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Nv t350 manual transmission

- T-350 / F5MC1 manual transmission (2.0 and 2.4 liter engines) Thanks to Michael Volksmann, Greg Smith, and Lou Case This paper covers a five-speed manual transmission (used in Neon, Stratus, Breeze, Avenger, Sebring, and PT Cruiser) made by Chrysler's New Venture Gear Factory in Syracuse, New York (taken in 2003-04 Magna). See our step-by-step guide to clutch replacement and the five-step manual transaxine used in Caliber, Compass and Patriot. There were four different sets of gears for neon: 1995-2000 Base (until February 2000)1995-99 ACR and R/T, 1995 DOHC2000-02 (after Feb. 2000) and 2001-04 Magnum2003-05 Base1st3.543.543.503.502nd2.132.131.951.953rd1.361.361.364th1.031.030.970.975th0.720.830.810.72 Different neons used various final discs, As well. Standard neos came with a ratio of 3.55 over the life of the car. The 3.94 ratio was used on performance models - with all DOHC engines and then with the 2001-04 Magnum engines. In 1995-1999, ACR models used a ratio of 3.94. As a result of the different ratios of the fifth transmission and the axis ratios, the ratio of the top transmission varied. Service Part #1995-99 Standard047733881995-99 ACR, 1995 DOHC04741260 04762577 04796581 047733891998-99 R/T DOHC047733891996-99 DOHC (exc. R/T, ACR)047982942000 Neon (until February 2000)05011593AC2000 Neon (after Feb 2000)05014779AB 779AD 2001-02 Neon Standard 2003-05 Neon Export (2.0 engines) 05017697AC 697AD, 697AE 697AF2003-05 Neon Standard05103250AB 250AC2001-04 Magnum engines 2001 PT Cruiser* 1.8 liter Neons*05017776AD 05080980AA 980AB, 980AC2002-05 RHD 1.6 liter Neon05016611AD* Transmission part number may differ.� The PT Cruiser and export 1.8 liter Neons used the 2001-04 Magnum transmissions; Neon 2.0s export used the base transmission from 2001-02 from 2003 to 2005. The 2002-05 right-wheel drive 1.6-liter Neons used the 2001-04 Magnum relationship and drive, but was a different part number. As used in the neon, these transmissions had a T350 type until February 2000; they were then t350 HD and went from cable to hydraulic activation. Michael Folkmann wrote: The second generation has added reinforcement ribs to the body to increase the device's ability and provide a greater load; and the bell casing has been modified to increase the rigidity of the case and allow hydraulic clutch activation. The Chrysler Five-speed manual transaxine, used with 2.0- and 2.4-liter engines, had a three-amp, interchangeable layout with a reverse next to the fifth gear. The oil capacity is 2.1 00 (2.0 liters) of special liquid - not a simple oil. Shift plugs are fixed on three wide base rails that work in teflon-lined bushes for low friction; shear levers are on top easy access to shift cables. Each of the individual crossovers (rail choice) and select levers has a pure rotating motion that minimizes the shift of effort. The driver can't accidentally drive Reverse from the fifth because of the camera in the mechanism that moves the crossover lever into three to four gates without binding or interference. The shift handle was made of uretana; The bracket mounting shifter and all the cable attachment points were rubber insulated to prevent unnecessary vibration. All forward ratios were synchronized, with a high capacity of two-knee brass synchronizers in the first and second gears and single-wheeled cone paper friction material on other gears (this is more durable and collision resistant than brass). Paper friction synchronizers are on the input shaft, reducing shift force and reducing rotating inertia. The reverse braking mechanism minimized the reverse collision. The two-piece welded express gear is shorter than one piece of gear to cut the travel shift and transaction length. There are needle roller bearing on all speed gear to reduce friction and extend the life of the gears. The case itself is only two-parted to minimize the leaks: Structural ribs strengthen and tighten the case to minimize vibration and noise with little or no excess weight. The body has a good bend stiffness, providing a natural frequency above the exciting engine frequency at peak rpm. The manual clutch gearbox modular 9.0-inch (228 mm) single dry clutch plate has been used on all but early Mexican neon maintains low effort throughout its life. The clutch cover is chained to the flywheel, and the disc is captured inside the assembly. The hydraulic activated modular clutch is connected to a cranked shaft through the same flexible drive plate used to attach the transaxle automatic torque converter. The modular unit makes the device more reliable and more repetitive in assembly; The clutch assembly bolts on the cranked shaft through a flexible drive plate, which, with automaticity, is used to fasten the torque converter. This eliminates the need for different cranked shafts. The modular clutch is replaced by one; it is activated by a self-regulating cable. The release lever is fully contained in the bell case, reducing the need for flexible loading. See clutch repairs for this gear. Additional information from the NV-T350 and specifications When used in Sebring and Avenger, the NV-T350 has been flagged as F5MC1. The two-piece split-case is designed aluminum and weighed about 82 pounds overall. Its forward speeds used a permanent mesh of helical-type gears that reduced the noise of gears. The fifth gear was overdrive gear to improve fuel economy. Transaxine required the lubricant of Mopar M.S. 9417 (P/N 04874465) (or equivalent). The fluid level had to be within 3/16 of the bottom edge of the hole to fill with transax level. Fill the plug was on area of the rear hull, and the drainage fork was at the bottom of the bellhousing hull halfway. On the side of the transaxle is an identification tag that had a barcode, a trans-axle model, a trans-axle model, Part number and assembly date. There was a metal identification tag on the lid of the transax. Half of the bellhousing case (which contained the clutch assembly) and the clutch body is a one-foot aluminum mold that has reduced the weight. The back of the transax was in the hull; The backup switch lamps and vents were both at the top of the dwelling. The shift system selector (shift handle, lever, transaxle levers and cables) is not regulated, and if they become worn or damaged, they must be replaced. Two transax shafts controlled the assembly of the shift selector (shaft, hull, selector and pin). The selector's shaft moved up and down (first on the second, from third to fourth, fifth on the reverse), and the crossover shaft moved from side to side between the plane shifts. The displacement spring on the crossover shaft returned the assembly to a third/fourth/neutral position when the vehicle was in a neutral position and the shear lever was released. The reverse lock camera prevented the transition from the fifth gear to the reverse. The pin engaged the camera as the shifter came out of the fifth, and the camera pushed the pin and shift the assembly from the reverse. The assembly of the input shaft bearing (clutch bearing sleeve, input bearing, bearing of the dwelling and seal) is not capable of individual components, and thus the entire assembly needs to be replaced if something goes wrong. Also, the lubricant was not required on the retainer, where the bearing of the release was going. On some NV-T350 transmissions, the reverse braking assembly stopped the input shaft from rotating through a friction cone locked in the transaxle case. The reverse slack gear was saved from colliding with the entry and exit shaft gears, and the input shaft was stopped until the idle gear was dealt with another gear if a shift in reverse was undertaken before the clutch spun down completely. The assembly consisted of a stop ring, a friction cone, a shell, a needle bearing and bearings. It has not been used on all NV-T350 applications. The manual transaction had three synchronized assemblies. The third-fourth and fifth reverses were on the assembly of the entrance shaft, and first on the second - on the assembly of the output shaft. The assemblies were hub, sleeve, racks, springs, and detent balls. The bolt on the differential body was a speedometer drive gear. It was an open center design of ring gear; it had a selected shell on the outside race in the half of the bellhousing event which gave a differential preset. The side transfer adjustment was made by changing the side gear of the puck thrust, which came in a choice of thickness and different sizes. The input and output bearings do not require pre-adjustment of the load. Correcting a mechanical transmission problem: looking at the name of the replacement, Ken Massey, When forum member Kathy B. PT Cruiser stopped the transition, took him to the mechanic who said he needed to give up to inspect the clutch. Bob Lincoln replied: They can tell if it's switching gears/cables without dropping anything. They just have to have someone shift with the engine off while the other person watches the cables on the transaxine. Valiant67 added: The bushes at the ends of cables are often a source of trouble. The dealer usually replaces the entire cable assembly because the bushes are not sold separately by Chrysler. After-sales, however, does sell individual bushes. 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