. However, the new RHD model accomplishes the No.1 selecting rod and No.1 shifting rod functions of the previous model using only the No. 1 shifting rod. On the LHD model, direct rear shifting control is accomplished by 2 control cables connected to the shift lever, which serve the same function as the previous No.2 cross shaft.

▶ New ◀



RHD Model **LHD Model**

▶ Previous ◀



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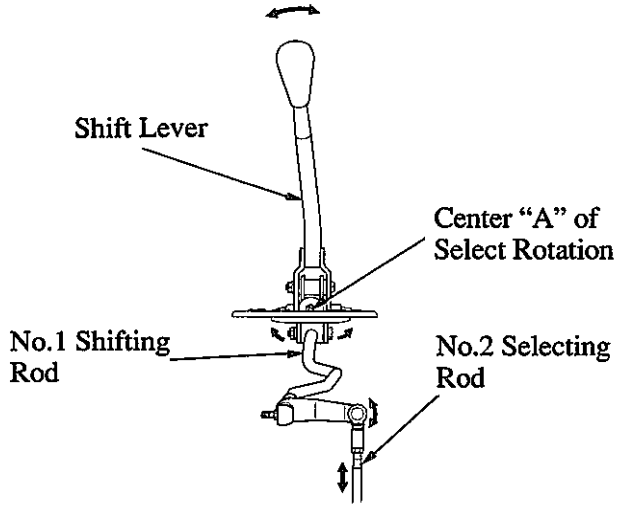
2. 1 Rod Type Remote Control Mechanism (For RHD Model)

Construction and Operation

The shift lever has separate centers of rotation for the select and shift control movements. The No.1 shifting rod located below operates for both selecting and shifting the gears.

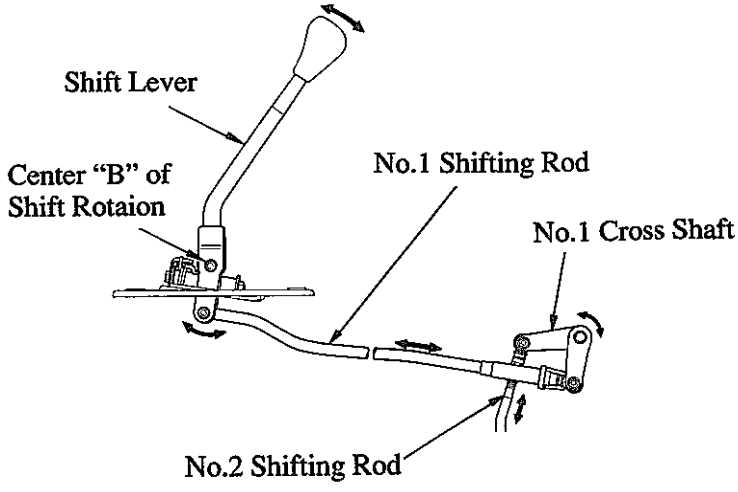
1) Selecting

When the shift lever is operated to select a gear, the No. 1 shifting rod is moved laterally on center "A" of the select rotation. This moves the No.2 selecting rod (which is attached to the No.1 shifting rod) vertically to select a gear.



2) Shifting

When shifting, the No.1 shifting rod is moved longitudinally on center "B" of the shift rotation. This causes the No.1 shifting rod to move the No.2 shifting rod vertically (by way of the No.1 cross shaft) to execute shifting.

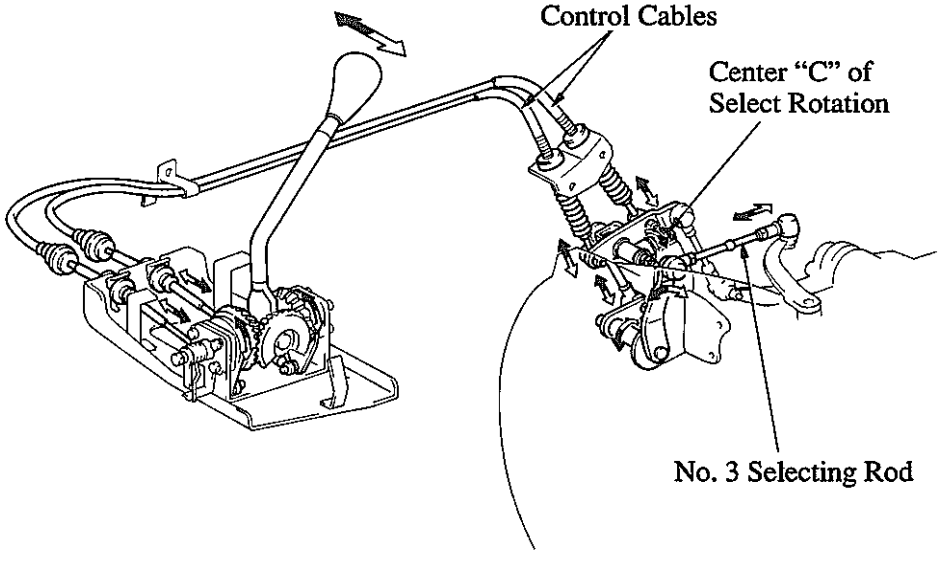


3. Cable Type (For LHD Model)

Operation

1) Selecting

When selecting a gear, the 2 control cables move in the same direction, causing the shifting bellcrank of the rear shifting control to move vertically on center "C" of the select rotation. This causes the No.3 selecting rod to select a gear.



2) Shifting

When shifting, the 2 control cables move in opposite directions, causing the shifting bellcrank to rotate vertically on center "D" of shift rotation. This causes the No.3 shifting rod (which is attached to the transmission) to shift.

