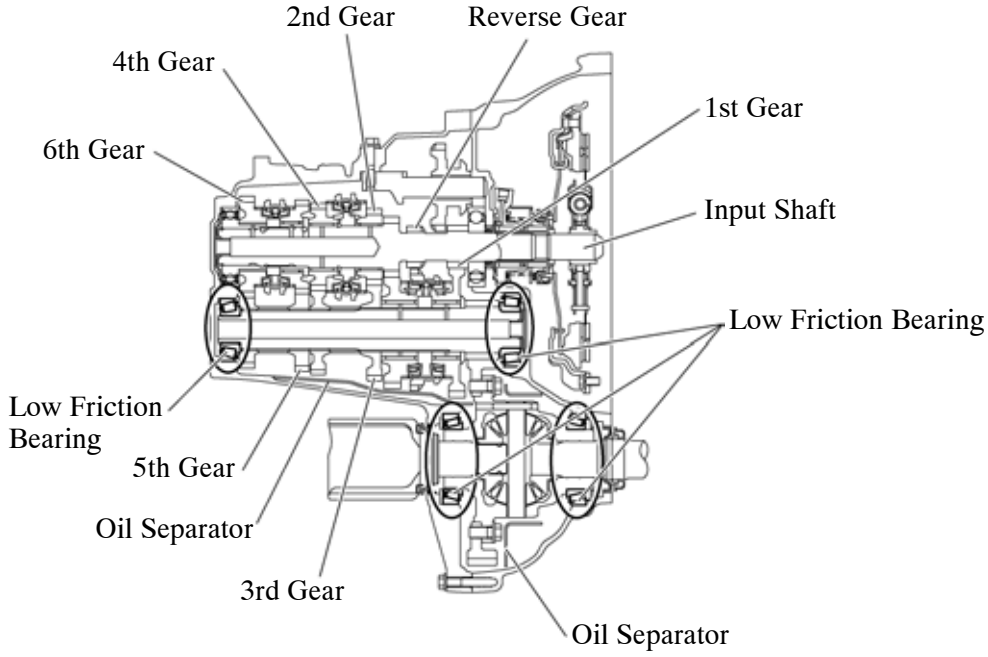
■ CONSTRUCTION

1. General

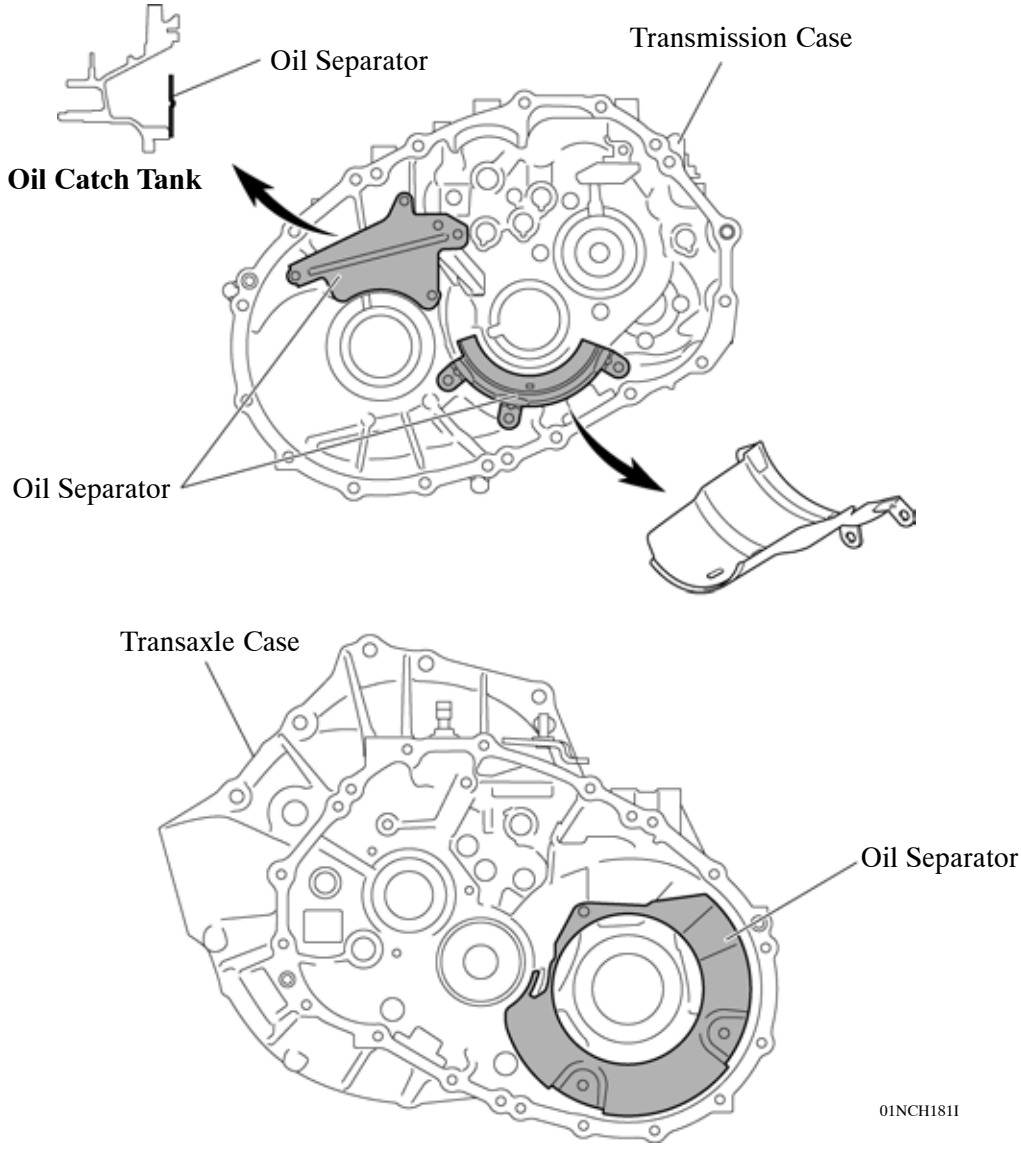
- Low friction bearings are used on the output shaft and differential portion.
- An oil separator is located in the outside gear surroundings and differential ring gear side.
- A triple-cone type synchromesh mechanism is used for the 1st and 2nd gears.
- A single-cone type synchromesh mechanism is used for the 3rd, 4th, 5th and 6th.
- A pre-synchromesh system is used for reverse gear.



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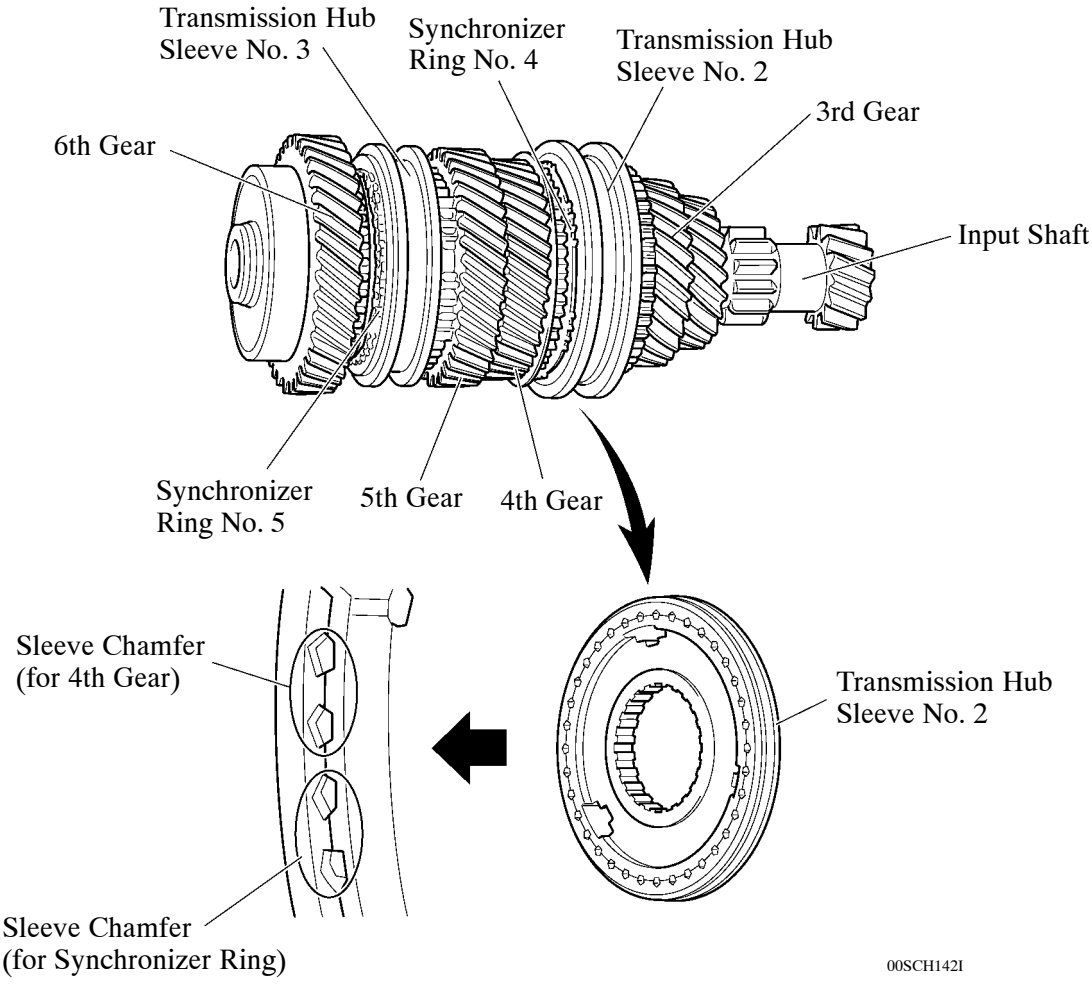
2. Oil Separator

- The oil separator prevents the oil in the sump from being directly mixed by the output gears and differential ring gear.
- An oil catch tank is formed in the space between the transmission case and the oil separator located in the upper area of the differential ring gear side, thereby reducing energy losses caused by oil mixing.

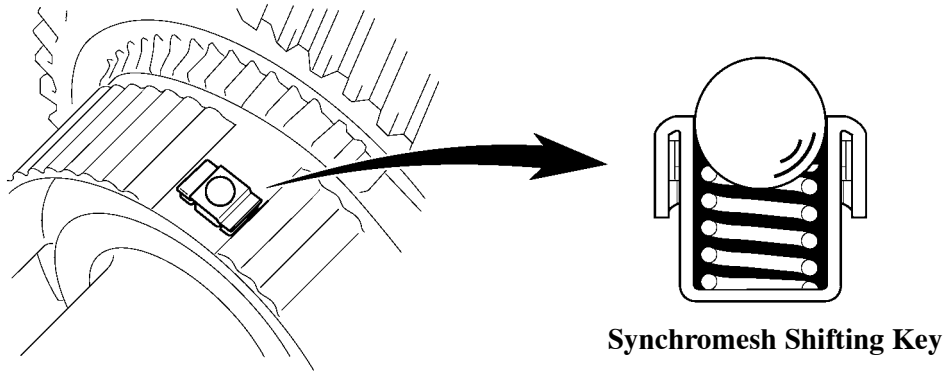


3. Synchromesh Mechanism

- The transmission hub sleeve No. 2 has a 2-step sleeve chamfer structure. This reduces the amount of time needed for gears to engage after synchronizing, thereby improving shift feeling.

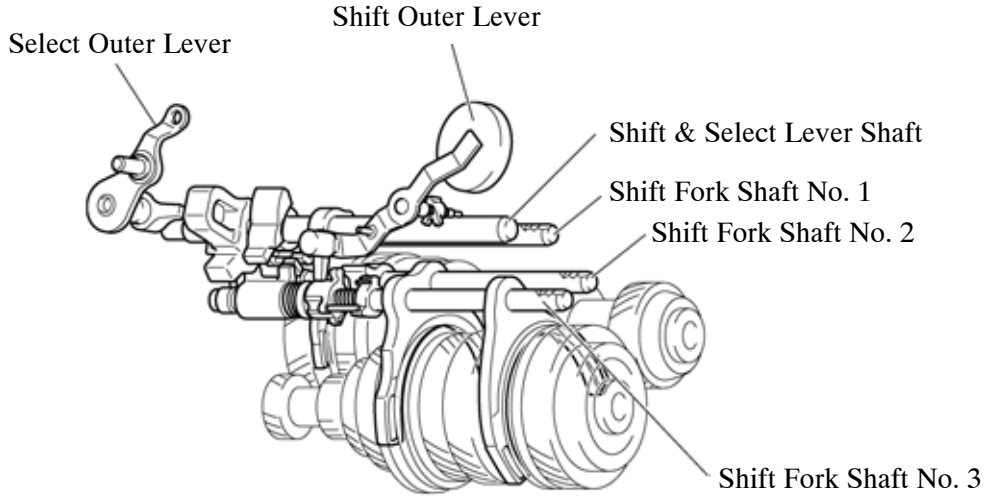


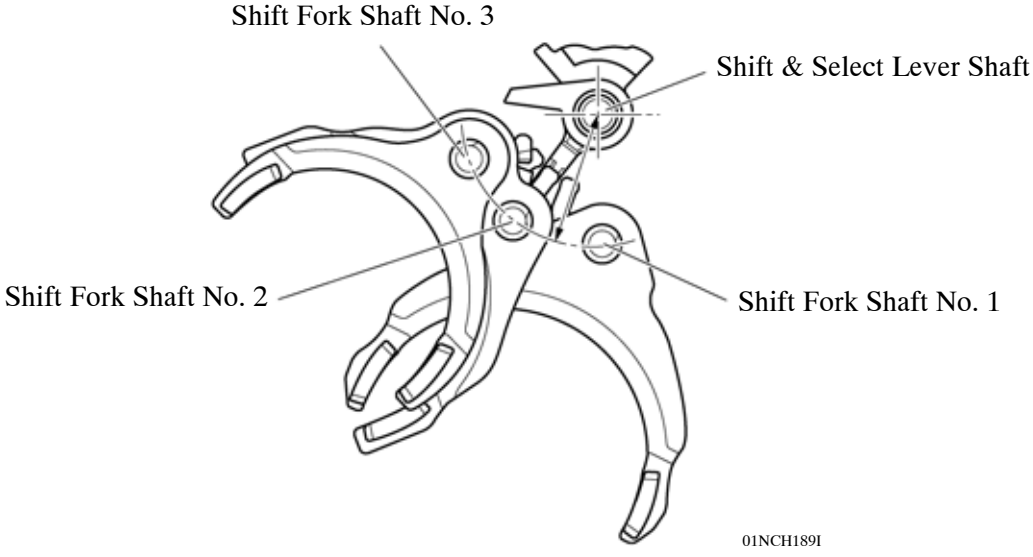
- The ball and spring in the synchromesh shifting key have been combined into one unit, thus ensuring the stable position of the synchromesh shifting key and improving shift feeling.



4. Shift Mechanism

- The shift mechanism consists of a shift outer lever, a select outer lever, a shift & select lever shaft, 3 shift forks, a reverse shift arm bracket assembly, and a reverse shift fork.
- The distances between the shift & select lever shaft and each shift fork shaft, and the distance between the shift fork and shift fork shaft have been shortened. This reduces sliding resistance, thereby improving shift feeling.
- The shape of the shift fork has been made symmetrical to improve shift feeling.





- A pre-synchronizing system is used. While reverse is selected, the synchromesh mechanism of the 4th gear is activated, thereby preventing gear noise when shifting into reverse gear.

