

## INSPECTION

### 1. INSPECT SYNCHRONIZER RING

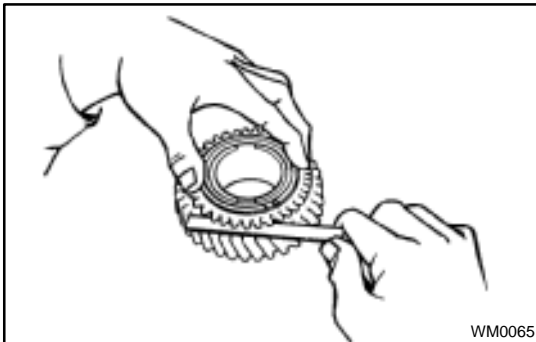
- (a) Check for wear or damage.
- (b) Check the braking effect of the synchronizer ring. Turn the synchronizer ring in one direction while pushing it to the gear cone. Check that the ring locks.

If the braking effect is insufficient, apply a small amount of fine lapping compound between the synchronizer ring and gear cone. Lightly rub the synchronizer ring and gear cone together.

#### NOTICE:

**Ensure the fine lapping compound is completely washed off after rubbing.**

- (c) Check again the braking effect of the synchronizer ring.



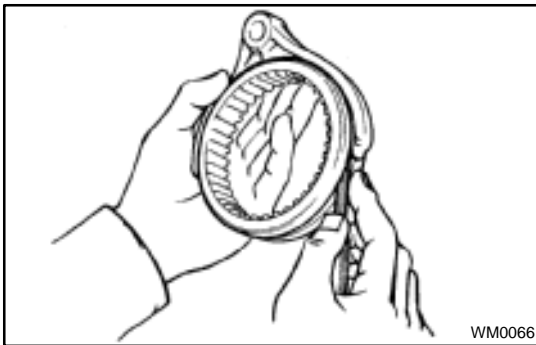
- (d) Using a feeler gauge, measure the clearance between the synchronizer ring back and gear spline end.

**Minimum clearance: 0.6 mm (0.024 in.)**

If the clearance is less than the minimum, replace the synchronizer ring and apply a small amount of the fine lapping compound on gear cone.

#### NOTICE:

**Ensure the fine lapping compound is completely washed off after rubbing.**

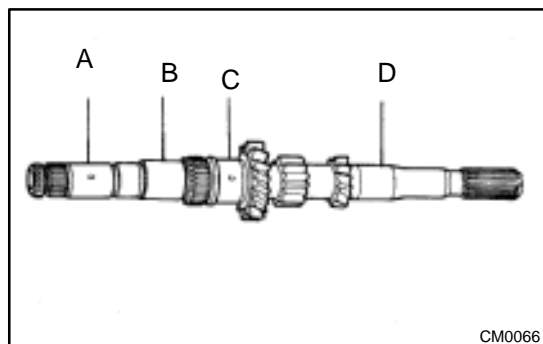


### 2. INSPECT SHIFT FORK AND HUB SLEEVE CLEARANCE

Using a feeler gauge, measure the clearance between the hub sleeve and shift fork.

**Maximum clearance: 1.0 mm (0.039 in.)**

If the clearance exceeds the maximum, replace the shift fork or hub sleeve.



### 3. INSPECT INPUT SHAFT

- (a) Check the input shaft for wear or damage.
- (b) Using a micrometer, measure the outer diameter of the input shaft journal surface.

**Minimum outer diameter:**

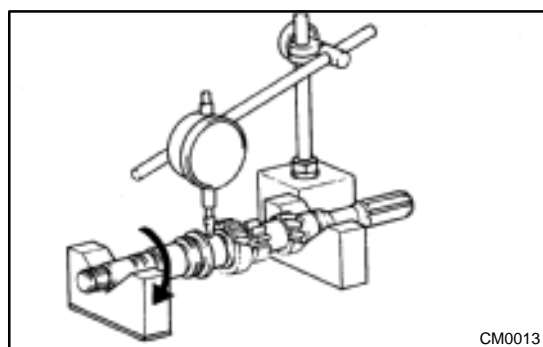
**Part A: 24.870 mm (0.9791 in.)**

**Part B: 28.970 mm (1.1405 in.)**

**Part C: 30.970 mm (1.2193 in.)**

**Part D: 24.970 mm (0.9831 in.)**

If the outer diameter is less than the minimum, replace the input shaft.



- (c) Using a dial indicator, check the shaft runout.

**Maximum runout: 0.05 mm (0.0020 in.)**

If the runout exceeds the maximum, replace the input shaft.