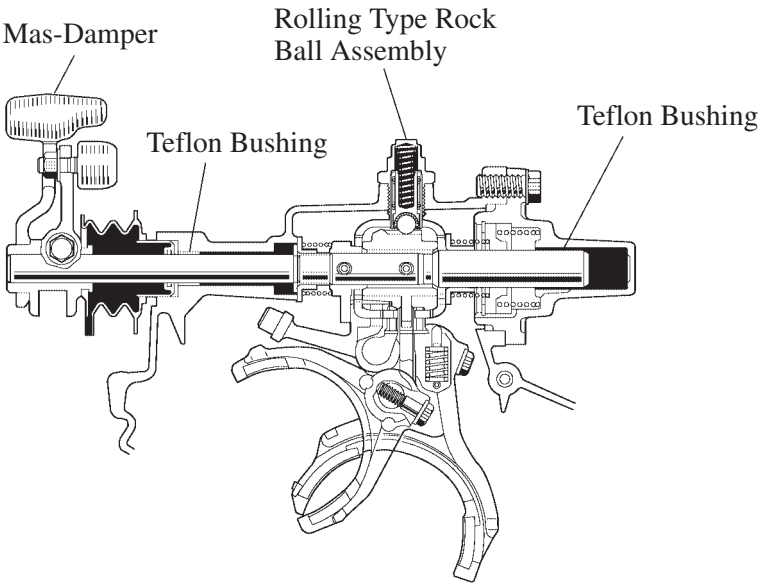
■ SHIFT AND SELECT MECHANISM

1. General

- The shift feel has been improved through the adoption of the Teflon bushings in the support portion for the shift and select shaft, a mass damper on the shift and select shaft, and a rolling type lock ball assembly.
- The reverse mis-shift prevention mechanism has been adopted.

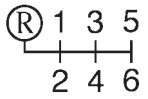


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2. Construction and Operation

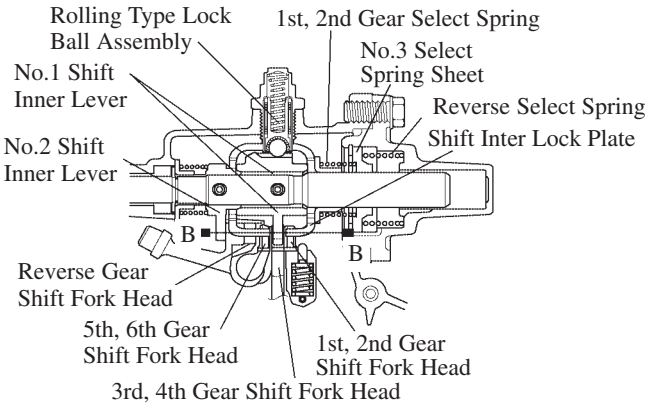
Reverse Mis-Shift Prevention Mechanism

- Due to the adoption of the 6th forward gears, the shift pattern as shown has been adopted. To prevent mis-shifting into reverse when selecting 1st or 2nd from neutral, a reverse mis-shift prevention mechanism has been adopted. In addition, the reverse shift warning buzzer sounds when the shift lever is shifted into reverse.

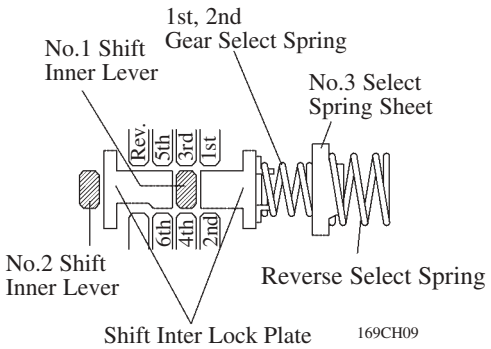


Shift Pattern

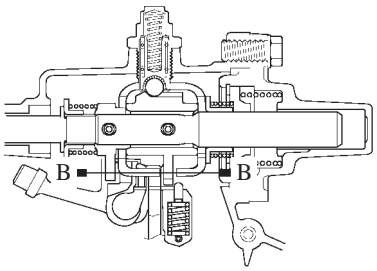
- When an attempt is made to select 1st or 2nd from neutral, the select spring for the 1st and 2nd gear is activated. If a further effort is made to select in the reverse direction, the lock ball applies a load to overcome the protrusion of the No.1 shift inner lever and a load to push the reverse select spring.
  As a result, the select operation load towards reverse becomes greater than the select operation load towards 1st or 2nd, thus preventing from mis-shifting and facilitating the correct gear selection.
  The switch for the reverse shift warning buzzer is the same switch that turns the back-up lamps ON/OFF.



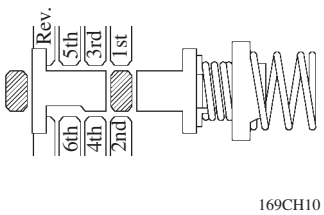
Neutral



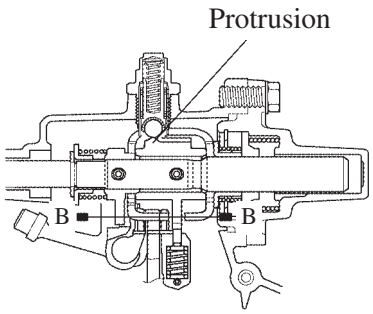
B – B Cross Section



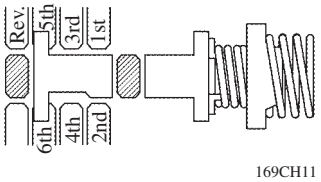
1st, 2nd



B – B Cross Section



Reverse



B – B Cross Section

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