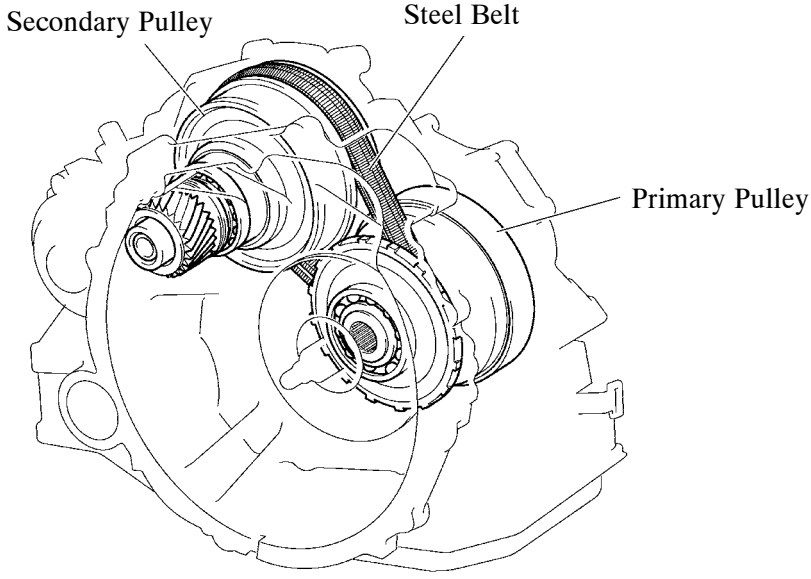
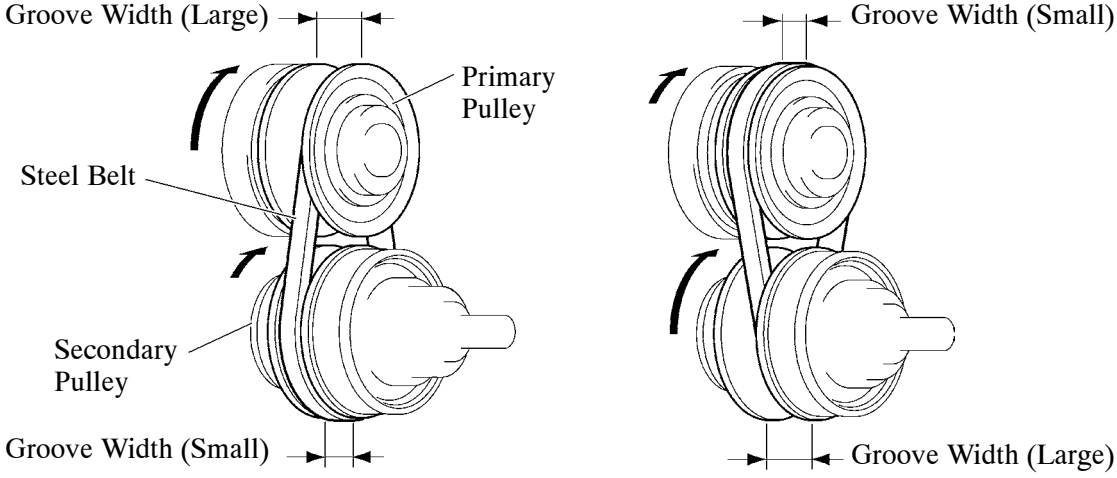
■ SHIFT MECHANISM

1. General

- The shift mechanism consists of a primary pulley, a secondary pulley, and a steel belt.
- The widths of the grooves of the pulleys are changed through hydraulic control.
- During acceleration, the action of the shift solenoid valve DS1 increases the fluid inflow volume to the primary pulley, thus narrowing the width of the pulley groove.
- During deceleration, the action of the shift solenoid valve DS2 increases the fluid outflow volume to the primary pulley, thus widening the width of the pulley groove.
- The secondary pulley is hydraulically controlled by the shift solenoid valve SLS. It controls the belt clamping pressure to ensure the proper power transmission efficiency.



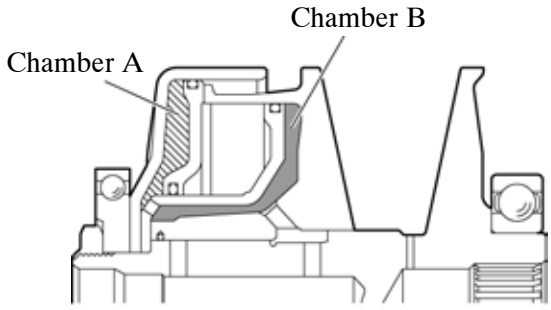


Pulley Ratio (Low) **Pulley Ratio (High)**

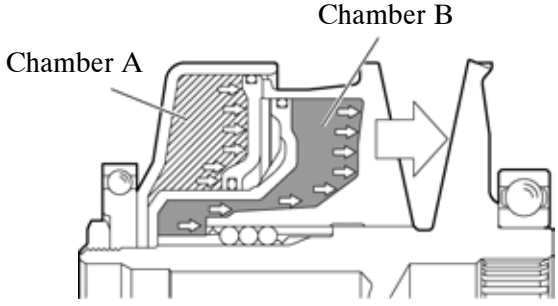
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2. Primary Pulley

The primary pulley uses a double piston construction. 2 chambers generate hydraulic pressure to vary the groove width. This results in a compact and lightweight assembly.



Pulley Ratio (Low)

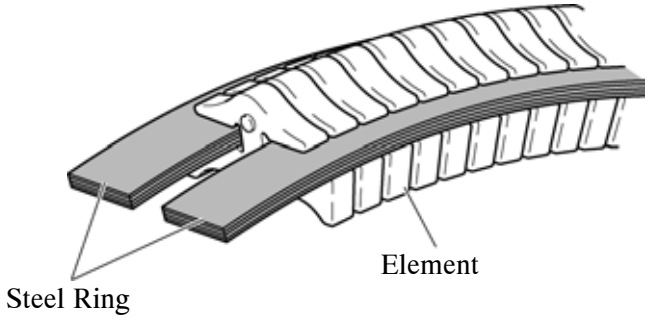


Pulley Ratio (High)

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3. Steel Belt

The steel belt consists of elements and 2 rows of steel rings. In contrast to the chains and V-belts that transmit power through the use of tensile force, the steel belt uses the compressive action (pushing force) of the elements to transmit power.



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