

DESCRIPTION

Transaxle is a split case design. Half the case forms the clutch housing and support for one side of differential assembly, input cluster shaft assembly, output shaft assembly, 5th gear shaft assembly and bearings. The other case half houses transaxle gears and supports other side of differential assembly, shaft assemblies and bearings. See Fig. 4 and Fig. 5.

Engine torque is transferred from clutch disc to input cluster shaft gears. Input cluster shaft gears are in constant mesh with output shaft gears. Movement of shift lever transmits motion through external linkages to an internal selector rod assembly. Motion is then transmitted to one or more shift rails and forks. Shift forks engage and/or disengage gears from output shaft through synchronizers. Power then flows from input cluster shaft through selected gear on output shaft or 5th gear shaft, through output shaft or 5th gear shaft to pinion gear and differential final drive gear to drive axle shafts and wheels.