
GROUP 22A

**MANUAL
TRANSAXLE**

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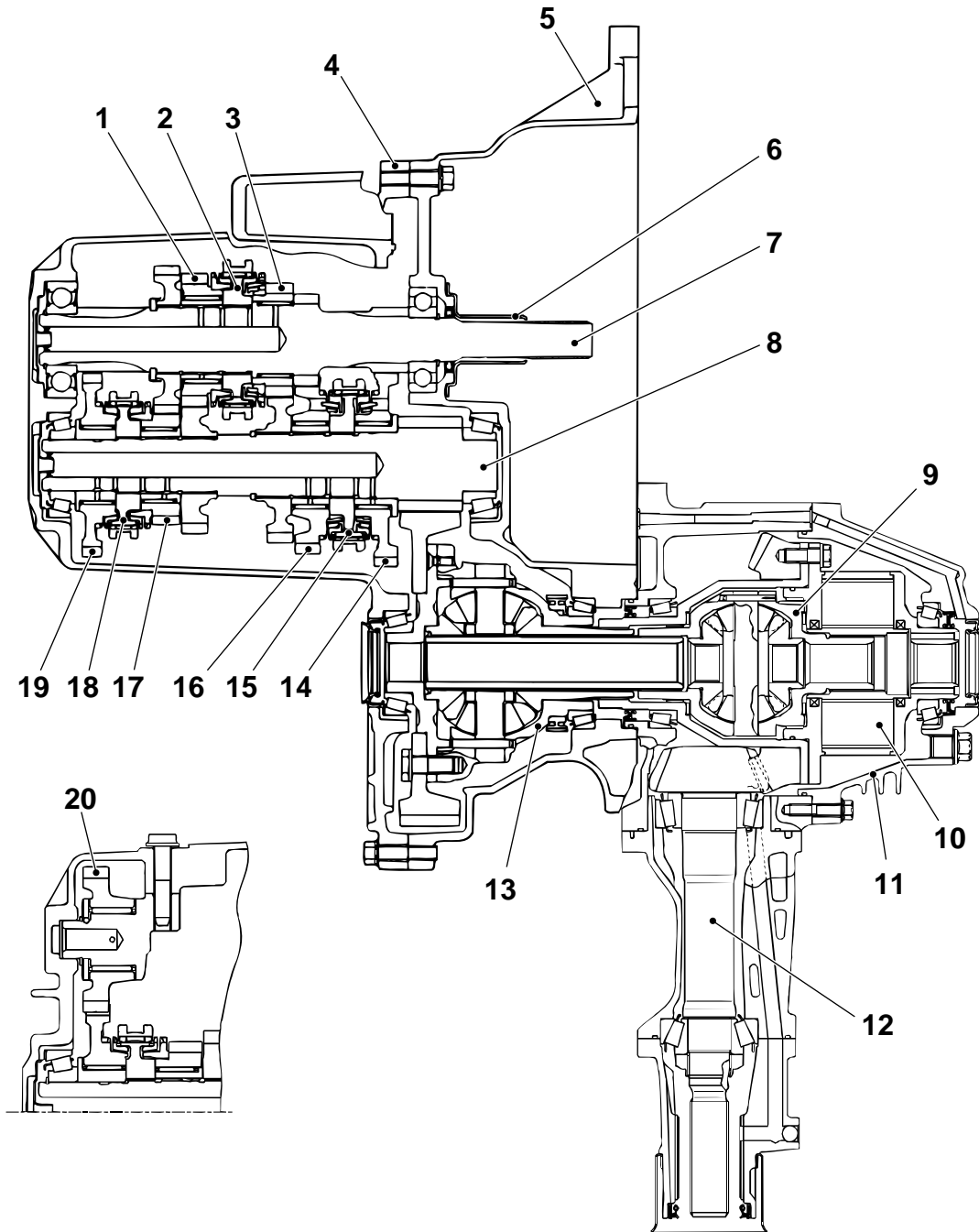
GENERAL DESCRIPTION

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The W5M5 manual transaxle has been adopted. This W5M5 transaxle is an AWD unit. In structure and operation, the transaxle is very similar to FWD model, however the gear ratio is appropriate for high torque engine with turbocharger and AWD.

SPECIFICATIONS

ITEM		SPECIFICATION
Transaxle model		W5M51
Engine model		4G63-DOHC-Intercooler Turbo
Transaxle type		5-speed forward, 1-speed reverse constant mesh
Transaxle gear ratio	1st	2.928
	2nd	1.950
	3rd	1.407
	4th	1.031
	5th	0.720
	Reverse	3.416
Final reduction ratio (Differential gear ratio)		4.529
Speedometer gear ratio		31/36
Transaxle oil	Specified lubricants	Gear oil API classification GL-4 SAE 75W-85W or 75W-90
	Quantity dm ³ (qt)	2.8 (2.9)
Transfer oil	Specified lubricants	Hypoid gear oil API classification GL-5 SAE90
	Quantity dm ³ (qt)	0.55 (0.58)

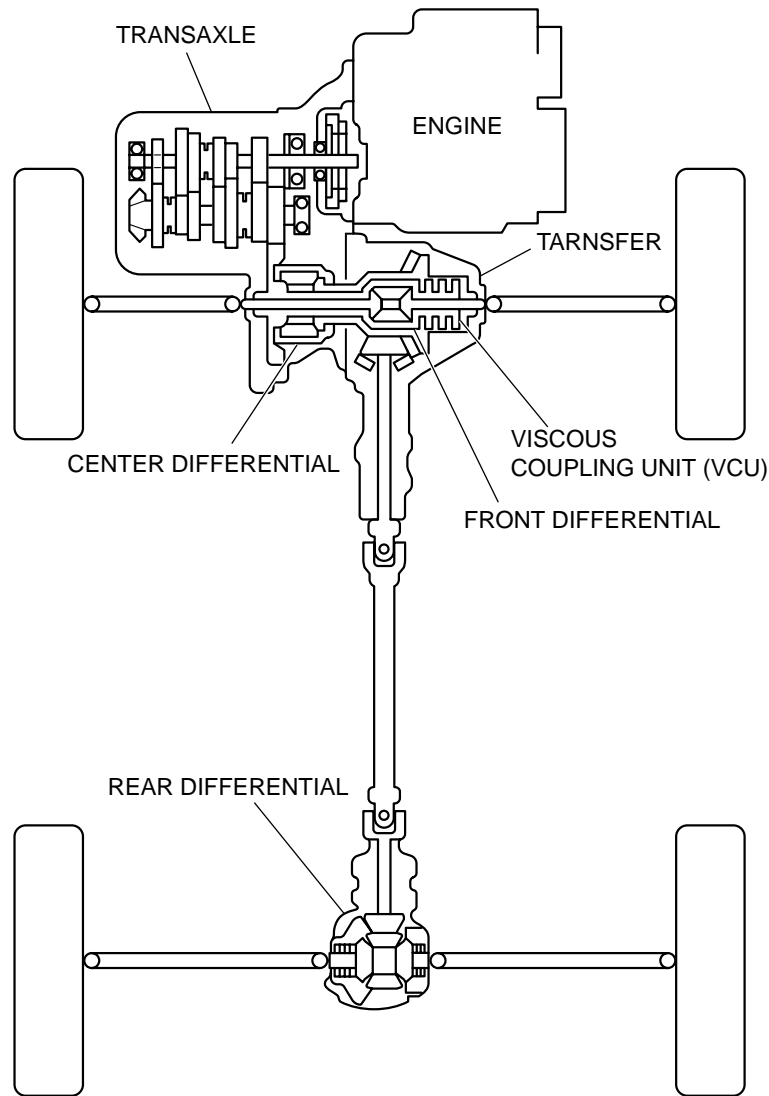


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|-----|-------------------------------------|-----|---|
| 1. | 4TH SPEED GEAR | 12. | HYPOID PINION |
| 2. | 3RD - 4TH SPEED
SYNCHRONIZER HUB | 13. | CENTER DIFFERENTIAL |
| 3. | 3RD SPEED GEAR | 14. | 1ST SPEED GEAR |
| 4. | TRANSAXLE CASE | 15. | 1ST - 2ND SPEED
SYNCHRONIZER HUB |
| 5. | CLUTCH HOUSING | 16. | 2ND SPEED GEAR |
| 6. | REVERSE BEARING RETAINER | 17. | 5TH SPEED GEAR |
| 7. | INPUT SHAFT | 18. | 5TH - REVERSE SPEED
SYNCHRONIZER HUB |
| 8. | OUTPUT SHAFT | 19. | REVERSE SPEED GEAR |
| 9. | FRONT DIFFERENTIAL | 20. | REVERSE IDLER GEAR |
| 10. | VISCOUS COUPLING UNIT (VCU) | | |
| 11. | TRANSFER CASE | | |

AWD SYSTEM

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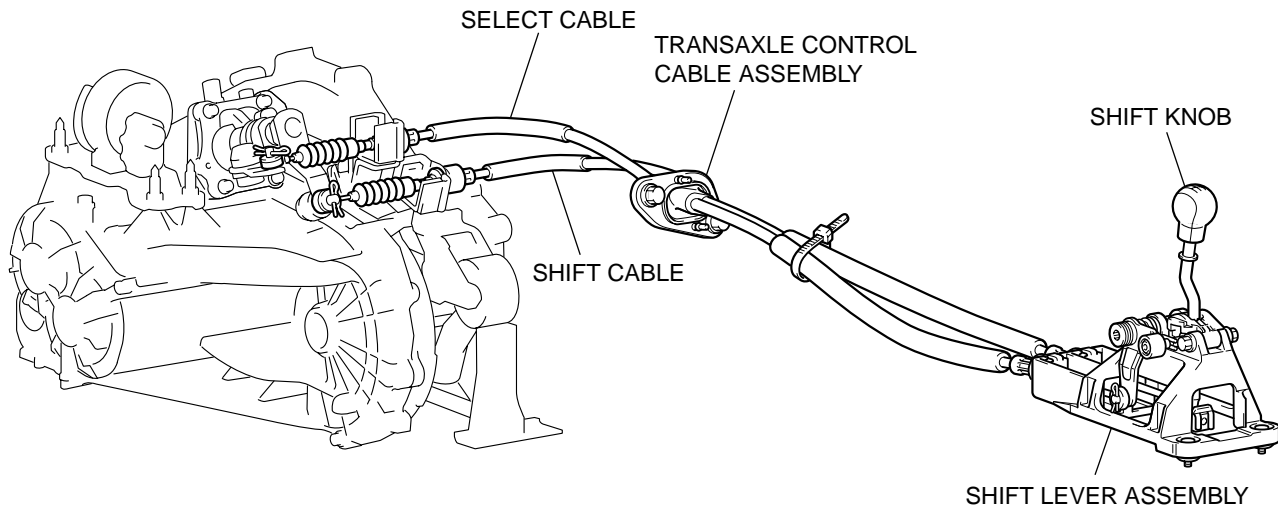
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- The AWD system uses the center differential with limited slip device.
- For AWD models, the front differential is housed in the transfer. For FWD models, the center differential is housed in the transaxle in the place of the front differential for FWD.
- A viscous coupling unit (VCU) is used for the center differential limited slip device, and is located in the rear of the front differential.

TRANSMISSION CONTROL

M2220002000096

CONSTRUCTION DIAGRAM



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- The shift lever is the spherical rotary shaft fulcrum type.
- The base bracket is made of synthetic resin for the weight reduction.
- The shift and select cable securing portions have been elastically supported to reduce noise and vibration.
- A mass-filled shift knob minimizes binding during shifting.

NOTES