

DISASSEMBLY

1. INSPECT 1ST AND 2ND GEARS THRUST CLEARANCE

Using a feeler gauge, measure the thrust clearance.

Standard clearance:

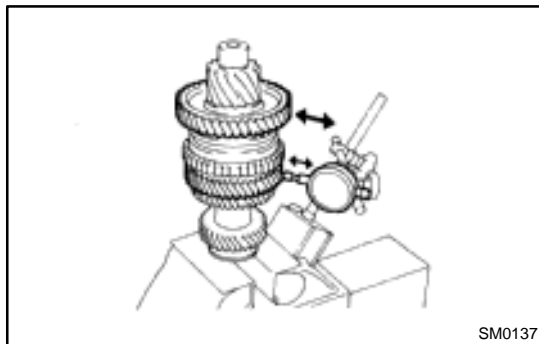
1st gear: 0.10–0.40 mm (0.0039–0.0157 in.)

2nd gear: 0.10–0.45 mm (0.0039–0.0177 in.)

Maximum clearance:

1st gear: 0.45 mm (0.0177 in.)

2nd gear: 0.50 mm (0.0197 in.)



2. INSPECT 1ST AND 2ND GEARS RADIAL CLEARANCE

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

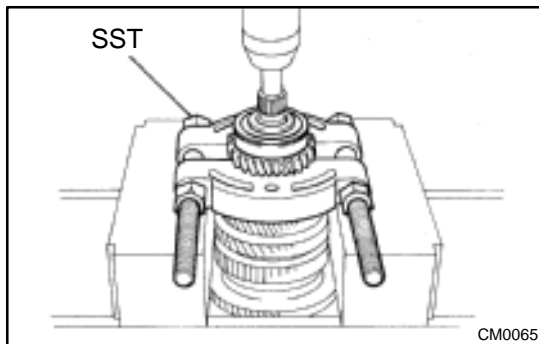
Standard clearance:

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.

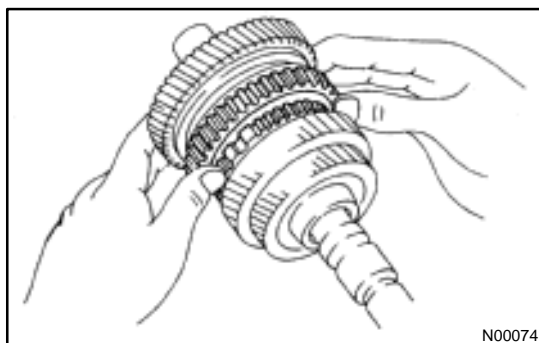


3. REMOVE REAR BALL BEARING, 4TH DRIVEN GEAR AND OUTPUT GEAR SPACER FROM OUTPUT SHAFT

- (a) Using SST and a press, remove the rear ball bearing and 4th driven gear.

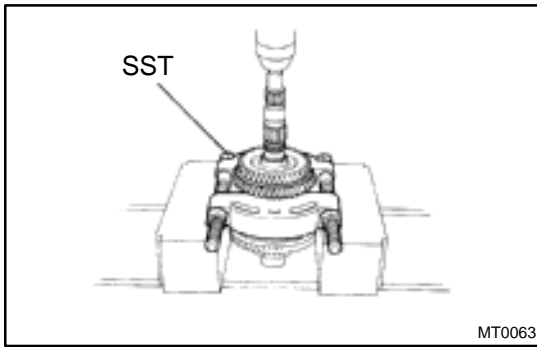
SST 09950-00020

- (b) Remove the output gear spacer.



4. REMOVE 3RD DRIVEN GEAR, 2ND GEAR, NEEDLE ROLLER BEARING AND SYNCHRONIZER RING

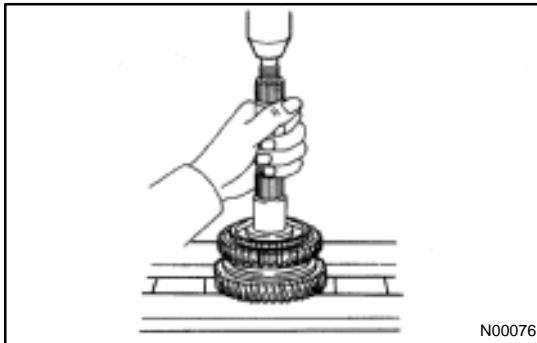
- (a) Shift the No.1 hub sleeve into the 1st gear.



- (b) Using SST and a press, remove the 3rd driven gear and 2nd gear.
SST 09950-00020
- (c) Remove the needle roller bearing and synchronizer ring.

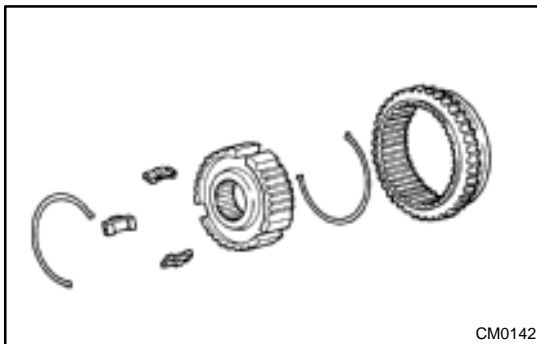
5. REMOVE SNAP RING

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



6. REMOVE NO.1 HUB SLEEVE ASSEMBLY, 1ST GEAR, SYNCHRONIZER RING, NEEDLE ROLLER BEARING, THRUST WASHER AND BALL

- (a) Using a press, remove the No.1 hub sleeve assembly, 1st gear and synchronizer ring.
- (b) Remove the needle roller bearing, thrust washer and ball.



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

Using a screwdriver, remove the 3 shifting keys and 2 springs from the No.1 clutch hub.