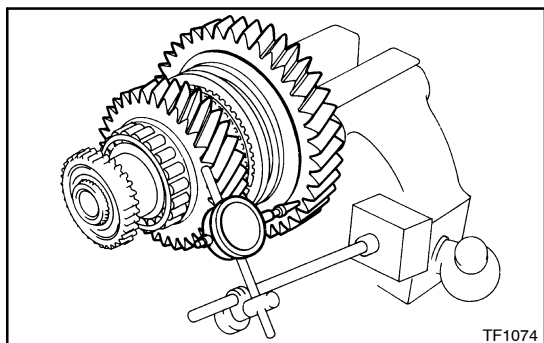




DISASSEMBLY

1. MEASURE EACH GEAR THRUST CLEARANCE

Using a dial indicator, measure the thrust clearance of the high speed gear and low speed gear.

High speed gear:

Standard clearance:

0.28 – 0.43 mm (0.0110 – 0.0169 in.)

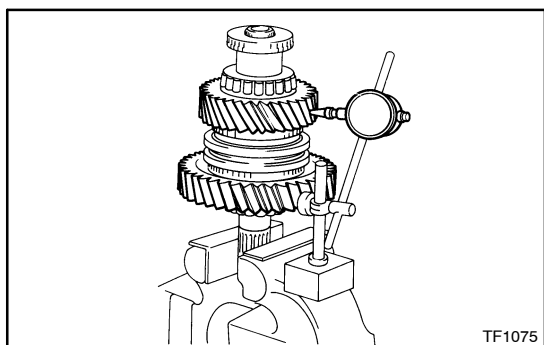
Maximum clearance: 0.43 mm (0.0169 in.)

Low speed gear:

Standard clearance:

0.20 – 0.45 mm (0.0079 – 0.0177 in.)

Maximum clearance: 0.45 mm (0.0177 in.)



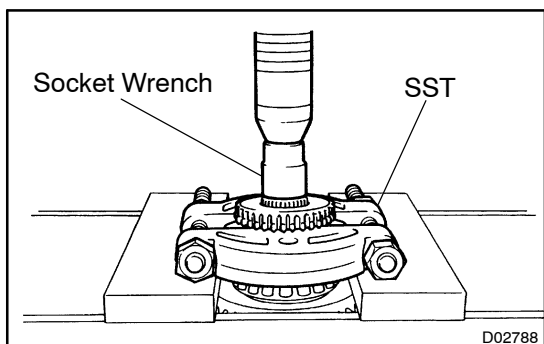
2. MEASURE EACH GEAR RADIAL CLEARANCE

Using a dial indicator, measure the radial clearance of the high speed gear and low speed gear.

Standard clearance:

0.015 – 0.068 mm (0.0005 – 0.0027 in.)

Maximum clearance: 0.068 mm (0.0027 in.)



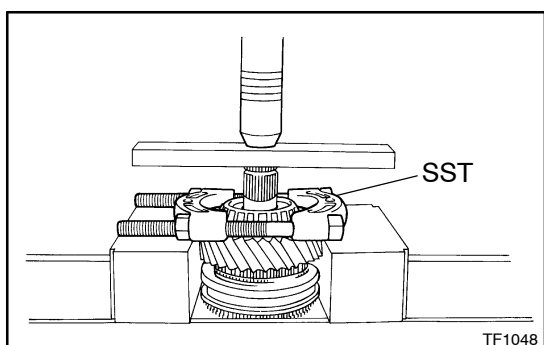
3. REMOVE FRONT DRIVE GEAR PIECE

- Using a snap ring expander, remove the snap ring.
- Using SST, a socket wrench and press, remove the front drive gear piece.

SST 09950-00020

NOTICE:

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



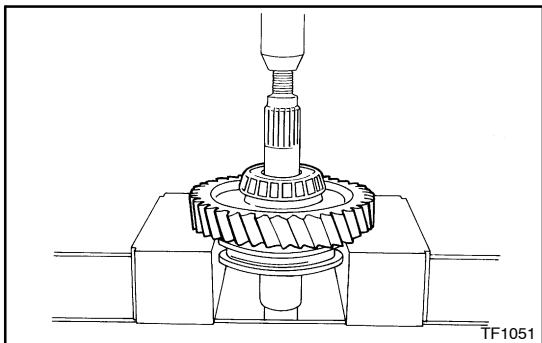
4. REMOVE FRONT TAPER ROLLER BEARING

Using SST and a press, remove the front taper roller bearing.

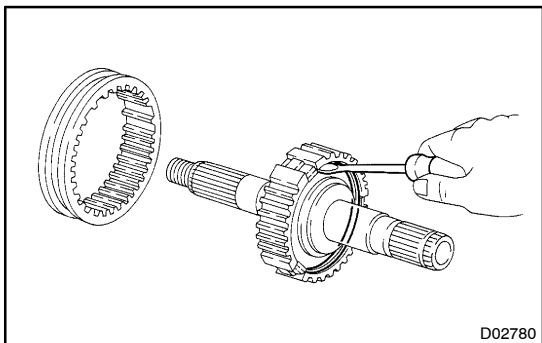
SST 09950-00020

NOTICE:

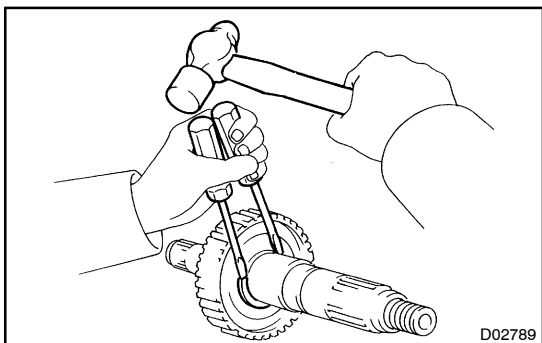
- Support the output shaft assembly by hand so that it will not be dropped off.**
 - Set the claw of SST to the bearing inner race securely.**
- ### 5. REMOVE HIGH SPEED GEAR, SYNCHRONIZER RING (M/T), NEEDLE ROLLER BEARING AND SPACER

**6. REMOVE LOW SPEED GEAR AND REAR TAPER ROLLER BEARING**

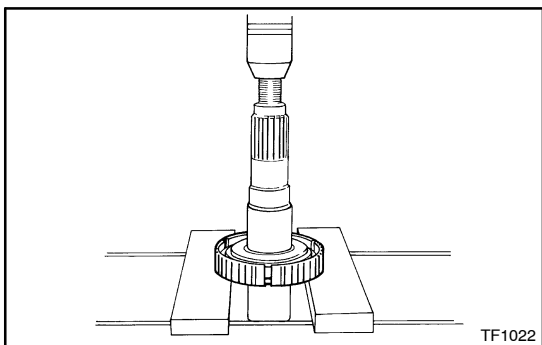
- (a) Using a press, remove the low speed gear and rear taper roller bearing.
- (b) Remove the needle roller bearing.

**7. REMOVE HIGH AND LOW HUB SLEEVE**

- (a) Remove the high and low hub sleeve.
- (b) M/T:
Using a screwdriver, remove the 2 shifting key springs.
- (c) M/T:
Remove the 3 shifting keys from the clutch hub.

**8. REMOVE CLUTCH HUB**

- (a) Using 2 screwdrivers and a hammer, drive out the snap ring.



- (b) Using a press, remove the clutch hub.