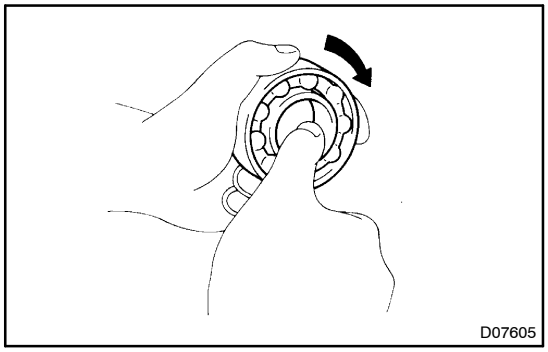
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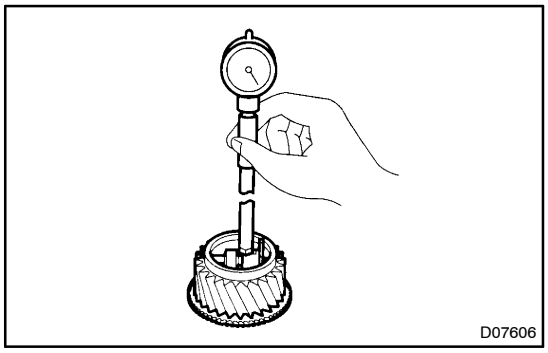
INSPECTION



1. INSPECT REAR BEARING

Check that the bearing turns freely.

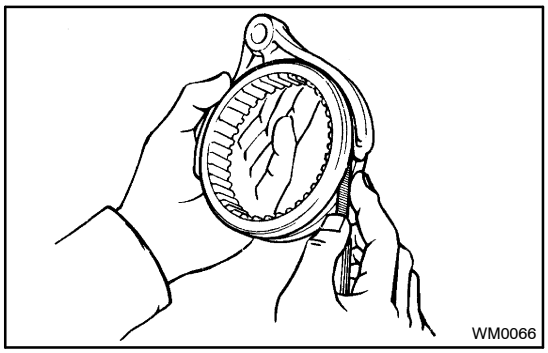
If the bearing is damaged, worn, or does not turn freely, replace it.



2. INSPECT 6TH GEAR AND REVERSE GEAR

Using a cylinder gauge, measure the inside diameter of the gear.

Standard diameter:
6th gear: 46.015 – 46.040 mm (1.8116 – 1.8126 in.)
Reverse gear:
54.015 – 54.040 mm (2.1266 – 2.1276 in.)
Maximum diameter:
6th gear: 46.040 mm (1.8126 in.)
Reverse gear: 54.040 mm (2.1276 in.)

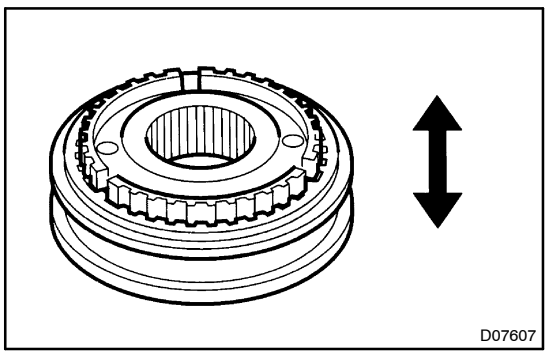


3. INSPECT GEAR SHIFT FORK AND HUB SLEEVE CLEARANCE

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

Maximum clearance: 0.35 mm (0.0138 in.)

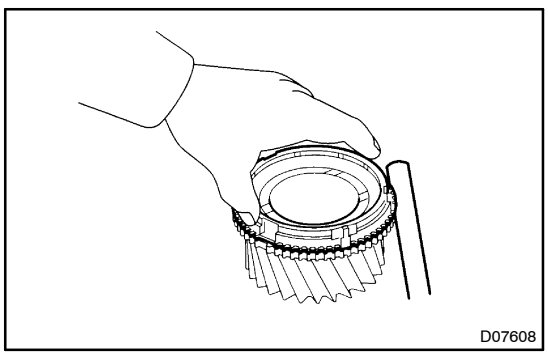
If the clearance exceeds the maximum, replace the gear shift fork or hub sleeve.



4. INSPECT CLUTCH HUB NO. 4 AND HUB SLEEVE NO. 4

(a) Check that the spline gear tip of the hub sleeve No. 4 is not worn out.

(b) Install the hub sleeve No. 4 to the clutch hub No. 4 and check that it slides smoothly.



5. INSPECT SYNCHRONIZER RING NO. 2

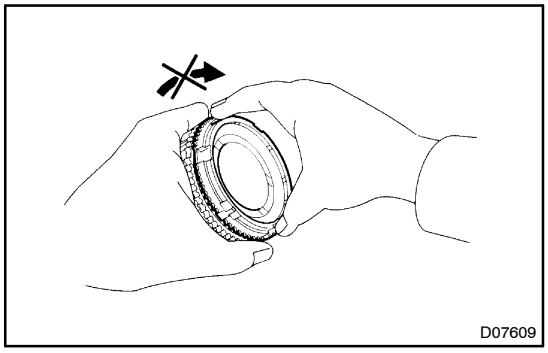
(a) Using a feeler gauge, measure the clearance between the synchronizer ring back and gear spline end.

Minimum clearance: 1.1 mm (0.0433 in.)

If the clearance is less than the minimum, replace the synchronizer ring, and apply a small amount of the fine lapping compound on the gear cone.

NOTICE:

Ensure the fine lapping compound is completely washed off after rubbing.


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(b) Check for wear or damage.

(c) Check the braking effect of the synchronizer ring.
Turn the synchronizer ring in direction while pushing it to the gear one. Check that the ring locks.

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

NOTICE:

Ensure the fine lapping compound is completely washed off after rubbing.

(d) Check again the braking effect of the synchronizer ring.