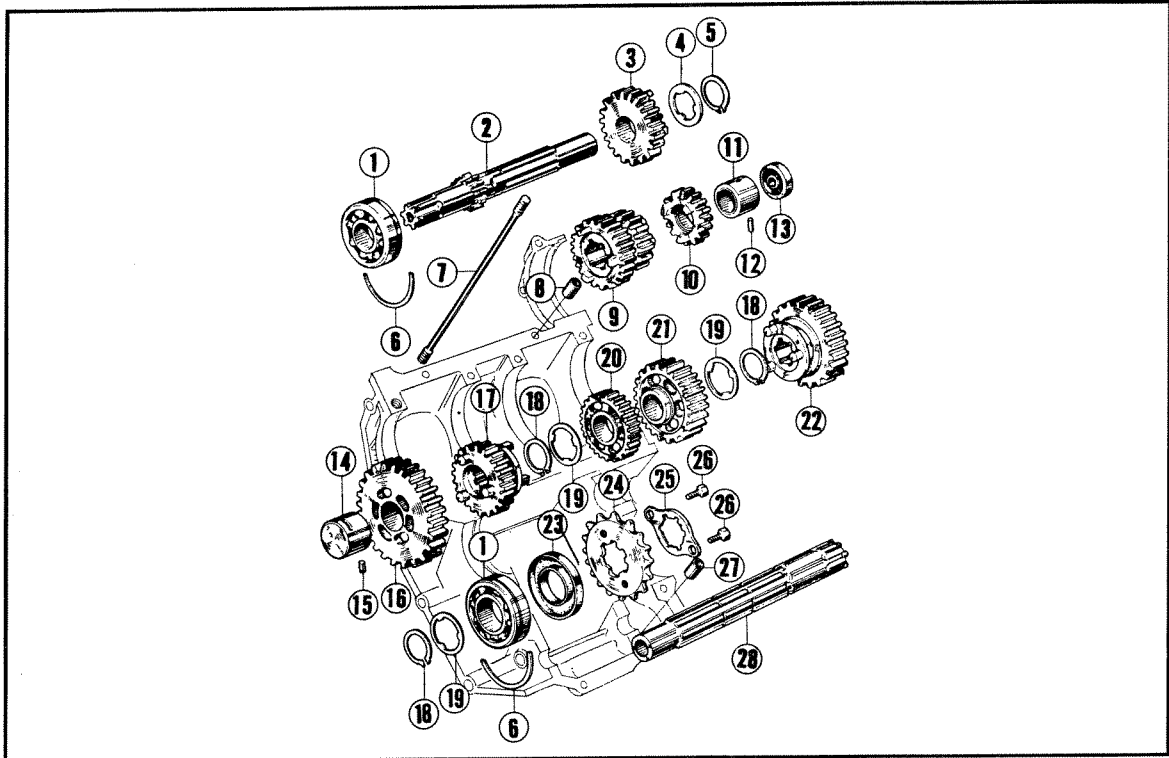


3.9 TRANSMISSION

A. Description

The transmission receives the rotary power from the crankshaft and through a series of gears, changes it to the desired speed and then transmits it to the drive sprocket to drive the rear wheel. All the gears are fully constant meshed, assuring smooth gear change. (Fig. 3-97)



- ① 6304 HS ball bearing
- ② Transmission main shaft
- ③ Main shaft top gear
- ④ 20 mm thrust washer A
- ⑤ 20 mm cir-clip
- ⑥ Ball bearing set ring A
- ⑦ 8×152 stud
- ⑧ 10×14 knock pin
- ⑨ Main shaft shifting gear
- ⑩ Main shaft second gear
- ⑪ 15 mm bearing bush A
- ⑫ Knock pin
- ⑬ 8×25×8 oil seal
- ⑭ 16 mm bearing bush B
- ⑮ Knock pin
- ⑯ Counter shaft low gear
- ⑰ Counter shaft second gear
- ⑱ 20 mm cir-clip
- ⑲ 20 mm thrust washer A
- ⑳ Counter shaft fourth gear
- ㉑ Counter shaft third gear
- ㉒ Counter shaft top gear
- ㉓ 20×52×9 TC-type oil seal
- ㉔ Drive sprocket (116T)
- ㉕ Drive sprocket fixing plate
- ㉖ 6×10 hex. bolt
- ㉗ 10×14 knock pin
- ㉘ Transmission counter shaft

Fig. 3-97. Transmission

1. OPERATION

When the clutch is engaged, the power from the crankshaft is transmitted through the clutch assembly to drive the transmission main shaft. During the shifting of the transmission gears, the clutch is disengaged to stop the rotation of the main shaft.

The position of the gears will be described in reference to the neutral gear.

Neutral: (Fig. 3-98)

When the transmission is in neutral, the gears in the transmission are arranged so that there is no power transmitted from the transmission main shaft to the counter shaft. The fixed main shaft low gear ① is meshed with the free rotating counter shaft low gear ②, free rotating main shaft

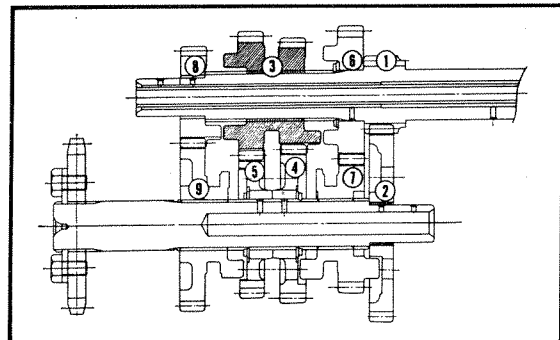


Fig. 3-98. Neutral