1. Manual Transmission

) Worn, damaged or burred chamfer of sernal spline of sleeve and reverse iven gear) Worn, damaged or burred chamfer of line of gears) Worn or scratched bushings) Incorrect contact between synchrozer ring and gear cone or wear) Defective pitching stopper adjustment) Loose engine mounting bolts) Worn fork shifter, broken shifter fork 	Replace. Replace. Correct or replace. Adjust
) Worn or scratched bushings) Incorrect contact between synchrozer ring and gear cone or wear) Defective pitching stopper adjustment) Loose engine mounting bolts 	Replace. Correct or replace.
) Incorrect contact between synchro- zer ring and gear cone or wear) Defective pitching stopper adjustment) Loose engine mounting bolts	Correct or replace.
zer ring and gear cone or wear) Defective pitching stopper adjustment) Loose engine mounting bolts	
) Loose engine mounting bolts	Adjust
) Worn fork shifter, broken shifter fork	Tighten or replace.
il spring	Replace.
) Worn or damaged ball bearing	Replace.
) Excessive clearance between splines synchronizer hub and synchronizer eeve	Replace.
Worn tooth step of synchronizer hub esponsible for slip- out of 3rd gear)	Replace.
) Worn 1st driven gear, needle bearing id race	Replace.
) Worn 2nd driven gear, needle bear- g and race	Replace.
Worn 3rd drive gear and bushing	Replace.
Worn 4th drive gear and bushing	Replace.
Worn reverse idler gear and bushing	Replace.
) Insufficient or improper lubrication	Lubricate or replace with specified oil.
gs DTE: the trouble is only wear of the tooth rfaces, merely a high roaring noise will	Replace.
	A race Worn 2nd driven gear, needle bear- and race Norn 3rd drive gear and bushing Norn 4th drive gear and bushing Worn reverse idler gear and bushing Insufficient or improper lubrication Worn or damaged gears and bear- s TE: he trouble is only wear of the tooth