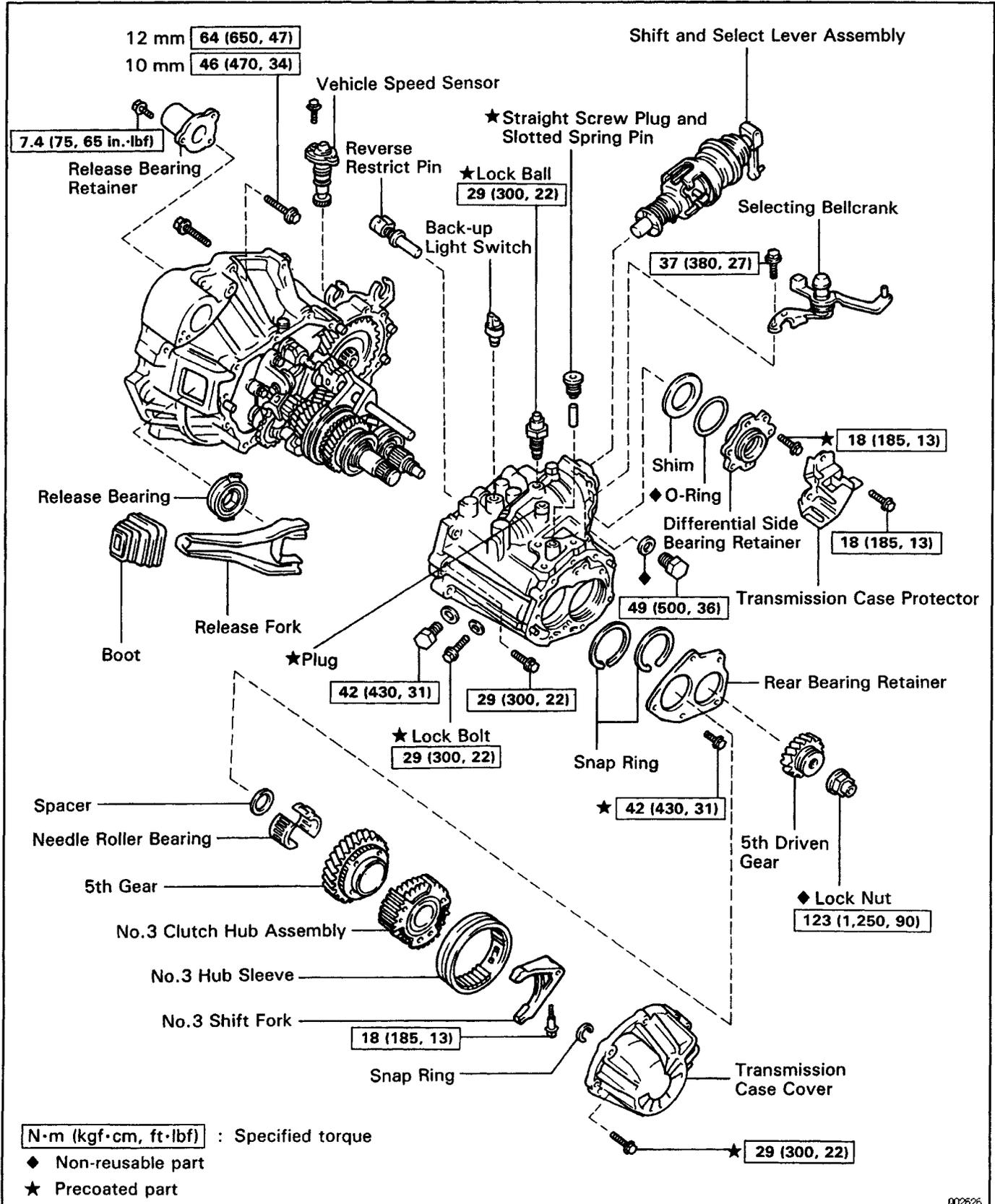
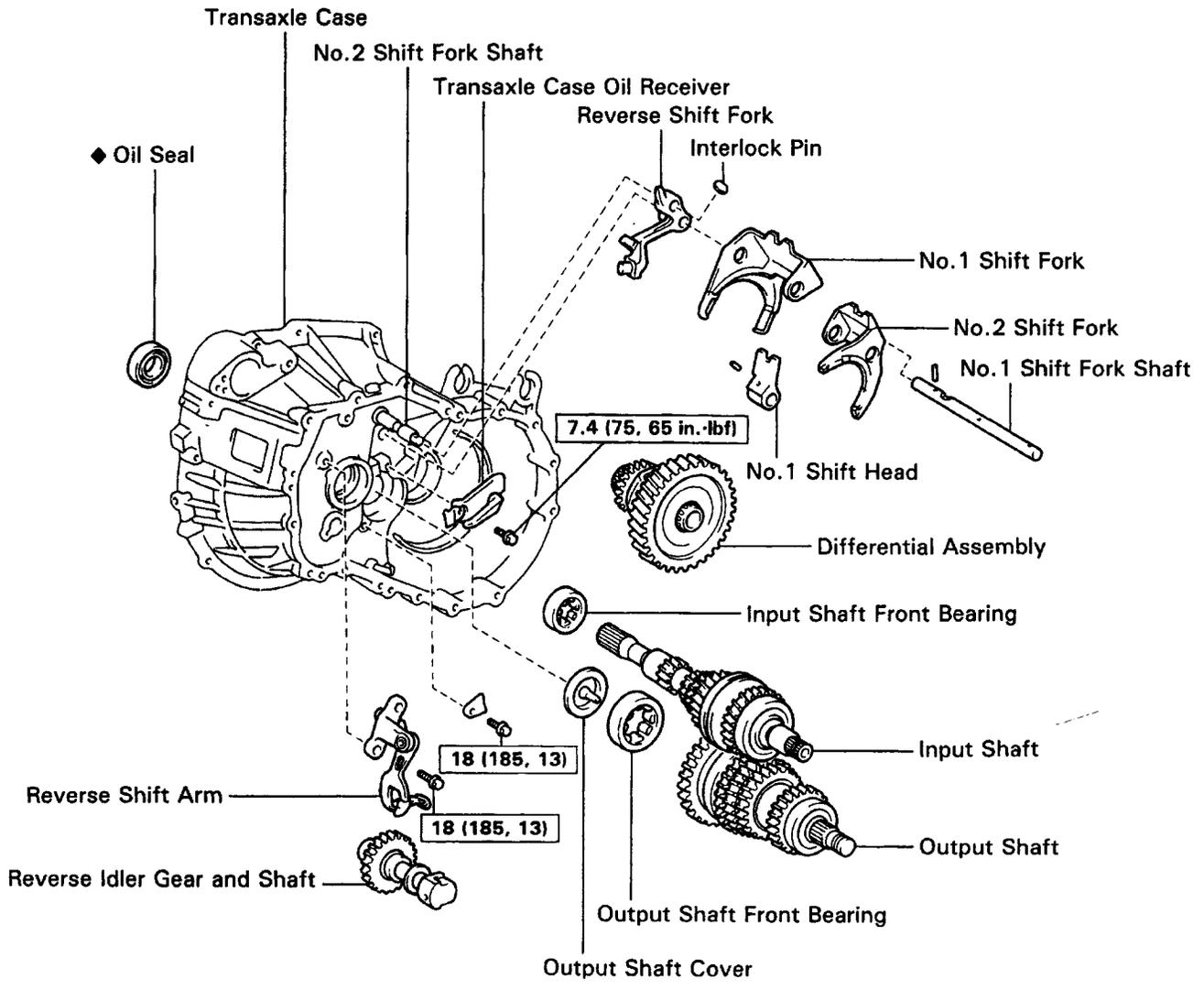


COMPONENT PARTS REMOVAL

COMPONENTS

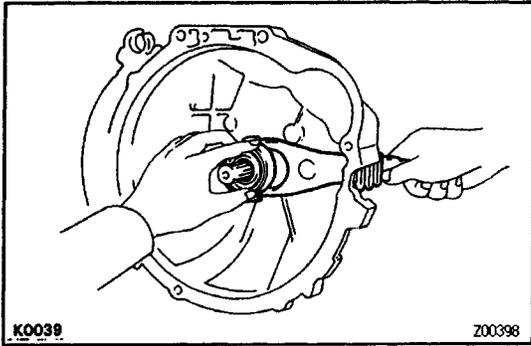
MX02E-06





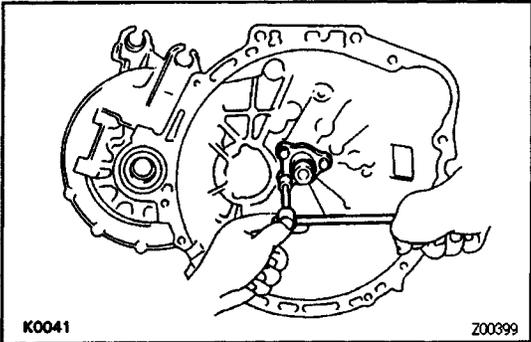
N·m (kgf·cm, ft·lbf) : Specified torque

◆ Non-reusable part

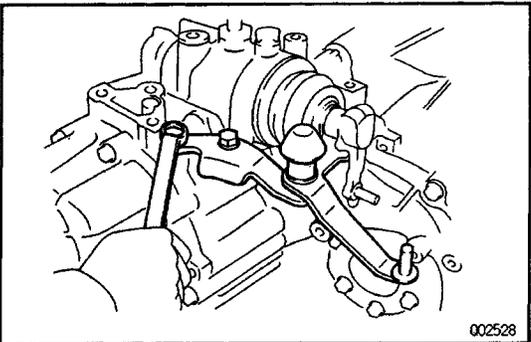


BASIC SUBASSEMBLY SEPARATION^{MX06Y-01} (See pages **MX-17** and **MX-18**)

1. REMOVE RELEASE FORK. BEARING BACK – UP LIGHT SWITCH AND VEHICLE SPEED SENSOR

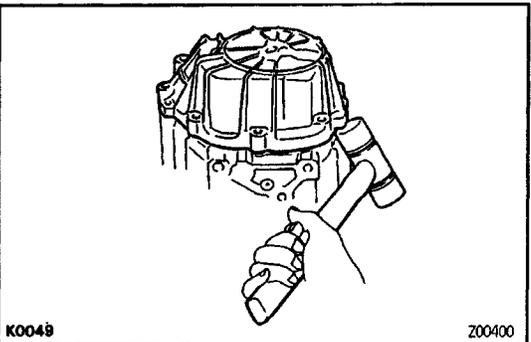


2. REMOVE RELEASE BEARING RETAINER



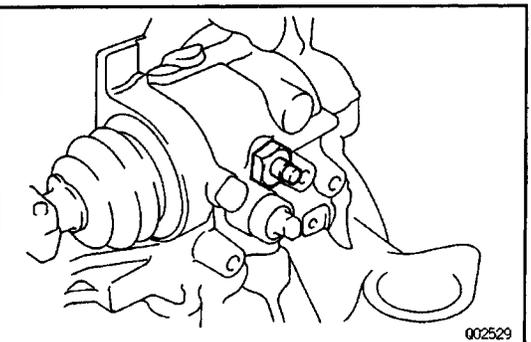
3. REMOVE ENGINE MOUNT BRACKET AND SELECTING BELLCRANK

- (a) Remove the three bolts and engine mount bracket.
- (b) Remove the two bolts and selecting bellcrank.



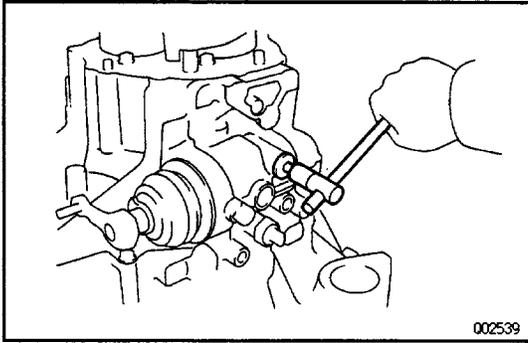
4. REMOVE TRANSMISSION CASE COVER

- (a) Remove the eight bolts.
- (b) Using a plastic hammer, tap off the transmission case cover.

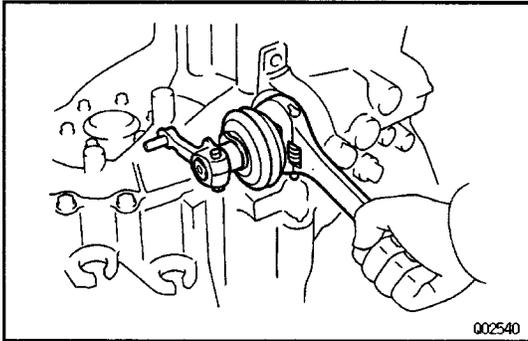


5. REMOVE LOCK BALL ASSEMBLY AND PLUG

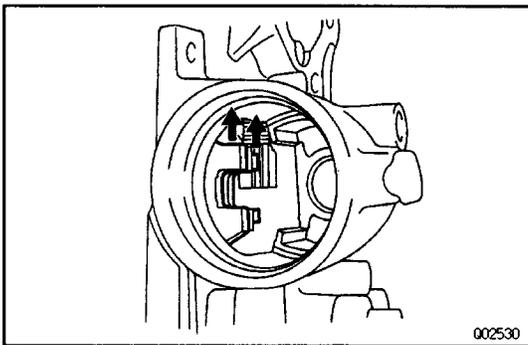
- (a) Remove the lock ball.



(b) Using a hexagon wrench, remove the plug.



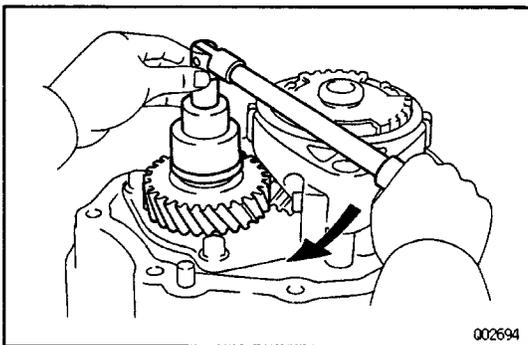
6. REMOVE SHIFT AND SELECT LEVER ASSEMBLY



7. REMOVE OUTPUT SHAFT LOCK NUT

(a) Unstake the nut.

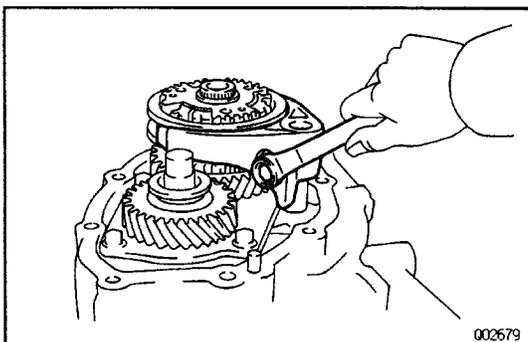
(b) Engage the gear double meshing.



(c) Remove the lock nut clockwise and remove it.

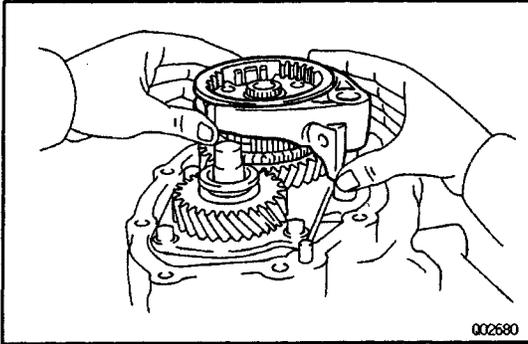
HINT: The lock nut has LH threads.

(d) Disengage the gear double meshing.

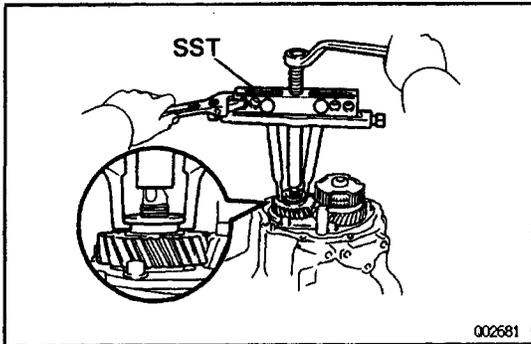


8. REMOVE NO. 3 HUB SLEEVE AND NO. 3 SHIFT FORK

(a) Remove the No.3 shift fork set bolt.

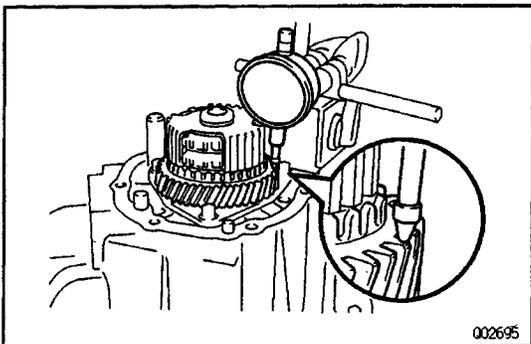


(b) Remove the No.3 hub sleeve and No.3 shift fork.



9. REMOVE FIFTH DRIVEN GEAR

Using SST, remove the 5th driven gear.
SST 09950-20017



10. MEASURE FIFTH GEAR THRUST CLEARANCE

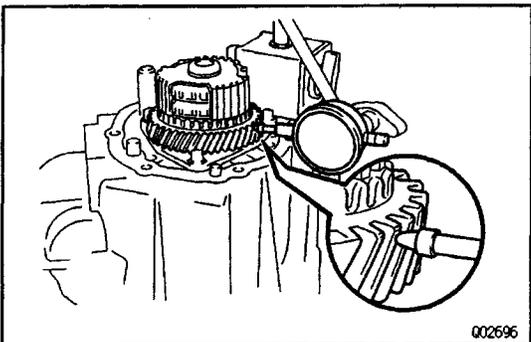
Using a dial indicator, measure the thrust clearance.

Standard clearance:

0.20–0.40 mm (0.0079–0.0157 in.)

Maximum clearance:

0.45 mm (0.0177 in.)



11. MEASURE FIFTH GEAR OIL CLEARANCE

Using a dial indicator, measure the oil clearance.

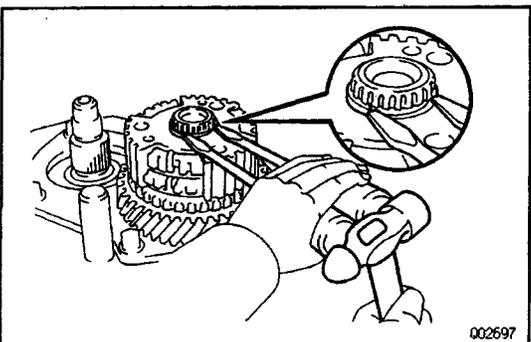
Standard clearance:

0.009–0.050 mm (0.0004–0.0020 in.)

Maximum clearance:

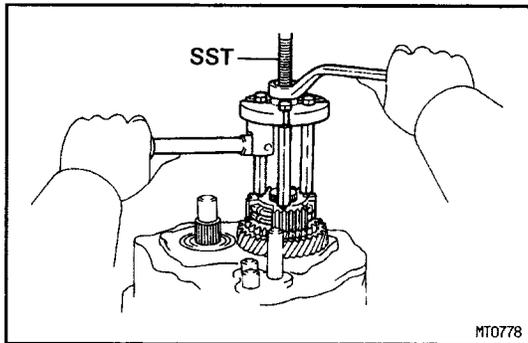
0.07 mm (0.0028 in.)

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



12. REMOVE NO.3 CLUTCH HUB AND FIFTH GEAR

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

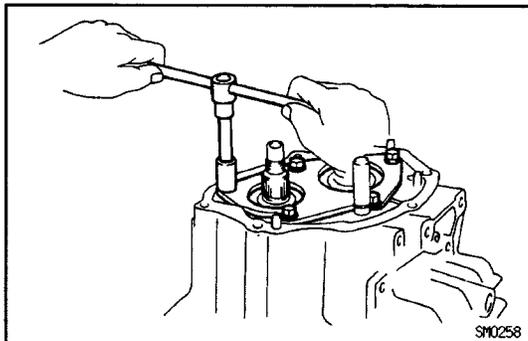


(b) Using SST, remove the No.3 clutch hub with synchronizer ring.

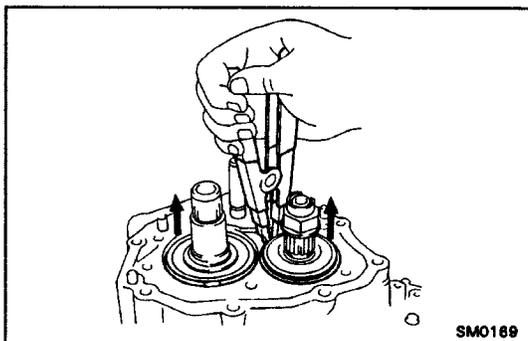
SST 09310-17010 (09310-07010, 09310-07020, 09310-07030)

(c) Remove the 5th gear.

13. REMOVE NEEDLE ROLLER BEARING



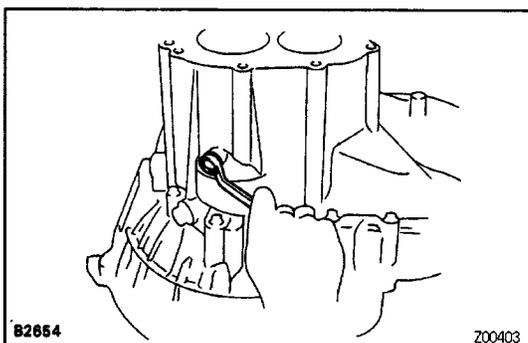
14. REMOVE REAR BEARING RETAINER



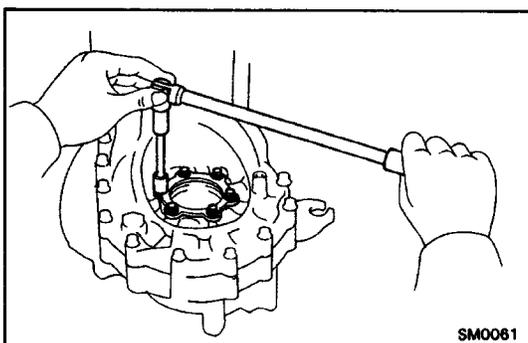
15. REMOVE BEARING SNAP RINGS

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

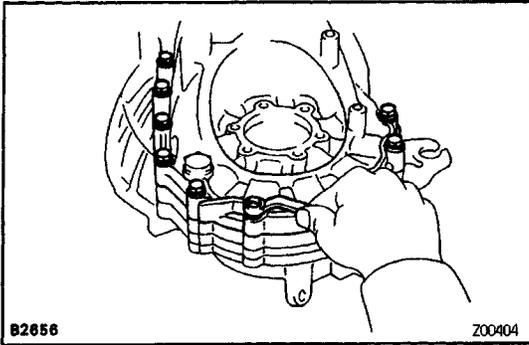
HINT: If it is difficult to remove the snap rings, pull up the shafts.



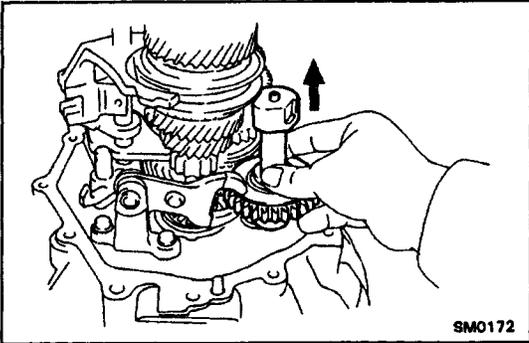
16. REMOVE REVERSE IDLER GEAR SHAFT LOCK BOLT



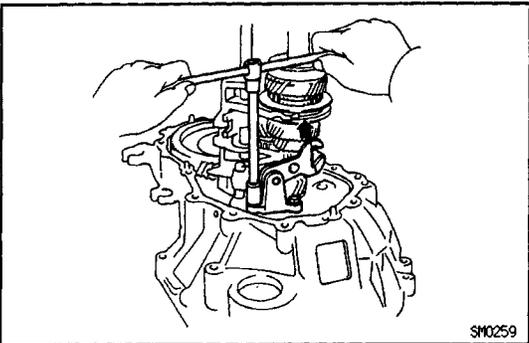
17. REMOVE DIFFERENTIAL SIDE BEARING RETAINER AND SHIM

**18. REMOVE TRANSMISSION CASE**

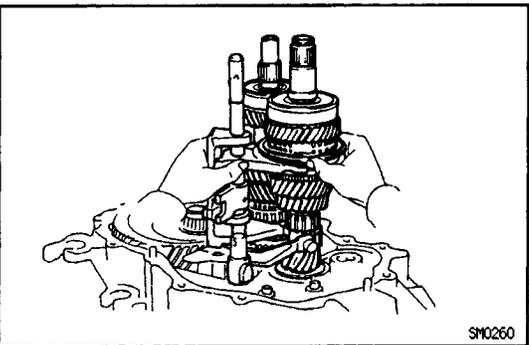
- (a) Remove the seventeen bolts.
- (b) Using a plastic hammer, tap off the transmission case.

**19. REMOVE REVERSE IDLER GEAR AND SHAFT**

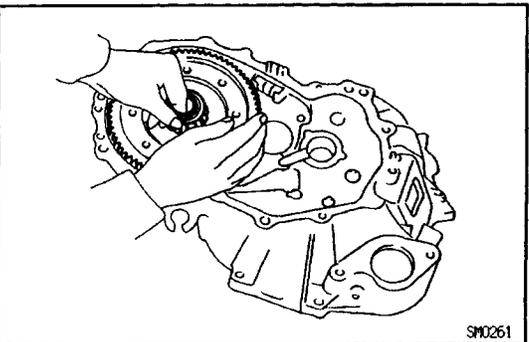
- (a) Pull out the shaft.
- (b) Remove the idler gear and thrust washer.

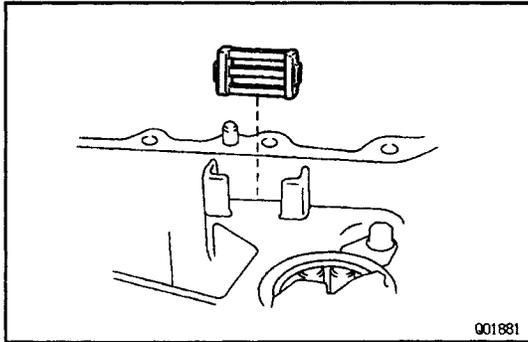
**20. REMOVE REVERSE SHIFT ARM**

- (a) Shift the fork shaft into reverse.
- (b) Remove the two bolts and pull off the reverse shift arm.

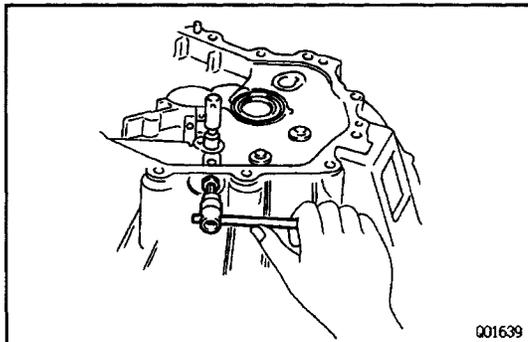
**21. REMOVE NO.1 SHIFT FORK SHAFT, NO.1 SHIFT HEAD, NO.1 AND NO.2 SHIFT FORKS, REVERSE SHIFT FORK WITH INTERLOCK PIN, INPUT AND OUTPUT SHAFTS ASSEMBLY**

Remove the input shaft assembly and output shaft assembly together with the No. 1 fork shaft, shift head and shift forks with the interlock pin from the trans-axle case.

**22. REMOVE DIFFERENTIAL CASE ASSEMBLY**

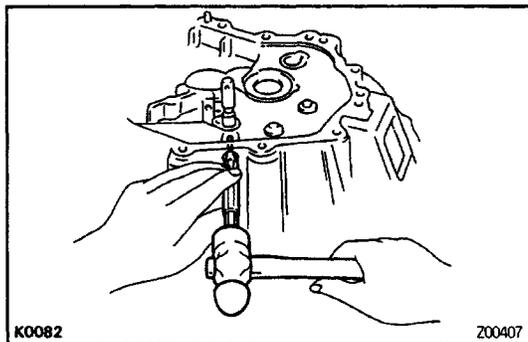


23. REMOVE MAGNET FROM TRANSAXLE CASE



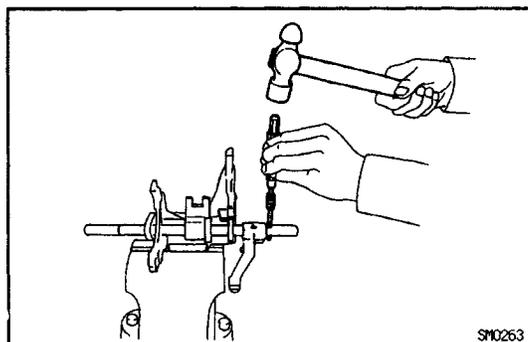
24. REMOVE NO.2 FORK SHAFT

(a) Using a hexagon wrench, remove the straight screw plug.



(b) Using a pin punch and hammer, drive out the slotted spring pin.

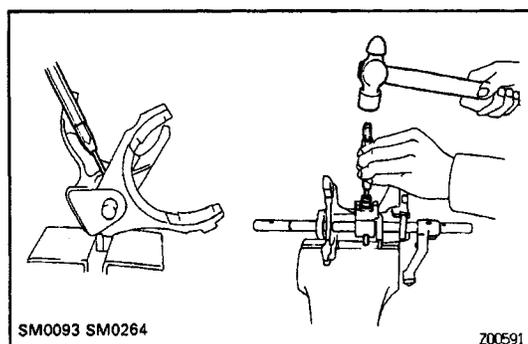
(c) Pull out the shaft.



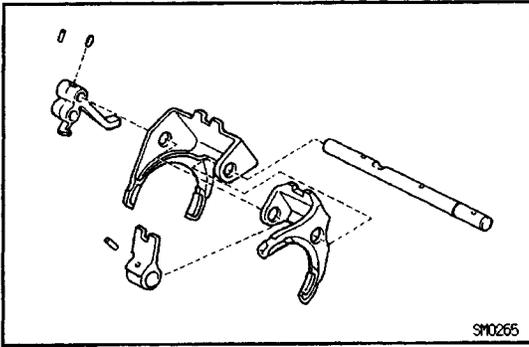
25. SEPARATE NO.1 FORK SHAFT, NO.1 SHIFT HEAD, NO.1, NO.2 SHIFT FORKS AND REVERSE SHIFT FORK

(a) Mount the shift forks to the vise.

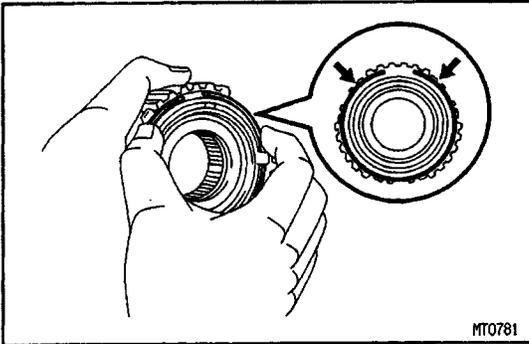
(b) Using a pin punch and hammer, drive out the slotted spring pin from the No.1 fork shaft.



(c) Using a pin punch and hammer, drive out the slotted spring pin from the No.1 fork shaft as shown in the figure.

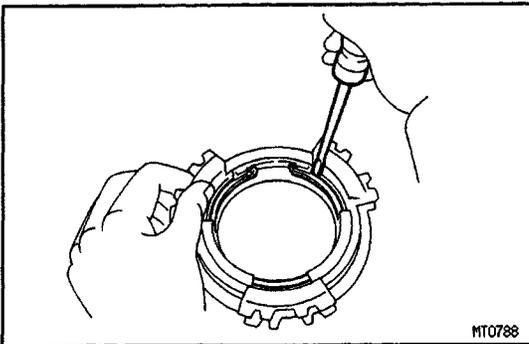


(d) Separate the No.1 shift fork shaft, No.1 shift head, No.1, No.2 shift forks and reverse shift fork.

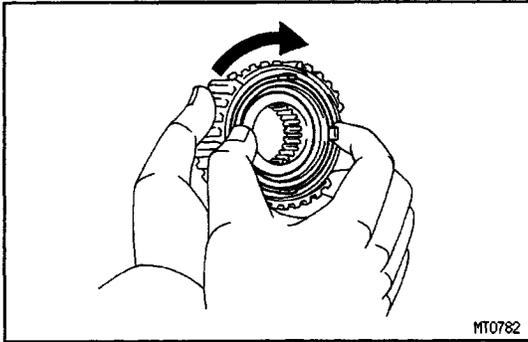


26. REMOVE NO.5 SYNCHRONIZER RING WITH KEY SPRING FROM NO.3 CLUTCH HUB

(a) Remove the No.5 synchronizer ring with key spring from No.3 clutch hub.



(b) Using a screwdriver, remove the snap ring.
 HINT: Wrap vinyl tape on the screwdriver to prevent damaging the synchronizer ring.
 (c) Remove the synchronizer rings.



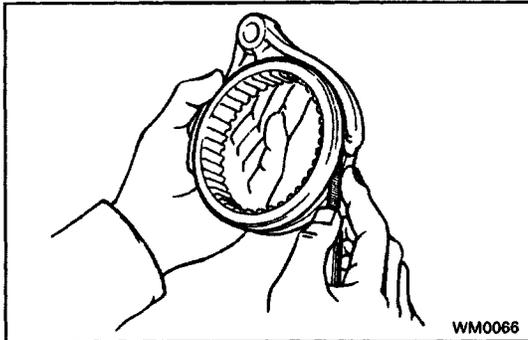
COMPONENT PARTS INSPECTION

1. INSPECT NO.5 SYNCHRONIZER RINGS

(a) Check for wear or damage.

(b) Check the braking effect of the synchronizer ring. Turn the middle No.5 synchronizer ring in one direction while pushing it to the outer No.5 synchronizer ring and check that the ring is locked.

If the braking effect is insufficient, replace the synchronizer ring.



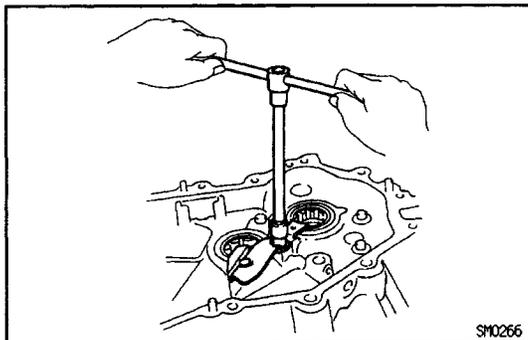
2. INSPECT CLEARANCE OF NO.3 SHIFT FORK AND NO.3 HUB SLEEVE

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

Maximum clearance:

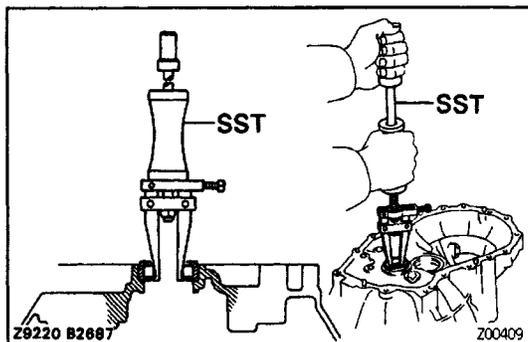
1.0 mm (0.039 in.)

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

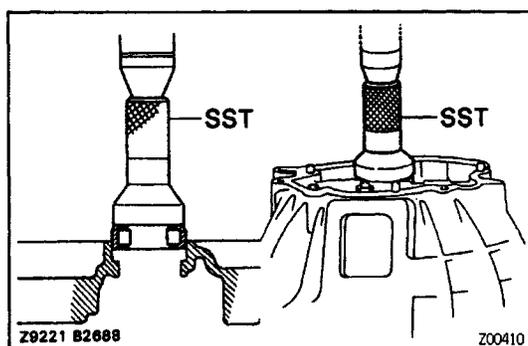


3. IF NECESSARY, REPLACE INPUT SHAFT FRONT BEARING

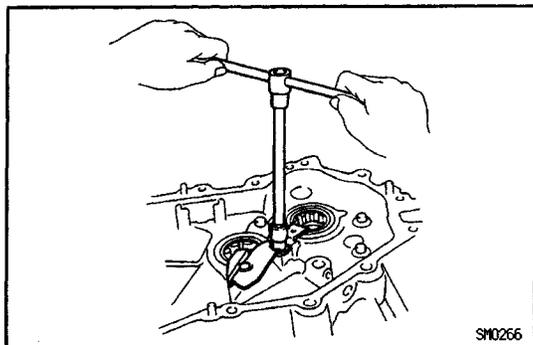
(a) Remove the bolt and transaxle case receiver.



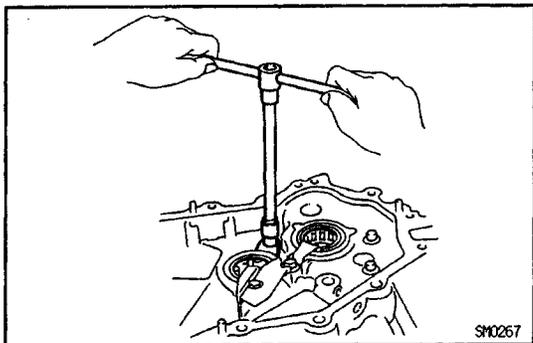
(b) Using SST, pull out the bearing.
SST 09308-00010



(c) Using SST, press in a new bearing.
SST 09310-35010

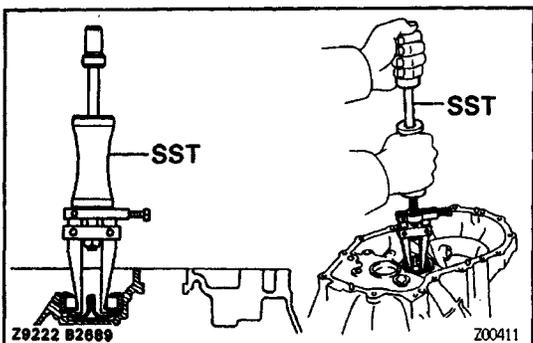


(d) Install the transaxle case receiver and torque the bolt.
Torque: 7.4 N-m (75 kgf-cm, 65 in.-lbf)

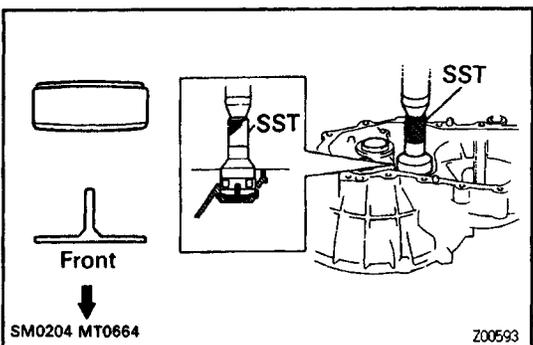


4. IF NECESSARY, REPLACE OUTPUT SHAFT FRONT BEARING

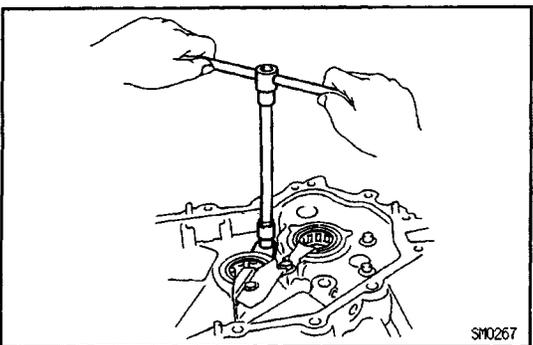
(a) Remove the bolt and bearing lock plate.



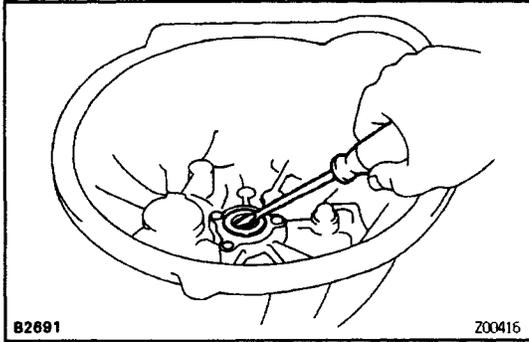
(b) Using SST, pull out the bearing.
 SST 09308-00010



(c) Using SST, press in a new bearing.
 SST 09310-35010

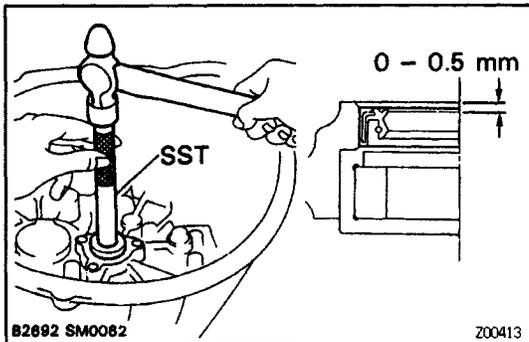


(d) Install the bearing lock plate and torque the bolt.
Torque: 18 N-m (185 kgf-cm, 13 ft-lbf)



5. IF NECESSARY, REPLACE INPUT SHAFT FRONT OIL SEAL

(a) Using a screwdriver, pry out the oil seal.



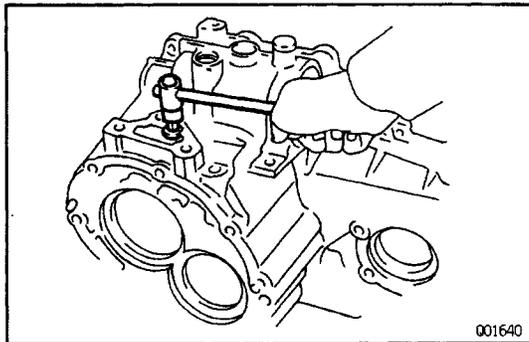
(b) Using SST, drive in a new oil seal.

SST 09608-20012 (09608-00080, 09608-03020)

Drive in depth:

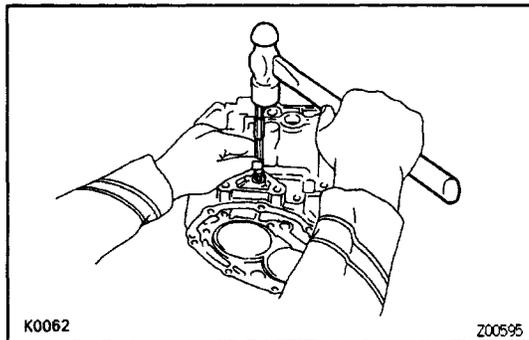
0-0.5 mm (0-0.012 in.)

(c) Coat the lip of the oil seal with MP grease.

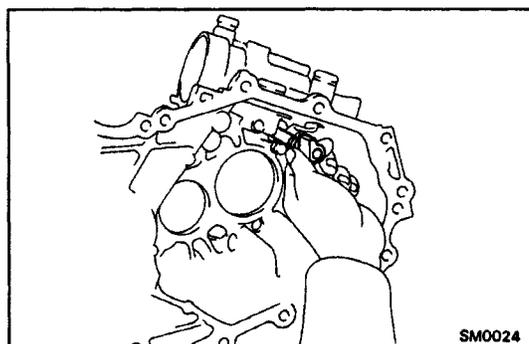


6. IF NECESSARY, REPLACE REVERSE RESTRICT PIN

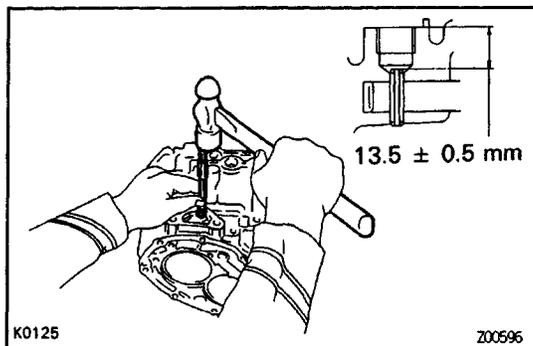
(a) Using a hexagon wrench, remove the straight screw plug.



(b) Using a pin punch and hammer, drive out the slotted spring pin.



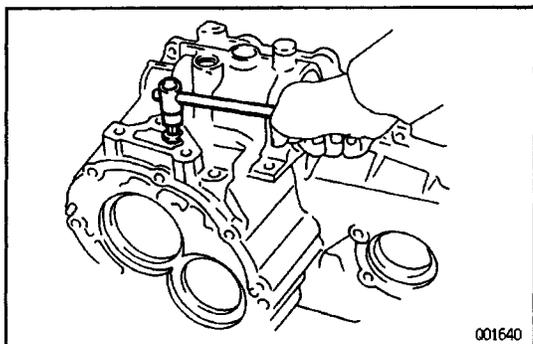
(c) Replace the reverse restrict pin.



(d) Using a pin punch and hammer, drive in the slotted spring pin.

Drive in depth:

13.5 ± 0.5 mm (0.531 ± 0.020 in.)



(e) Apply sealant to the plug threads.

Sealant:

Part No.08833-00080, THREE BOND 1344, LOC-TITE 242 or equivalent

(f) Using a hexagon wrench, install and torque the straight screw plug.

Torque: 13 N-m (130 kgf-cm, 9 ft-lbf)