

Manual Transmission/Driveline

Final Review

Manual Transmission/Driveline

1. The **Pressure Plate** is a spring-loaded device that presses the clutch disc against the flywheel.
2. The clutch **Release Mechanism** allows the driver to disengage the clutch with a foot pedal.
3. Technician A says a clutch fork is a linkage that allows the driver to disengage the clutch by pressing down on the clutch foot pedal

Technician B says a says a clutch fork is a lever that forces the release bearing into the pressure plate. Who is right?

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4. A worn clutch will cause clutch **Slippage** and sometimes damage to the **Flywheel** and **Pressure Plate**
5. Clutch slippage is noticed when the engine begins to race without an increase in the vehicle's **Road Speed**.
6. A manual transmission's input shaft and clutch disc wobble up and down.

Technician A says this problem is probably the result of a damaged clutch housing cover.

Technician B says this problem is probably the result of a damaged/worn pilot bearing

Who is right?

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7. Driver **Abuse** and **Normal Wear** after prolonged service can cause manual transmission failure.
8. A grinding sound when shifting is commonly caused by incorrectly adjusted transmission **Linkage** or an (a) **Dragging** clutch.
9. Technician A says manual transmission's gear backlash helps lubricate the rotating gears in the transmission.

Technician B says a manual transmission's gear backlash helps prevent gear damage during transmission operation. Who is right?

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10. Technician A says a manual transmission normally bolts to the engine's torque converter.

Technician B says manual transmission normally bolts to the vehicle's clutch housing. Who is right?

11. Technician A says a transaxle is an automatic transmission and differential combined in one unit.

Technician B says a transaxle is a manual transmission and differential combined in one unit. Who is right?

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12. When discussing a 3-speed manual transmission: Technician A says a 1:1 gear ratio is generally used for a manual transmissions first gear.

Technician B says a 3:1 gear ration is generally used for a manual transmissions first gear. Who is right?

13. Sometimes a drive shaft **Vibration Dampner** is used to absorb tensional vibrations in a drive shaft.

14. The **Cross and Roller (Cardan Universal Joint)** is the most common type of drive shaft U-joint.

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15. Technician A says a drive shaft assembly's slip yoke is normally splined to the transmission output shaft.

Technician B says the drive shaft assembly's slip yoke is usually bolted to the transmission output shaft. Who is right?

16. Drive shaft problems can normally be classified into two categories: Drive Shaft **Vibration** and drive shaft **Noise**.

17. Drive shaft noises are usually caused by worn **Universal Joints**, **Slip Joint** wear or a faulty **Center Support Bearing**.

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18. Drive shaft runout on a particular vehicle measures 0.050". Technician A says this measurement indicates that runout is still within specifications.

Technician B says this measurement indicates that runout is beyond specifications. Who is right?

19. **Hypoid** gears have replaced **Spiral Bevel** gears because they allow for a lower hump in the vehicle floor and improve gear meshing action.

20. Gear **Preload** is a small amount of pressure applied to the bearings to remove play and excess clearance.

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21. Technician A says a differential ring and pinion drive gears are never manufactured as a matched set.

Technician B says a differential ring and pinion drive gears are always manufactured as a matched set. Who is right?

22. If the backlash between the ring and pinion gear is too great, a **Clunking** sound can be produced by the gears.

23. Always press an axle bearing off using the **Inner Race**.

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24. A humming sound is coming from a vehicle's rear axle carrier when driving straight ahead.

Technician A says to replace the carrier bearings.

Technician B says to replace the spider gears. Who is right?

25. Technician A says to use a dial indicator when checking ring gear and driveshaft runout.

Technician B says to use a dial indicator to measure ring and pinion backlash. Who is right?
