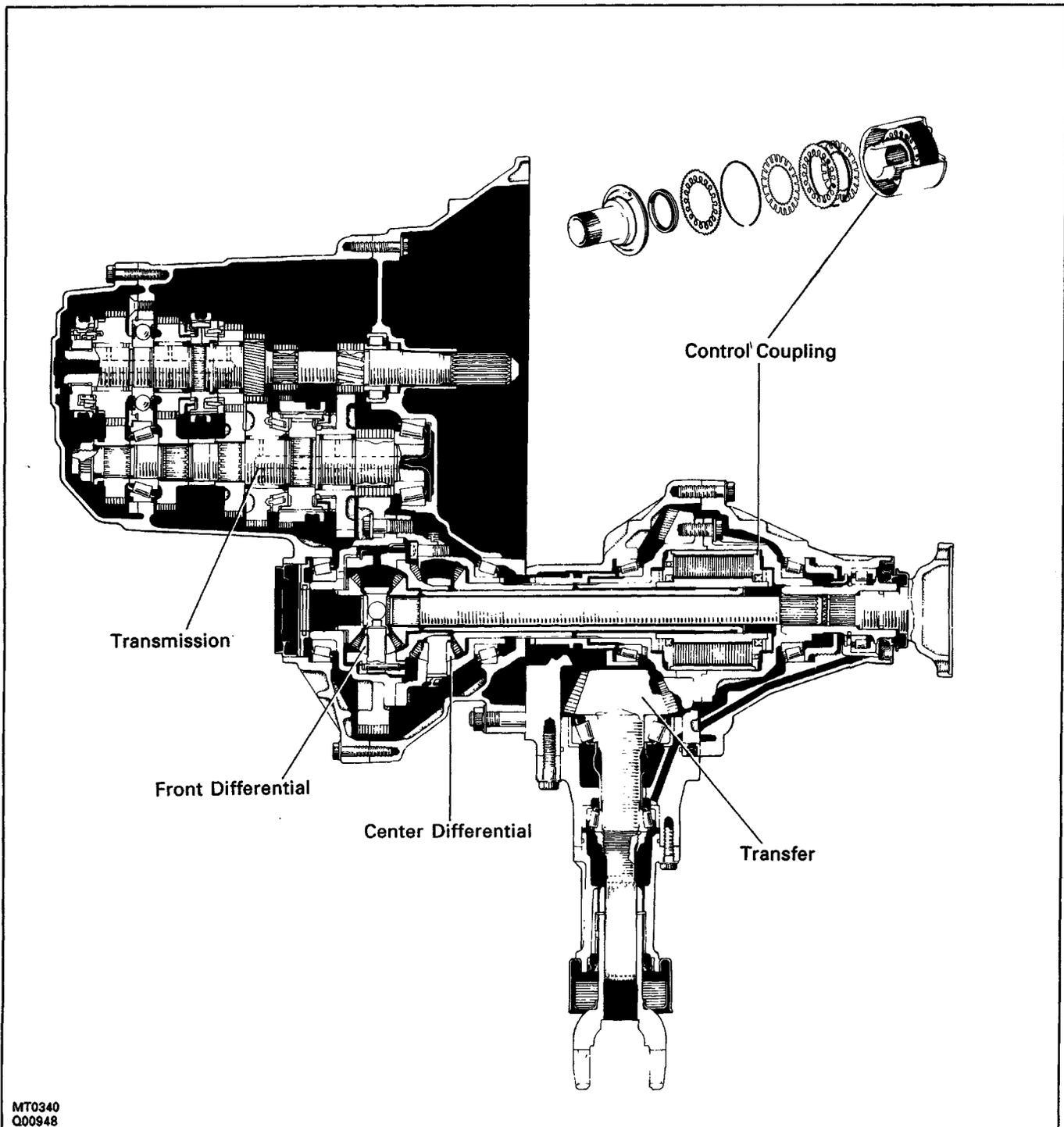


(E150F TRANSAXLE/4WD) DESCRIPTION

GENERAL

- The E1 50F transaxle has been compactly designed by arranging the transmission, the center differential, the front differential and the transfer on the same quadruple case axle.
- The center differential, which compensates the difference in rotation speed between the front and rear wheels, utilizes bevel gear to provide durability and reliability by distributing the engine power from the transmission 50/50 to both front and rear propeller shafts. This center differential has been equipped with a control coupling which functions as a LSD.



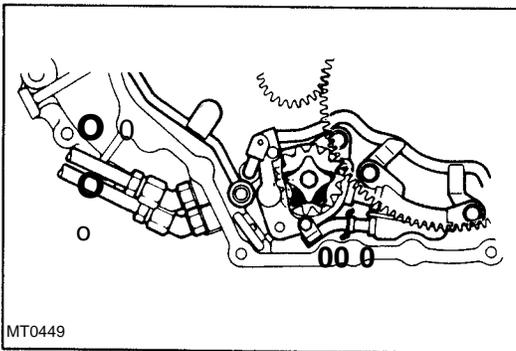
Transaxle type	E150 F	
Transmission Center differential Transfer	Operation method Transmission type Reduction side (Gear type) Differential side (Gear type) Type of differential center mechanism Gear Type	Floor shift vehicles provided with push-pull type remote control Forward: Constant mesh Reverse: Sliding mesh Helical gear Bevel gear Viscous coupling Hypoid gear

- The oil used in each transaxle is as follow:

Transaxle oil E50 (08885-80206) or gear oil super (08885-02106) or equivalent

(Recommended oil
 Oil grade: API GL-5
 Viscosity: SAE 75W-90 or 80W-90
 Above-18°C (0°F) SAE90
 Below-18°C (0°F) SAE80W)

- The oil capacity: 5.2 liters (5.5 US qts, 4.6 Imp.qts)

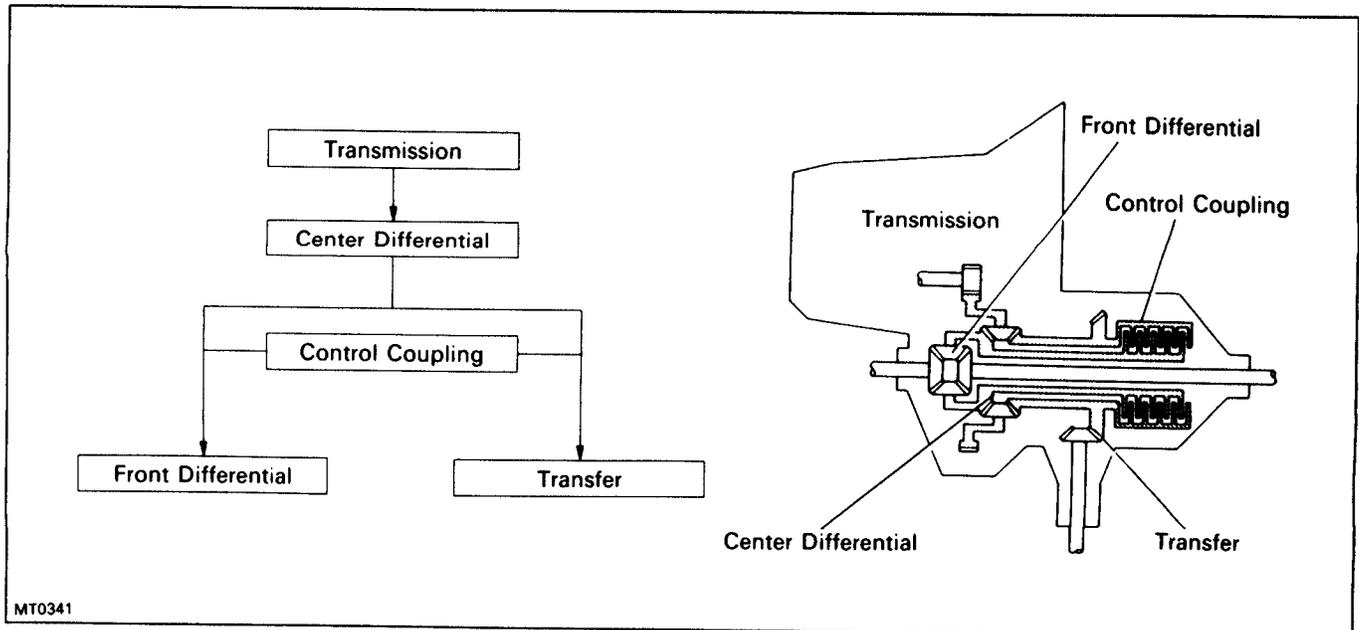


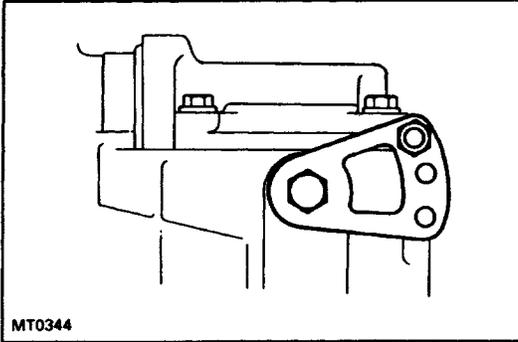
OIL PUMP

- The oil pump is of the trochoid type, and is driven by the differential ring gear and the pump drive gear. It is located at the bottom of the transaxle case.

POWER TRANSMISSION

- Power from the transmission is transmitted along the route shown below:





SELECT LEVER FOR SERVICING

- Ordinarily, there is no need for the ordinary customer to operate anything.
- However, to operate 2 wheels out of the four, the following switches have been installed.

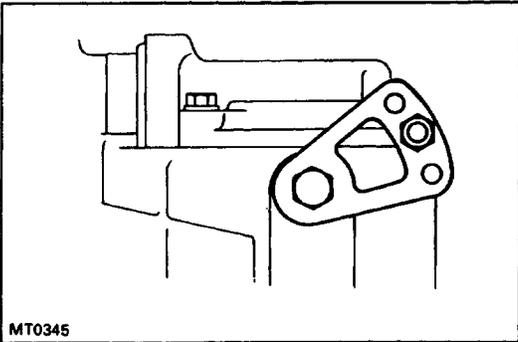
VISCOUS MODE

This is the mode for use during normal driving. After finishing inspection, be sure to return the lever to this mode and attach the lock bolt.

VISCOUS FREE MODE

This mode cuts off the driving force transmitted from the center differential to the control coupling, and makes the center differential free.

NOTICE: Never use this during normal driving.



FF MODE

This mode cuts off the driving force transmitted from the center differential to the transfer, and locks the center differential.

However, when the lever is shifted to this mode, the driving force is transmitted only to the front wheels.

NOTICE: Never use this during normal driving. It will have a bad effect on the transaxle.

