



# Transmission


**Power: Spare parts for power transmission available here.**

The key area of the drive is the clutch and its components. This is where the power generated by the engine or the engine torque is transmitted to the gearbox and safe transmission to all torque areas is guaranteed. Starting a vehicle from rest would be as good as impossible without a clutch. The clutch ensures jolt-free starting, so that the rotating flywheel on the engine adapts the speed to the stationary gearbox via the clutch disc and pressure plate. At the same time, the positive engagement between the engine and the gearbox must be able to be interrupted for changing gear, in order to set up the connection between the parts to be shifted through constant velocity. As performance increases the driving comfort improves, this is only possible using quality parts which can meet these requirements.

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**Clutch Cable**  
The clutch cable is the link between the clutch pedal and the release fork. Care must be taken that it is adjusted properly in order to prevent increased wear on the clutch plate | clutch disc.

**Article number: J230\***



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**Propeller Shaft**  
These are located between the variable-speed transmission and wheel-drive assembly in vehicles with front-mounted engine and rear-wheel drive. Propeller shafts are made up of a propeller shaft tube with slide and joints (e.g. two cardan joints). The joint pins are usually fitted in completely encapsulated needle bearings maintenance-free in the clevis. Cardan joints for working angles of up to 8° are used in motor vehicles.

**Article number: J292\***



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**Clutch Kit**  
The clutch disc ensures jolt-free “coupling” between the flywheel and contact plate. In addition, its task is to reduce engine vibrations and resonance to the transmission. Its components are the friction lining, the lining carrier, the hub and the torque cushion springs. The clutch pressure plate is responsible for the required clamping load and transmits the torque from the flywheel to the contact plate. Components are the clutch cover, diaphragm spring and pressure plate. The clutch release bearing transmits the power from the release fork, actuated by the clutch pedal, to the clutch pressure plate.

**Article number: J200\***



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**Joint kit, drive shaft**  
It is installed in the drive train between the gearbox shaft and drive wheels. The drive shafts can be equipped with a tripod joint on the gearbox side and a ball joint on the wheel side, for example.

**Article number: J282\*, J283\***

**Bellow kit, drive shaft**  
The gaiter set or axle boot is a protective tube for the joints made from rubber or elastic plastic. It is flexible to cater for the changes in length and movement in the drive axle. The rubber (perbunan) gaiter set is more flexible than its newer counterpart made from plastic (Hytrel). It is also more susceptible to stress due to the changes in temperature, as well as other environmental influences (soiling, collision with residues on the road etc.). These influences cause the sleeves to tear, lubricant to leak and the drive joint to run dry. The joint wears fast and quickly results in a fault. This is indicated by noises. This often occurs on the wheel side, as it is subjected to more stress than the gearbox side.


**Article number: J286\* - J289\***



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**Slave Cylinder**  
The slave cylinder (transmission-side) has a design similar to the master cylinder. Its task is to actuate the release fork, which in turn moves the clutch release bearing into the correct position.

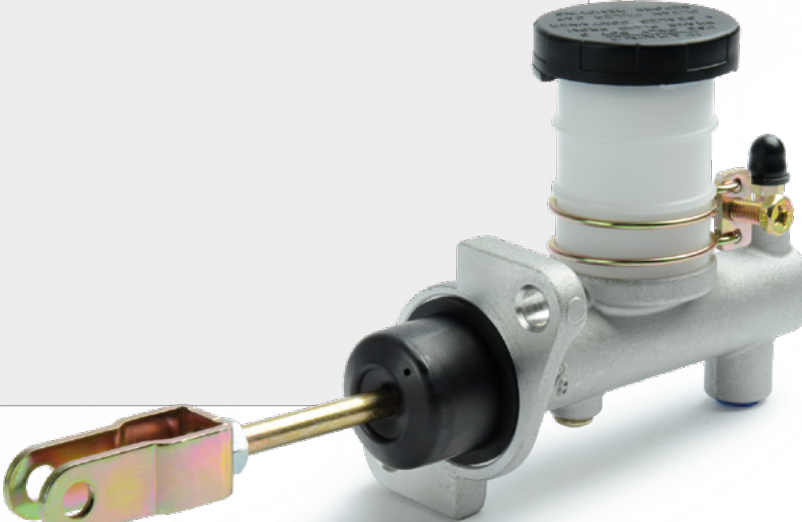
**Article number: J260\***



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**Master Cylinder**  
The piston and piston rod are fitted in the master cylinder housing (pedal-side), which also includes a connection for the hydraulic pipe to the slave cylinder. There are versions available with a separate storage tank for the hydraulic fluid, or with a further connection to the hydraulic system of the braking system.

**Article number: J250\***



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**Flywheel**  
Dual-mass flywheels extend the original tasks of the clutch, namely separating and connecting, by the effective isolation of engine vibration. To achieve this effect, the mass of the conventional flywheel is divided. It now comprises of two discs that are connected by a spring/damping system made up of plain bearings and helical springs. The disc with the starter ring gear is responsible for the primary inertia mass on the engine side. The other disc now regulates the secondary inertia mass on the transmission side, thus increasing the moment of inertia of the transmission, thus dampening the rotational vibration of the engine. The advantages are obvious. Noise, vibration and rotational vibration between the drive train and transmission are reduced, leading to extremely smooth running. Since the shifting force

is lower thanks to the lower moment of inertia, transmission shift is easier. Easier gear change is increased and wear reduced. In addition, load change reactions caused by rapid pressing of the accelerator pedal are reduced. The smaller design space required corresponds approximately to the space required by a double-disc clutch.

**Article number: J211\***

