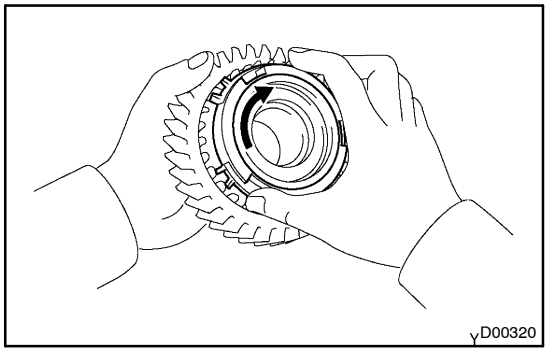
MX0A0–01

INSPECTION



1. INSPECT 5TH AND 6TH GEARS SYNCHRONIZER RING

(a) Check for wear or damage.

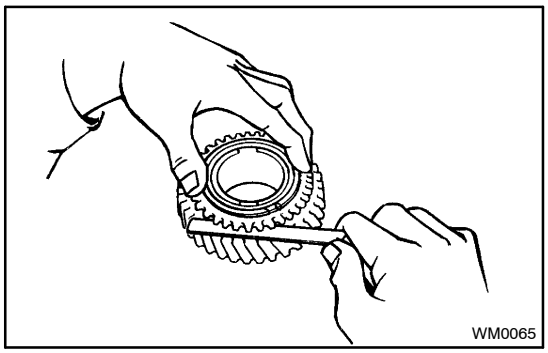
(b) Check the braking effect of the synchronizer ring. Turn the synchronizer ring in one direction while pushing it to the gear cone. Check that the ring locks.

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.

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



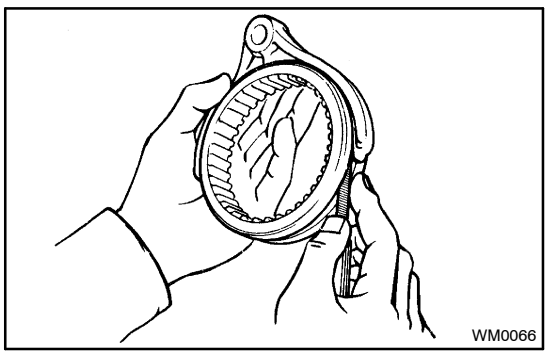
(d) Using a feeler gauge, measure the clearance between the synchronizer ring back and gear spline end.

Minimum clearance: 0.75 mm (0.0295 in.)

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

NOTICE:

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



2. INSPECT GEAR SHIFT FORK AND HUB SLEEVE CLEARANCE

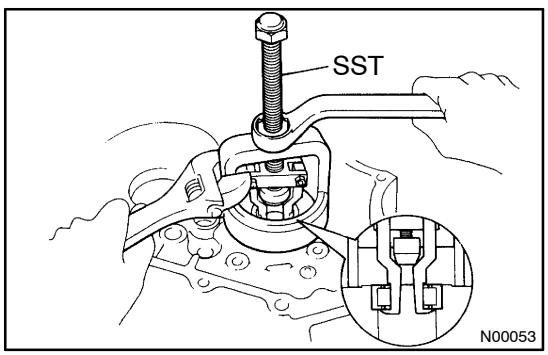
Using a feeler gauge, measure the clearance between the hub sleeve and gear shift fork.

Maximum clearance: 0.89 mm (0.035 in.)

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

3. REMOVE TRANSAXLE CASE RECEIVER

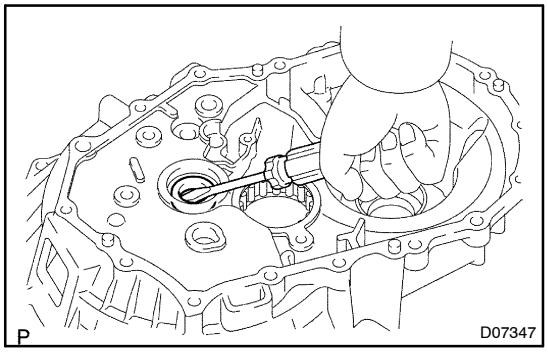
Remove the bolt and transaxle case receiver from the transaxle case.



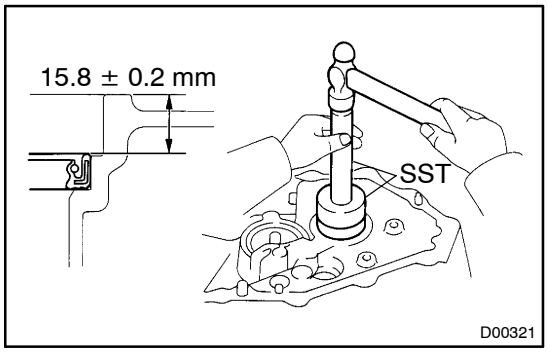
4. IF NECESSARY, REPLACE INPUT SHAFT FRONT BEARING AND OIL SEAL

(a) Using SST, remove the input shaft front bearing.

SST 09612–65014

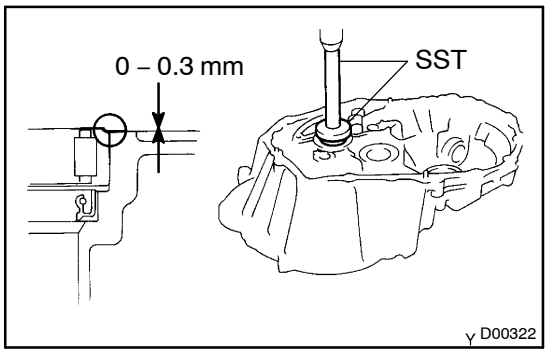


(b) Using a screwdriver, remove the oil seal.



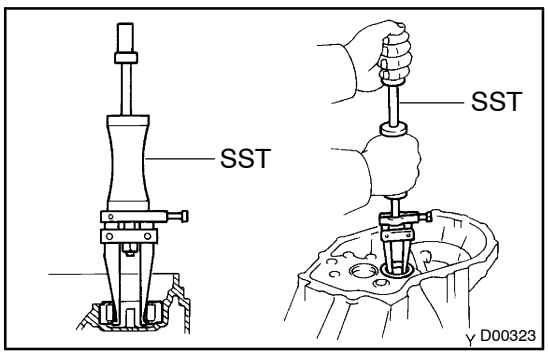
(c) Using SST and a hammer, drive in a new oil seal.
SST 09950–60010 (09951–00360), 09950–70010 (09951–07150)
Drive in depth: 15.8 ± 0.2 mm (0.622 ± 0.008 in.)

(d) Coat the lip of the oil seal with MP grease.



(e) Using SST and a press, install a new input shaft front bearing.
SST 09950–60010 (09951–00400), 09950–70010 (09951–07150)
Drive in depth: 0 – 0.3 mm (0 – 0.012 in.)

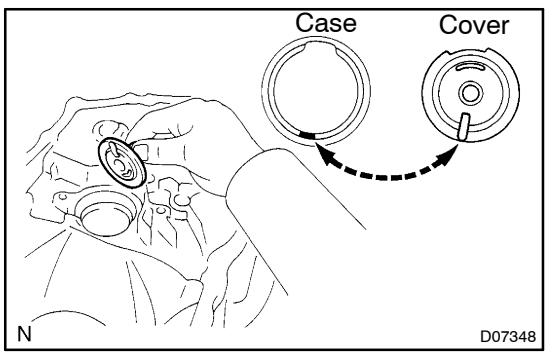
NOTICE:
Be sure to install a new bearing in the correct direction, as shown in the illustration.



5. IF NECESSARY, REPLACE OUTPUT SHAFT FRONT BEARING AND OUTPUT SHAFT COVER

(a) Remove the bolt and bearing lock plate.

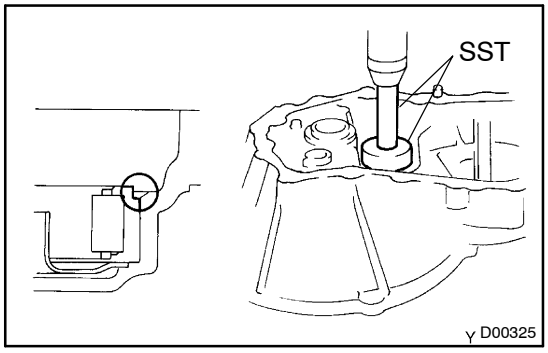
(b) Using SST, pull out the output shaft front bearing.
SST 09308–00010



(c) Remove the output shaft cover.

(d) Install the output shaft cover.

NOTICE:
Install the output shaft cover projection into the case side hollow.



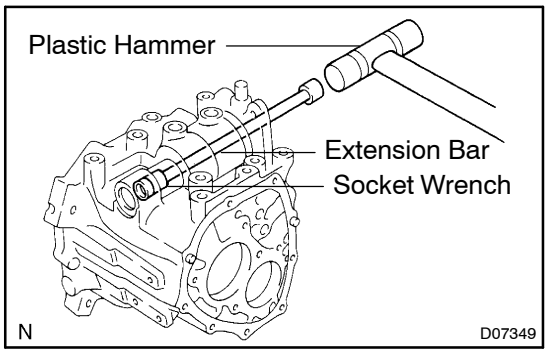
(e) Using SST and a press, install a new output shaft front bearing.
SST 09950–60010 (09951–00560), 09950–70010 (09951–07150)

NOTICE:
Be sure to install a new bearing in the correct direction, as shown in the illustration.

(f) Install the bearing lock plate with the bolt.
Torque: 11 N·m (115 kgf·cm, 8 ft·lbf)

6. INSTALL TRANSAXLE CASE RECEIVER

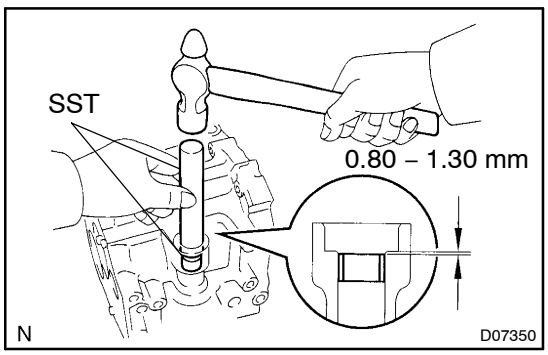
Install the transaxle case receiver to the transaxle case with the bolt.
Torque: 11 N·m (115 kgf·cm, 8 ft·lbf)



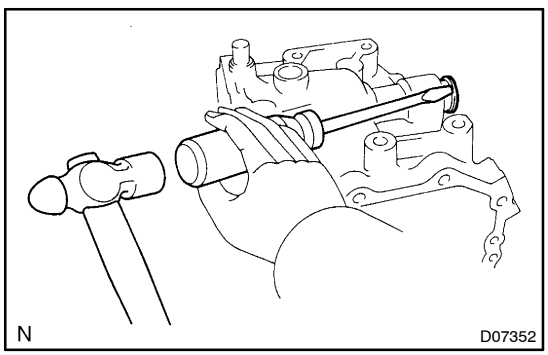
7. IF NECESSARY, REPLACE TRANSMISSION CASE BUSHING

(a) Using a socket wrench (12 mm), extension bar and plastic hammer, drive out the bushing.

NOTICE:
When driving out the bushing, be careful not to damage the transmission case by the socket wrench.

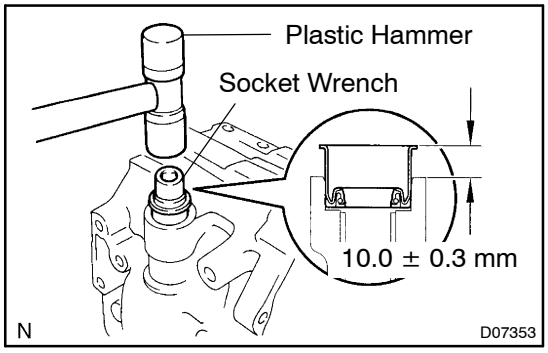


(b) Using SST and a hammer, drive in a new bushing.
SST 09950–60010 (09951–00180), 09950–70010 (09951–07100)
Drive in depth: 0.80 – 1.30 mm (0.0315 – 0.0512 in.)



8. IF NECESSARY, REPLACE TRANSMISSION CASE OIL SEAL

(a) Using a screwdriver and hammer, drive out the oil seal.



(b) Using a socket wrench (17 mm) and plastic hammer, drive in a new oil seal.
Drive in depth: 10.0 ± 0.3 mm (0.394 ± 0.012 in.)

(c) Coat the lip of the oil seal with MP grease.