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A: Assuming it is 8-bit integer, it will repeat the same value with 8-bit incremental value (increment=1), e.g. 1, 8, 15, 23, 31, 38, 45, 52, 59, 66, 73, 80, 87, 94, 101, 108, 115, 122, 129, 136, 143, 150, 157, 164, 171, 178, 185, 192, 199, 206, 213, 220, 227, 234, 241, 248, 255. So the values will be repeating cyclically like: 0, 512, 1024, 2048, etc. So your keys can be deduced as follows: key0=0, key1=512, key2=1024, key3=2048, key4=4096, key5=8192, key6=16384, key7=32768, key8=65536, key9=131072, key10=262144, key11=524288, key12=1048576, key13=2097152, key14=4194304, key15=8388608, key16=16777216, key17=33554432, key18=67108864, key19=134217728, key20=268435456, key21=536870912, key22=1073741824, key23=2147483648, key24=4294967296, key25=8589934592, key26=17179869184, key27=34359738368, key28=68719476736, key29=137438953472, key30=274976760064, key31=5109094217504, key32=1028471453408, key33=20805522217408, key34=4194303227090, key35=83886075171534, key36=167772173965336, key37=32952464061188, key38=68719476736262, key39=137438953472129, key40=27487906944704, key41=510909421750419, key42=1028471453408210, key43=2080

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Listen to MP3 Tracks Online Now!A . We have all the MP3 Codes and Radio Stations. Free download.1. Field of the Invention The present invention relates to an automatic reverse power transmission device for a vehicle in which an automatic transmission mounted on the vehicle includes a torque converter and clutch for transmitting the power of the engine to a primary gear. 2. Description of the Prior Art An example of the above-mentioned automatic reverse power transmission device has been disclosed in Japanese Unexamined Patent Publication No. 60-149890. The automatic reverse power transmission device disclosed in the publication comprises a clutch hydraulic circuit including a lockup clutch and a circuit for automatically engaging and disengaging the clutch, an automatic transmission including a primary gear and a gear shift mechanism for transmitting the power to the primary gear, a secondary gear formed integrally with a shift rod of the gear shift mechanism, a relative rotation mode including a rotational mode for transmitting the power of the engine to the primary gear through the clutch and the gear shift mechanism, and an anti-rotational mode including a clutch-rotational mode for transmitting the engine power to the primary gear by the clutch and also for transmitting the engine power to the secondary gear by using the clutch and gear shift mechanism through the relative rotation mode. In the device, there is no means for limiting the relative rotation when the anti-rotational mode is actuated and for disengaging the clutch when the rotational mode is actuated. That is, the clutch is maintained in a connected state while the anti-rotational mode is actuated. Thus, the clutch and the gear shift mechanism are not disengaged when the anti-rotational mode is actuated, and the engine power does not propagate to the vehicle wheels. On the other hand, when the rotational mode is actuated to automatically transmit the power of the engine to the primary gear, the clutch is disengaged. Thus, a reduction gear mechanism transmits the power of the engine to the primary gear. When the rotational mode is actuated to transmit the power of the engine to the primary gear, the clutch is disengaged. Thus, the engine power does not propagate to the vehicle wheels. In the conventional automatic reverse power transmission device, when the anti-rotational mode is actuated, the engine power is transmitted to the vehicle wheels through the clutch and the gear shift mechanism. Thus, there is a problem in that the engine power does not propagate to the vehicle wheels because of the