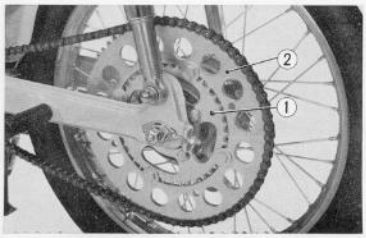

Fig. 3. 111 Earlier series rear sprocket (Prior to CT 90 F. No. 122550)
① Final driven sprocket A
② Final driven sprocket B

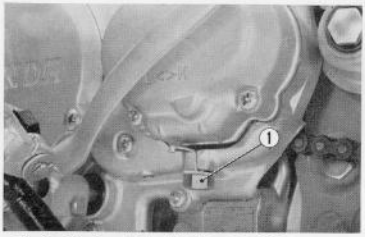

Fig. 3. 112 From F. No. 122551 and 000001A
① High/Low speed selector

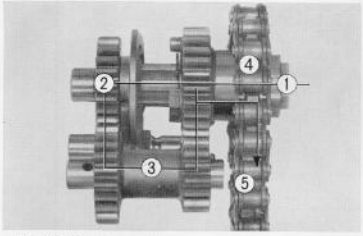

Fig. 3. 113 Low speed range

crankshaft, from which the rotation direction and positions of shafts may be seen.

3. 15 POSI-TORQUE MECHANISM (CT 90)

A. Construction

The CT 90 models (from frame No. 122551 and 000001A) are equipped with a posi-torque to select between the high and low speed range, in lieu of replacing the sprocket as in the earlier series, to provide greater driving power in the final drive at a reduced speed.

The incorporation of the posi-torque requires only the operation of the high/low speed range selector to change the driving speed, a great time saving over the earlier series which required the remounting of the large sprocket and changing the length of the chain. **(Fig. 3. 111, 3. 112)**

POWER TRANSMISSION IN THE POSI-TORQUE MECHANISM

• Low speed range. **(Fig. 3. 113)**

In the low speed range, the selector slides the splined posi-torque high gear ② to mesh with the driven gear of the posi-torque counter shaft ③. The power from the counter shaft ① is transmitted to the posi-torque counter shaft ③ and then to the free rotating sprocket drive gear unit ④ where the speed reduction takes place. The chain ⑤ is driven by the sprocket which rotates at a speed less than the counter shaft.