

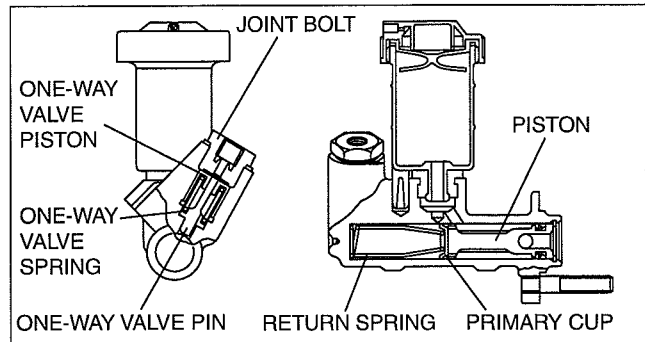
# CLUTCH

## CLUTCH MASTER CYLINDER CONSTRUCTION

dcf051000000t03

- A clutch master cylinder with a built-in one-way valve has been adopted preventing sudden clutch engagement and ensuring smooth startability.

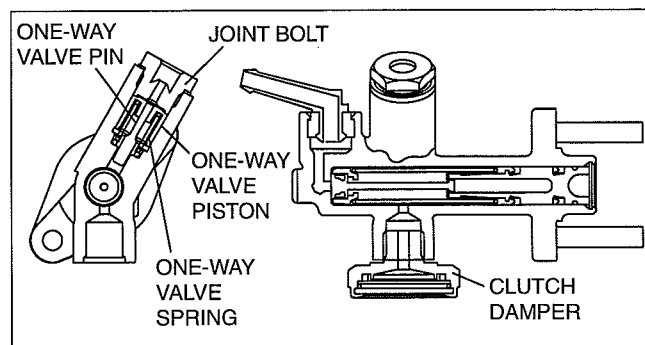
### Vehicles without clutch damper



DCG510ZTB002

### Vehicles with clutch damper

- The clutch damper controls hydraulic pulsation during clutch operation, reducing harsh vibration transmitted to the clutch pedal and operation noise.

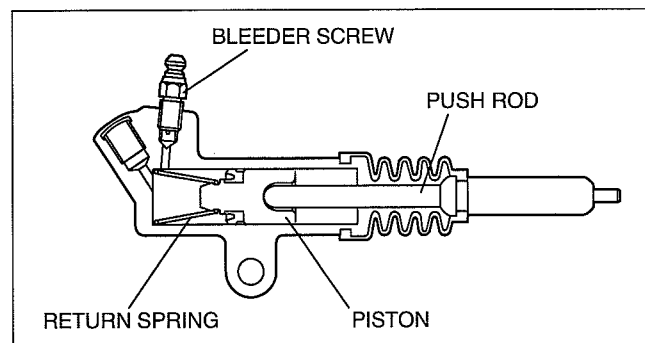


DCG510ZTB003

## CLUTCH RELEASE CYLINDER construction

dcf051000000t04

- The clutch release cylinder consists of a return spring, piston, push rod and a bleeder screw for bleeding air.
- Due to spring pressure maintaining play between the push rod end and the release fork at zero, an automatic adjusting, maintenance-free design has been achieved.



DCG510ZTB004

## CLUTCH COVER OUTLINE [S15M-D, S15MX-D]

dcf051000000t05

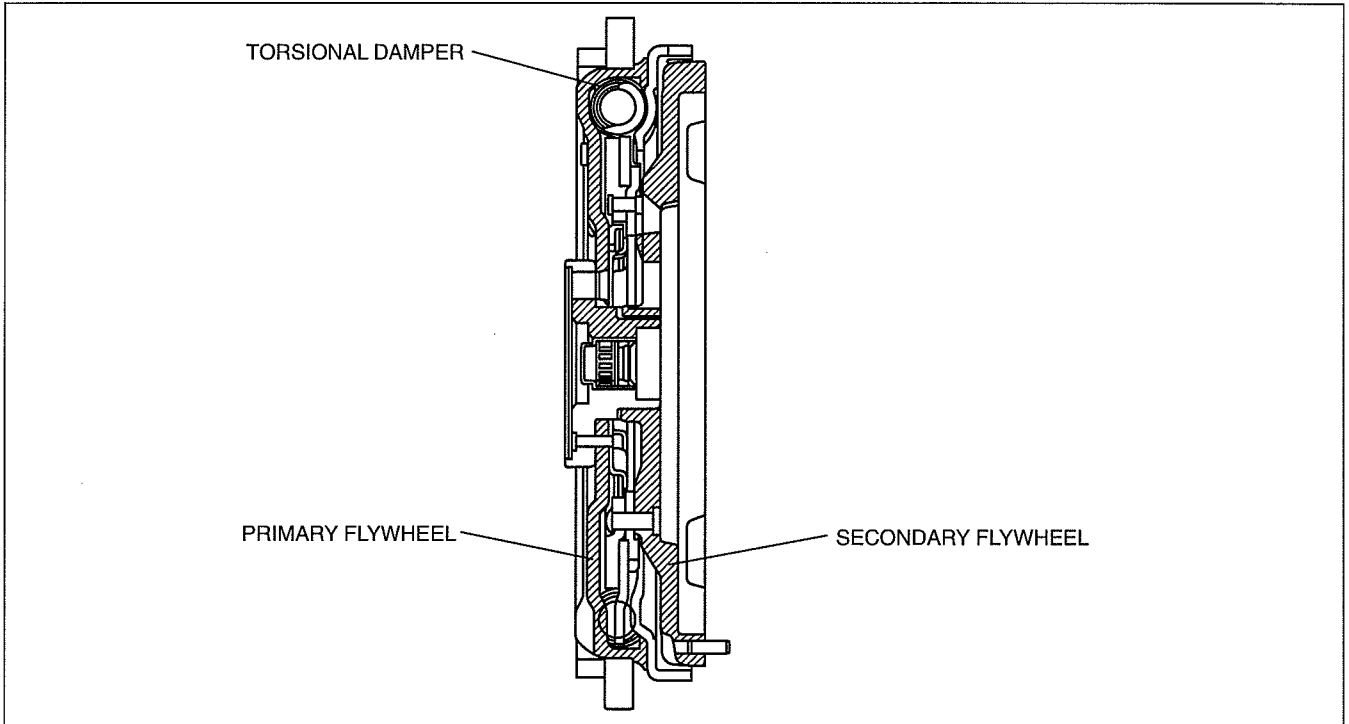
- The wear assurance function of the clutch cover maintains the set load of the clutch cover unchanged even as the clutch disc becomes worn, thereby extending disc life.

# CLUTCH

## DUAL-MASS FLYWHEEL FUNCTION [S15M-D, S15MX-D]

dcf05100000106

- The dual-mass flywheel has separated primary and secondary flywheel, and a torsional damper that is located inside the flywheel. Due to this structure, the transmission main drive gear shaft rotation can be stabilized, decreasing noise inside the transmission (gear teeth rattling) created by engine speed fluctuation, and thereby greatly reducing vehicle booming noise also.



DCG510ZTB005



**05-11B MANUAL TRANSMISSION [S15M-D, S15MX-D]**

MANUAL TRANSMISSION OUTLINE [S15M-D, S15MX-D] .....	05-11B-1	DOUBLE cone SYNCHRONIZER MECHANISM OUTLINE [S15M-D, S15MX-D] .....	05-11B-7
MANUAL TRANSMISSION CROSS-SECTIONAL VIEW [S15M-D, S15MX-D] .....	05-11B-2	DOUBLE CONE SYNCHRONIZER MECHANISM CONSTRUCTION/ OPERATION [S15M-D, S15MX-D] .....	05-11B-7
MANUAL TRANSMISSION POWER FLOW [S15M-D, S15MX-D] .....	05-11B-3	SHIFT INTERLOCK MECHANISM FUNCTION [S15M-D, S15MX-D] .....	05-11B-7
SHIFT MECHANISM OUTLINE [S15M-D, S15MX-D] .....	05-11B-4	SHIFT INTERLOCK MECHANISM OPERATION [S15M-D, S15MX-D] .....	05-11B-7
TRIPLE CONE SYNCHRONIZER MECHANISM STRUCTURE [S15M-D, S15MX-D] .....	05-11B-5	REVERSE LOCKOUT MECHANISM FUNCTION [S15M-D, S15MX-D] .....	05-11B-8
TRIPLE CONE SYNCHRONIZER MECHANISM OPERATION [S15M-D, S15MX-D] .....	05-11B-5	REVERSE LOCKOUT MECHANISM CONSTRUCTION/OPERATION [S15M-D, S15MX-D] .....	05-11B-8

**MANUAL TRANSMISSION OUTLINE [S15M-D, S15MX-D]**

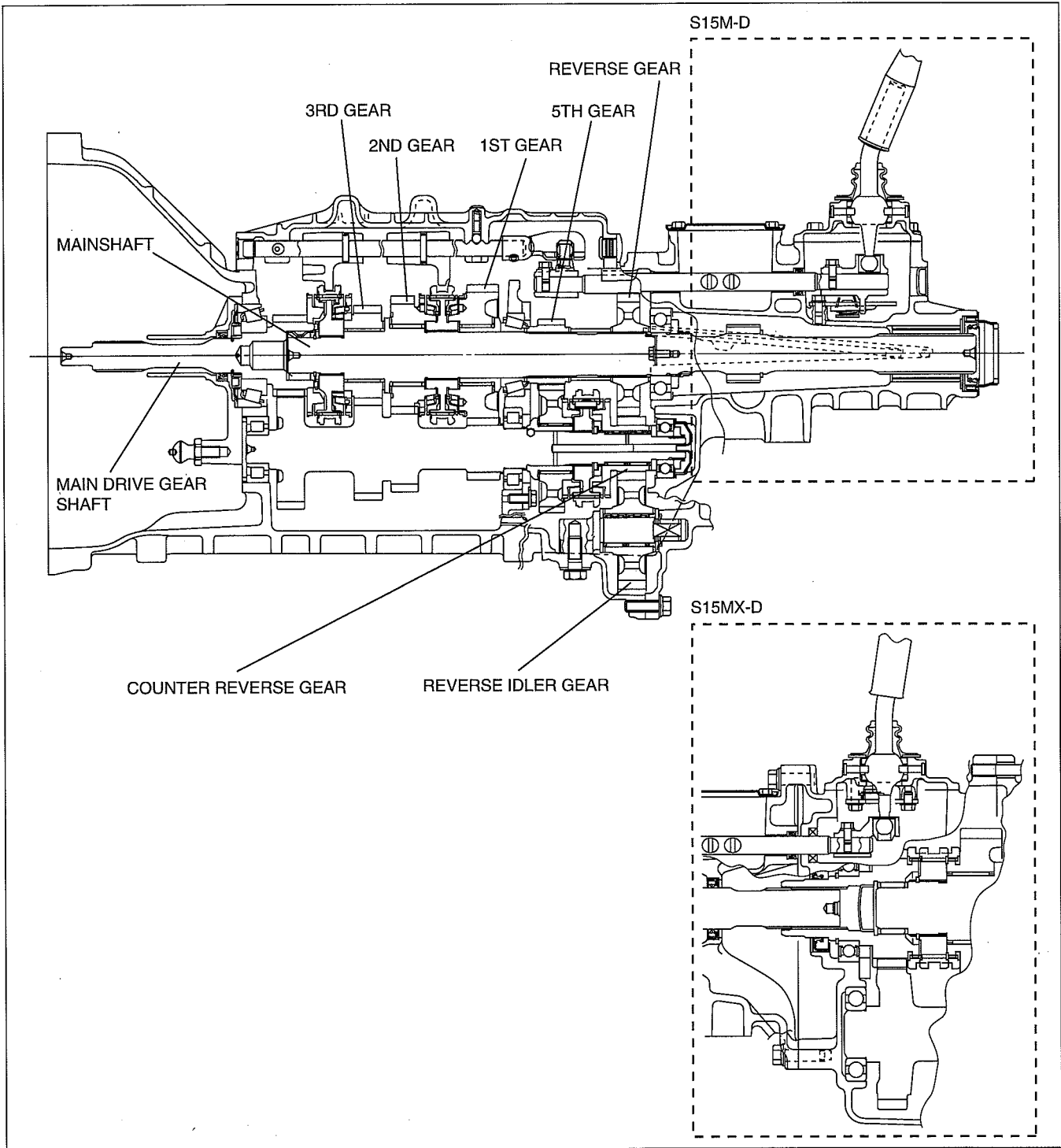
dcf05110000033

- A linked, triple cone synchronizer mechanism has been adopted for 1st and 2nd gears.
- A linked, double cone synchronizer mechanism has been adopted for 3rd gear.
- A cam-type reverse lockout mechanism has been adopted.

# MANUAL TRANSMISSION [S15M-D, S15MX-D]

## MANUAL TRANSMISSION CROSS-SECTIONAL VIEW [S15M-D, S15MX-D]

dcf051100000134

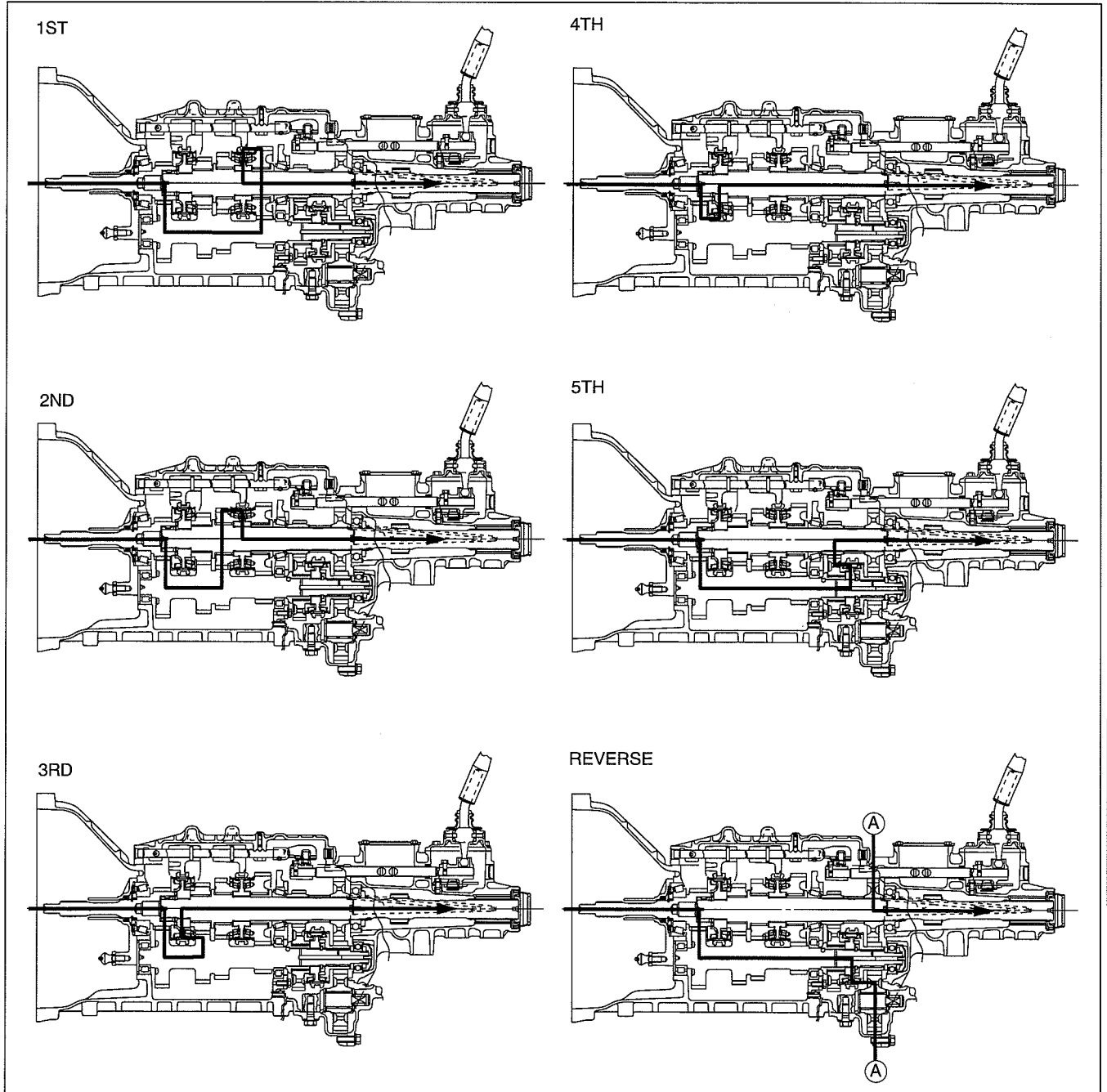


DCG511BTB001

# MANUAL TRANSMISSION [S15M-D, S15MX-D]

## MANUAL TRANSMISSION POWER FLOW [S15M-D, S15MX-D]

dcf051100000135



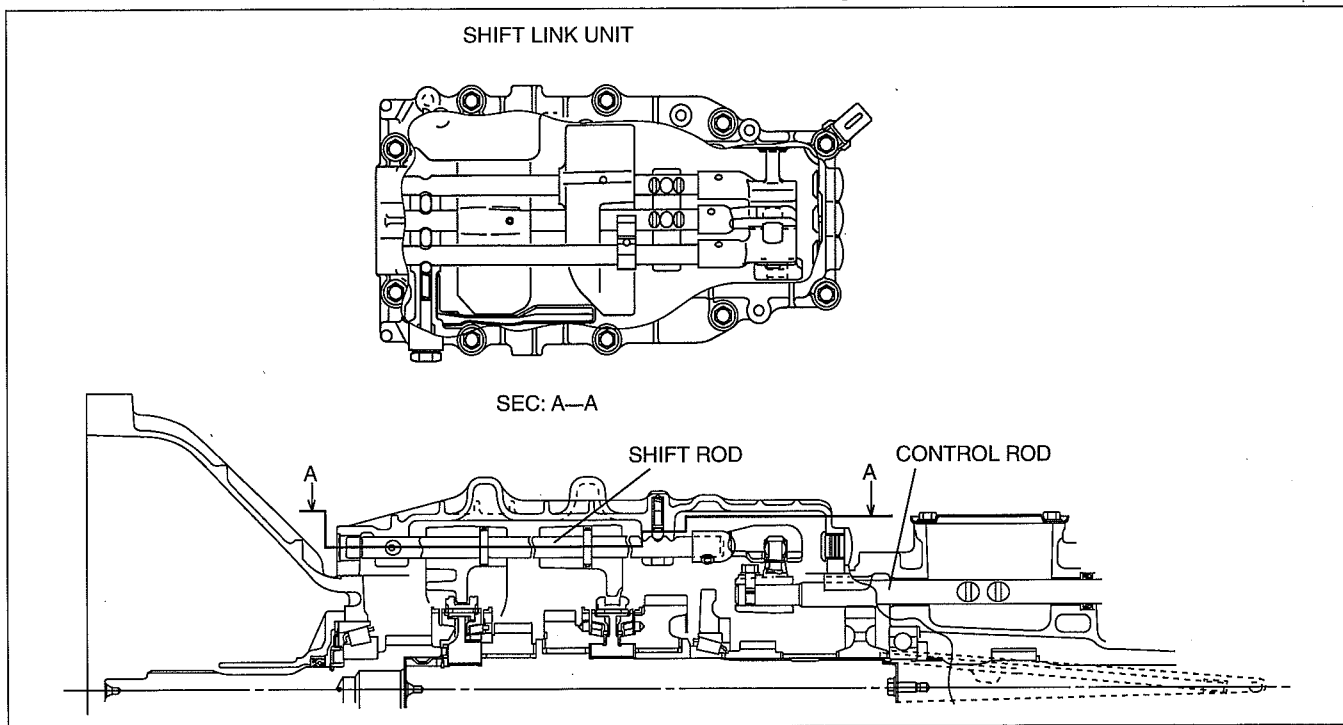
DCG511BTB002

# MANUAL TRANSMISSION [S15M-D, S15MX-D]

## SHIFT MECHANISM OUTLINE [S15M-D, S15MX-D]

dcf051100000136

- To realize assured shift feel, the shift link mechanism has been integrated.



DCG511BTB003