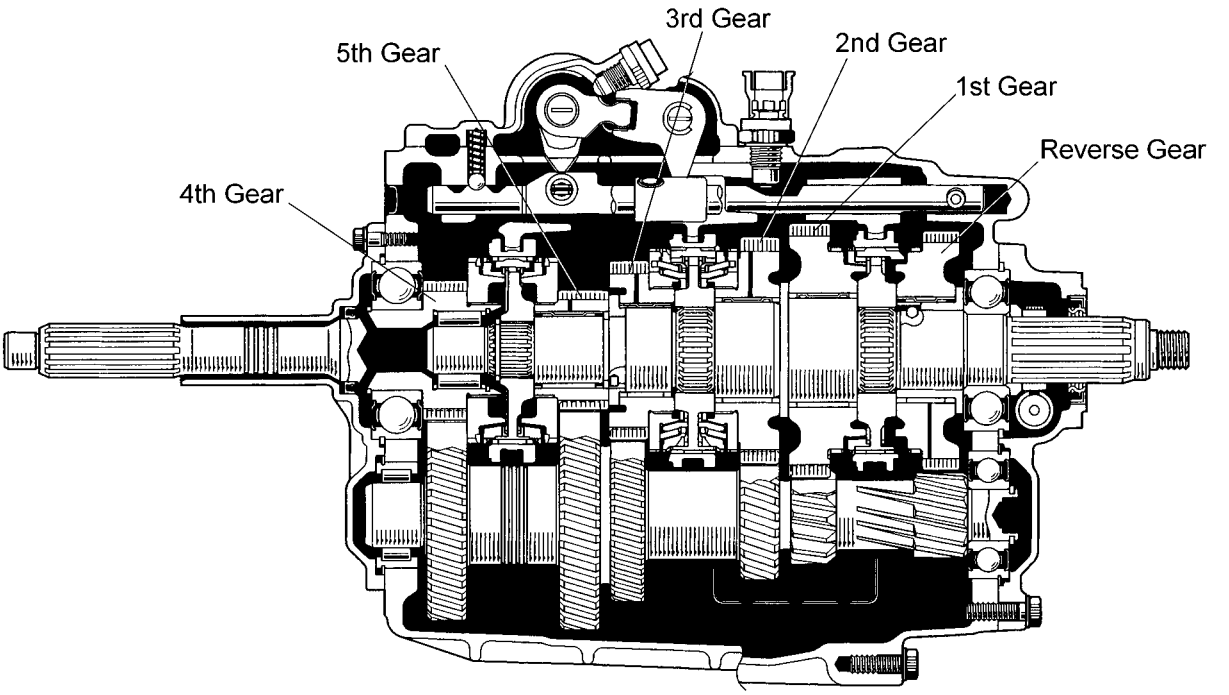
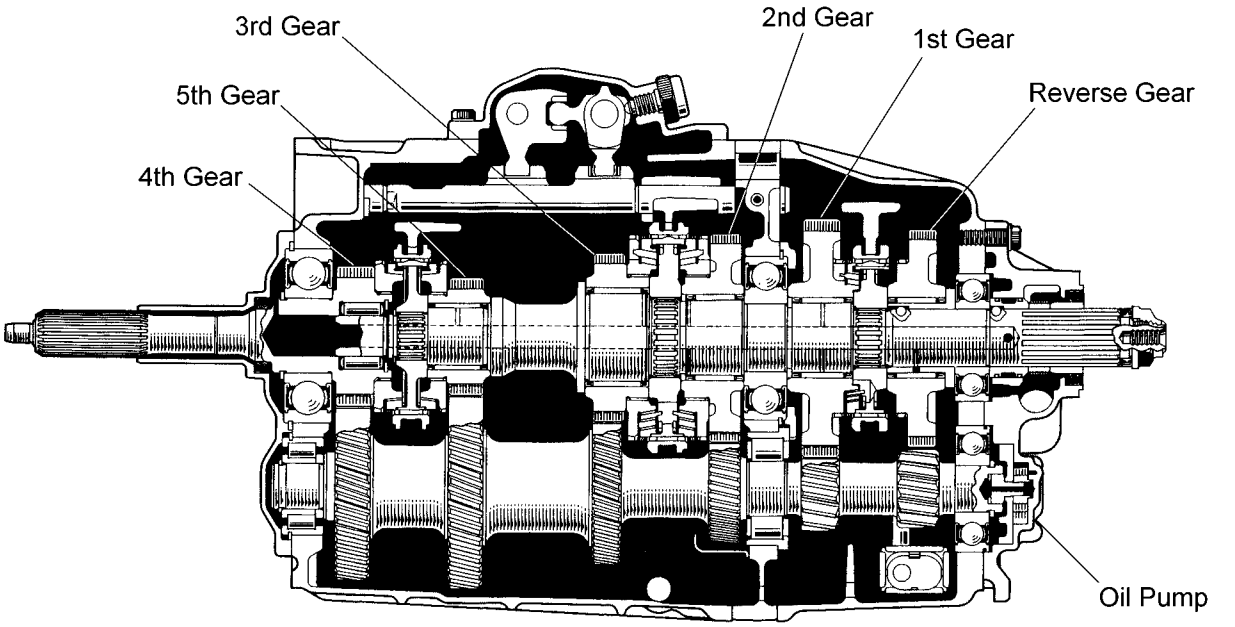
MANUAL TRANSMISSION

■DESCRIPTION

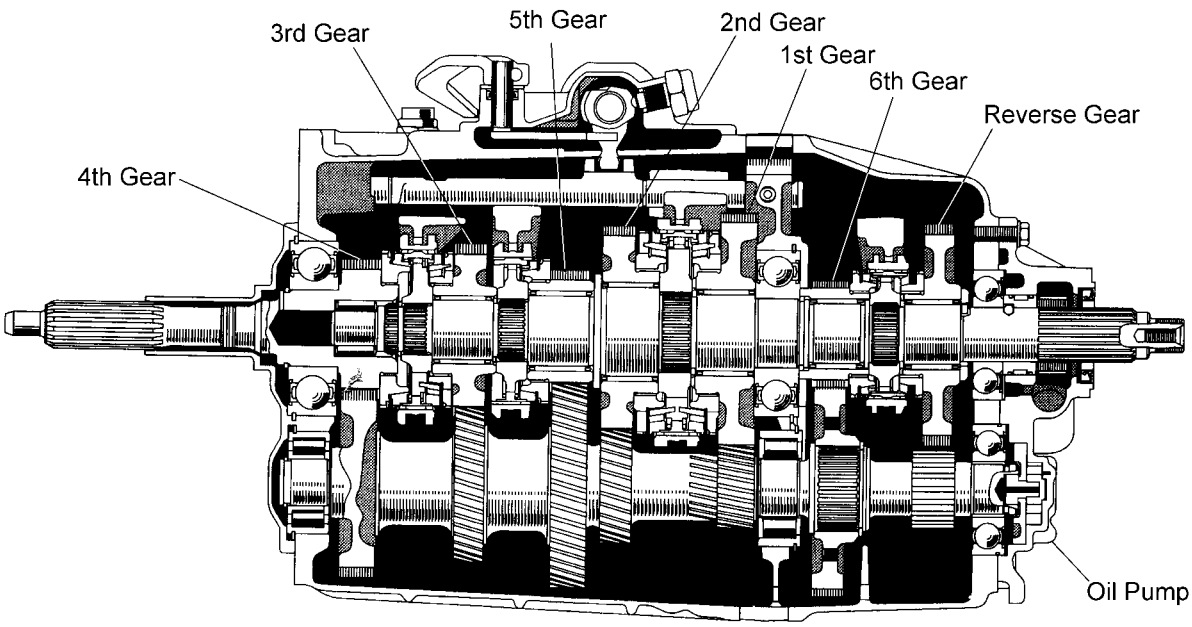
- The DYNA has adopted a newly developed M150/M153, H350/H351 and H260 manual transmission, which are 5-speed and 6-speed transmission with a synchromesh mechanism. A triplecone type synchromesh mechanism is used for the 1st. 2nd and 3rd gears to reduce the shift effort.
  Oil to the bearings and gears is fed by the oil pump. (H350/H351, H260)



M150/M153 Transmission



H350/H351 Transmission



H260 Transmission

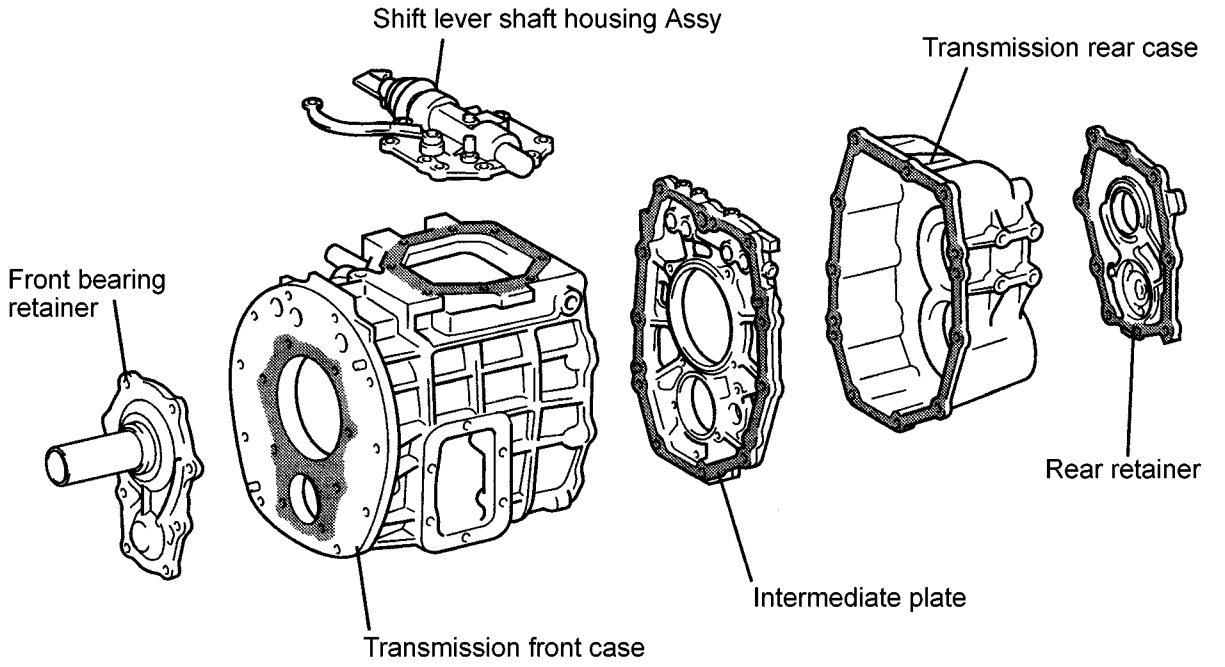
▶ Specifications ◀

Transmission Type		M150	M153	H350	H351	H260
Engine Type		14B	14B, WO4D-J	15B-FTE, S05C-TB	S05C-B, S05C-TA, S05C-TB	S05C-TB
Gear Ratio	1st	5.657	5.339	4.722	5.044	4.722
	2nd	2.818	2.792	2.795	2.954	2.795
	3rd	1.587	1.593	1.570	1.568	1.570
	4th	1.000	1.000	1.000	1.000	1.000
	5th	0.835	0.788	0.775	0.748	0.775
	6th	—	—	—	—	0.619
	Reverse	5.567	5.339	4.545	4.803	4.545
Oil Capacity* Liters (US qts, lmp. qts)		3.2 (3.4, 2.8)	←	4.2 (4.4, 3.7)	←	←
Oil Viscosity		SAE 75W-90				
Oil Grade		API GL-4 or GL-5				

*: In case of with T/M Power Take-off + 0.3 liter (0.31, 0.26)

1. Case

The transmission front and rear cases, retainers, and intermediate plate are made of cast iron.
High strength and high durability were secured for the cases by using a cylindrical shape and an optimal arrangement of ribs. A formed-in-place gasket was used between the case mating faces for superior sealing characteristics.

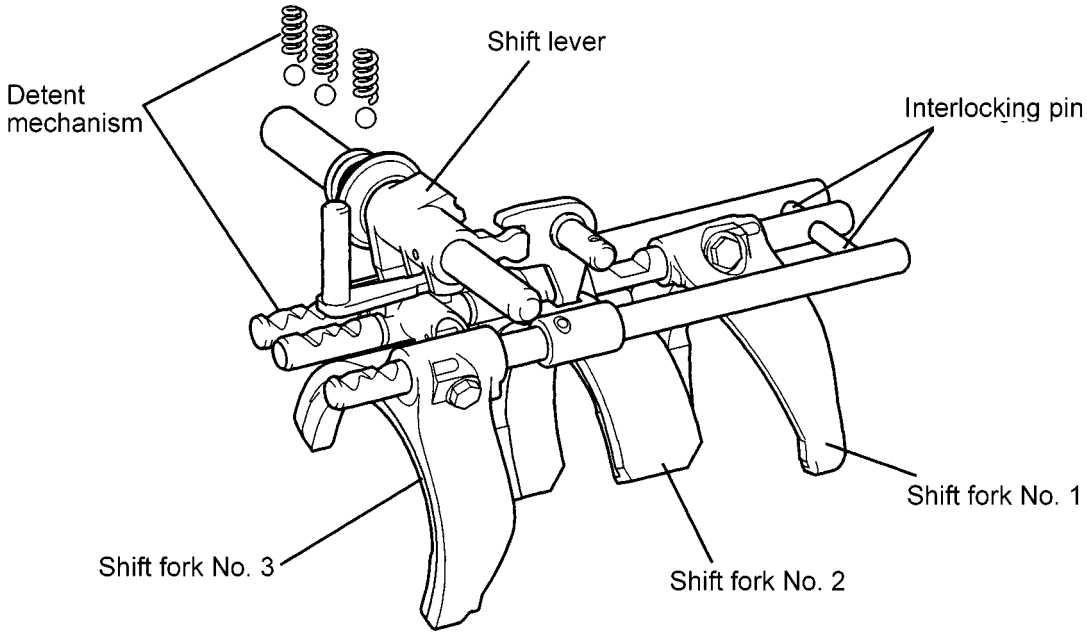


H260 Model

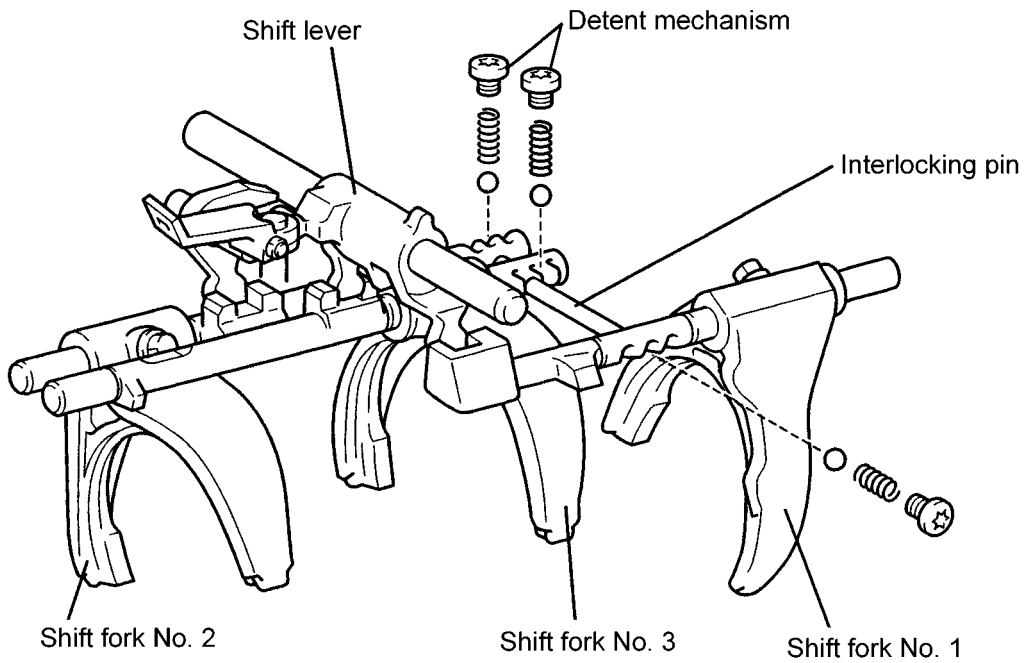
2. Shift Mechanism

The M150 and M153, H350 and H351 model has three shift forks and the H260 has four, and these models have sliding-shaft type shift. A teflon bush was used as the shaft bearing to reduce friction resistance when operating the shift lever. And superior shifting characteristics were obtained by providing a mechanism that prevents double gearing and one that prevents accidentally shifting into reverse gear.

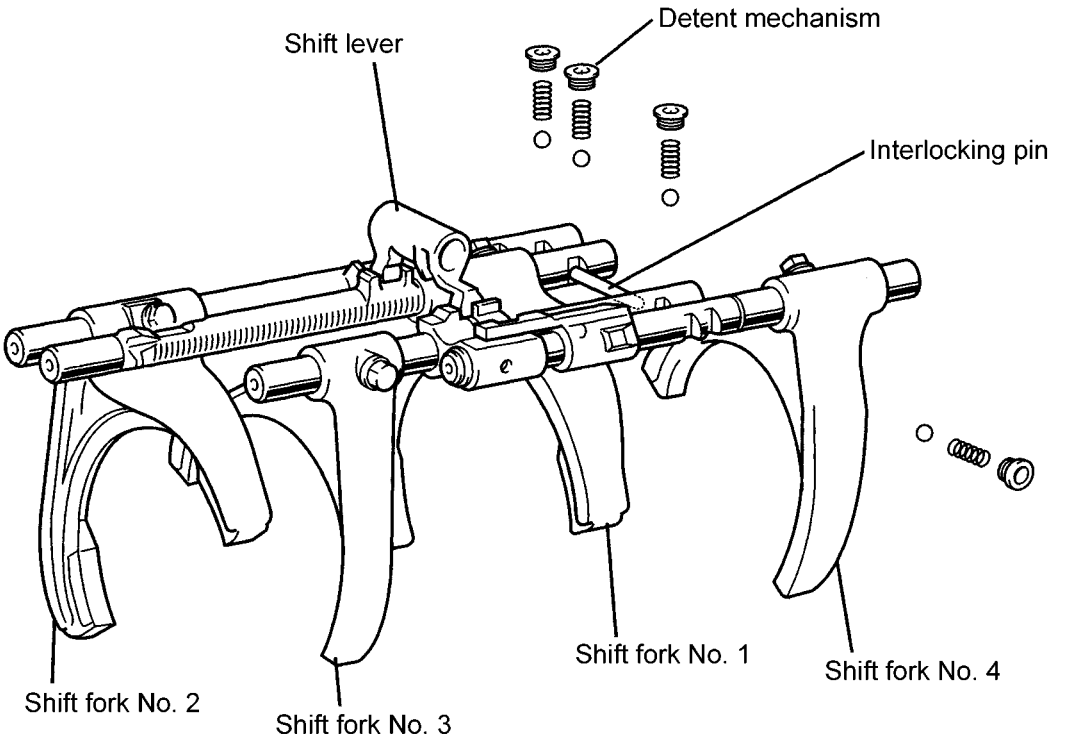
M150/M153 Model (5 speed)



H350/H351 Model (5 speed)

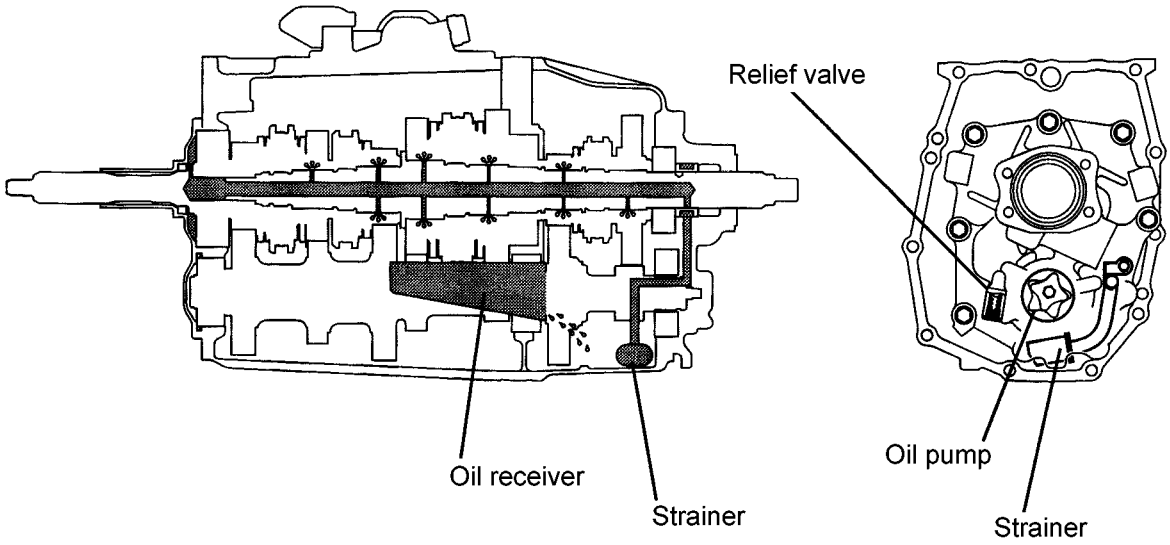


H260 Model (6 speed)



3. Oil Lubrication (H350/H351, H260 Model)

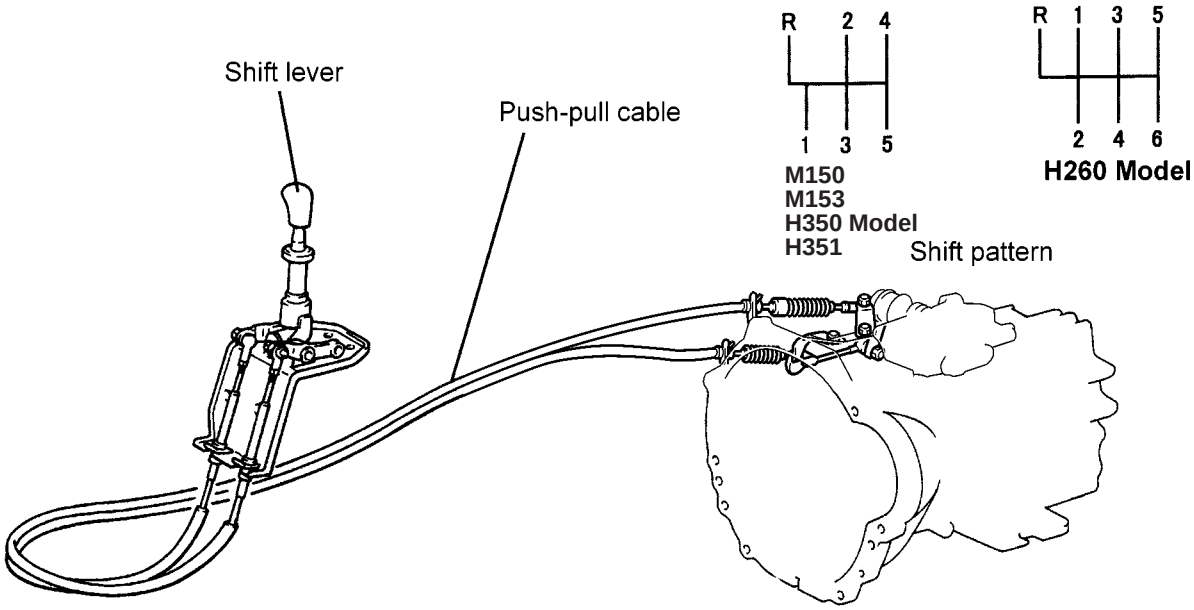
A trochoid oil pump is installed on the counter shaft rear for forced lubrication of all bearings and the synchromesh mechanism.



H260 Model

4. Shift Control

- A shift control with a push-pull cable was adopted.
- The shift lever Assy is a floor type.



For models with a cross shaft setup