

ABSTRACT

A drive unit disconnect mechanism is operable to transmit or disconnect power from a vehicle power source to a driven unit, and can be disengaged by multiple methods depending on how much force is required to separate the internal components of the mechanism. In a first, relatively quicker method, a handle is pulled axially away from the hub to withdraw and internal gear from splined engagement with a corresponding driven gear. In a second, relatively slower method, the handle is rotated to threadably withdraw the entire disconnect mechanism from the hub, which in turn withdraws the internal gear from splined engagement with the driven gear. The quicker method is desirable in most instances, but the slower method allows disconnection of the driven unit from the vehicle power source when gear pressure prevents or impedes the quicker method.

