

Download File PDF Chapter 4 Money In Review Answers

#Jenny



Finally I get this ebook, thanks for all these I can get now!

#Rio



Cool! I'am really happy

#Markus Jensen



I did not think that this would work, my best friend showed me this website, and it does! I get my most wanted eBook

#Hun Tsu



wtf this great ebook for free?!

#Che Salsa



My friends are so mad that they do not know how I have all the high quality ebook which they do not!

#Diego Butler



so many fake sites. this is the first one which worked! Many thanks

Chapter 4 Manual Transmissions/Transaxles

Answers to Review Questions

•Classroom Manual, Pages 95-97

Short Answer Essays

1. The purpose of a transmission is to use different gear ratios to provide the engine with a mechanical advantage over the vehicle's drive wheels.
2. The primary purpose of a synchronizer is to equalize the speed of a shaft and gears before they are engaged in order to eliminate gear clashing and allow for smooth changing of gears. It also serves to lock these parts together.
3. The three stages of synchronization are: (1) The sleeve is moved toward the gear by the slider lever. The movement of the sleeve causes the inserts to press the blocking ring into the cone of the gear. (2) The synchronizer sleeve slips over the teeth of the gear cone. This brings the gear to the same speed as the synchronizer assembly. (3) The sleeve slides over the gear teeth, locking the gear and its synchronizer assembly to the main shaft.
4. The front bearing retainer serves several functions: it houses an oil seal that prevents oil from leaking out the input shaft; it holds the front bearing rigid in the transmission case; and it serves as the sleeve for the throwout bearing to ride on.
5. Reverse is obtained by the addition of an extra gear in the geartrain, called the reverse idler gear, which causes the reverse gear to rotate in a direction opposite the direction of the forward gears.
6. The transmission and transaxle are practically identical in operation; both provide torque multiplication and allow for synchronized shifting. Transaxles, however, contain the differential gears and are connected directly to the drive axles.
7. The major difference between the differential of a rear-wheel drive (RWD) vehicle and a front-wheel drive (FWD) vehicle is the way power flows. In RWD, power flow changes direction 90 degrees between the ring gear and the pinion. This change in direction is not needed with FWD because the transverse engine location places the crankshaft so that it is rotating in the correct direction.

[Download PDF version of :](#)
Chapter 4 Money In Review Answers