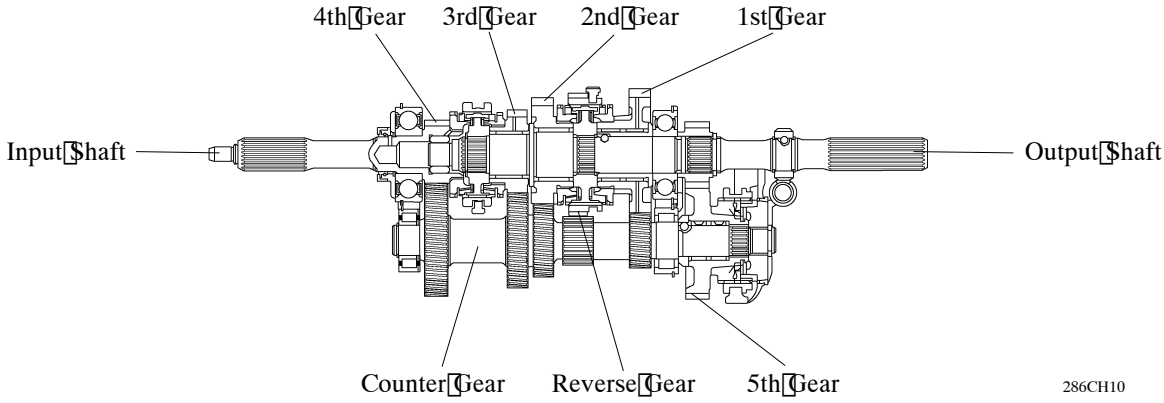
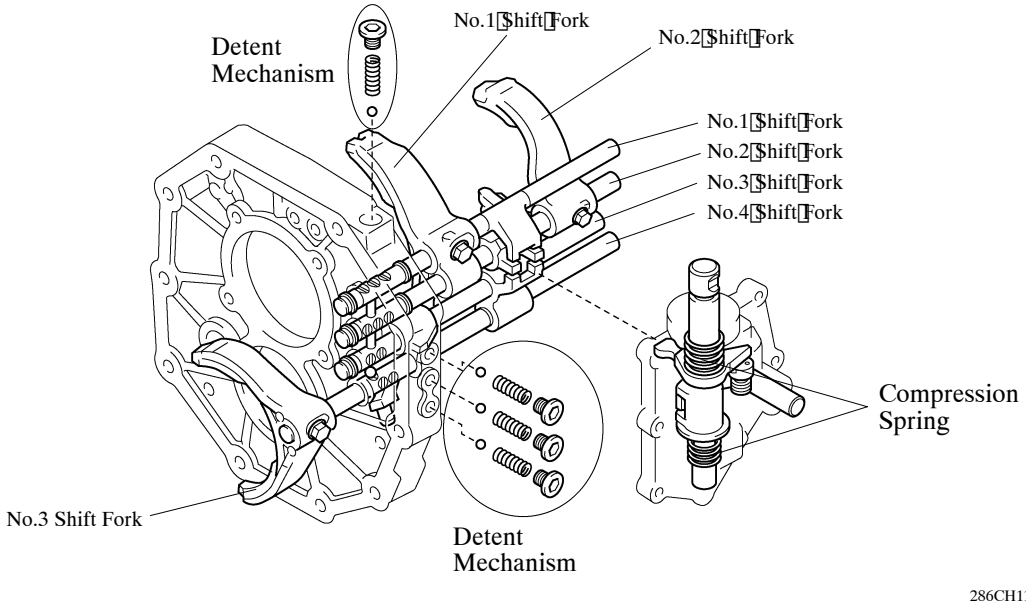
■ GEAR TRAIN

- The transmission power flow is an all-speed constant meshing type.
- A triple-cone type synchromesh mechanism is used for the 1st (only for the 2KD-FTV engine models) and 2nd speed synchromesh mechanism to reduce the required operation force.



■ SHIFT MECHANISM

- R351 manual transmission has four shift forks and sliding-shaft type shift.
- The adopted shift detent mechanism is the same as the conventionally used ball and spring detent system.
- High shifting characteristics have been obtained by providing a mechanism that prevents double gearing, and accidental shifting into the reverse gear.
- Compression springs are provided at both ends of the shift and select lever shaft to make clear the neutral position.



■ SHIFT CONTROL

The shift control has basically the same structure as that of the G55 manual transmission. For details, see page CH-7 in the G55 manual transmission.