

DESCRIPTION (Continued)

Item	Part Number	Description
142	7E484	Pin—Trans. Rev. Lockout Pawl Pivot
143	N663103-S2	Ring—4mm Ret. Type RB Ext.
144	7B146	Spring—Trans. 5th / Rev. Kick Down
145	7D378	Bracket Assy—Rev. Shift Relay Lever Support
146	7D379	Bracket—Rev. Shift Relay Lever Support
147	7L128	Spring—Trans. Rev. Shift Relay Lever
148	7K423	Shaft Assy—Trans. 5th Shift Fork Control

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Item	Part Number	Description
149	7217	Ball—8.731mm
150	7L128	Spring—Trans. Rev. Shift Relay Lever Ret. Sec.
151	7N620	Bushing—Clutch Release Shaft—Lower
152	N802393-S100	Bolt-Service Replacement (10 Req'd)
153	N802389-S2	Nut-Service Replacement (10 Req'd)
154	4419	Pinion Shaft
158	4420	Pinion Shaft Seat
159	N605800-S2	Bolt—Bracket Mounting
160	7F325	Bracket Assy—Energy

OPERATION

Power Flow

Engine torque is transferred from the clutch to the input cluster gear shaft. The four forward gears on the input cluster gear shaft are in constant mesh with a matching gear on the main shaft. The fourth gear on the input cluster gear shaft is simultaneously meshed with the fifth speed gear on the fifth gear shaft. These meshed gearsets provide the five available forward gear ratios.

Both the main shaft and the fifth gear shaft have a pinion gear, which is constantly engaged with the final drive ring gear on the differential assembly. If one of the gears (first through fourth) on the main shaft is selected, and that gear is locked to the shaft by its shifted synchronizer, then the input cluster shaft gear will drive the main shaft pinion gear; driving the differential final drive ring gear. If the fifth gear is selected the input cluster shaft fourth gear will drive the fifth gear shaft pinion gear; driving the differential final drive ring gear. At this time, the main shaft gears will rotate freely.

The gear ratios are as follows:

1st 3.21:1

2nd 2.09:1

3rd 1.37:1

4th 1.02:1

5th 0.75:1

Rev. 3.14:1

Final 3.74

The fifth gear range provides a ratio, in which, the input speed (rpm) from the engine is less than the transaxle output speed to the differential.

REVERSE is accomplished by moving an idler gear into mesh with the input cluster shaft gear and the reverse sliding gear on the main shaft. The reverse idler gear acts as an idler and reverses the direction of main shaft rotation.

In NEUTRAL, none of the gears on the main shaft or the fifth gear driveshaft are locked to their shafts. No torque from the engine to the input cluster gear shaft is transferred to the differential assembly and to the wheels through the halfshafts.

Shift Controls**External**

The manual shift mechanism is made up of the following components:

- Control Assembly
- Shift Rod
- Stabilizer Rod
- Gear Shift Lever
- Shift Boot Assembly
- Shift Knob

The external gearshift mechanism consists of a gearshift lever, transaxle shift rod, stabilizer rod and shift housing. The shift rod is attached to the shift shaft.

The shift housing provides a gear shift lever mounting and connection to the shift rod. The housing is bolted to the stabilizer, which is rubber mounted and fitted to the floorpan. On the transaxle end, the stabilizer rod is mounted through a rubber insulator to a boss on the clutch housing. The function of the stabilizer rod is to equalize the movement of the engine with the shift mechanism and prevent the engine movements from causing the gearshift to pull the transaxle out of gear. Rubber boots are provided for protection of the shafts and sound insulation. Adjustment of the external linkage is not necessary.