

TRANSFER DISASSEMBLY

Assembly is in the reverse order of disassembly.

ASSEMBLY HINT: Coat all of the sliding and rotating surfaces with gear oil before assembly.

1. **REMOVE BREATHER HOSE**
2. **REMOVE DYNAMIC DAMPER**

Remove the 2 bolts and dynamic damper.

ASSEMBLY HINT: Apply adhesive to the bolt threads.

Adhesive: Part No. 08833-00070, THREE BOND 1324 or equivalent

Torque: 37 N·m (380 kgf·cm, 27 ft·lbf)

3. **REMOVE MOTOR ACTUATOR**

Remove the 4 bolts and motor actuator.

ASSEMBLY HINT:

- Set the motor actuator in differential lock condition.
- Apply FIPG to the front case.

FIPG: Part No.08826-00090, THREE BOND 1281 or equivalent

Torque: 18 N·m (185 kgf·cm, 13 ft·lbf)

4. **REMOVE OUTPUT GEAR FROM FRONT CASE**

ASSEMBLY HINT: Apply gear oil to the output gear.

ASSEMBLY NOTICE: Do not turn the output gear.

5. **REMOVE SCREW PLUG, SPRING AND BALL**

- (a) Using a torx socket wrench, remove the screw plug.
(Torx socket wrench T40 09042-00020)

ASSEMBLY HINT: Apply liquid sealer to the screw plug.

Sealant: Part No.08833-00080, THREE BOND 1344, LOCTITE 242 or equivalent

Torque: 19 N·m (190 kgf·cm, 14 ft·lbf)

- (b) Using a magnetic finger, remove the spring and ball.

6. **REMOVE TRANSFER INDICATOR SWITCHES**

Remove the Center Diff Lock indicator switch, L4 position switch, neutral position switch and 3 gaskets.

Torque: 37 N·m (380 kgf·cm, 27 ft·lbf)

7. **REMOVE FRONT EXTENSION HOUSING**

Remove the 6 bolts and front extension housing.

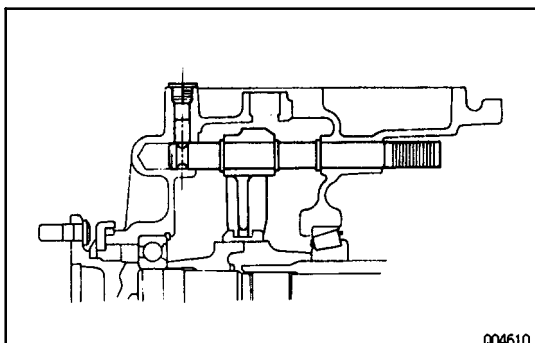
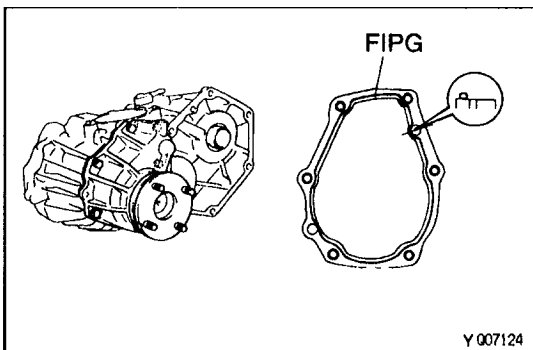
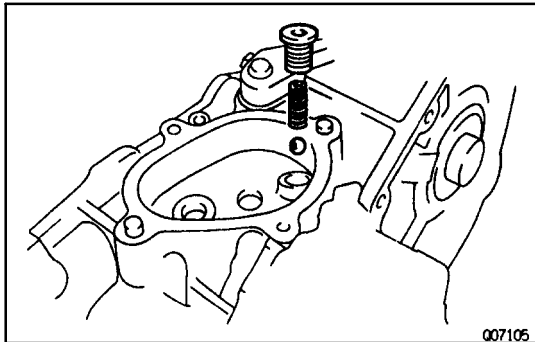
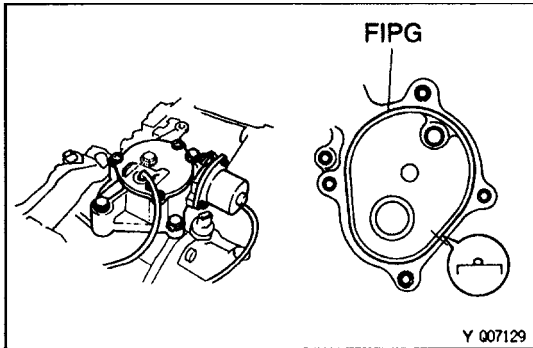
DISASSEMBLY HINT: If necessary, tap the front extension housing with a plastic hammer.

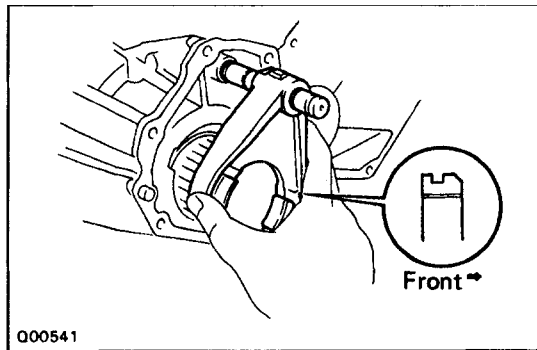
ASSEMBLY HINT:

- Set the clutch sleeve in 4WD condition in differential lock condition.
- Apply FIPG to the front extension housing.

FIPG: Part No.08826-00090, THREE BOND 1281 or equivalent

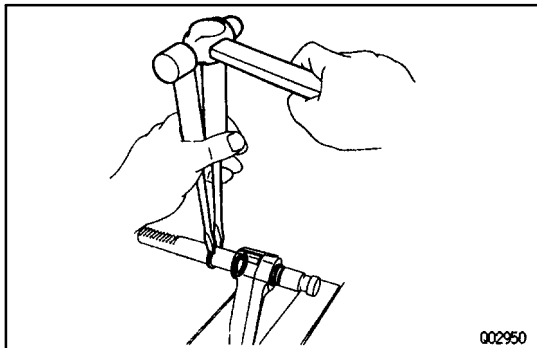
Torque: 37 N·m (380 kgf·cm, 27 ft·lbf)





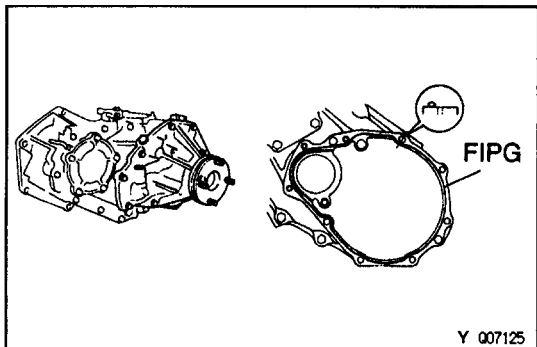
8. REMOVE CLUTCH SLEEVE, SHIFT FORK NO. 2 SHAFT AND SHIFT FORK NO.2

ASSEMBLY HINT: Make sure to install the high and low clutch sleeve in the correct direction.



9. SEPARATE SHIFT FORK NO.2 SHAFT AND SHIFT FORK NO.2

- Using 2 screwdrivers and a hammer, tap out the 3 snap rings from the shift fork No.2 shaft.
- Separate the shift fork No.2 shaft and shift fork No.2



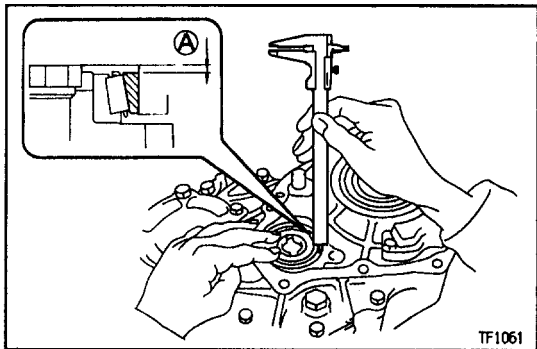
10. REMOVE REAR EXTENSION HOUSING

Remove the 9 bolts and rear extension housing.

DISASSEMBLY HINT: If necessary, tap the rear extension housing with a plastic hammer.

ASSEMBLY HINT: Apply FIPG to the rear extension housing.

FIPG: Part No.08826-00090, THREE BOND 1281 or equivalent
Torque: 37 N·m (380 kgf·cm, 27 ft·lbf)



11. REMOVE RETAINER FROM REAR CASE

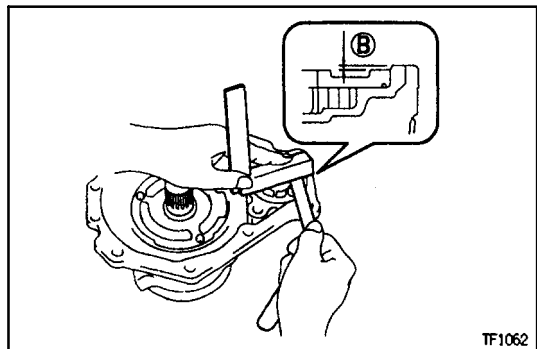
Remove the 5 bolts and retainer.

Torque: 39 N·m (400 kgf·cm, 28 ft·lbf)

12. REMOVE ADJUSTING SHIMS

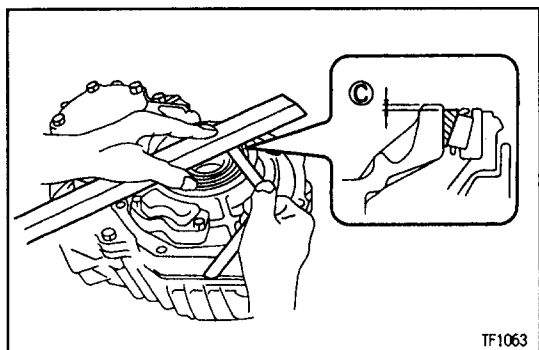
ASSEMBLY HINT: Select adjusting shims for idler gear rear taper roller bearing.

- Using vernier calipers, measure dimension (A).
 - Lightly hold down the bearing outer race in the thrust direction to eliminate any looseness before making the measurement.
- Using a steel straight edge and feeler gauge, measure the clearance of dimension (B).
- Calculate the required thickness of the adjusting shim.
 Thickness: Dimension (A) + Dimension (B) + (0.022 ~ 0.049 mm, 0.0009 ~ 0.0019 in.)



- (d) From the following table, select a shim with a thickness fitting within the range of the calculation in (C).

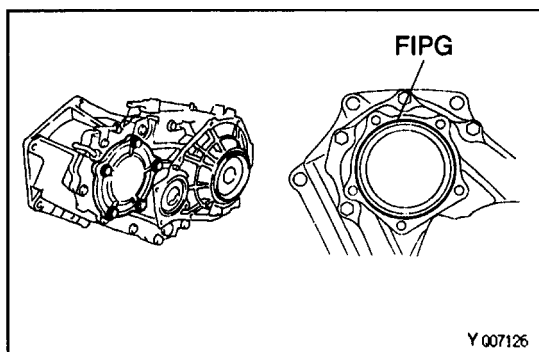
Mark	Thickness mm (in.)	Mark	Thickness mm (in.)
2	0.30 (0.0118)	8	3.20 (0.1260)
3	0.45 (0.0177)	9	3.40 (0.1339)
4	2.40 (0.0945)	10	3.60 (0.1417)
5	2.60 (0.1024)	11	3.80 (0.1496)
6	2.80 (0.1102)	12	4.00 (0.1575)
7	3.00 (0.1181)	13	0.55 (0.0216)



ASSEMBLY HINT: Select adjusting shims for output shaft taper roller bearing.

- (a) Using a steel straight edge and feeler gauge, measure the clearance of dimension (C).
- Lightly hold down the bearing outer race in the thrust direction to eliminate any looseness before making the measurement.
- (b) Calculate the required thickness of the adjusting shim.
- Thickness:
 Dimension (C) + (0.014 ~ 0.039 mm, 0.0006 ~ 0.0015 in.)
- (c) From the following table, select a shim with a thickness fitting within the range of the calculation in (b).

Mark	Thickness mm (in.)	Mark	Thickness mm (in.)
B	0.30 (0.0118)	H	1.80 (0.0709)
C	0.45 (0.0177)	J	2.00 (0.0787)
D	1.00 (0.0394)	K	2.20 (0.0866)
E	1.20 (0.0472)	L	2.40 (0.0945)
F	1.40 (0.0551)	M	2.60 (0.1024)
G	1.60 (0.0630)	N	0.55 (0.0216)



13. REMOVE OIL STRAINER FROM REAR CASE

Remove the 2 set bolts and oil strainer.

Torque: 4.9 N·m (50 kgf·cm, 43 in·lbf)

14. REMOVE CASE COVER

- (a) Remove the 5 bolts.

ASSEMBLY HINT: Apply liquid sealer to the bolt threads.

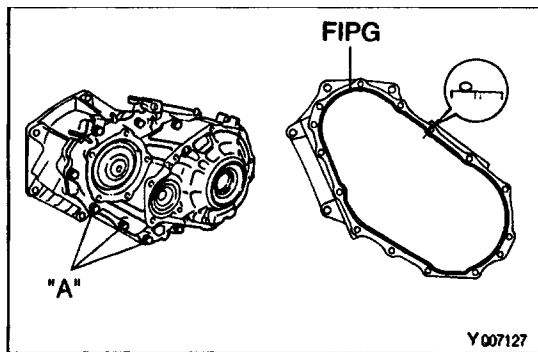
Sealant: Part No.08833-00080, THREE BOND 1344, LOCTITE 242 or equivalent

Torque 37 N·m (380 kgf·cm, 27 ft·lbf)

- (b) Using a brass bar and hammer, tap the case cover and remove it.

ASSEMBLY HINT: Apply FIPG to the case cover.

FIPG: Part No.08826-00090, THREE BOND 1281 or equivalent

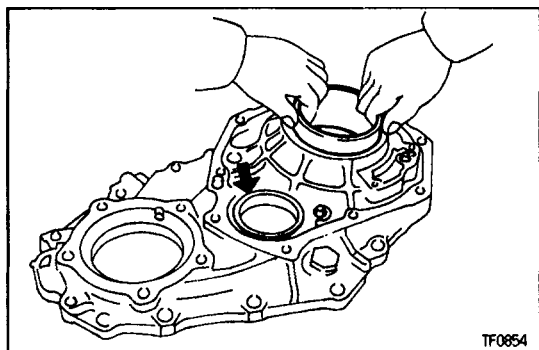


15. SEPARATE FRONT CASE AND REAR CASE

- Using a snap ring expander, remove the snap ring from the rear case.
- Remove the 8 bolts.

ASSEMBLY HINT: Apply liquid sealer to the "A" bolt threads.
Sealant: Part No.08833-00080, THREE BOND 1344, LOCTITE 242 or equivalent

Torque: 37 N·m (380 kgf·cm, 27 ft·lbf)



- Using a brass bar and hammer, tap the rear case and separate it.

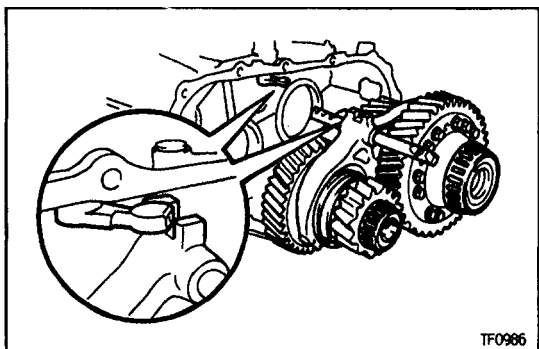
ASSEMBLY HINT: Apply FIPG to the rear case.

FIPG: Part No.08826-00090, THREE BOND 1281 or equivalent

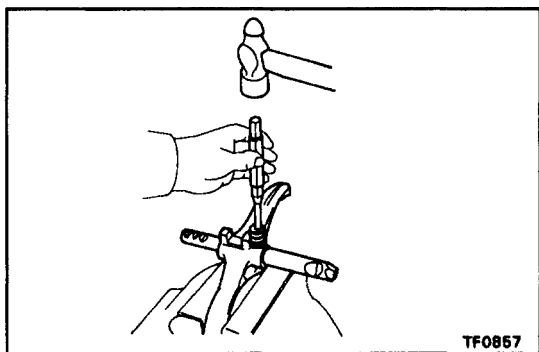
16. REMOVE 2 BEARING RACES FROM REAR CASE

17. REMOVE INPUT SHAFT ASSEMBLY

Using a plastic hammer, remove the input shaft assembly.

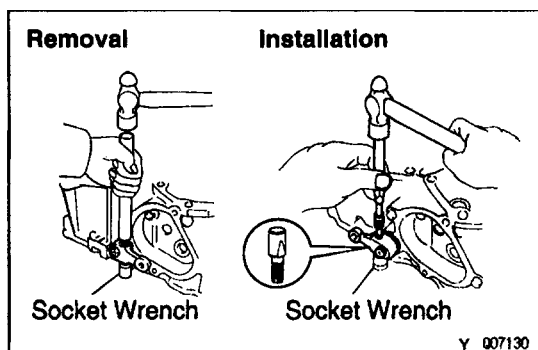


18. REMOVE IDLE GEAR ASSEMBLY, CENTER DIFFERENTIAL ASSEMBLY AND HIGH AND LOW SHIFT FORK ASSEMBLY FROM FRONT CASE



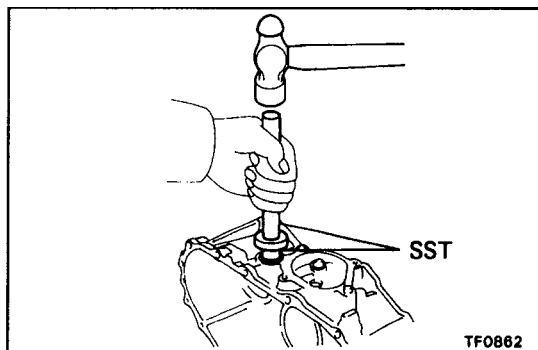
19. SEPARATE SHIFT FORK NO.1 AND SHIFT FORK NO.1 SHAFT

- Using a pin punch and hammer, drive out the slotted spring pin.
- Separate the shift fork No.1 and shift fork No.1 shaft.



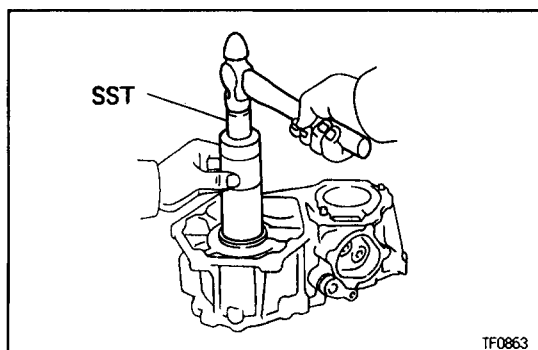
20. REMOVE SHIFT OUTER LEVER AND INNER LEVER

- Remove the nut and washer from the shift outer lever.
Torque: 12 N·m (120 kgf·cm, 9 ft·lbf)
- Using a brass bar, hammer and socket wrench, tap out the lever lock pin.
- Remove the shift outer lever, washer and inner lever from the front case.



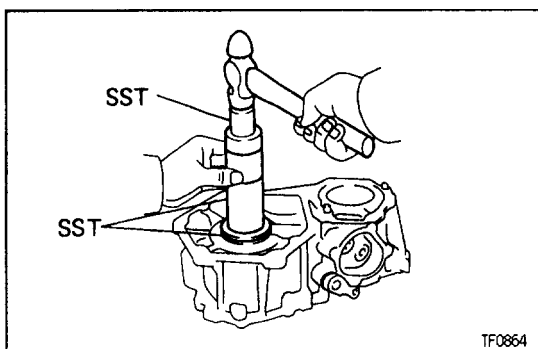
21. IF NECESSARY, REPLACE SHIFT LEVER OIL SEAL

- (a) Using a screwdriver, pry out the oil seal.
- (b) Using SST and a hammer, drive in a new oil seal.
SST 09608-20012 (09608-00080, 09608-03020)



22. IF NECESSARY, REPLACE INPUT SHAFT OIL SEAL

- (a) Using SST and a hammer, drive out the oil seal.
SST 09316-60010 (09316-00010)

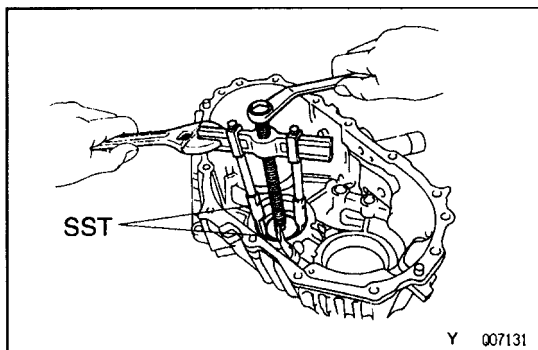


- (b) Using SST and a hammer, drive in a new oil seal.
SST 09316-60010 (09316-00010, 09316-00030)

23. REMOVE OIL RECEIVER FROM FRONT CASE

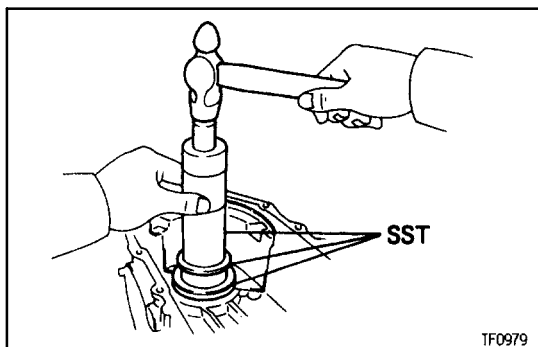
Remove the set bolt and oil receiver.

Torque: 12 N·m (120 kgf·cm, 9 ft·lbf)



24. REMOVE 2 BEARING RACES FROM FRONT CASE

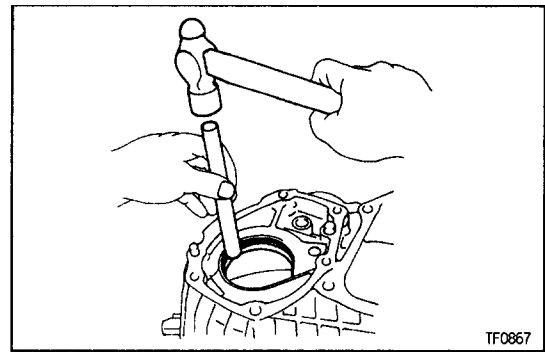
- (a) Using SST, remove the bearing race.
SST 09950-40010, 09950-60010 (09951-00320)



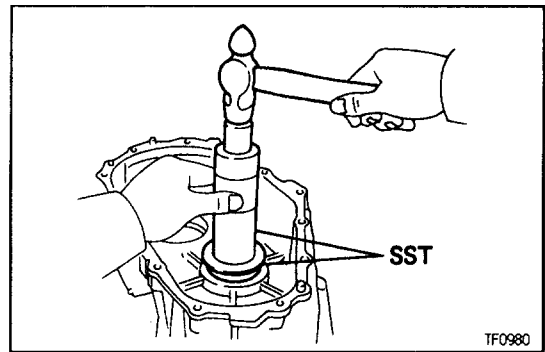
ASSEMBLY HINT:

Using SST and a hammer, install the bearing race.

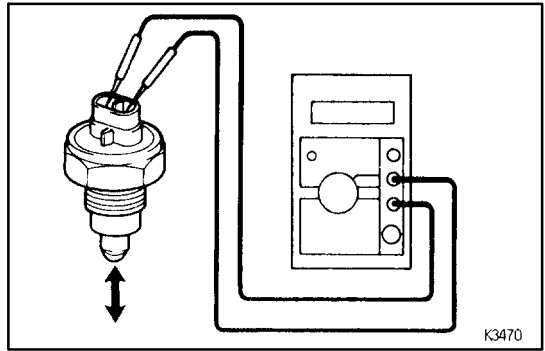
SST 09316-20011, 09316-60010 (09316-00010, 09316-00030)



(b) Using a brass bar and hammer, remove the bearing race.



ASSEMBLY HINT:
Using SST and a hammer, install the idler gear bearing race.
SST 09316-60010 (09316-00010, 09316-00040)



25. INSPECT TRANSFER INDICATOR SWITCHES

Check that there is continuity between terminals, as shown.

Switch Position	Specified
Push	Continuity
Free	No continuity

If continuity is not as specified, replace the switch.