

DISASSEMBLY

1. INSPECT 3RD AND 4TH GEARS THRUST CLEARANCE

Using a feeler gauge, measure the thrust clearance.

Standard clearance:

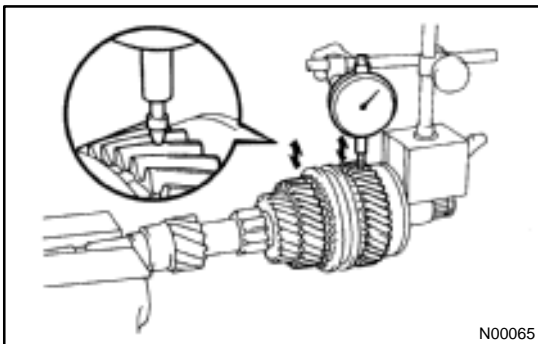
3rd gear: 0.10 – 0.35 mm (0.0039 – 0.0138 in.)

4th gear: 0.10 – 0.55 mm (0.0039 – 0.0217 in.)

Maximum clearance:

3rd gear: 0.35 mm (0.0138 in.)

4th gear: 0.55 mm (0.0217 in.)



2. INSPECT 3RD AND 4TH GEARS RADIAL CLEARANCE

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

Standard clearance:

KOYO made:

0.015 – 0.058 mm (0.0006 – 0.0023 in.)

NSK made:

0.015 – 0.056 mm (0.0006 – 0.0022 in.)

Maximum clearance:

KOYO made: 0.058 mm (0.0023 in.)

NSK made: 0.056 mm (0.0022 in.)

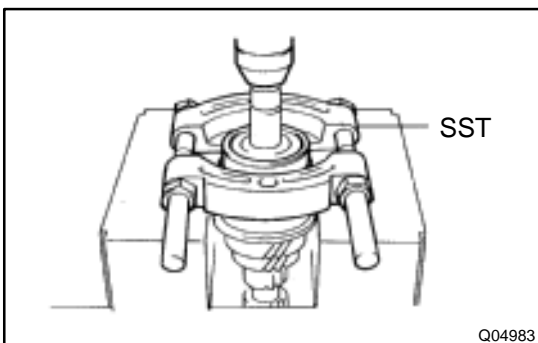
If the clearance exceeds the maximum, replace the gear, needle roller bearing or shaft.

3. REMOVE SNAP RING

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

HINT:

Take care not to damage the journal surface of the input shaft.



4. REMOVE REAR RADIAL BALL BEARING, 4TH GEAR, NEEDLE ROLLER BEARING, SPACER AND NO.2 SYNCHRONIZER RING (FOR 4TH GEAR)

(a) Using SST and a press, press out the rear radial ball bearing and 4th gear.

SST 09950-00020

HINT:

Support the input shaft assembly by hand so that it will not be dropped off.

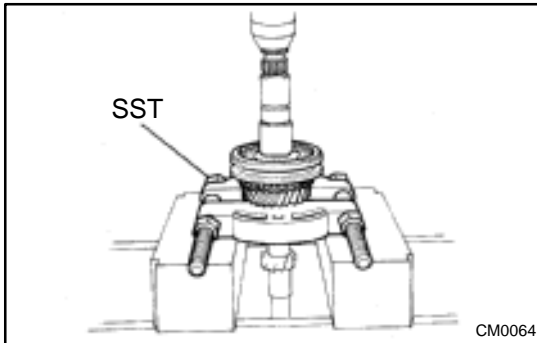
- (b) Remove the needle roller bearing, spacer and No. 2 synchronizer ring (for the 4th gear).

5. REMOVE SNAP RING

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

HINT:

Take care not to damage the journal surface of the input shaft.



6. REMOVE NO. 2 HUB SLEEVE, NO. 2 CLUTCH HUB ASSEMBLY, NO. 2 SYNCHRONIZER RING (FOR 3RD GEAR), 3RD GEAR AND NEEDLE ROLLER BEARING

- (a) Using SST and a press, press out the No. 2 hub sleeve, No. 2 clutch hub assembly, No. 2 synchronizer ring (for the 3rd gear) and 3rd gear.

SST 09950-00020

HINT:

Support the input shaft by hand so that it will not be dropped off.

- (b) Remove the needle roller bearing.

7. DISASSEMBLE NO. 2 HUB SLEEVE AND NO. 2 CLUTCH HUB

- (a) Remove the No. 2 hub sleeve from the No. 2 clutch hub.
 (b) Remove the 3 No. 2 shifting keys and 3 No. 2 shifting key springs from the No. 2 clutch hub.

