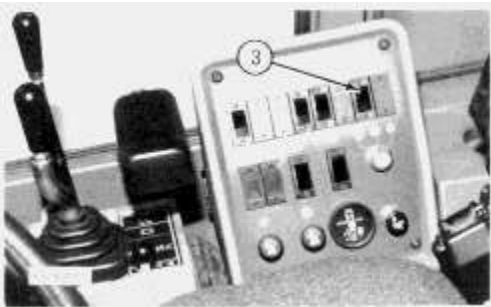


#### Transmission Controls

(1) Control lever (for speed and direction selection). (2) Neutral lock.

The transmission output shaft transfers power through the drive shafts and universal joints to the front and rear differentials. The bevel gear and pinion of each differential sends the power through the differentials and sun gear shafts to the final drives. Axle shafts transmit the power from the final drives to the wheels. An integral parking brake is mounted on the front of the transmission.



#### Right Side Console

(3) Neutralizer lockout switch.

There is a neutralizer switch activated by the brake pedals. When either brake pedal is depressed, the clutches in the transmission are disengaged. This allows the engine rpm, and thereby the hydraulic pump output to be increased without moving the transmission shift lever to the NEUTRAL position.

There is also a neutralizer lockout switch (3), which when in the ON position, overrides the neutralizing function of the brake pedals. A light on the dash indicates when the neutralizer lockout is activated.

## Transmission Hydraulic System