GROUP 22

MANUAL TRANSAXLE

CONTENTS

MANUAL TRANSAXLE

GENERAL DESCRIPTION

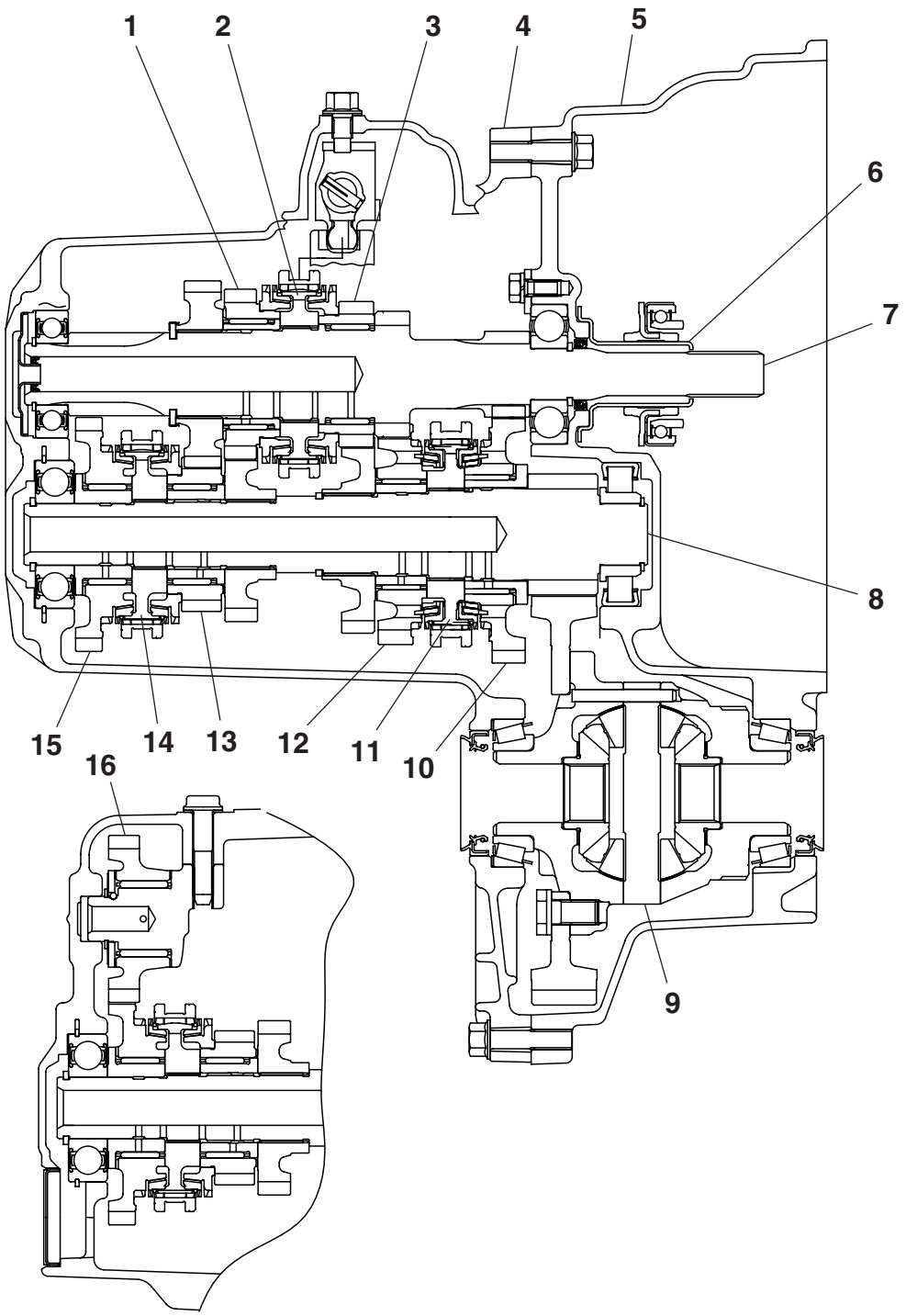
M2220000100291

Manual transaxle F5M42 type (5M/T) has been adopted for vehicles with 2.4L engine. F6MBA type (6M/T) has been adopted for vehicles with 3.8L engine.

SPECIFICATIONS

ITEM		SPECIFICATION	
Transaxle model		F5M42	F6MBA
Engine model		2.4L engine	3.8L engine
Transaxle type		5-speed forward, 1-speed reverse constant mesh	6-speed forward, 1-speed reverse constant mesh
Transaxle gear ratio	1st	3.583	3.214
	2nd	1.947	2.238
	3rd	1.379	1.535
	4th	1.030	1.171
	5th	0.767	1.085
	6th	–	0.790
	Reverse	3.363	3.456
Final reduction ratio		4.312	3.777 (1st, 2nd, 3rd, 4th)
			3.238 (5th, 6th, Reverse)
Speedometer gear ratio		28/36	25/33

SECTIONAL VIEW <5M/T>



AC309077AC

1. 4TH SPEED GEAR
2. 3RD–4TH SPEED SYNCHRONIZER HUB
3. 3RD SPEED GEAR
4. TRANSAXLE CASE
5. CLUTCH HOUSING
6. REVERSE BEARING RETAINER
7. INPUT SHAFT
8. OUTPUT SHAFT
9. DIFFERENTIAL
10. 1ST SPEED GEAR
11. 1ST–2ND SPEED SYNCHRONIZER HUB
12. 2ND SPEED GEAR
13. 5TH SPEED GEAR
14. 5TH–REVERSE SPEED SYNCHRONIZER HUB
15. REVERSE GEAR
16. REVERSE IDLER GEAR

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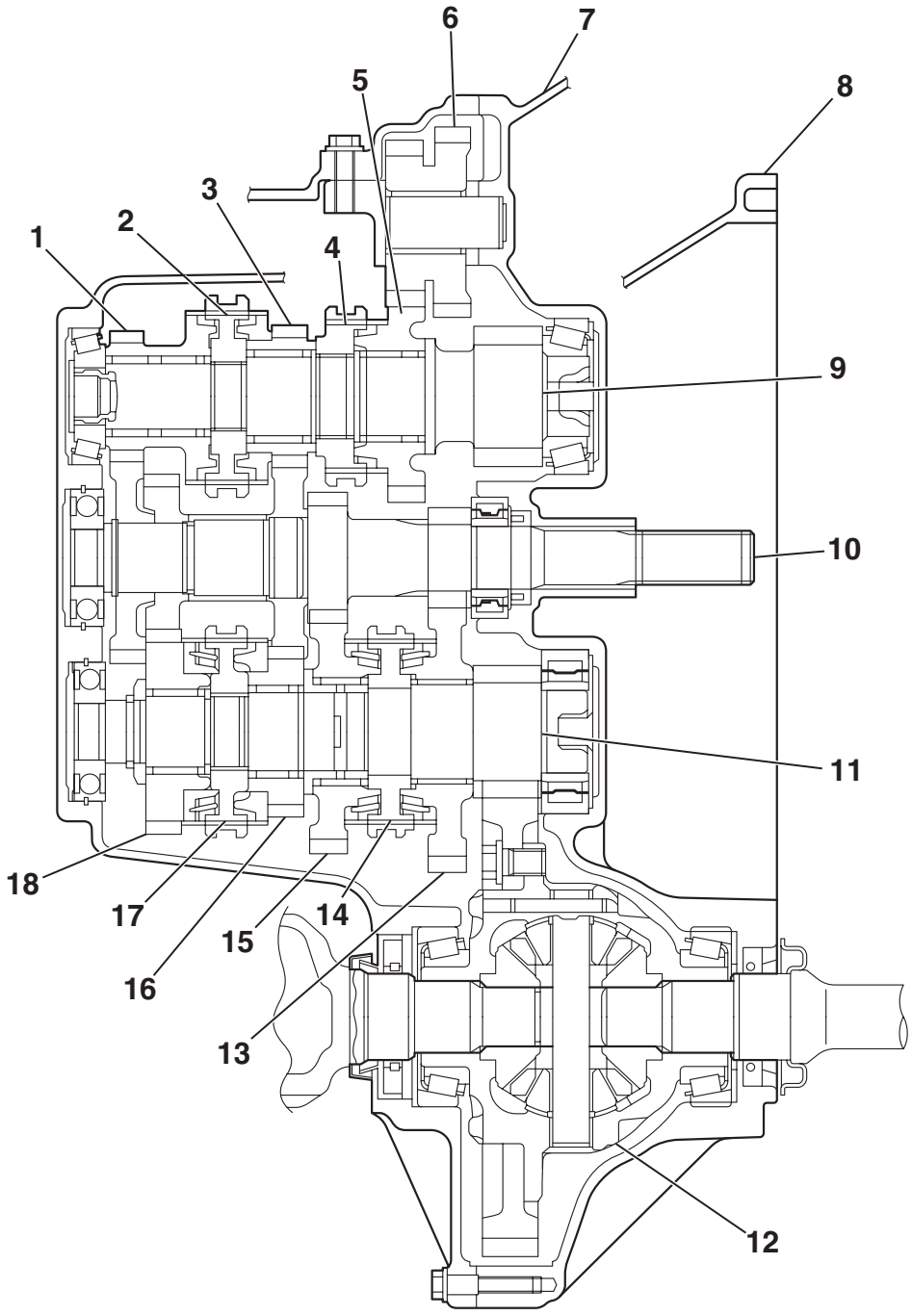
SECTIONAL VIEW <6M/T>



AC500287AC

1. 6TH SPEED GEAR
2. 5TH–6TH SPEED SYNCHRONIZER HUB
3. 5TH SPEED GEAR
4. REVERSE SPEED SYNCHRONIZER HUB
5. REVERSE SPEED GEAR
6. REVERSE IDLER GEAR
7. TRANSAXLE CASE
8. CLUTCH HOUSING
9. OUTPUT SHAFT NO.2
10. INPUT SHAFT
11. OUTPUT SHAFT NO.1
12. DIFFERENTIAL
13. 1ST SPEED GEAR
14. 1ST–2ND SPEED SYNCHRONIZER HUB
15. 2ND SPEED GEAR
16. 4TH SPEED GEAR
17. 3RD–4TH SPEED SYNCHRONIZER HUB
18. 3RD SPEED GEAR

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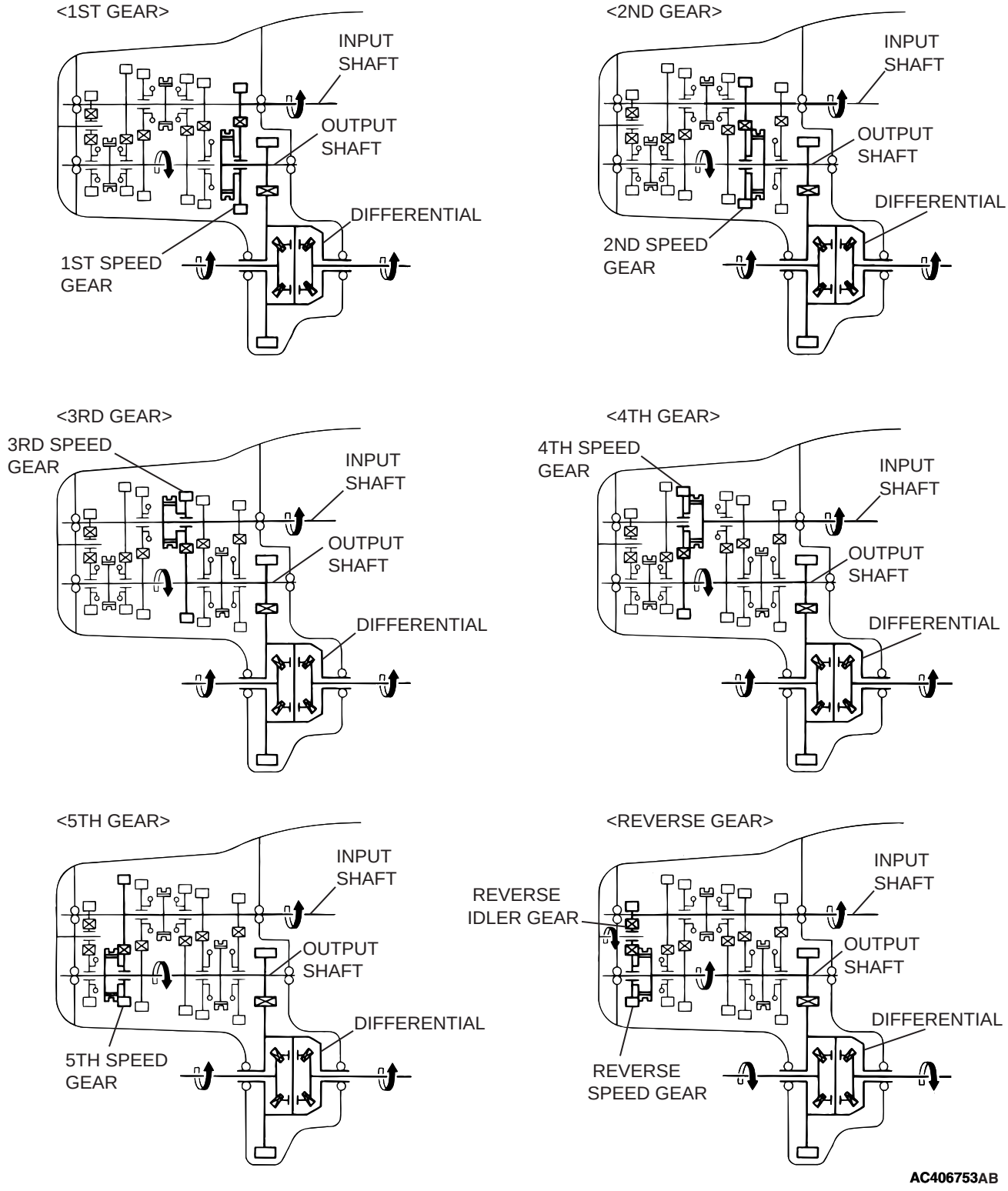
DESCRIPTION OF CONSTRUCTION AND OPERATION

M2220008000050

POWER FLOW

<5M/T>



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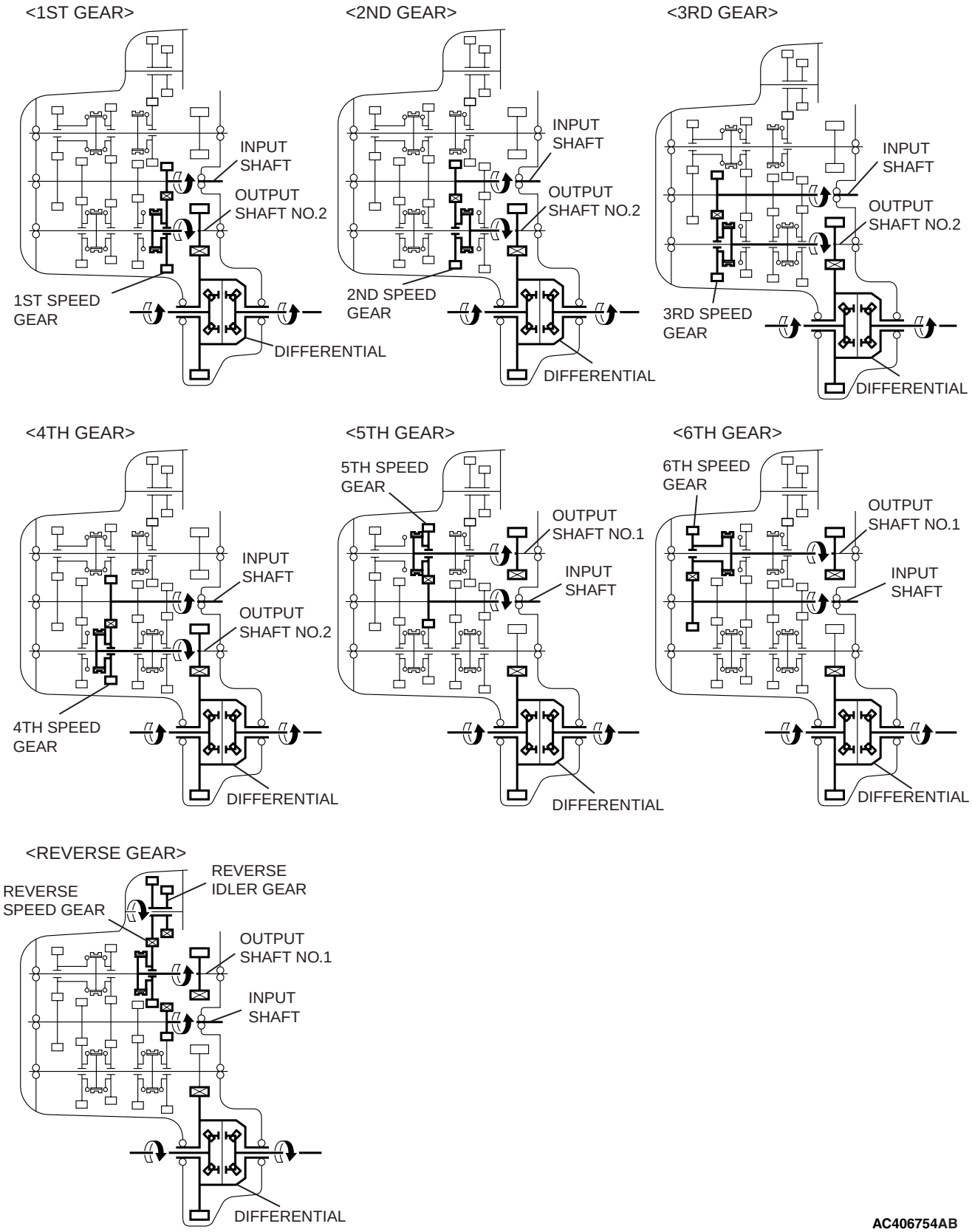
<6M/T>


<1ST GEAR>
INPUT SHAFT
OUTPUT SHAFT NO.2
1ST SPEED GEAR
DIFFERENTIAL
<2ND GEAR>
INPUT SHAFT
OUTPUT SHAFT NO.2
2ND SPEED GEAR
DIFFERENTIAL
<3RD GEAR>
INPUT SHAFT
OUTPUT SHAFT NO.2
3RD SPEED GEAR
DIFFERENTIAL
<4TH GEAR>
INPUT SHAFT
OUTPUT SHAFT NO.2
4TH SPEED GEAR
DIFFERENTIAL
<5TH GEAR>
5TH SPEED GEAR
OUTPUT SHAFT NO.1
INPUT SHAFT
DIFFERENTIAL
<6TH GEAR>
6TH SPEED GEAR
OUTPUT SHAFT NO.1
INPUT SHAFT
DIFFERENTIAL
<REVERSE GEAR>
REVERSE IDLER GEAR
REVERSE SPEED GEAR
OUTPUT SHAFT NO.1
INPUT SHAFT
DIFFERENTIAL
AC406754AB

TRANSAXLE CONTROL

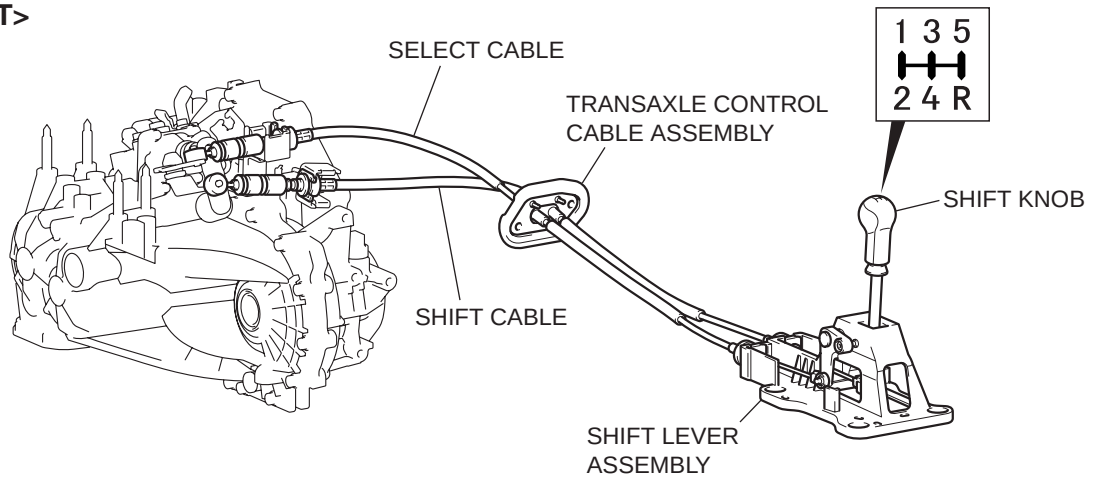
GENERAL DESCRIPTION

M2222000100134

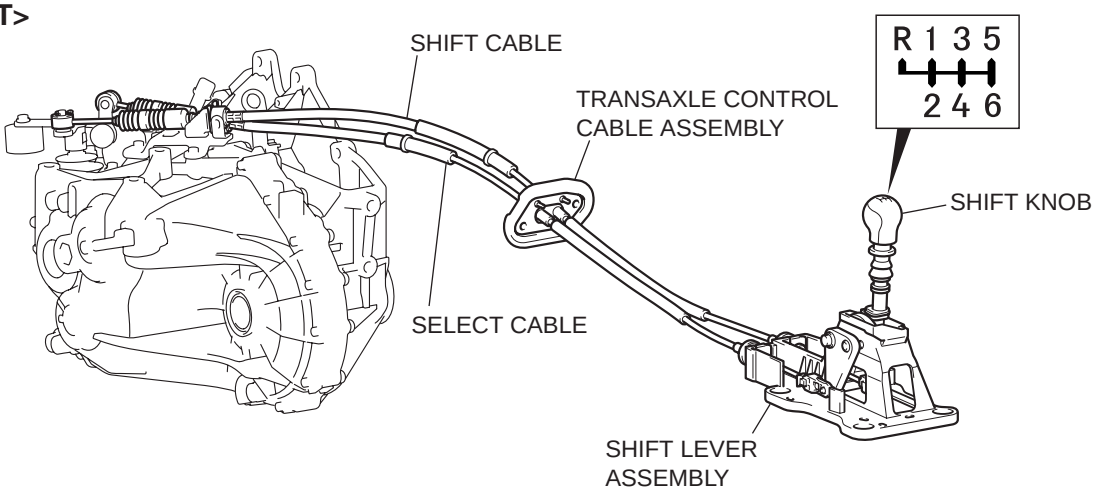
- The base bracket is made of synthetic resin for weight reduction.
- The shift and select cable securing portions have been elastically supported to reduce noise and vibration.
- A mass-filled shift knob minimizes binding during shifting.
- As for the shift knob, the genuine-leather gun grip type has been adopted for 5M/T, and genuine-leather ball type has been adopted for 6M/T.
- For the 6M/T shift lever assembly, to avoid shifting to the reverse position accidentally while shifting to the forward gear, the pull-ring type mechanism preventing accidental reverse-shift has been adopted.

CONSTRUCTION DIAGRAM

<5M/T>



<6M/T>



AC406036AB

DESCRIPTION OF CONSTRUCTION AND OPERATION

M2222002000025

SHIFT LEVER ASSEMBLY<6M/T>

For the 6M/T shift lever assembly, the 6th gear position has been established in place of the reverse position of 5M/T shift lever assembly, and the reverse position has been established on the left of the 1st gear and 2nd gear positions. Therefore, the accidental reverse-shift prevention mechanism has been added in order to prevent the shift lever from being shifted accidentally to the reverse position when shifting from 1st gear to 2nd gear.

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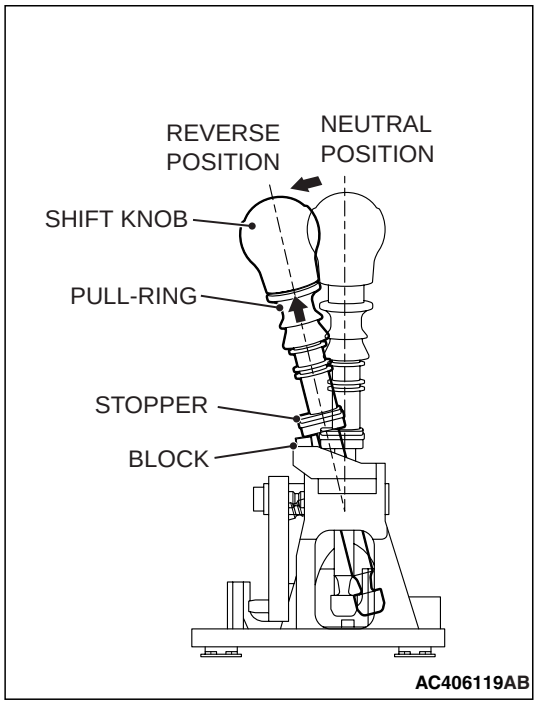
CONSTRUCTION AND OPERATION OF ACCIDENTAL REVERSE-SHIFT PREVENTION MECHANISM



During normal shifting from 1st gear to 2nd gear, the stopper section contacts the block section, making it impossible to shift to the reverse position.
To shift to the reverse position, pull the pull-ring up to the shift knob. This lifts the stopper section and avoids a contact with the block section, allowing the shift lever to be shifted to the reverse position.