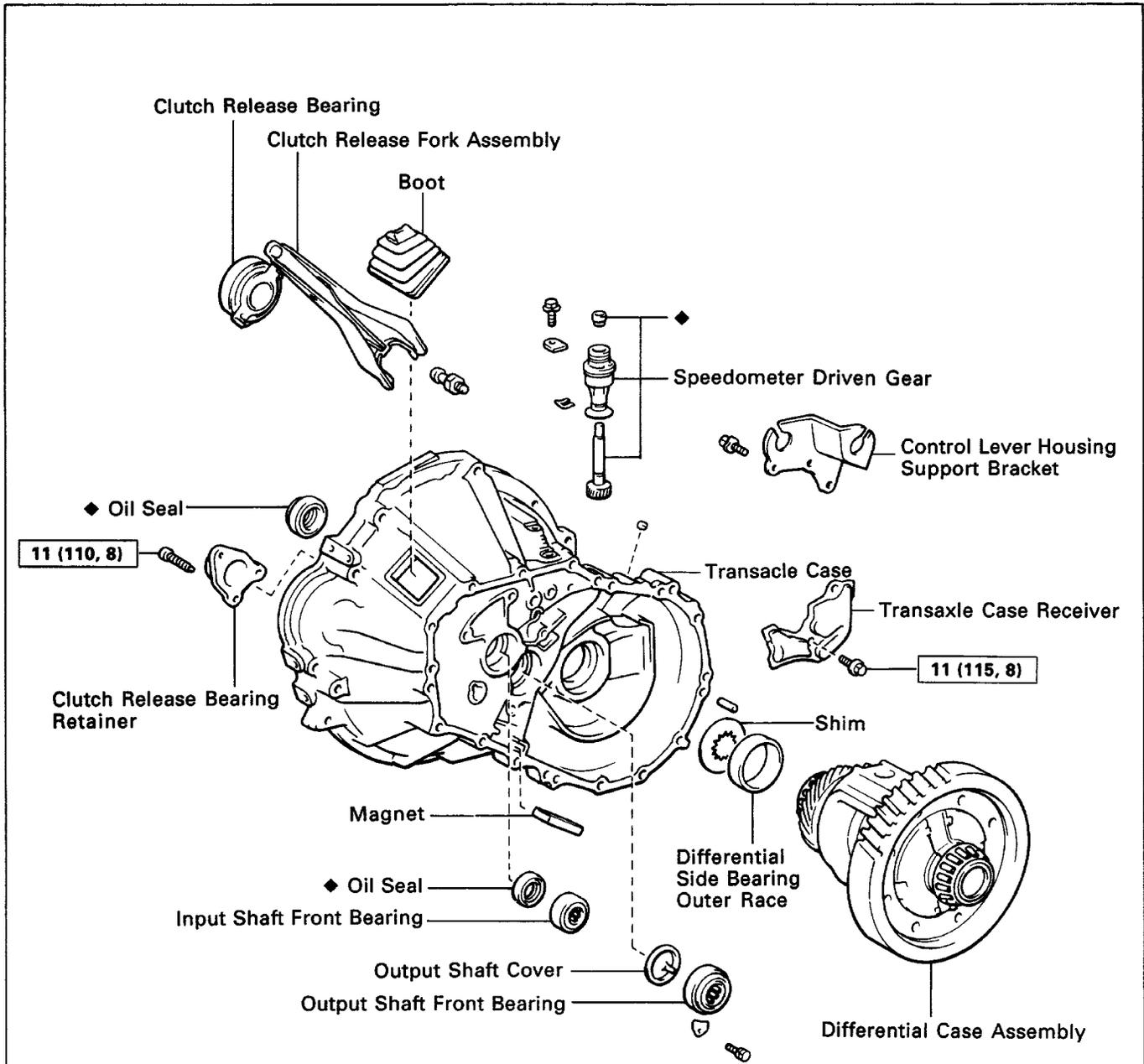


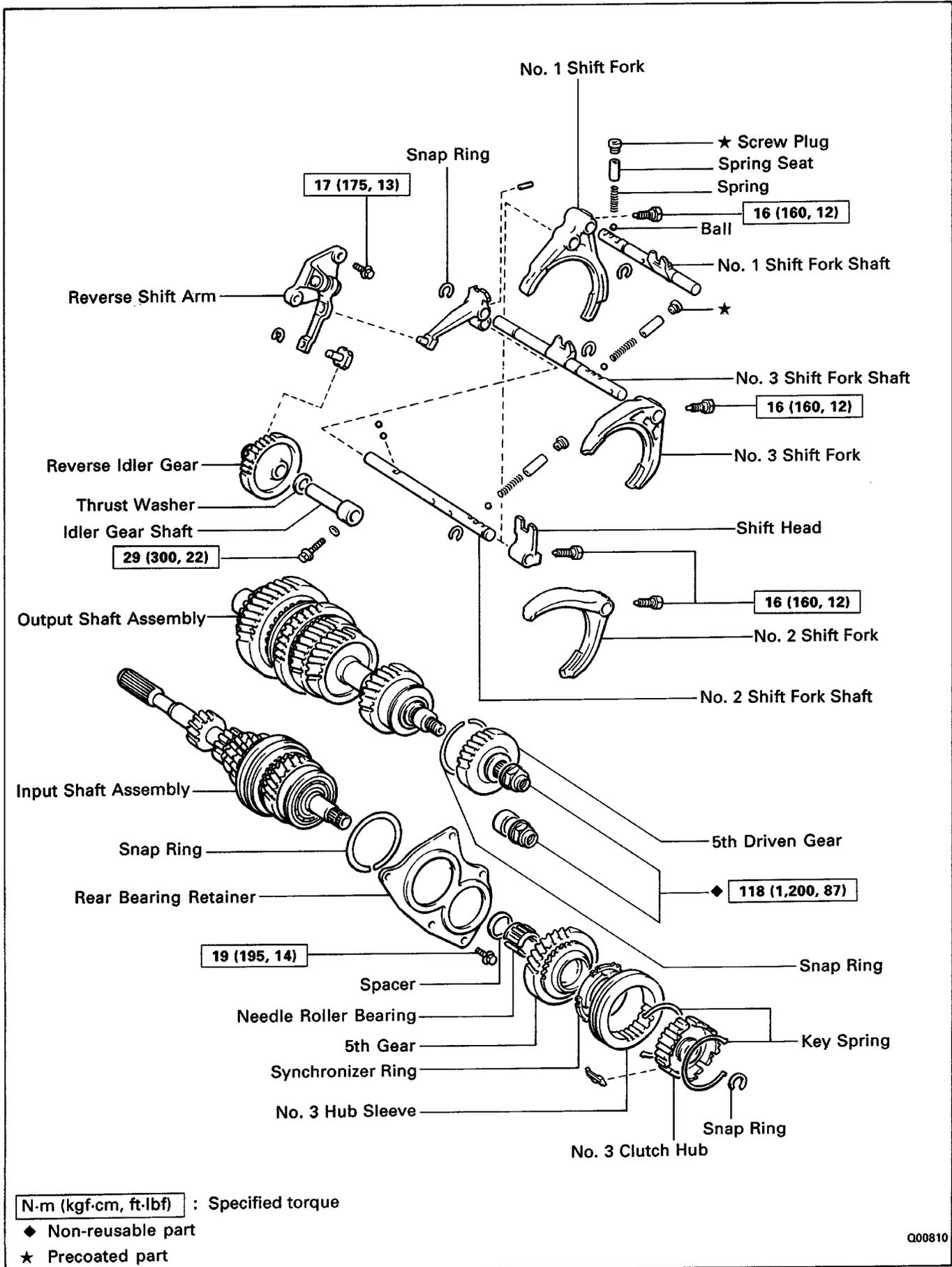
# REMOVAL OF COMPONENT PARTS COMPONENTS



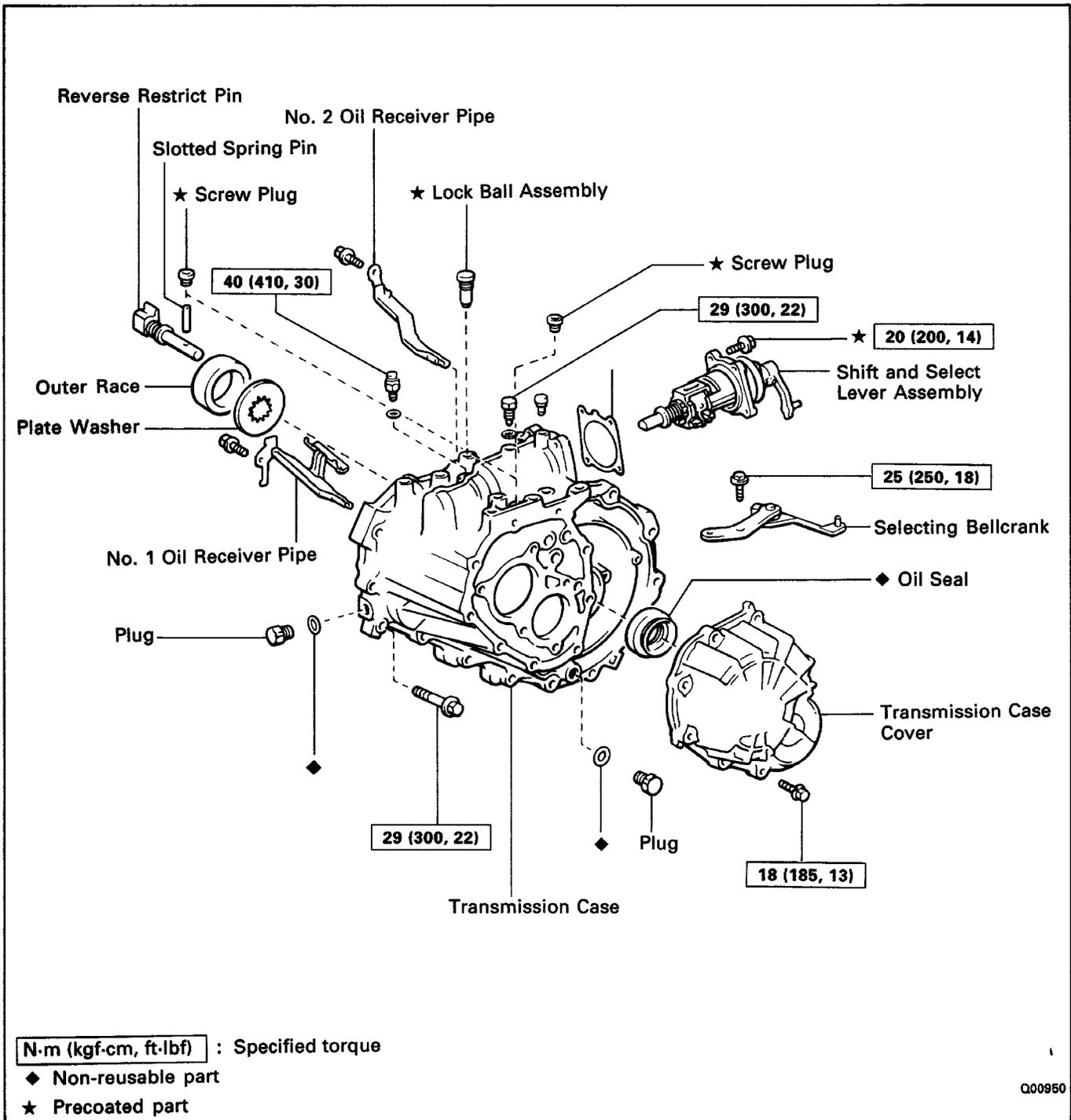
N·m (kgf·cm, ft·lbf) : Specified torque

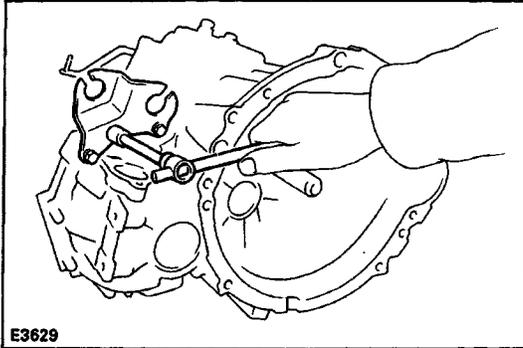
◆ Non-reusable part

# COMPONENTS (Cont'd)

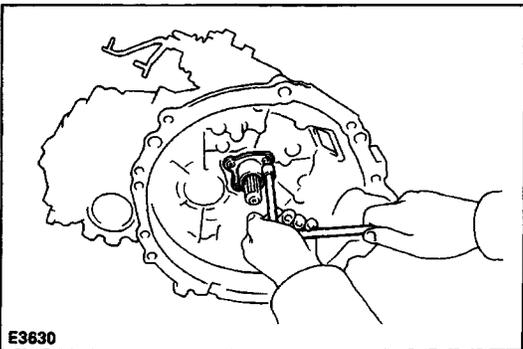


## COMPONENTS (Cont'd)

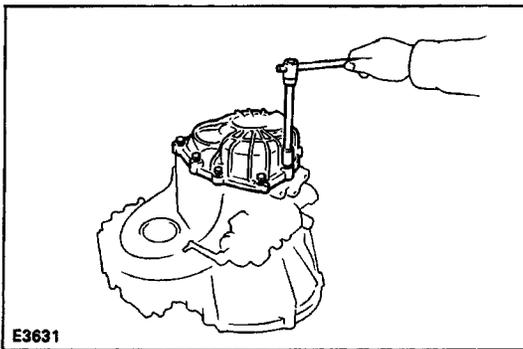




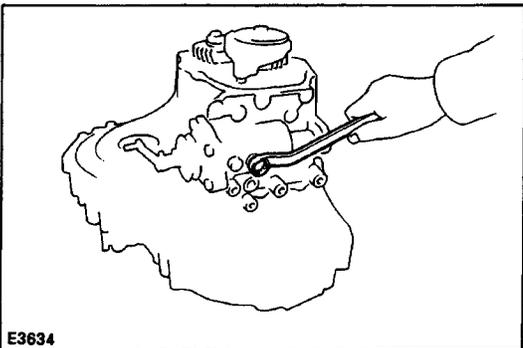
1. REMOVE RELEASE FORK, BEARING AND
2. SPEEDOMETER DRIVEN GEAR
3. REMOVE BACK-UP LIGHT SWITCH
4. REMOVE SELECTING BELLCRANK ASSEMBLY
5. REMOVE CONTROL LEVER HOUSING SUPPORT BRACKET



6. REMOVE FRONT BEARING RETAINER
- Using a torx wrench, remove the three torx screws.  
Torx wrench T30 09042-00010

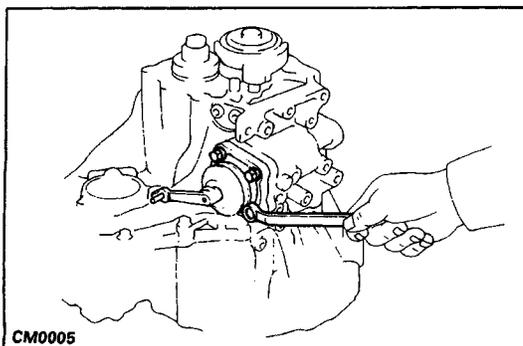


7. REMOVE TRANSMISSION CASE COVER

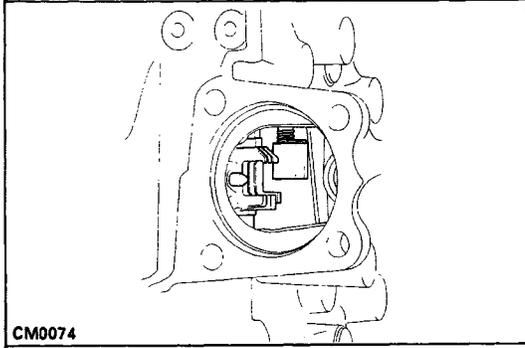


8. REMOVE SHIFT AND SELECT LEVER SHAFT ASSEMBLY

(a) Remove the lock bolt.

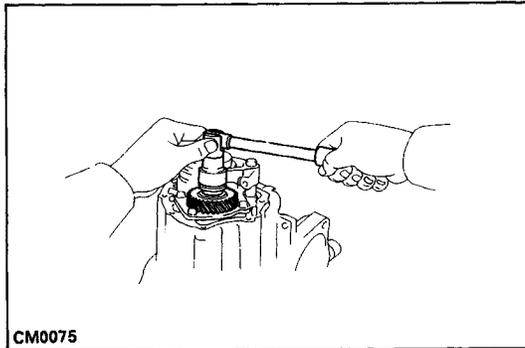


(b) Remove the four-bolts and pull out the shift and select lever shaft assembly.

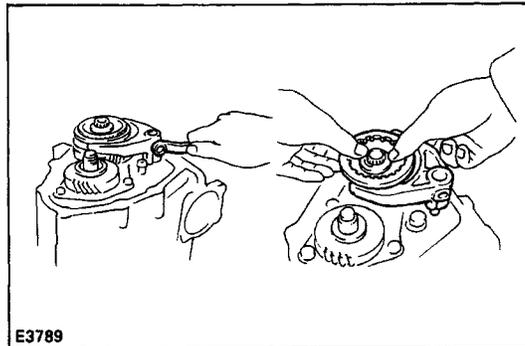


### 9. REMOVE LOCK NUT

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

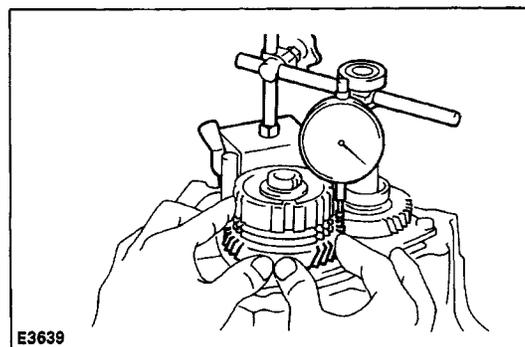


- (c) Remove the lock nut.
- (d) Disengage the gear double meshing.



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

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



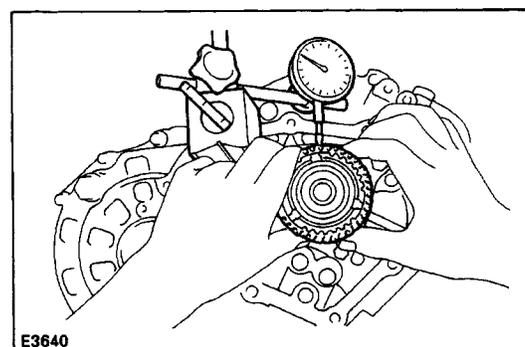
### 11. INSPECT FIFTH GEAR OIL CLEARANCE

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 (0.056 in.)**



### 12. INSPECT FIFTH GEAR OIL CLEARANCE

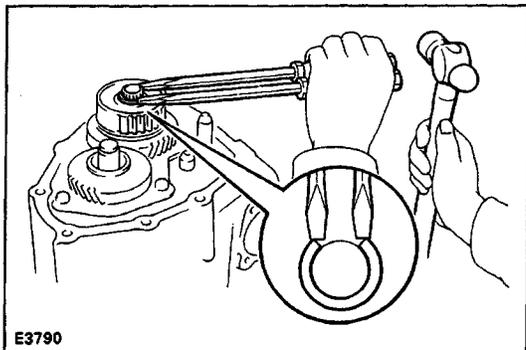
Using a dial indicator, measure the oil clearance.

**Standard clearance: 0.015–0.058 mm**

**(0.0006–0.0023 in.)**

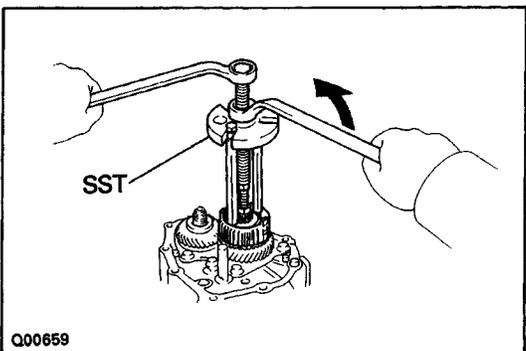
**Maximum clearance: 0.070 mm (0.0028 in.)**

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



**13. REMOVE NO. 3 CLUTCH HUB AND FIFTH GEAR**

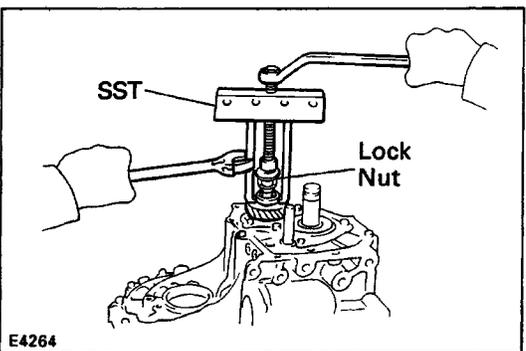
(a) Using two screwdriver and a hammer, tap out the snap ring.



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

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

(c) Remove the synchronizer ring, 5th gear and needle roller bearing.



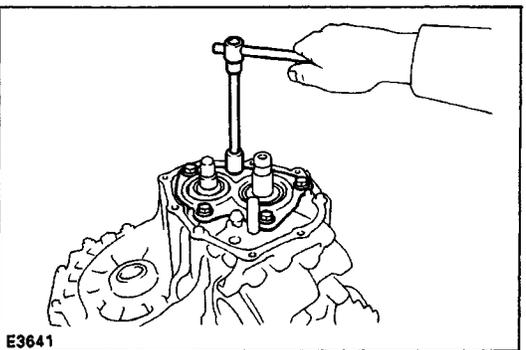
**14. REMOVE FIFTH DRIVEN GEAR**

(a) Install the lock nut to the output shaft shown in the illustration.

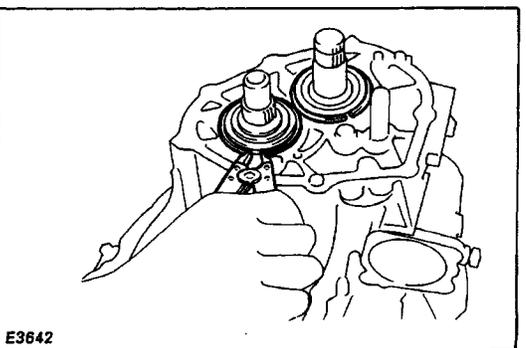
(b) Using SST, remove the 5th driven gear.

SST 09213-36020

(c) Remove the lock nut.



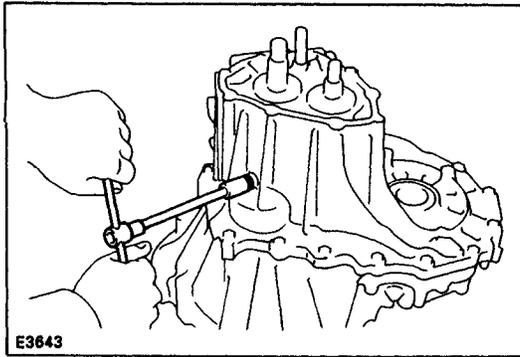
**15. REMOVE REAR BEARING RETAINER**



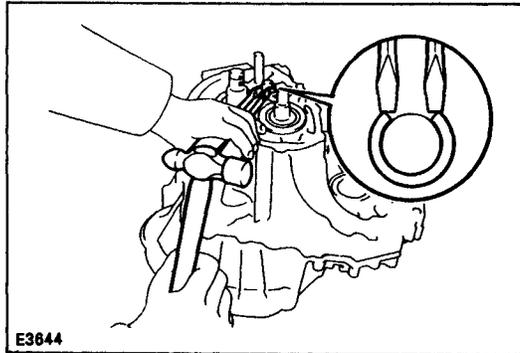
**16. REMOVE BEARING SNAP RINGS**

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

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

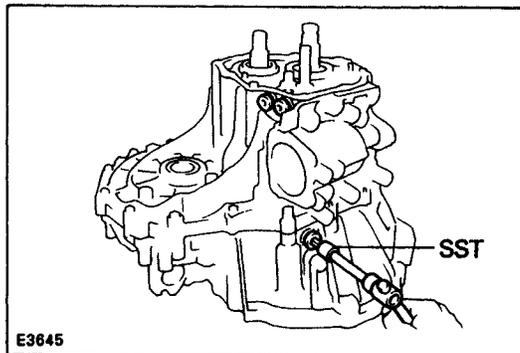


### 17. REMOVE REVERSE IDLER GEAR SHAFT LOCK BOLT



### 18. REMOVE SNAP RING FROM NO. 2 SHIFT FORK SHAFT

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

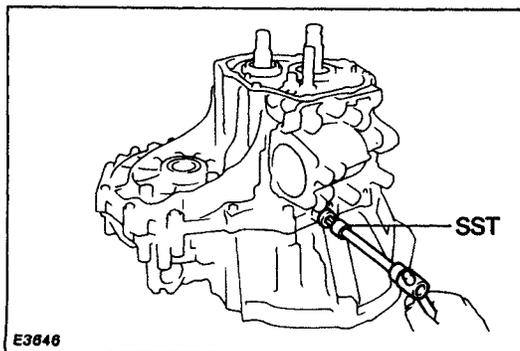


### 19. REMOVE PLUGS, SEATS, SPRINGS, BALLS AND LOCK BALL ASSEMBLY

(a) Using SST, remove the three plugs.

SST 09313-30021

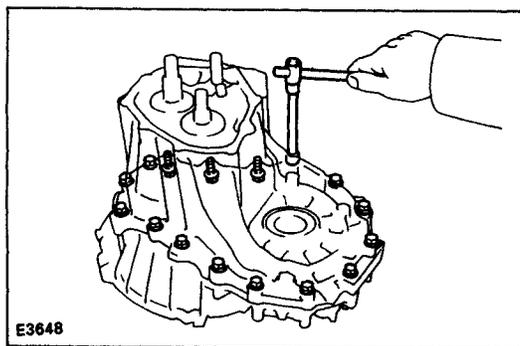
(b) Using a magnetic finger, remove the three spring seats, springs and balls.



### 20. REMOVE LOCK BALL ASSEMBLY

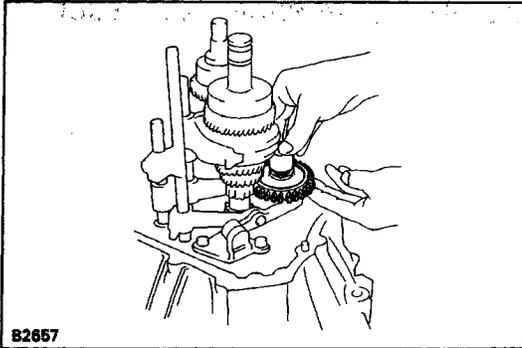
Using SST, remove the lock ball assembly.

SST 09313-30021

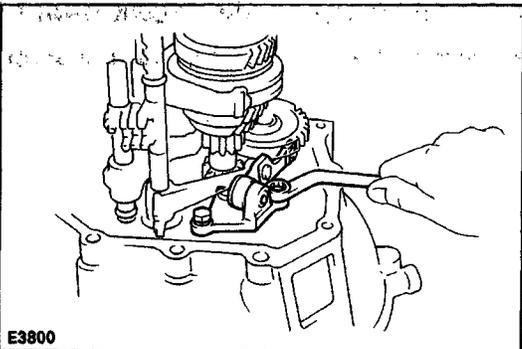


### 21. REMOVE TRANSMISSION CASE

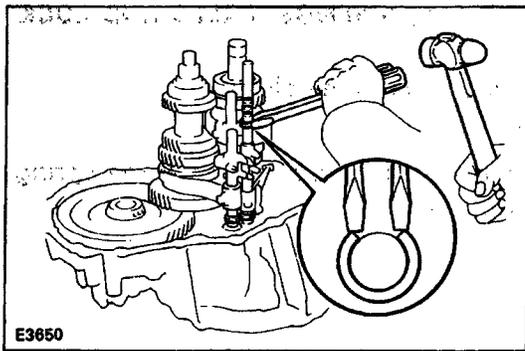
Remove the sixteen bolts and tap off the case with a plastic hammer.



**22. REMOVE RESERVE IDLER GEAR, THRUST WASHER AND SHAFT**

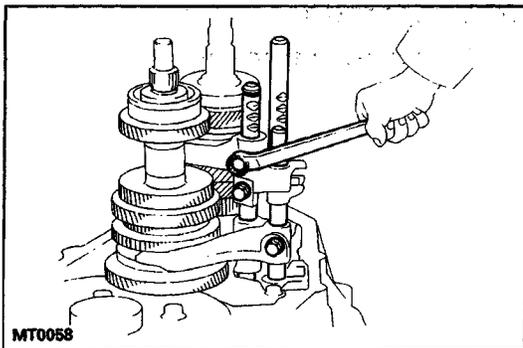


**23. REMOVE REVERSE SHIFT ARM BRACKET**  
Remove the two bolts and bracket.

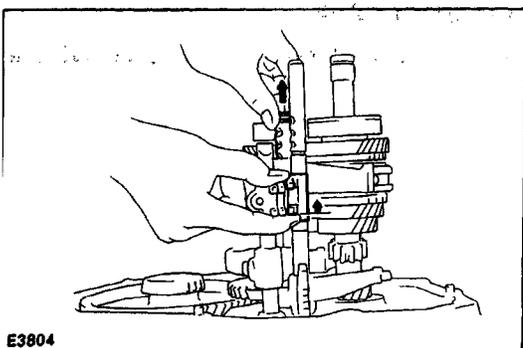


**24. REMOVE SHIFT FORKS AND SHIFT FORK SHAFTS**

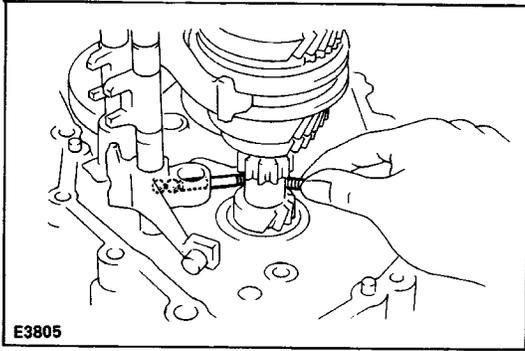
- (a) Using two screwdrivers and a hammer, tap out the three snap rings.



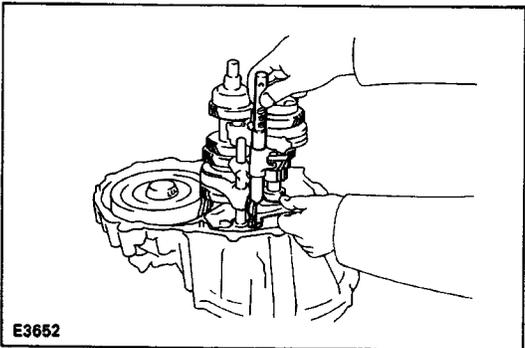
- (b) Remove the three set bolts.



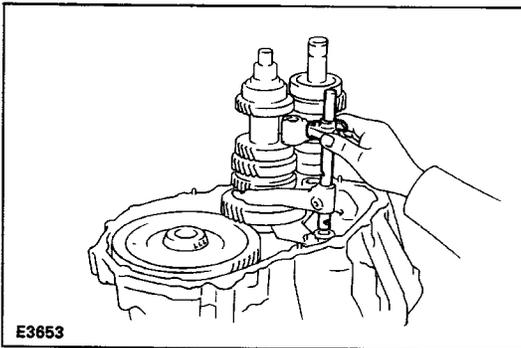
- (c) Pull up No. 3 shift fork shaft, remove the No. 2 fork shaft and the shift head.



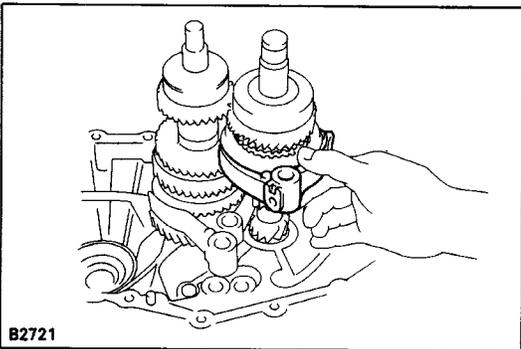
(d) Using a magnetic finger, remove the two balls from the reverse shift fork.



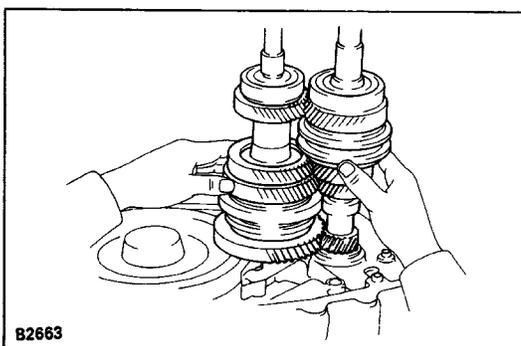
(e) Remove the No. 3 fork shaft and the reverse shift fork.



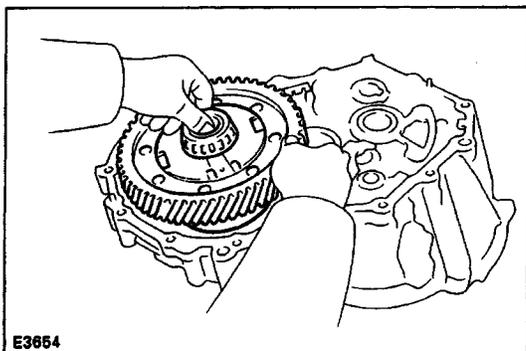
(f) Pull out the No. 1 fork shaft.



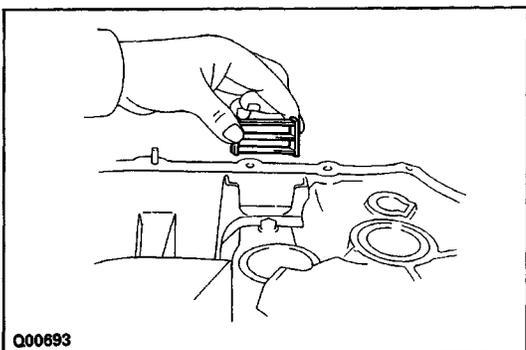
(g) Remove the No. 1 and No. 2 shift forks.



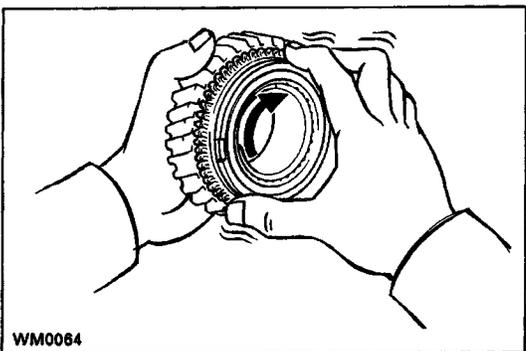
**25. REMOVE INPUT AND OUTPUT SHAFTS TOGETHER FROM TRANSAXLE CASE**



## 28. REMOVE DIFFERENTIAL ASSEMBLY



## 27. REMOVE MAGNET FROM TRANSAXLE CASE



## INSPECTION OF COMPONENT PARTS

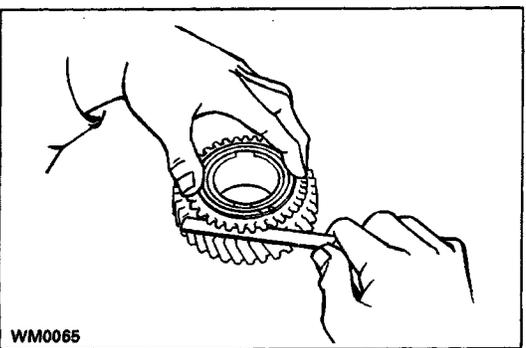
### 1. INSPECTION SYNCHRONIZER RING OF FIFTH GEAR

- (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 and check that the ring is locked.

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

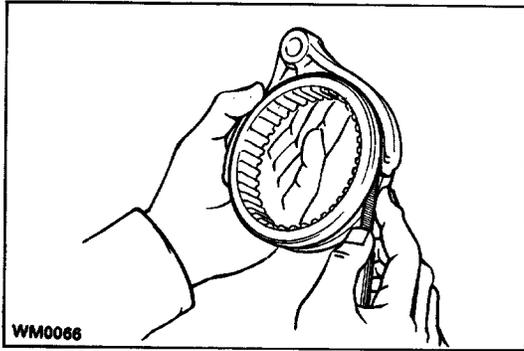
**NOTICE: Wash off completely the fine lapping compound after rubbing.**

**Check again the braking effect of the synchronizer ring.**



- (c) 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 limit, replace the synchronizer ring and gear cone by applying a small amount of fine lapping compound.

**NOTICE: Wash off completely the fine lapping compound after rubbing.**

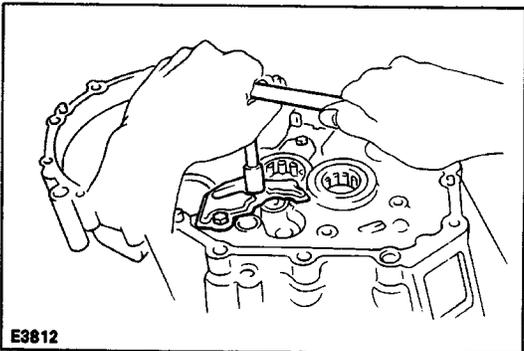


## 2. INSPECT CLEARANCE OF SHIFT FORK AND HUB SLEEVE

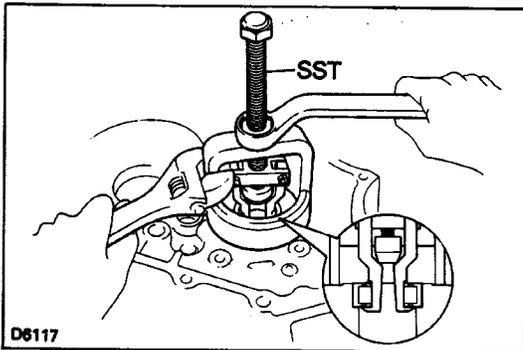
Using a feeler gauge, measure the clearance between the hub sleeve and shift fork.

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

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

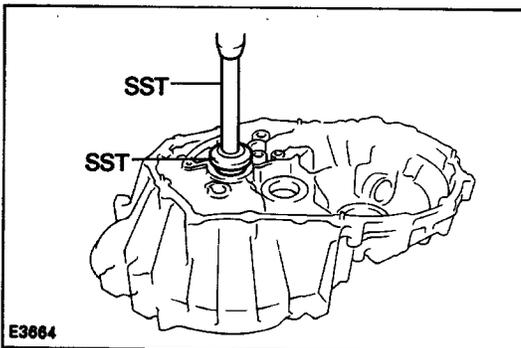


## 3. REMOVE TRANSAXLE CASE RECEIVER

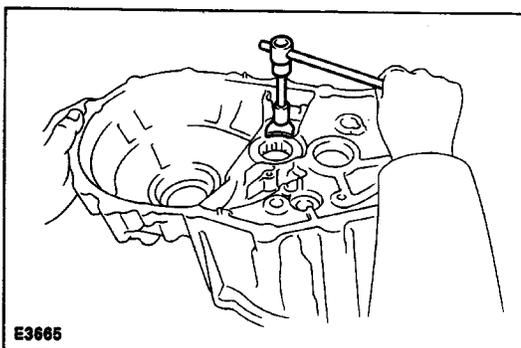


## 4. IF NECESSARY, REPLACE INPUT SHAFT FRONT BEARING

- (a) Using SST, pull out the bearing.  
SST 09612-65014

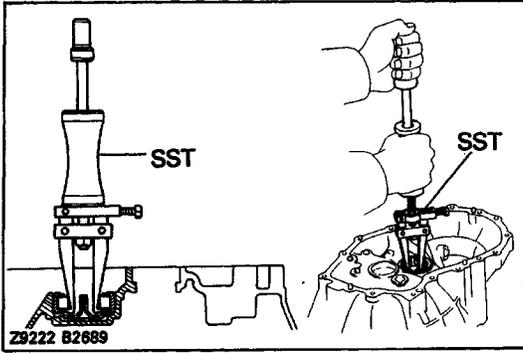


- (b) Using SST and press, install a new bearing.  
SST 09608-12010 (09608-03020,  
09608-00030)

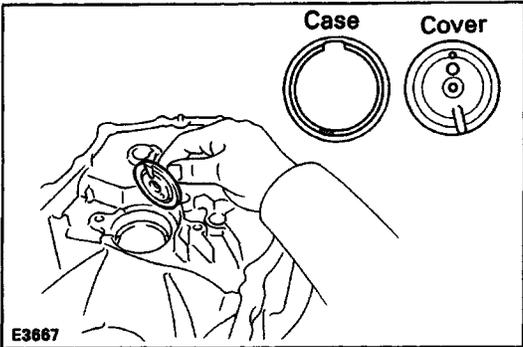


## 5. IF NECESSARY, REPLACE OUTPUT SHAFT FRONT BEARING

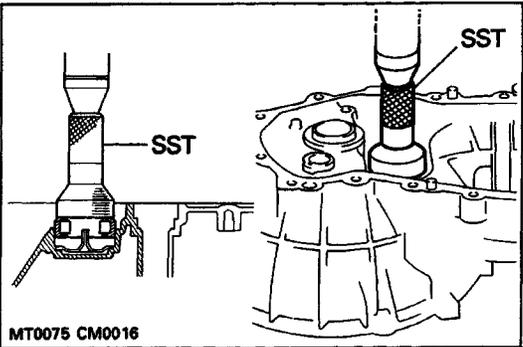
- (a) Remove the bolt and bearing lock plate.



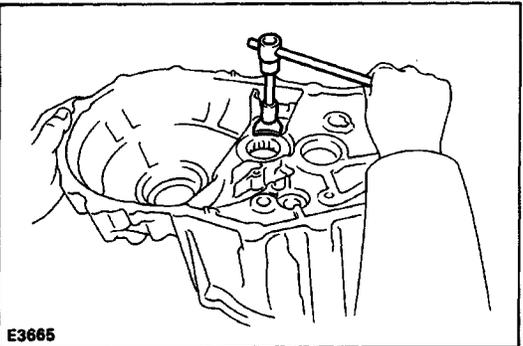
- (b) Using SST, pull out the bearing.  
SST 09308-00010
- (c) Remove the output shaft front cover.



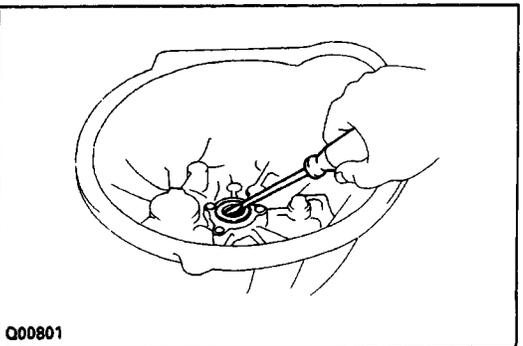
- (d) Install the output shaft front cover.  
HINT: Install the output front cover projection into the case side hollow.



- (e) Using SST and a press, install a new bearing.  
SST 09310-35010

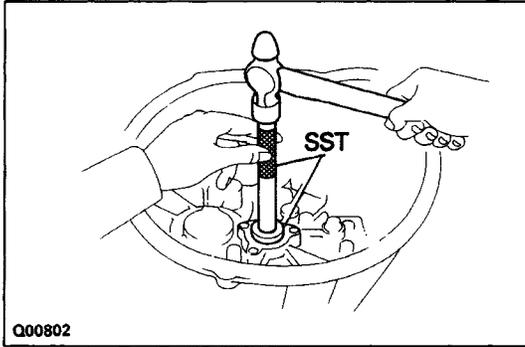


- (f) Install the bearing lock plate and torque the bolt.  
Torque: 11 N-m (115 kgf-cm, 8 ft-lbf)

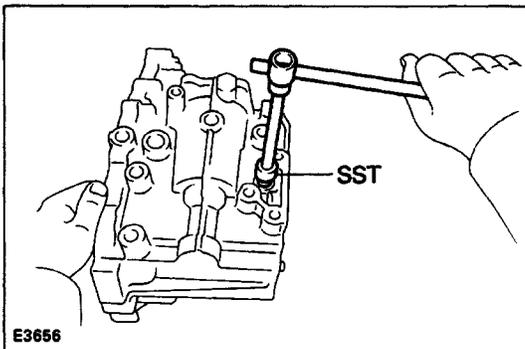


**6. IF NECESSARY, REPLACE INPUT SHAFT FRONT OIL SEAL**

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

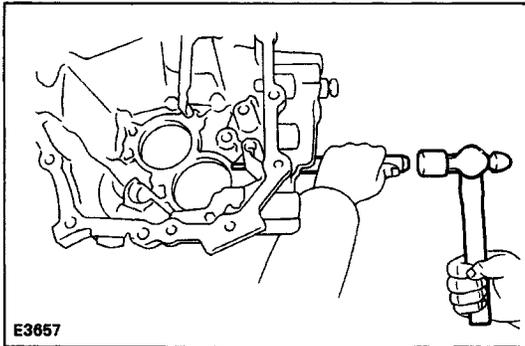


- (b) Using SST, drive in a new oil seal.  
SST 09608-12010 (09608-00020, 09608-00080)
- (c) Coat the lip of the oil seal with MP grease.

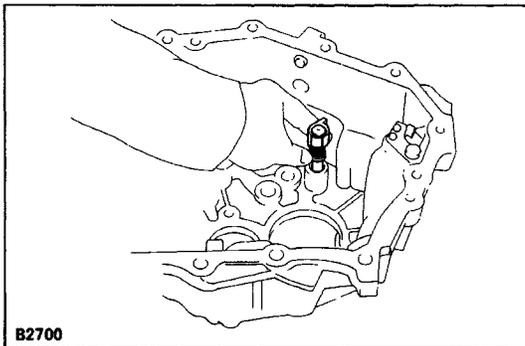


#### 7. IF NECESSARY, REPLACE REVERSE RESTRICT PIN

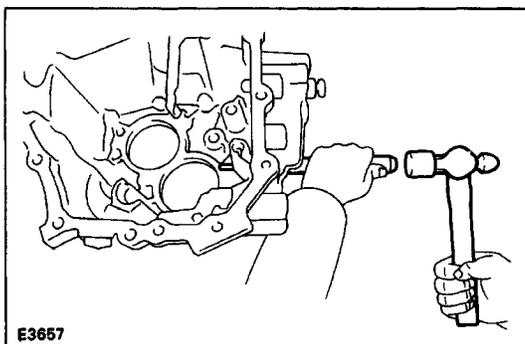
- (a) Using SST, remove the straight screw plug.  
SST 09313-30021



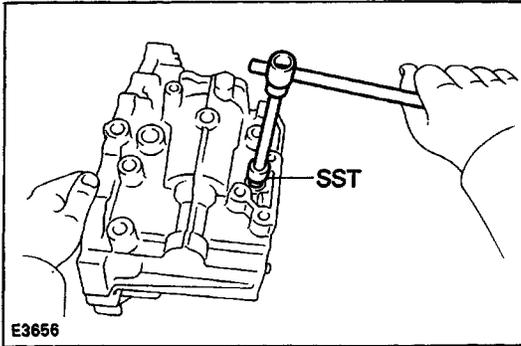
- (b) Using a pin punch and hammer, drive out the slotted spring pin.



- (c) Replace the reverse restrict pin.



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



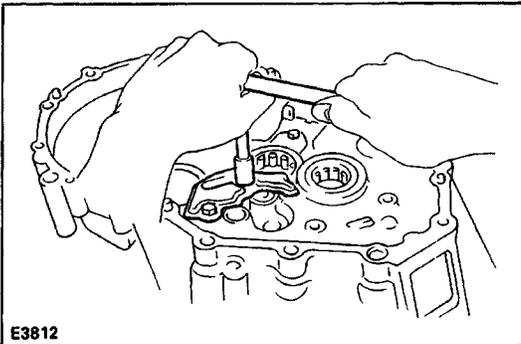
- (e) Apply sealant to the screw plug threads.

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

- (f) Using SST, install the straight screw plug.

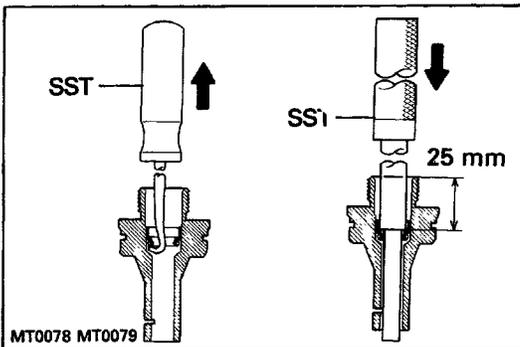
SST 09313-30021

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



## 8. INSTALL AND TORQUE TRANSAXLE CASE RECEIVER

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



## 9. IF NECESSARY, REPLACE SPEEDOMETER DRIVEN GEAR OIL SEAL

- (a) Using SST, pull out the oil seal.

SST 09921-00010

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

SST 09201-60011

**Drive in depth: 25 mm (0.98 in.)**

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