

Aisin manual gearbox

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This article does not cite any sources. Please help improve this article by adding citations to reliable sources. Unsourced material may be challenged and removed.Find sources: "Aisin AY transmission" – news · newspapers · books · scholar · JSTOR (December 2009) (Learn how and when to remove this template message) The AY-6 is a 6-speed manual transmission manufactured by Aisin. It is designed for longitudinal engine applications and can handle up to 345 ft·lbf (468 N·m) of torque. General Motors used the AY-6 as RPO MV1, MV5, and MV7. Gear ratios: 1 2 3 4 5 6 R 4.17 2.19 1.49 1.19 1.00 0.84 3.67 Applications: 2004 Holden VZ Commodore 2005 Holden VZ Ute 2005 Cadillac CTS 2005-2015 Toyota Tacoma 2005-2006 Toyota Tundra 2006 Holden VE Commodore 2006-2012 Lexus IS220d 2006-2012 Lexus IS250 2006-2017 Toyota FJ Cruiser 2007 Holden VE Commodore 2010 Chevrolet Camaro 2010-2012 Lexus IS200d 2010-2015 Chevrolet Camaro 1LT, 2LT, RS 2015, 2019 Toyota Mark X GRMN See also Toyota RA60 List of Aisin transmissions [[Aisin-Warner AY6 Manual Transmission Details; 2007 Model Year Summary Aisin AY6 six-speed manual transmission No Changes For The 2007 Model Year LOW MAINTENANCE The MV1 uses conventional 75W90 gear oil, and no maintenance is required under normal operating conditions. Fluid changes are recommended for severe duty. A hydraulic clutch eliminates adjustments throughout the lifespan of the transmission. OVERVIEW The Aisin AY6 is a unique transmission design for Aisin, and the Cadillac CTS for the 2005 Model Year was one of its first applications. It features an uncommon "tailset" design. Compared to a conventional rear-drive manual transmission, the tailset design utilizes a long input shaft supported by a short output shaft, which is the converse of a traditional two-axis manual transmission design which uses a "headset" design. Because of the new path of the torque flow, the gearsets carry less torque and operate at a higher rpm compared to a conventional manual transmission. Therefore, the transmission can handle more torque than a similar-size headset design manual. The countershaft of the transmission remains a conventional design. With the addition of the higher-output High-Feature V6 engine to the Cadillac CTS, a new six-speed manual transmission from Aisin replaced the previous Getrag 260 five-speed manual transmission. The Aisin AY6 will handle the increased torque from the 2.8-liter and 3.6-liter V6 engines, and features lower shift efforts for easier shifting, closer ratios for more rewarding high-performance driving, and quieter operation. The closely spaced ratios were specified by GM Powertrain and are unique to the CTS application. The ratios allow even stepping between gears and are optimized to the power characteristics of the engines. The AY6's tailset design reduces the inertia required by the synchronizers to match gearsset speeds during an upshift or a downshift. This reduces the demand on the synchronizers, which in turn reduces the amount of effort by the driver to shift gears. The tailset design also reduces the length of the output shaft, which is typically the source of noise in a conventional manual transmission when the powertrain is idling in neutral. It features a synchronized reverse gear, and a case made of aluminum. All synchronizers use brass material for their friction surfaces, a softer, more common material that is allowed by the reduced demands on the synchronizers. Clutch actuation is through a concentric release bearing, a common method of ensuring a linear actuation, which translates to a higher-quality pedal feel for the driver. The shift rail inside the transmission is located near the top of the case, and attaches to the shifter through a small coupling, similar to the previous Getrag design. This design allows all shift efforts to be transmitted to the transmission rather than a portion derailed into the car's body. The Aisin AY6 is built in Anjo City, Japan. Type: rear wheel drive, six-speed manual transmission Engine range:.....2.8L - 3.6L Maximum engine torque:.....345 Nm (255 lb-ft) Gear ratios: First:.....4.15 Second:.....2.33 Third:.....1.53 Fourth:.....1.15 Fifth:.....1 Six:.....0.79 Reverse:.....3.67 Final Drive Ratio:.....3.42, 3.73 Case material:.....aluminum Center distance:.....85mm Fluid type:.....75W90 Transmission weight: wet:.....57.2 kg (126 lb) Fluid capacity (approximate):.....1.8L (1.9 qt) Power take off:.....no Applications:.....Cadillac CTS]] This article about an automotive part or component is a stub. You can help Wikipedia by expanding it.vte Retrieved from " In speaking about manual transmissions in present-model domestic vehicles, we notice a marked decline in manual transmissions. Aisin World Corp., the mother company of the Aisin group of OEM suppliers, is one of the world's largest producers of automatic and manual transmissions. Looking around we can see the decline in models available for purchase with a manual transmission among Chrysler, Ford and GM. There are no options on late-model Ford or GM full-size pickups and SUVs for a manual transmission. ZF, which had a long relationship with Ford and still provides us with work to repair past-model five- and six-speed units, is no longer producing units for the blue oval. Muscle cars from Dodge, GM and Ford are optioned with five- and six-speed manual transmissions from Tremec. Besides Tremec, Aisin is now the only player with a skin in the game. Subject: Identification and application of five- and six-speed Aisin manual transmissionsUnits: AR5, AY6Vehicle Applications: BMC, Chrysler, Ford, GM, Isuzu, ToyotaEssential Reading: RebuilderAuthor: Mike Weinberg, Rockland Standard Gear, Contributing Editor In speaking about manual transmissions in present-model domestic vehicles, we notice a marked decline in manual transmissions. Aisin World Corp., the mother company of the Aisin group of OEM suppliers, is one of the world's largest producers of automatic and manual transmissions. Looking around we can see the decline in models available for purchase with a manual transmission among Chrysler, Ford and GM. There are no options on late-model Ford or GM full-size pickups and SUVs for a manual transmission. ZF, which had a long relationship with Ford and still provides us with work to repair past-model five- and six-speed units, is no longer producing units for the blue oval. Muscle cars from Dodge, GM and Ford are optioned with five- and six-speed manual transmissions from Tremec. Besides Tremec, Aisin is now the only player with a skin in the game. Part of this trend is because of EPA issues with manual transmissions, which shift at closed throttle, as opposed to an automatic, which shifts at open throttle. The manual box puts throttle position totally at the driver's control, which complicates controlling emissions. A second reason is the decline of driving skills throughout the younger generations who are buying cars. Members of the "social-media" generation are much more concerned with texting (while they drive), Bluetooth, music downloads and making the vehicle much more like a living room than a transportation mode. Back in the day, four-barrel carbs, tri-power GTOs, big-blocks, small-blocks and getting off the line were much more important than the creature comforts found in the passenger cabin. We now have cars that can parallel-park themselves to further eliminate any skill and judgment behind the wheel. I know that I am a relic of the past, but I am glad I lived when performance was king and the right car performance-wise attracted pretty girls, like moths to a flame. The accompanying illustrations provide a pretty thorough breakdown of the Aisin line of late-model five-and six-speeds and the models in which they are used. The first step to successful diagnosis and repair is to know what you are working on. The AR5 series of five-speeds and the AY6 group of six-speeds are evolutions of the very successful AX-5 and AX-15 series of transmissions that are still on the road today. As you can see from charts these newer units are found in a broad cross section of late-model offerings from many manufacturers. When did we ever think that we would see "foreign cars" domestically produced? Although I enjoy the benefits of the new computer technology and cell phones, I am glad I won't be around when the bureaucrats finally legislate cars that drive themselves to alleviate traffic and save us from ourselves. Buy the Toyota 86 if you want to dance with three pedals. You guys done goofed. You decided to stay comfortable in your five-star safety chambers and let the computers do the thinking, you blue pill-taking softies. And now the computers have taken over and stolen the Toyota Supra the way they took the Acura NSX from us. The original Supra had every part of the simple but proven sports car recipe: two doors, an engine up front, power to the rear, and the option of three pedals. The new Supra? That outlook is looking pretty grim by all predictions. So far we know it'll probably be a hybrid that will share parts and a platform with the BMW Z4, but Autocar's recent Supra sighting has placed the publication in the position of being bearers of more bad news. Its spies were able to get close enough to the Supra to get a good look at the prototype's interior. Sitting in plain view was an automatic BMW shifter confirming the obvious: that the Supra was getting an automatic unlike the Toyota 86. You can bet that no manual option will be offered, but that was a given. Hybrid cars with manual transmissions are about as rare as Bugattis and unless it's driven by hydrogen, Toyota isn't going to take that bold of a step forward. While the interior components all have a familiar BMW look to them, the Supra will get some of its own touches, with a hard top roof and different gear ratios being the main differences. Our guess is that the Supra will be geared like a sports car while the more luxurious BMW will see gearing reminiscent of a grand tourer, but Autocar claims that both will send power to all four wheels via an all-wheel drive system. We have mixed feelings about that. Both the Supra and Z4 were rear-wheel drive vehicles in their past lives, and unless the engineers pull off some clever torque manipulating trickery, both cars will lose that signature rear-wheel drive dynamic and gain understeer in the process. Toyota and BMW could be using the new technology and drivetrain the way Acura did with the NSX-to show off what the automakers think the sports car of the future will be like, at the expense of driving pleasure of course-or the two could be trying to make the experience as raw as possible in spite of the hybrid handicap. As always, it'll be important to wait around until the Supra's 2018 release for a test drive because the hardware rarely tells the entire story.

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