DESCRIPTION

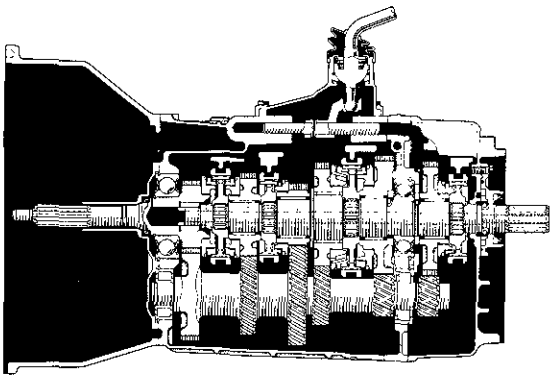
PRECAUTIONS

When working with FIPG material, you must be observe the following.

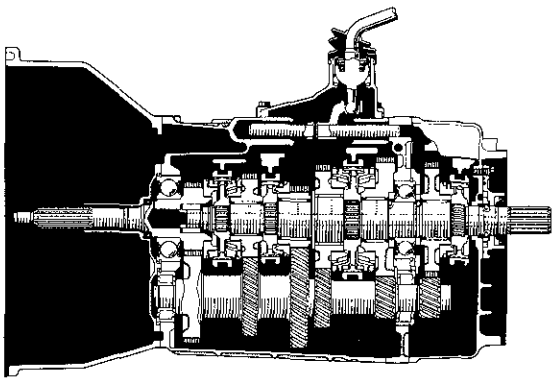
- Using a razor blade and gasket scraper, remove all the old sealant (FIPG) material from the gasket surfaces.
- Throughly clean all components to remove all the loose material.
- Clean both sealing surfaces with a non-residue solvent.
- Apply the sealant in approx. 1 mm (0.04 in.) bead along the sealing surface.
- Parts must be assembled within 10 minutes of application. Otherwise, the sealant (FIPG) material must be removed and reapplied.

DESCRIPTION

- Transmission type H150F and H151F are constant mesh synchronizers for forward gears, and a sliding mesh reverse gear.
- (H150F) A triple-cone type synchromesh mechanism is used in the second gear to improve the shift feeling characteristics. This helps to reduce the shifting effort, provide smoothly shifting.
- (H151F) A triple-cone type synchromesh mechanism is used in the first, second and third gears to improve the shift feeling characteristics. This helps to reduce the shifting effort, provide smoothly shifting.
- The input shaft is composed of the 1st and 2nd speed gears and the reverse drive gear, and the output shaft is composed of the drive gear (for use with the ring gear).



Q03143



Q03145

Type of Transmission		H150F	H151F
Type of Engine		1HZ	1HD-T, 1FZ-F, 1FZ-FE
Gear Ratio	1st	4.529	4.081
	2nd	2.464	2.294
	3rd	1.490	←
	4th	1.000	←
	5th	0.881	←
	Reverse	4.313	←
Oil Capacity		2.7 liters (2.6 US qts, 3.1 Imp.qts)	
Oil Vicosity		SAE75W — 90	
Oil Grade		API GL-4 or GL-5	