

# E153 MANUAL TRANSAXLE

# DESCRIPTION

MX01Q-01

## PRECAUTIONS

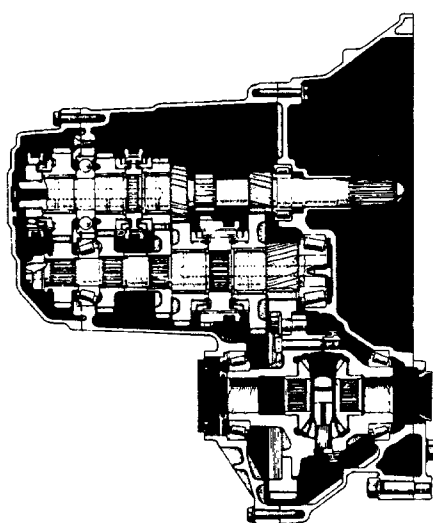
When working with FIPG materials, you must observe the following.

- Using a razor blade and gasket scraper, remove all the old sealant (FIPG) material from the gasket surfaces.
- Thoroughly clean all components to remove all the loose material.
- Clean both sealing surfaces with a non-residue solvent.
- Apply the seal packing in approx. 1 mm (0.04 in.) bead along the sealing surface.
- Part must be assembled within 10 minutes of application. Otherwise, the sealant (FIPG) material must be removed and reapplied.

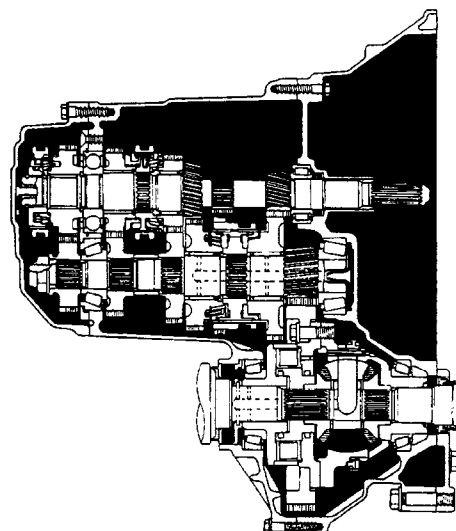
MX01R-02

## DESCRIPTION

- The gear and shaft layout is the same as the E153 manual transaxle.
- A triple-cone type synchromesh mechanism is used in the second gear and a double-cone type synchromesh mechanism is used in the third gear to improve the shift feeling characteristics. This helps to reduce the shifting effort, provide smoothly shifting.
- A reverse synchromesh mechanism is used to suppress gear engagement noise in reverse gear shifting while providing smoothly shifting.



MT0718



Q01419

(w/Viscous Coupling LSD)

Type of Transaxle		E1-53
Type of Engine		3S-GTE
Gear Ratio	1 st	3.230
	2nd	1.913
	3rd	1.258
	4th	0.918
	5th	0.731
	Reverse	3.545
Differential Gear Ratio		4.285
Oil Capacity	Standard	4.2 liters (4.4 US qts, 3.6 Imp. qts)
	Viscous Coupling LSD	3.9 liters (4.1 US qts, 3.4 Imp. qts)
Oil Viscosity		SAE 75W-90 or 80W-90
Oil Grade		API GL-3, GL-4 or GL-5

202500