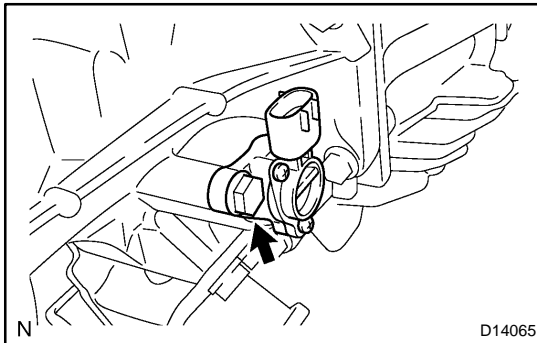


DISASSEMBLY

1. REMOVE BACK-UP LAMP SWITCH

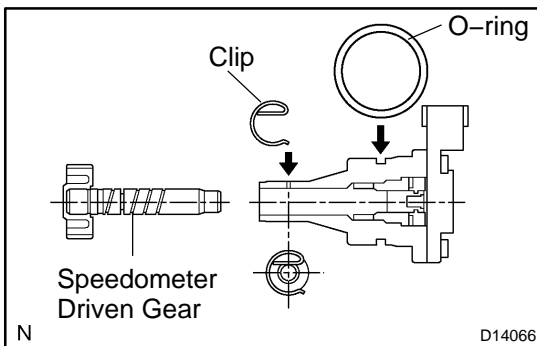
Using SST, remove the back-up lamp switch.

SST 09817-16011



2. REMOVE SPEEDOMETER DRIVEN GEAR

(a) Remove the bolt and speedometer sensor.



(b) Remove the clip from the speedometer sensor.

(c) Remove the driven gear from the speedometer sensor.

(d) Remove the O-ring from the speedometer sensor.

(e) Check the teeth of the speedometer driven gear.

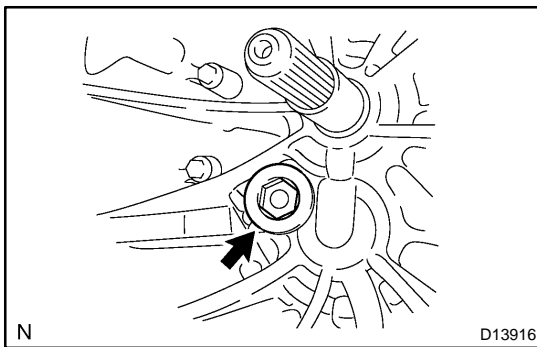
If the driven gear is damaged, replace it.

3. REMOVE EXTENSION HOUSING DEFLECTOR

Using a plastic hammer, remove the deflector.

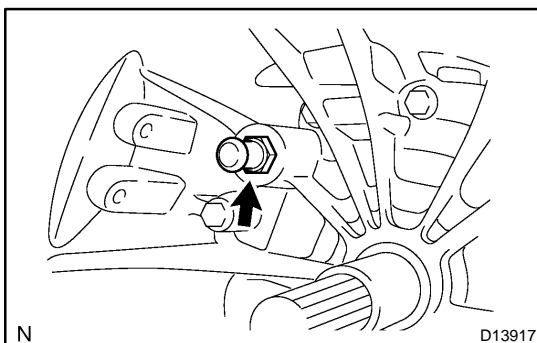
4. REMOVE DRAIN PLUG

5. REMOVE FILLER PLUG

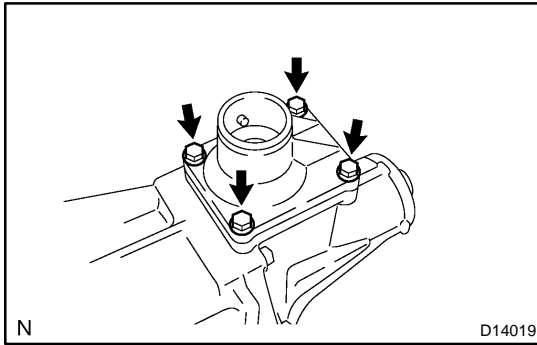


6. REMOVE PLUG

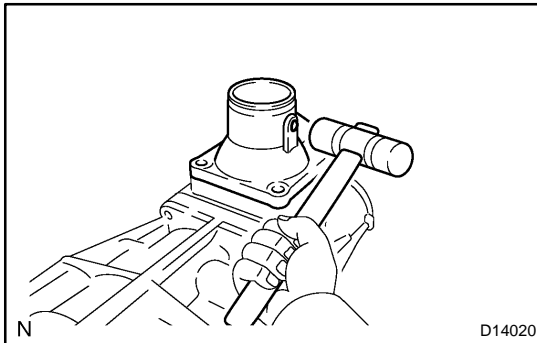
Remove the plug from the front case.



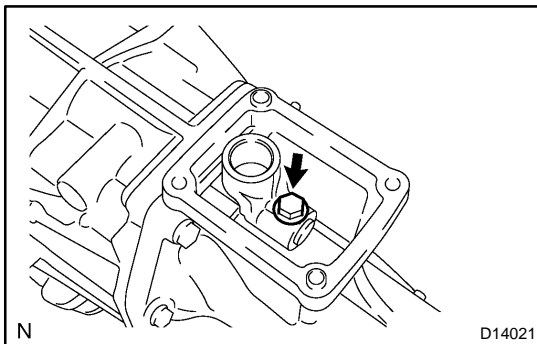
7. REMOVE RELEASE FORK SUPPORT

**8. REMOVE CONTROL RETAINER**

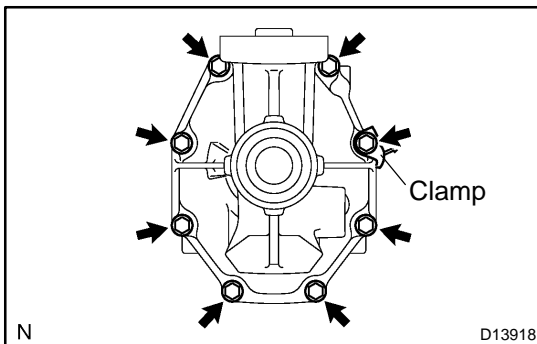
- (a) Remove the 4 bolts from the control retainer.



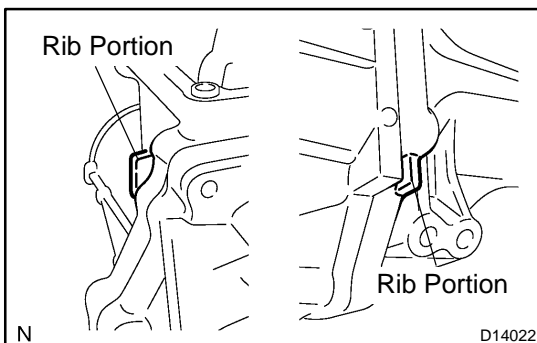
- (b) Using a plastic hammer, remove the control retainer.

**9. REMOVE EXTENSION HOUSING**

- (a) Remove the bolt from the shift lever housing.



- (b) Remove the 8 bolts and clamp.

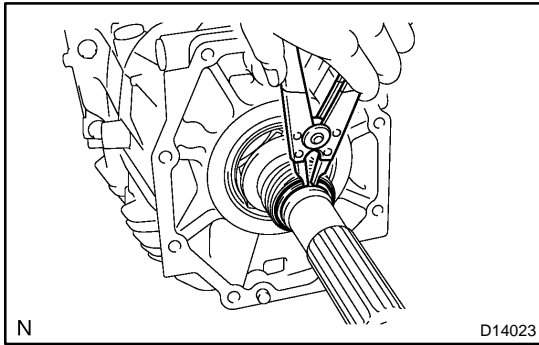


- (c) Using a plastic hammer, carefully tap out the extension housing.

HINT:

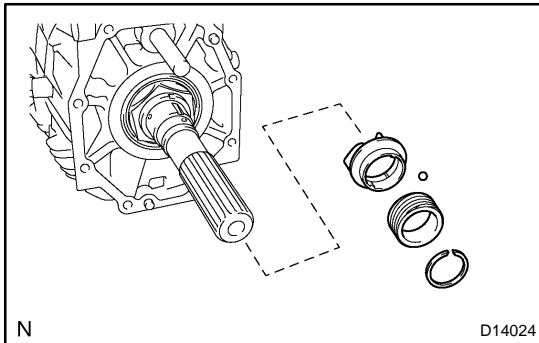
Place the brass bar against the rib portion of the case.

- (d) Remove the shift lever housing.

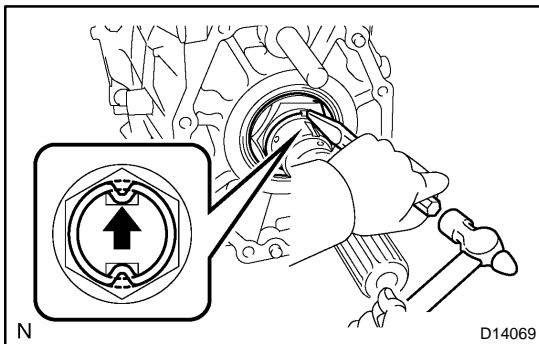


10. REMOVE SPEEDOMETER DRIVE GEAR

- (a) Using a snap ring expander, remove the snap ring.

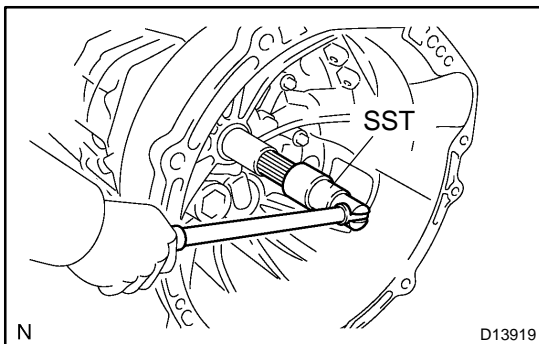


- (b) Remove the speedometer drive gear, ball and oil receiver pipe.

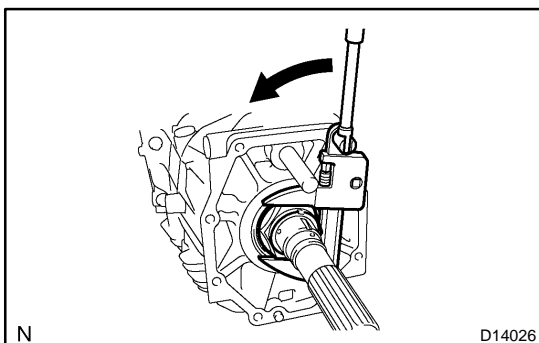


11. REMOVE OUTPUT SHAFT ADJUST NUT

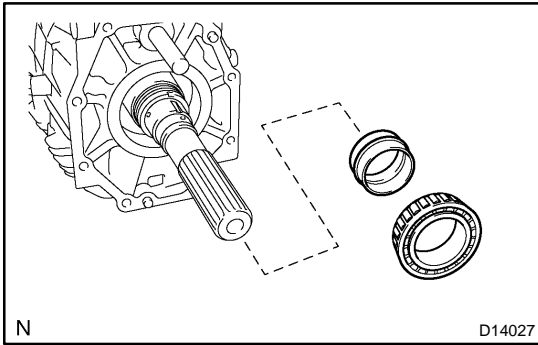
- (a) Using a chisel and hammer, unstake the nut.



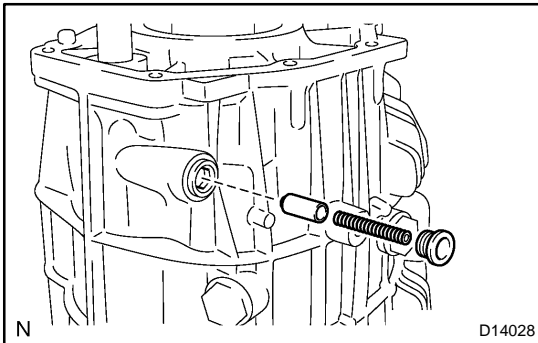
- (b) Shift to fifth gear, and then hold the input shaft with SST.
SST 09556-16030
- (c) Using a belt and wooden block, fasten the transmission to the work bench.



- (d) Using SST, remove the nut from the output shaft.
SST 09922-10010
- (e) Remove the belt and wooden block from the transmission.

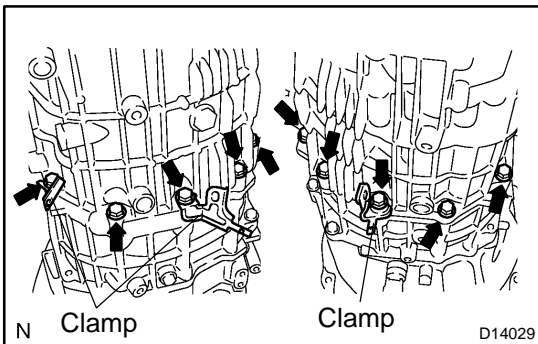


- (f) Remove the taper roller bearing No.2 and spacer.

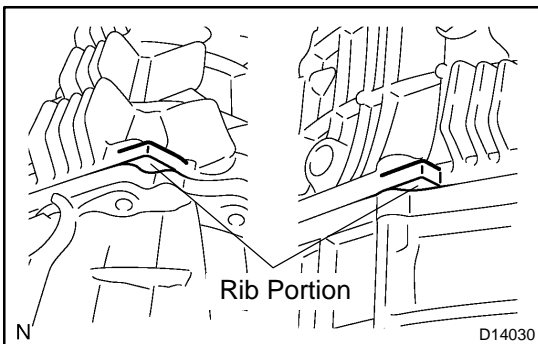


12. REMOVE REAR CASE

- (a) Remove the plug, spring and lock ball pin.



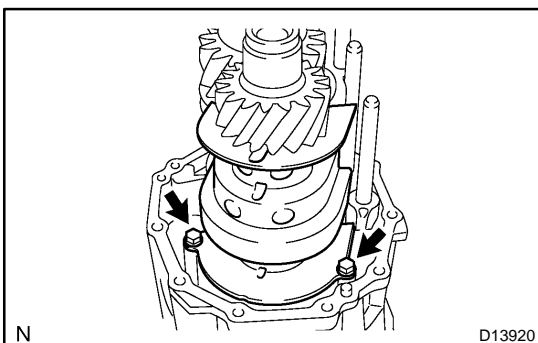
- (b) Remove the 10 bolts and 3 clamps.



- (c) Using a plastic hammer, carefully tap out the rear case.

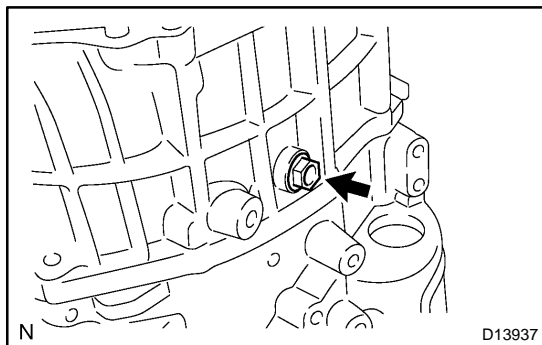
HINT:

Place the brass bar against the rib portion of the case.

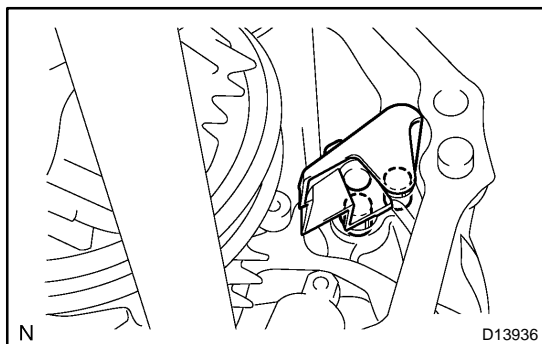


13. REMOVE TRANSMISSION OIL SEPARATOR

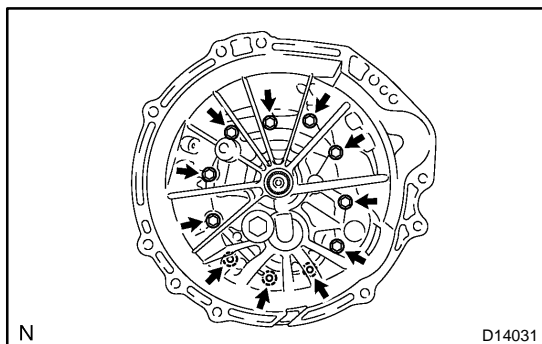
Remove the 2 bolts and transmission oil separator.



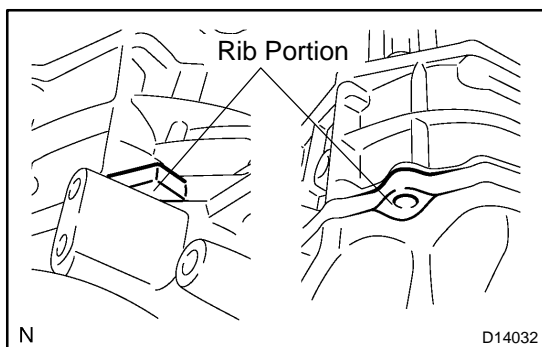
- 14. REMOVE REVERSE IDLER GEAR SHAFT BOLT**
Remove the reverse idler gear shaft bolt and gasket.



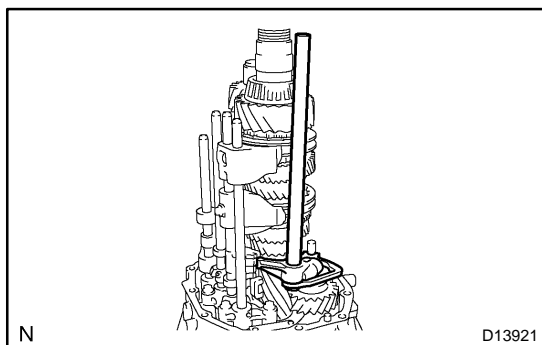
- 15. REMOVE MIDDLE CASE**
(a) Remove the oil receiver pipe from the middle case.



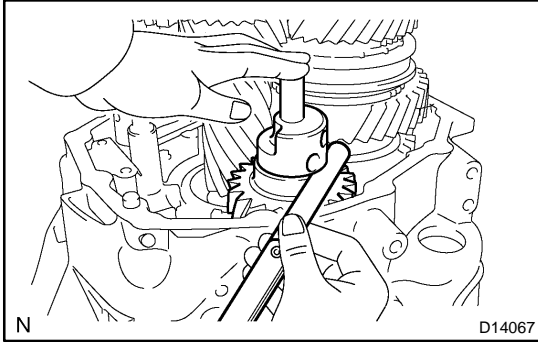
- (b) Remove the 11 bolts from the middle case.



- (c) Using a plastic hammer, carefully tap out the middle case.
HINT:
Place the brass bar against the rib portion of the case.



- 16. REMOVE SHIFT & SELECT LEVER SHAFT**



17. INSPECT REVERSE IDLER GEAR THRUST CLEARANCE

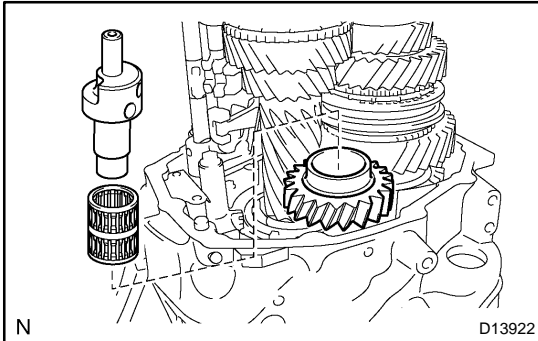
Using a feeler gauge, measure the thrust clearance.

Standard clearance:

0.10 to 0.55 mm (0.0039 to 0.0217 in.)

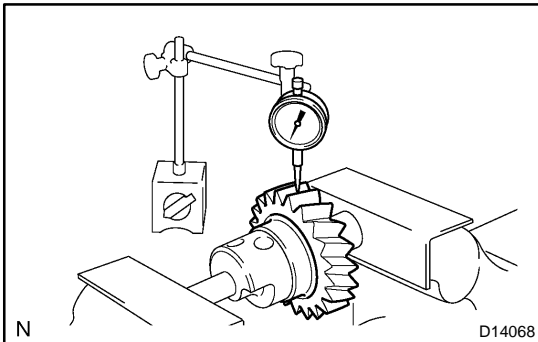
Maximum clearance:

0.55 to (0.0217 in.)



18. REMOVE REVERSE IDLER GEAR

Remove the reverse idle gear shaft, needle roller bearing and reverse idler gear.



19. INSPECT REVERSE IDLER GEAR RADIAL CLEARANCE

Using a dial indicator, measure the radial clearance.

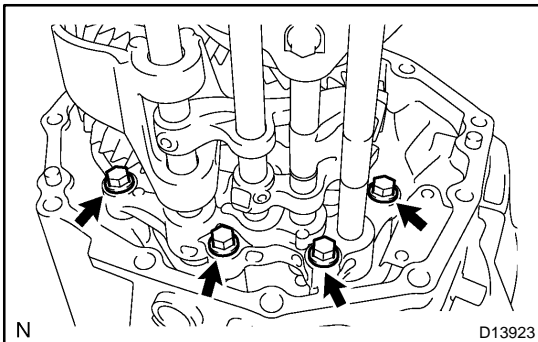
Standard clearance:

0.015 to 0.050 mm (0.0006 to 0.0020 in.)

Maximum clearance:

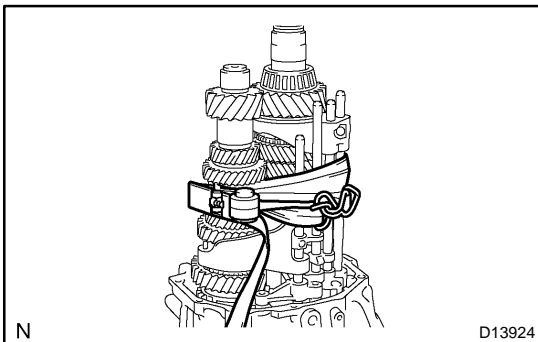
0.050 mm (0.0020 in.)

If the clearance exceeds the maximum, replace the needle roller bearing.

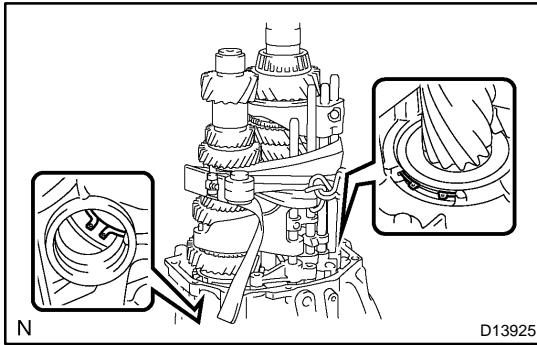


20. REMOVE OUTPUT SHAFT, INPUT SHAFT, COUNTER GEAR SHAFT AND CONTROL SUB ASSEMBLY

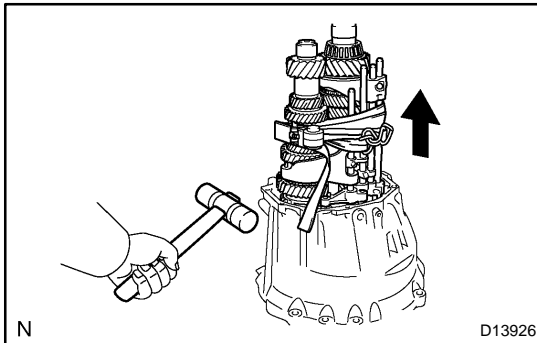
(a) Remove the 4 bolts from the control sub assembly.



(b) Securely bind the output shaft, input shaft, counter gear shaft and control sub assembly together with a belt, etc.



- (c) While expanding the 2 snap rings, raise the output shaft, input shaft, counter gear shaft and control sub assembly.

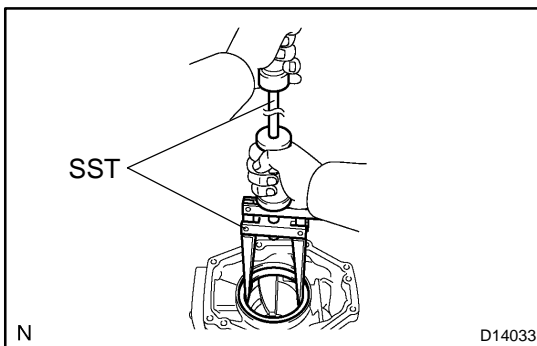


- (d) While tapping on the front case with a plastic hammer, remove the output shaft, input shaft, counter gear shaft and control sub assembly as a unit.

NOTICE:

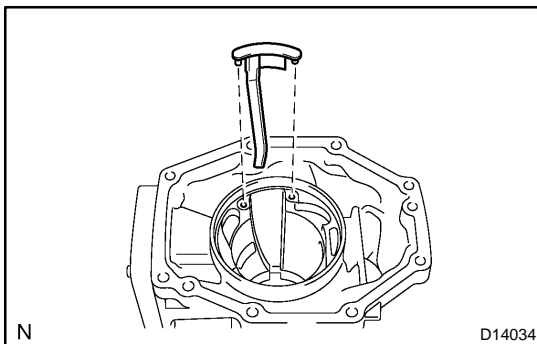
Do not strike the front case with excessive force. If the output shaft, input shaft, counter gear shaft and control sub assembly are subjected to a strong impact, the balls or springs may fly out of the clutch hubs.

- (e) Separate the output shaft, input shaft, counter gear shaft and control sub assembly.

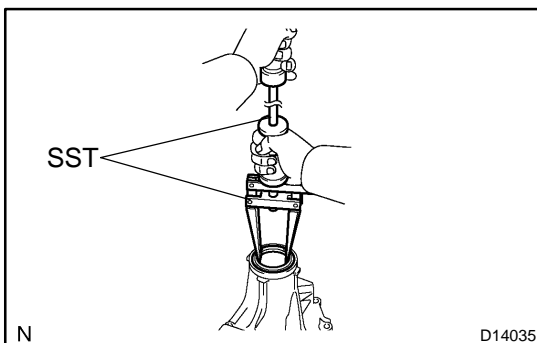


21. DISASSEMBLE EXTENSION HOUSING

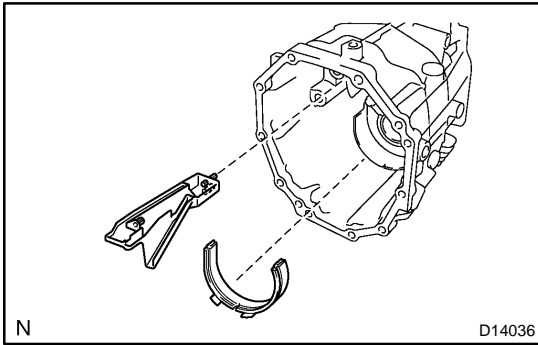
- (a) Using SST, remove the oil separator.
SST 09308-55010, 09520-00031



- (b) Remove the oil receiver pipe.

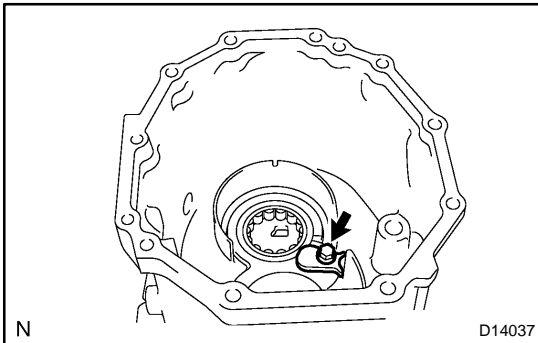


- (c) Using SST, remove the oil seal.
SST 09308-55010, 09520-00031

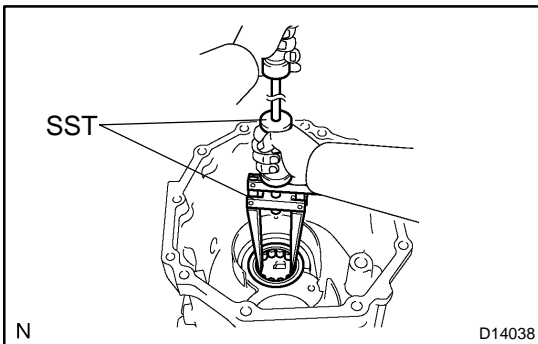


22. DISASSEMBLE REAR CASE

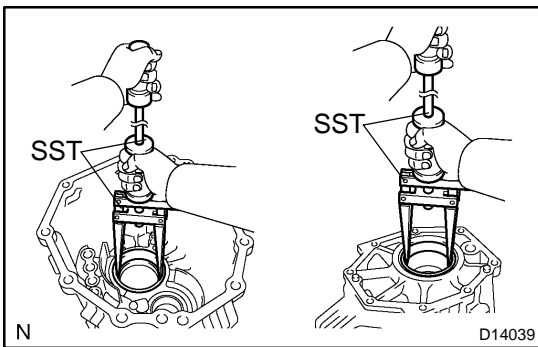
- (a) Remove the transmission oil separator seal from the rear case.
- (b) Remove the oil receiver pipe from the rear case.



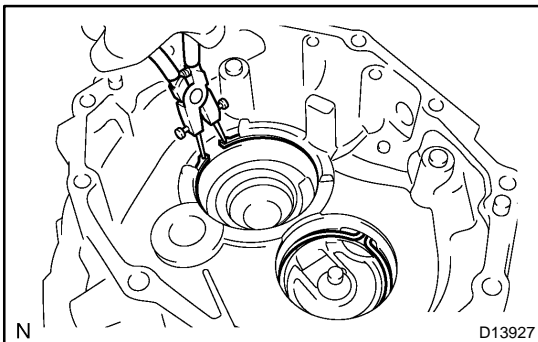
- (c) Remove the bolt and bearing lock plate from the rear case.



- (d) Using SST, remove the counter gear rear bearing.
SST 09308-55010, 09520-00031

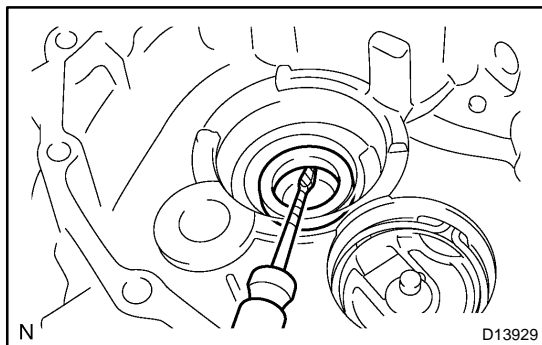


- (e) Using SST, remove the 2 bearing outer races.
SST 09308-55010, 09520-00031



23. DISASSEMBLE FRONT CASE

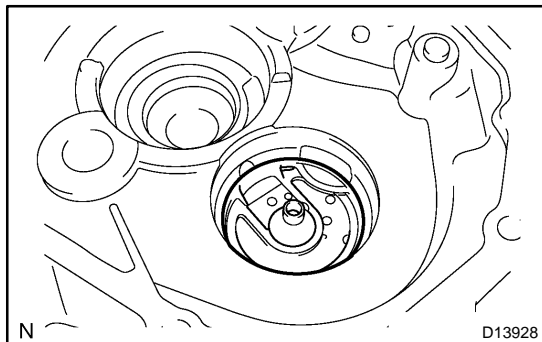
- (a) Using snap ring pliers, remove the 2 snap rings.



(b) Using a screwdriver, remove the oil seal.

HINT:

Tap the screwdriver tip before use.



(c) Remove the oil receiver pipe.