

## DISASSEMBLY

### 1. REMOVE RELEASE FORK AND BEARING

HINT:

At the time of reassembly, please refer to the following item.  
Apply molybdenum disulphide lithium base grease (See page [CL-18](#)).

### 2. REMOVE SPEEDOMETER DRIVEN GEAR

Remove the driven gear lock plate set bolt and driven gear.

**Torque: 11 N·m (115 kgf·cm, 8 ft·lbf)**

### 3. REMOVE BACK-UP LIGHT SWITCH

**Torque: 40 N·m (410 kgf·cm, 30 ft·lbf)**

### 4. REMOVE CONTROL LEVER HOUSING SUPPORT BRACKET

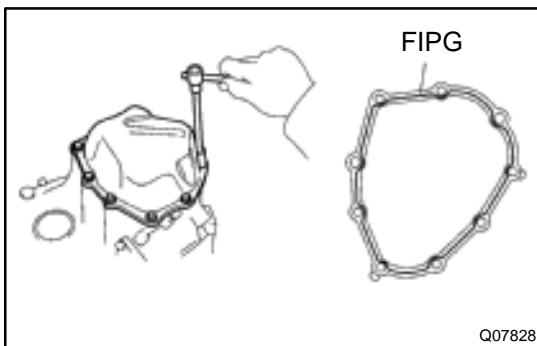
Remove the 3 bolts and bracket.

**Torque: 11 N·m (115 kgf·cm, 8 ft·lbf)**

### 5. REMOVE SELECTING BELLCRANK ASSEMBLY

Remove the 2 bolts and selecting bellcrank assembly.

**Torque: 25 N·m (250 kgf·cm, 18 ft·lbf)**



### 6. REMOVE TRANSMISSION CASE COVER

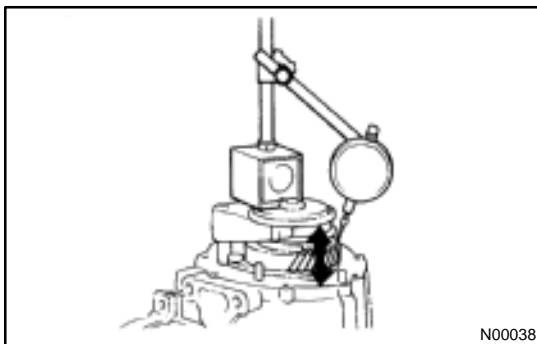
(a) Remove the 9 bolts.

**Torque: 18 N·m (185 kgf·cm, 13 ft·lbf)**

(b) Carefully tap the projection of the transmission case cover with a brass hammer and remove it.

**FIPG:**

**Part No. 08826-00090, THREE BOND 1281 or equivalent**



### 7. INSPECT 5TH GEAR THRUST CLEARANCE

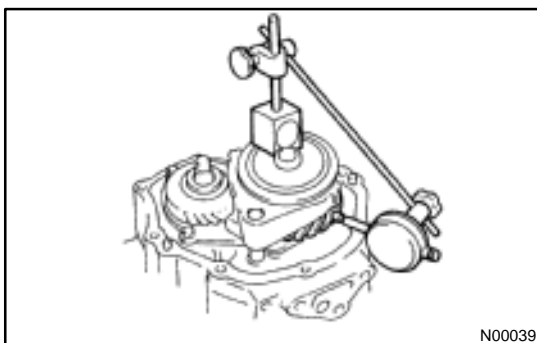
Using a dial indicator, measure the thrust clearance.

**Standard clearance:**

**0.10–0.57 mm (0.0039–0.0224 in.)**

**Maximum clearance:**

**0.65 mm (0.0256 in.)**



### 8. INSPECT 5TH GEAR RADIAL CLEARANCE

Using a dial indicator, measure the radial clearance.

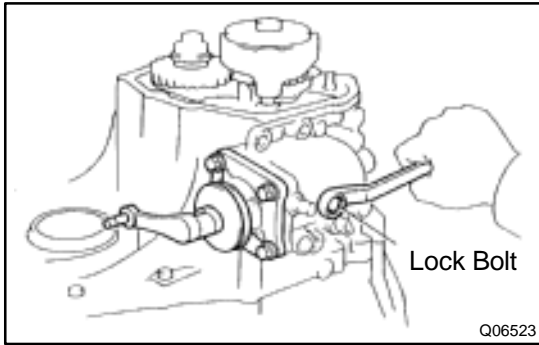
**Standard clearance:**

**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.



## 9. REMOVE SHIFT AND SELECT LEVER SHAFT ASSEMBLY

- (a) Remove the lock bolt.

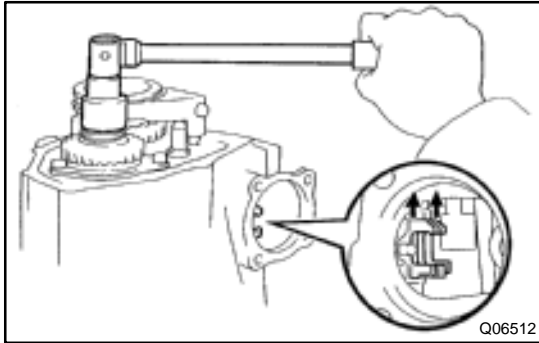
**Torque: 29 N·m (300 kgf-cm, 22 ft-lbf)**

- (b) Remove the 4 bolts and pull out the shift and select lever shaft assembly with the gasket.

**Sealant:**

**Part No.08833-00080, THREE BOND 1344, LOCTITE 242 or equivalent**

**Torque: 20 N·m (200 kgf-cm, 14 ft-lbf)**



## 10. REMOVE LOCK NUT

- (a) Engage the gear to the double meshing.

- (b) Using a chisel and hammer, loosen the staked part of the nut.

- (c) Remove the lock nut.

**Torque: 118 N·m (1,200 kgf-cm, 87 ft-lbf)**

- (d) Disengage the double meshing of the gear.

## 11. REMOVE NO.3 HUB SLEEVE AND NO.3 SHIFT FORK

- (a) Remove the bolt from the No.3 shift fork.

**Torque: 16 N·m (160 kgf-cm, 12 ft-lbf)**

- (b) Remove the No.3 hub sleeve and shift fork.

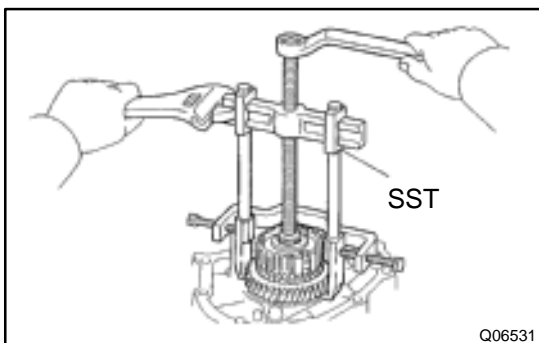
## 12. REMOVE NO.3 CLUTCH HUB AND 5TH GEAR

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

**HINT:**

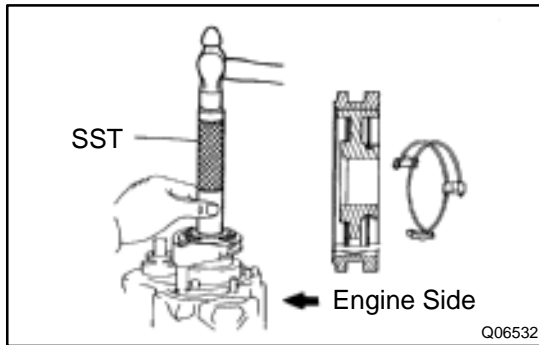
Select a snap ring that allows the minimum axial play.

Mark	Thickness mm (in.)	Mark	Thickness mm (in.)
A	2.25 (0.0886)	E	2.49 (0.0980)
B	2.31 (0.0909)	F	2.55 (0.1004)
C	2.37 (0.0933)	G	2.61 (0.1028)
D	2.43 (0.0957)	—	—



- (b) Using SST, remove the 5th gear, No.3 clutch hub, synchronizer ring, needle roller bearings and spacer.

**SST 09950-40010**

**HINT:**

At the time of reassembly, please refer to the following item.

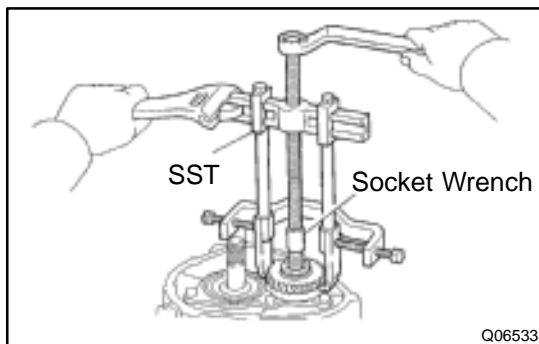
- Install the No.3 clutch hub and shifting keys to the hub sleeve.
- Install the shifting key springs under the shifting keys.
- Support the tip of the input shaft with a spacer or such to raise the transaxle assembly.
- Using SST and a hammer, drive in the No.3 hub sleeve assembly with the No.3 shift fork.

SST 09612-22011

**NOTICE:**

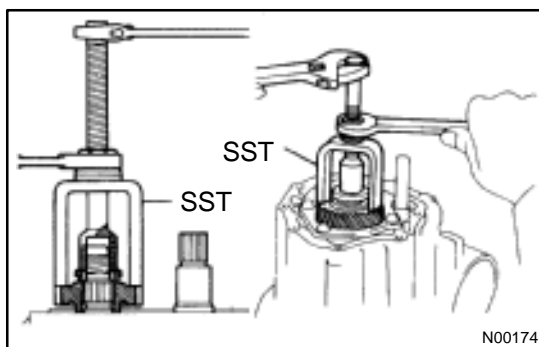
At the time of reassembly, please refer to the following item.

- Align the synchronizer ring slots with the shifting keys.
- Position the key springs so that their end gaps are not in line.

**13. REMOVE 5TH DRIVEN GEAR**

Using SST and a socket wrench, remove the 5th driven gear.

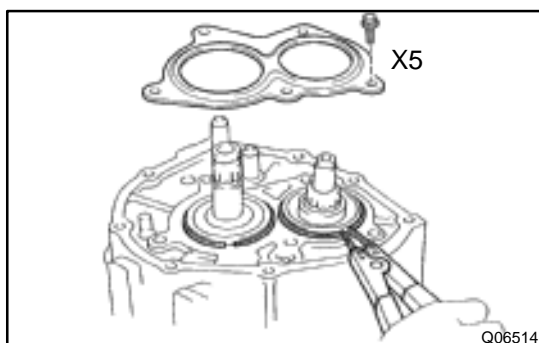
SST 09950-40010

**HINT:**

At the time of reassembly, please refer to the following item.

Using SST, install the 5th driven gear.

SST 09309-12020

**14. REMOVE REAR BEARING RETAINER**

Remove the 5 bolts and retainer.

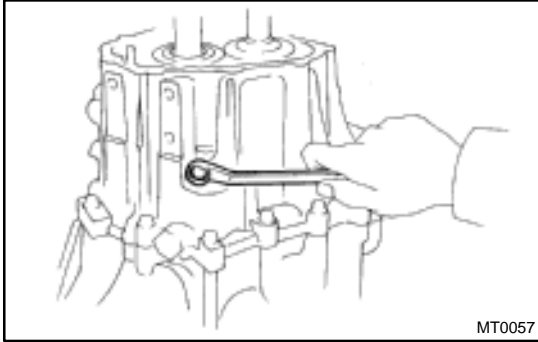
**Torque: 27 N·m (280 kgf-cm, 20 ft-lbf)**

**15. REMOVE BEARING SNAP RING**

Using a snap ring expander, remove the 2 snap rings.

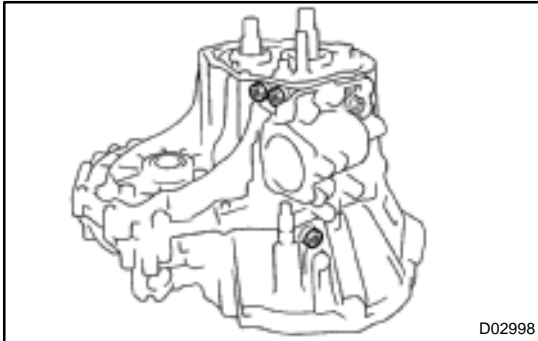
**HINT:**

If it is difficult to remove and install the snap rings, pull up the shafts.



- 16. REMOVE REVERSE IDLER GEAR SHAFT LOCK BOLT**  
Torque: 29 N·m (300 kgf·cm, 22 ft·lbf)
- 17. REMOVE SNAP RING FROM NO.2 SHIFT FORK SHAFT**

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



- 18. REMOVE STRAIGHT SCREW PLUG, SEAT, SPRING AND BALL**

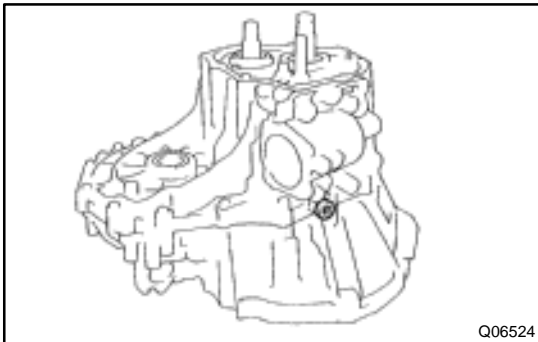
(a) Using a hexagon wrench, remove the 3 plugs.

**Sealant:**

**Part No.08833-00080, THREE BOND 1344, LOCTITE 242 or equivalent**

**Torque: 25 N·m (250 kgf·cm, 18 ft·lbf)**

(b) Using a magnetic finger, remove the 3 seats, springs and balls.



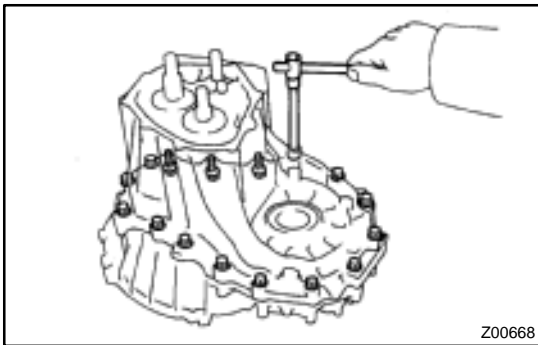
- 19. REMOVE LOCK BALL ASSEMBLY**

Using a hexagon wrench, remove the lock ball assembly.

**Sealant:**

**Part No.08833-00080, THREE BOND 1344, LOCTITE 242 or equivalent**

**Torque: 39 N·m (400 kgf·cm, 29 ft·lbf)**

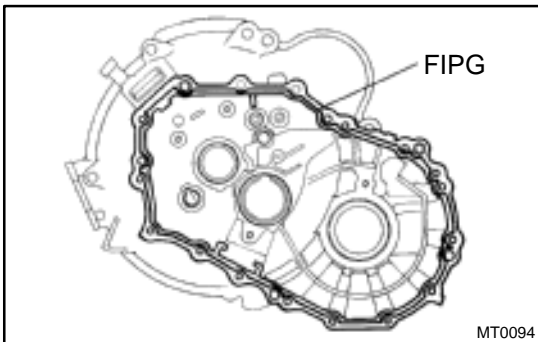


- 20. REMOVE TRANSMISSION CASE**

(a) Remove the 16 bolts.

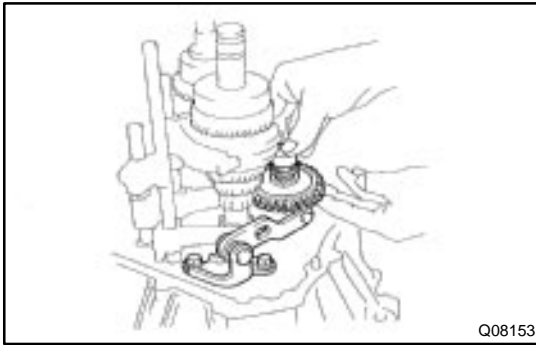
**Torque: 29 N·m (300 kgf·cm, 22 ft·lbf)**

(b) Carefully tap the transmission case with a plastic hammer and remove it.



**FIPG:**

**Part No. 08826-00090, THREE BOND 1281 or equivalent**

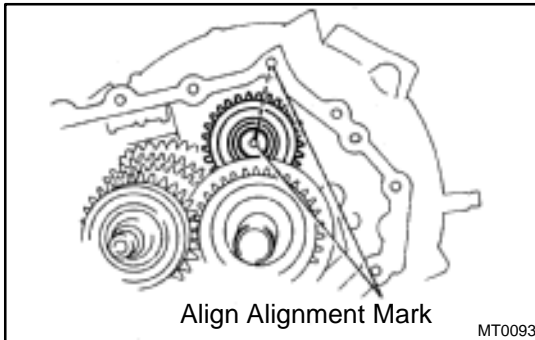


**21. REMOVE REVERSE IDLER GEAR, THRUST WASHER AND SHAFT**

**22. REMOVE REVERSE SHIFT ARM BRACKET**

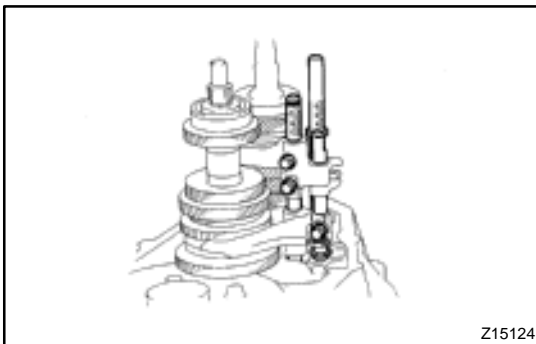
Remove the 2 bolts and bracket.

**Torque: 17 N·m (175 kgf-cm, 13 ft-lbf)**



**HINT:**

At the time of reassembly, please refer to the following item.  
Install the reverse idler gear, thrust washer and shaft, as shown.



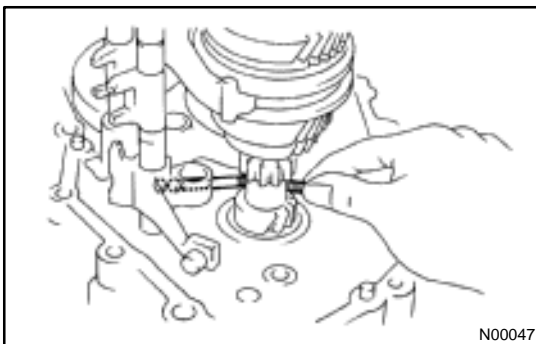
**23. REMOVE SHIFT FORK AND SHIFT FORK SHAFT**

(a) Using 2 screwdrivers and a hammer, tap out the 3 snap rings.

(b) Remove the 3 set bolts.

**Torque: 16 N·m (160 kgf-cm, 12 ft-lbf)**

(c) Remove the No.2 shift fork shaft and shift head.



(d) Using a magnetic finger, remove the 2 balls from the reverse shift fork.

(e) Remove the No.3 shift fork shaft and reverse shift fork.

(f) Pull out the No.1 shift fork shaft.

(g) Remove the No.1 and No.2 shift forks.

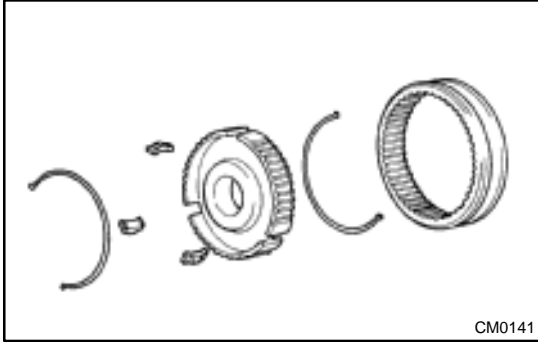
**24. REMOVE INPUT AND OUTPUT SHAFTS TOGETHER FROM TRANSAXLE CASE**

**25. REMOVE DIFFERENTIAL CASE ASSEMBLY**

**HINT:**

At the time of reassembly, please refer to the following item.  
Before assembly, inspect the differential side bearing preload.

**26. REMOVE MAGNET FROM TRANSAXLE CASE**



**27. REMOVE NO.3 HUB SLEEVE, SHIFTING KEY AND SPRING FROM NO.3 CLUTCH HUB**

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