

DISASSEMBLY

1. INSPECT 3RD AND 4TH GEARS THRUST CLEARANCE

Using a feeler gauge, measure the thrust clearance.

Standard clearance:

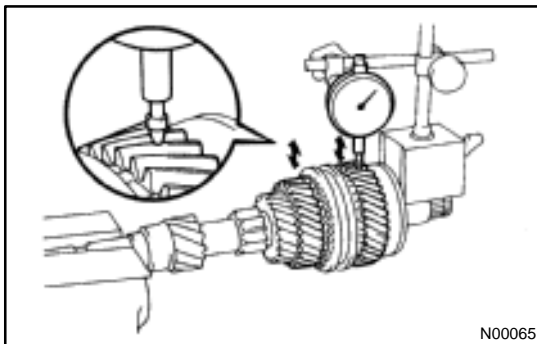
3rd gear: 0.10–0.35 mm (0.0039–0.0138 in.)

4th gear: 0.10–0.55 mm (0.0039–0.0217 in.)

Maximum clearance:

3rd gear: 0.40 mm (0.0157 in.)

4th gear: 0.60 mm (0.0236 in.)



2. INSPECT 3RD AND 4TH GEARS RADIAL CLEARANCE

Using a dial indicator, measure the radial clearance between the gear and shaft.

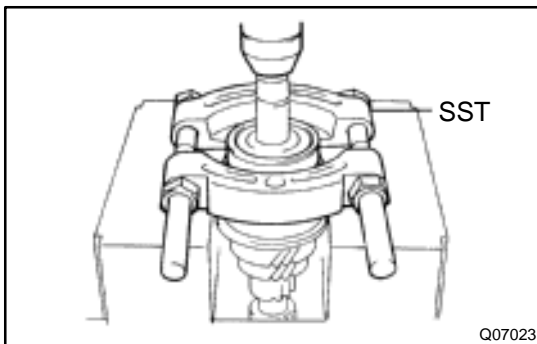
Standard clearance:

0.015–0.058 mm (0.0006–0.0023 in.)

Maximum clearance:

0.070 mm (0.0028 in.)

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



3. REMOVE SNAP RING

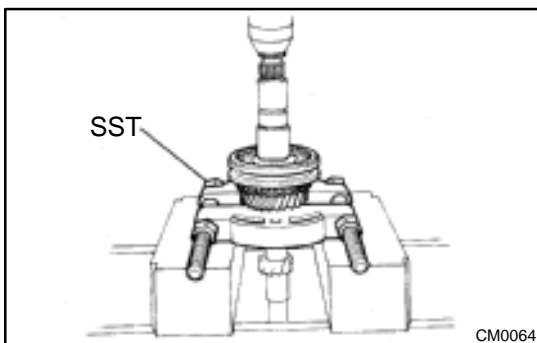
Using 2 screwdrivers and a hammer, tap out the snap ring.

4. REMOVE REAR BALL BEARING, 4TH GEAR, NEEDLE ROLLER BEARING, SPACER AND SYNCHRONIZER RING FROM INPUT SHAFT

(a) Using SST and a press, remove the rear ball bearing.

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(b) Remove the 4th gear, needle roller bearings, spacer and synchronizer ring.



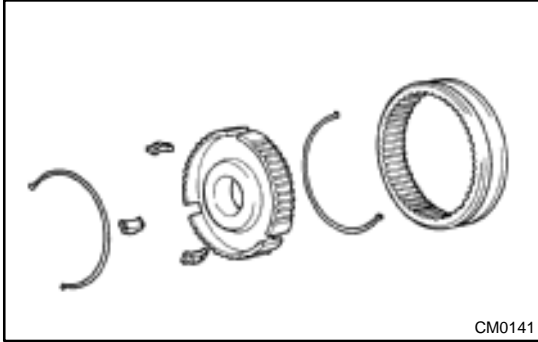
5. REMOVE SNAP RING

Using 2 screwdrivers and a hammer, tap out the snap ring.

6. REMOVE NO.2 HUB SLEEVE ASSEMBLY, 3RD GEAR, SYNCHRONIZER RING AND NEEDLE ROLLER BEARING

Using SST and a press, remove the No.2 hub sleeve assembly, 3rd gear, synchronizer ring and needle roller bearings.

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

Using a screwdriver, remove the 3 shifting keys and 2 springs from the No.2 clutch hub.