

DISASSEMBLY

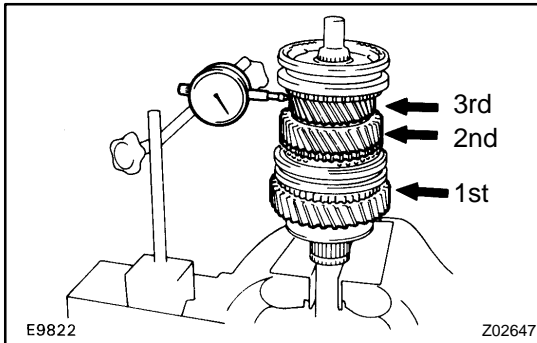
1. INSPECT EACH GEAR THRUST CLEARANCE

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.)

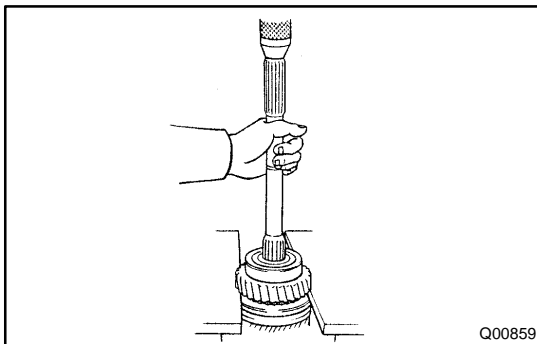
3rd gear: 0.015–0.066 mm (0.0006–0.0026 in.)

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.

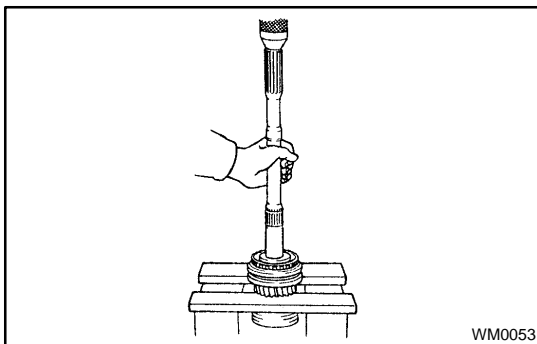


3. REMOVE OUTPUT SHAFT CENTER BEARING AND 1ST GEAR ASSEMBLY

- Shift the No.1 hub sleeve onto the 2nd gear.
- Using a press, remove the center bearing, 1st gear, needle roller bearing, inner race and synchronizer ring.

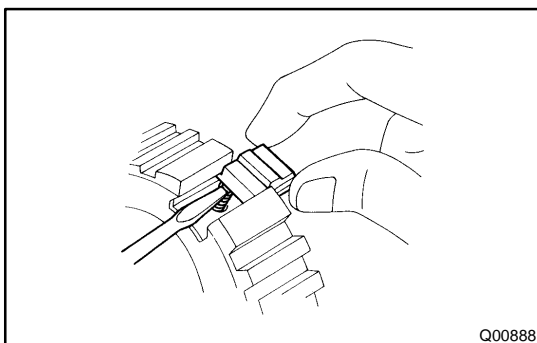
4. REMOVE LOCKING BALL ON OUTPUT SHAFT

Using a magnetic finger, remove the locking ball.



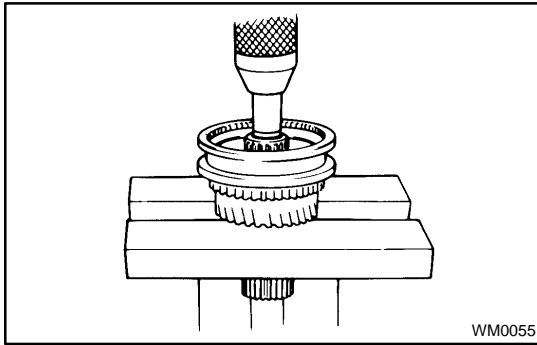
5. REMOVE NO.1 HUB SLEEVE ASSEMBLY, 2ND GEAR AND NEEDLE ROLLER BEARING

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



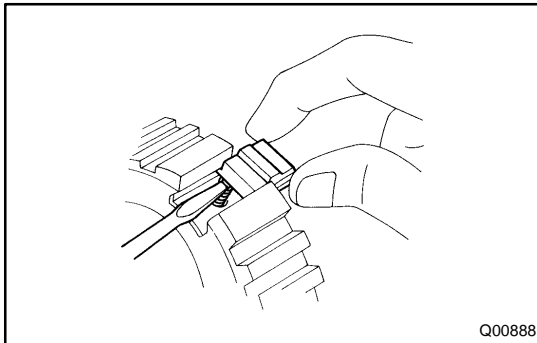
6. REMOVE NO.1 HUB SLEEVE, SHIFTING KEY AND SPRING FROM NO. 1 CLUTCH HUB

- Remove the No.1 hub sleeve from the No.1 clutch hub.
- 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.