

INSPECTION

1. INSPECT SYNCHRONIZER RING

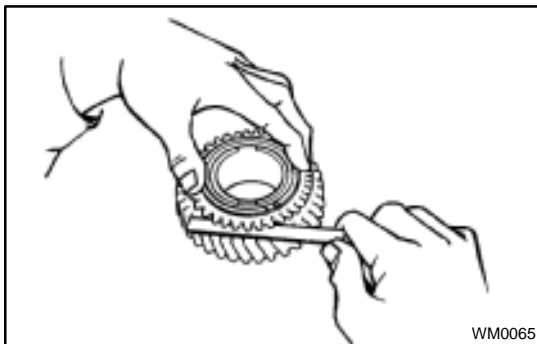
- (a) Check for wear or damage.
- (b) Check the braking effect of the synchronizer ring. Turn the synchronizer ring in one direction while pushing it to the gear cone. Check that the ring locks.

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.



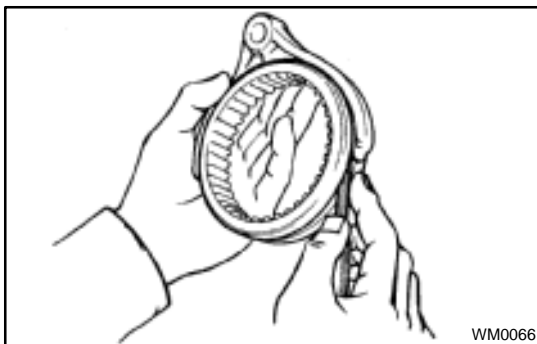
- (d) Using a feeler gauge, measure the clearance between the synchronizer ring back and gear spline end.

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.

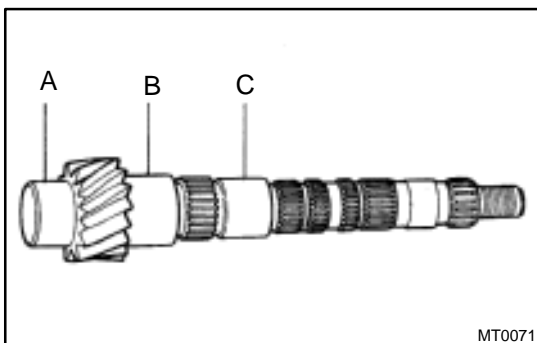


2. INSPECT SHIFT FORK AND HUB SLEEVE CLEARANCE

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 OUTPUT SHAFT

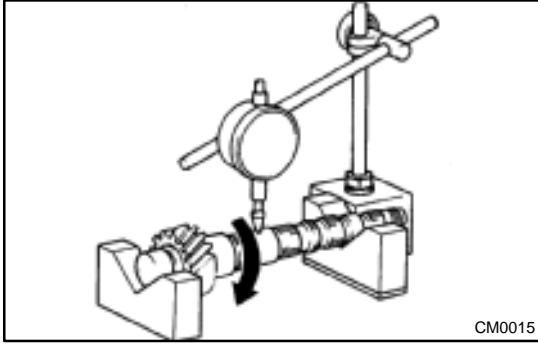
- (a) Check the output shaft for wear or damage.
- (b) Using a micrometer, measure the outer diameter of the output shaft journal surface.

Minimum outer diameter:

Part A: 32.970 mm (1.2980 in.)

Part B: 37.970 mm (1.4949 in.)

Part C: 31.970 mm (1.2587 in.)



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