

DISASSEMBLY

1. INSPECT EACH GEAR THRUST CLEARANCE

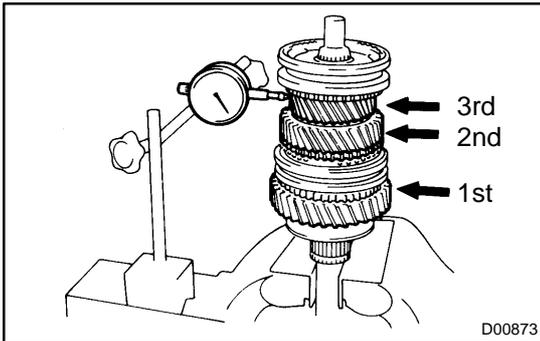
Using a feeler gauge, measure the thrust clearance of each gear.

Standard clearance:

0.10–0.25 mm (0.0039–0.0098 in.)

Maximum clearance:

0.30 mm (0.0118 in.)



2. INSPECT EACH GEAR RADIAL CLEARANCE

Using a dial indicator, measure the radial clearance of each gear.

Standard clearance:

1st and 2nd gears:

0.009–0.060 mm (0.0004–0.0024 in.)

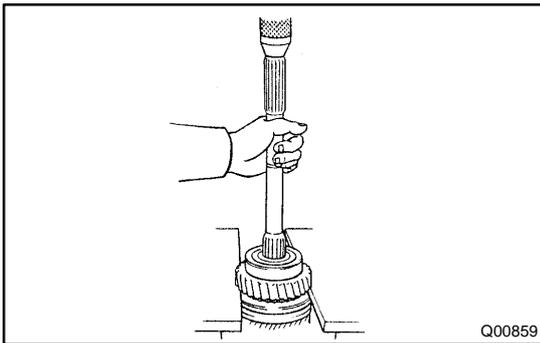
3rd gear: 0.015–0.066 mm (0.0006–0.0026 in.)

Maximum clearance:

1st and 2nd gears: 0.150 mm (0.0059 in.)

3rd gear: 0.200 mm (0.0079 in.)

If the clearance exceeds the maximum, replace the gear, shaft or needle roller bearing.



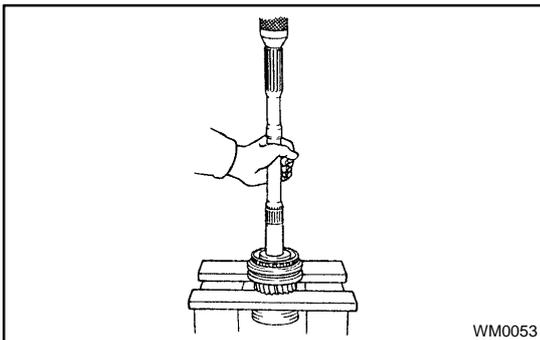
3. REMOVE OUTPUT SHAFT CENTER BEARING AND 1ST GEAR ASSEMBLY

(a) Shift the No.1 hub sleeve onto the 2nd gear.

(b) Using a press, remove the center bearing, 1st gear, needle roller bearing, inner race and synchronizer ring.

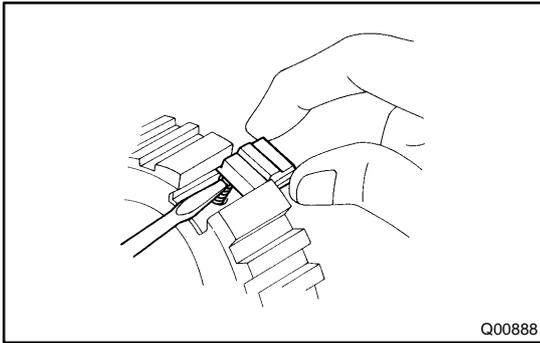
4. REMOVE LOCKING BALL ON OUTPUT SHAFT

Using a magnetic finger, remove the locking ball.



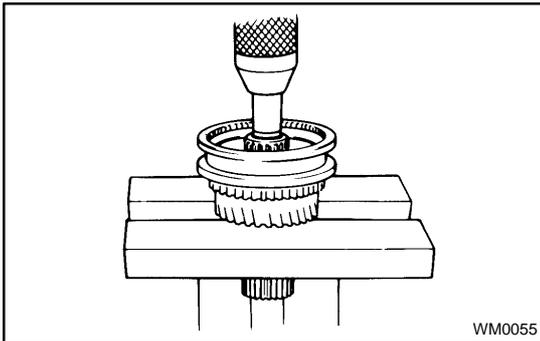
5. REMOVE NO.1 HUB SLEEVE ASSEMBLY, 2ND GEAR AND NEEDLE ROLLER BEARING

Using a press, remove the parts from the shaft as an assembly.



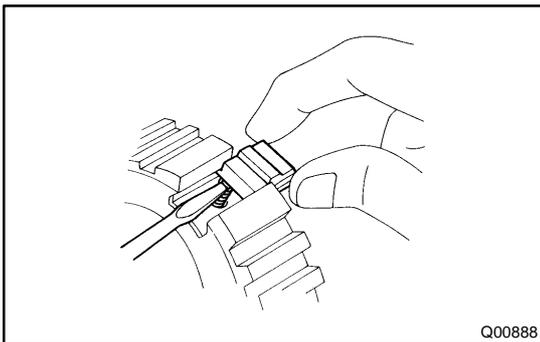
6. REMOVE NO.1 HUB SLEEVE, SHIFTING KEY AND SPRING FROM NO. 1 CLUTCH HUB

- (a) Remove the No.1 hub sleeve from the No.1 clutch hub.
- (b) Push the shifting key spring with a screwdriver, remove the 3 shifting keys and key springs.



7. REMOVE NO.2 HUB SLEEVE ASSEMBLY AND 3RD GEAR

- (a) Using a snap ring expander, remove the snap ring.
- (b) Using a press, remove the No.2 hub sleeve, synchronizer ring and 3rd gear.



8. REMOVE NO.2 HUB SLEEVE, SHIFTING KEY AND SPRING FROM NO.2 CLUTCH HUB

- (a) Remove the No.2 hub sleeve from the No.2 clutch hub.
- (b) Push the shifting key spring with a screwdriver, remove the 3 shifting keys and key springs.