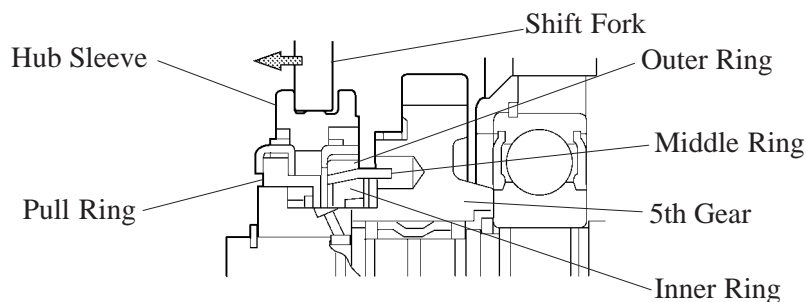


Reverse Gear (Double-Cone Type Synchronmesh Mechanism)

When shifted to the reverse position, the hub sleeve is pushed to the left side (see illustration) thereby pushing the pull ring to the left also. The pull ring pulls the inner ring to the left thereby synchronizing the inner ring, middle ring and outer ring. The synchronizing action stops rotation of the input shaft of the transmission for smoothly engagement of the reverse idle gear.

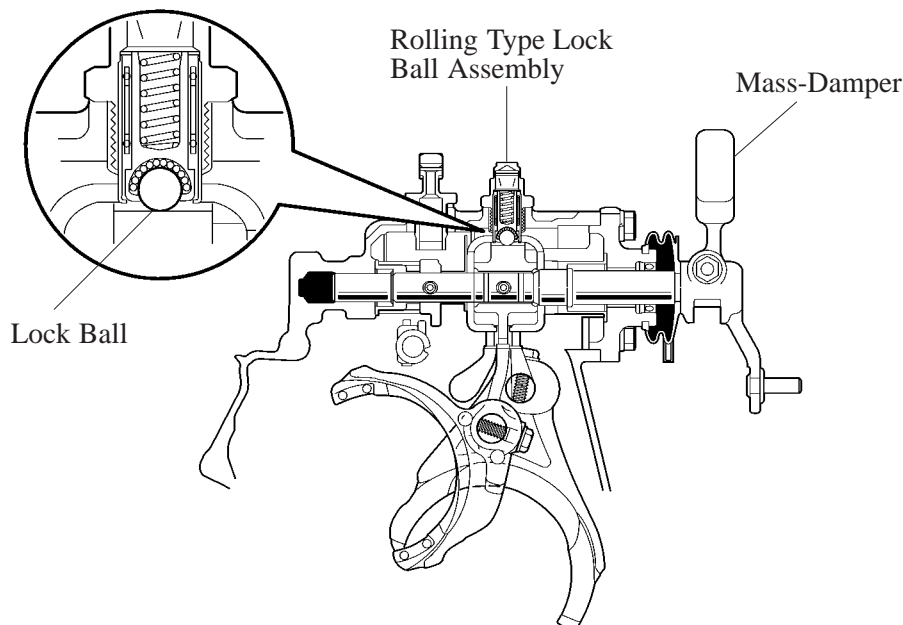
However, when the 5th synchronizer is activated, synchronization is achieved only by the middle and outer rings.



181CH07

SHIFT AND SELECT MECHANISM

The shift feel has been improved through the adoption of the mass damper (Only 1AZ-FE Engine Model) on the shift and select shaft, and a rolling type lock ball assembly.



181CH08

1AZ-FE Engine Model