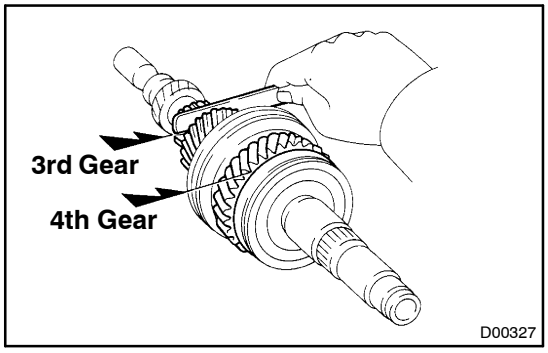
MX01K–02

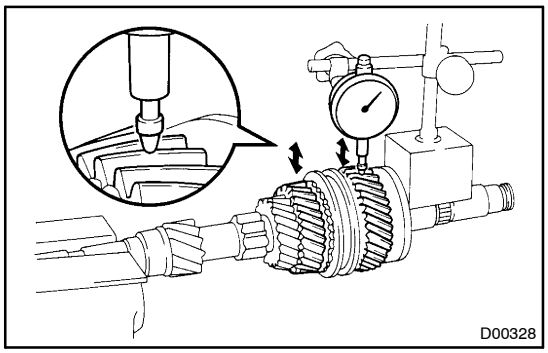
DISASSEMBLY



1. INSPECT 3RD AND 4TH GEARS THRUST CLEARANCE

Using a feeler gauge, measure the thrust clearance.

Standard clearance:
3rd gear: 0.10 – 0.35 mm (0.0039 – 0.0138 in.)
4th gear: 0.10 – 0.55 mm (0.0039 – 0.0217 in.)
Maximum clearance:
3rd gear: 0.35 mm (0.0138 in.)
4th gear: 0.55 mm (0.0217 in.)



2. INSPECT 3RD AND 4TH GEARS RADIAL CLEARANCE

Using a dial indicator, measure the radial clearance between the gear and shaft.

Standard clearance:
KOYO made:
0.015 – 0.058 mm (0.0006 – 0.0023 in.)
NSK made:
0.015 – 0.056 mm (0.0006 – 0.0022 in.)
Maximum clearance:
KOYO made: 0.058 mm (0.0023 in.)
NSK made: 0.056 mm (0.0022 in.)

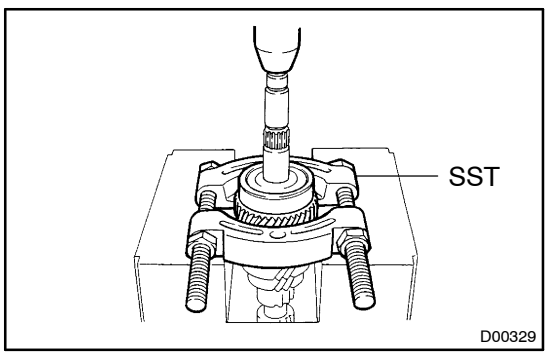
If the clearance exceeds the maximum, replace the gear, needle roller bearing or shaft.

3. REMOVE SNAP RING

Using 2 screwdrivers and a hammer, tap out the snap ring.

HINT:

Take care not to damage the journal surface of the input shaft.



4. REMOVE CENTER RADIAL BALL BEARING, 4TH GEAR, NEEDLE ROLLER BEARING, SPACER AND NO. 2 SYNCHRONIZER RING (FOR 4TH GEAR) FROM INPUT SHAFT

(a) Using SST and a press, remove the center radial ball bearing and 4th gear.
SST 09950–00020

HINT:

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

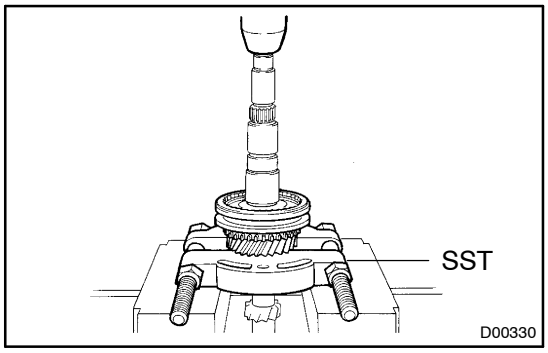
(b) Remove the needle roller bearings, spacer and No. 2 synchronizer ring (for the 4th gear).

5. REMOVE SNAP RING

Using 2 screwdrivers and a hammer, tap out the snap ring.

HINT:

Take care not to damage the journal surface of the input shaft.



6. REMOVE NO. 2 HUB SLEEVE ASSEMBLY, 3RD GEAR, NO. 2 SYNCHRONIZER RING (FOR 3RD GEAR) AND NEEDLE ROLLER BEARING

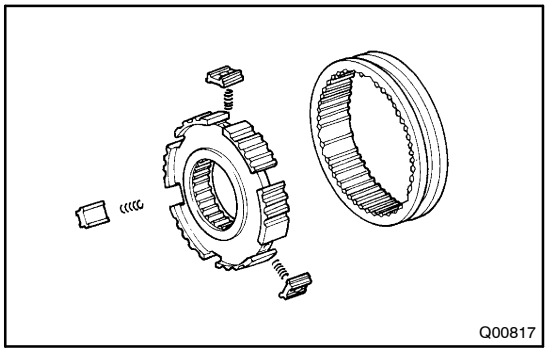
(a) Using SST and a press, remove the No. 2 hub sleeve assembly, 3rd gear and No. 2 synchronizer ring (for the 3rd gear).

SST 09950–00020

HINT:

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

(b) Remove the needle roller bearings.



7. DISASSEMBLE NO. 2 HUB SLEEVE ASSEMBLY

(a) Remove the No. 2 hub sleeve from the No. 2 clutch hub.

(b) Remove the 3 No. 2 shifting keys and No. 2 shifting key springs from the No. 2 clutch hub.