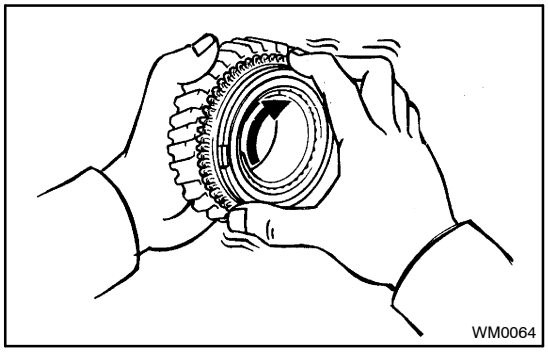
MX01L–02

INSPECTION


WM0064

1. INSPECT SYNCHRONIZER RING

(a) Check for wear or damage.

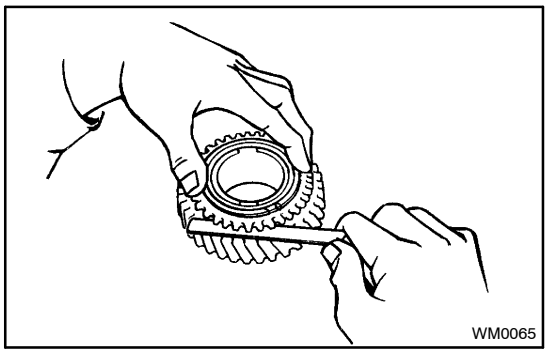
(b) Check the braking effect of the synchronizer ring. Turn the synchronizer ring in one direction while pushing it to the gear cone. Check that the ring locks.

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.


WM0065

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

Minimum clearance:

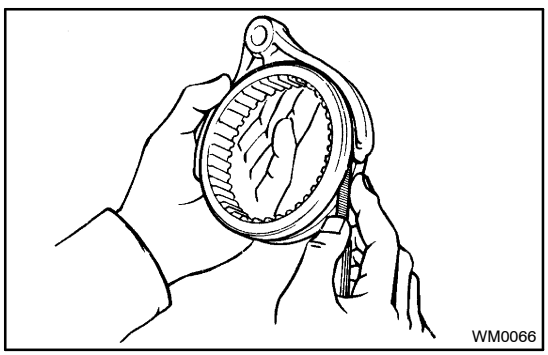
3rd gear: 0.65 mm (0.0256 in.)

4th gear: 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.

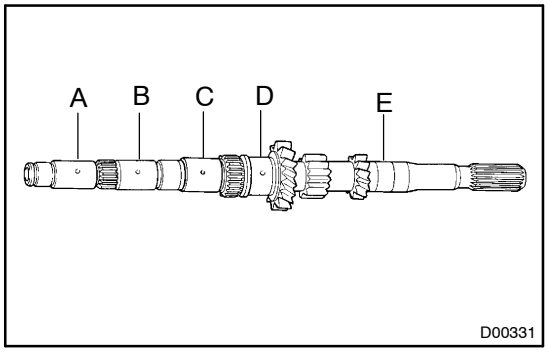

WM0066

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: 0.35 mm (0.014 in.)

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



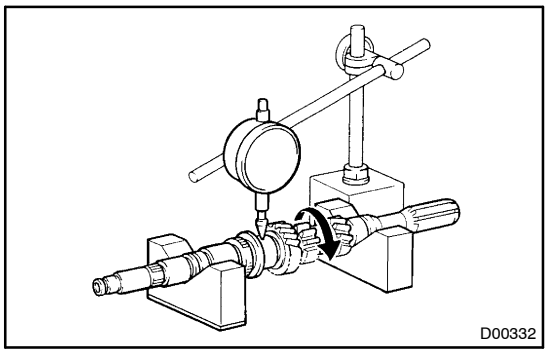
3. INSPECT INPUT SHAFT

(a) Check the input shaft for wear or damage.

(b) Using a micrometer, measure the outer diameter of the input shaft journal surface.

Minimum outer diameter:
Part A: 21.991 mm (0.8658 in.)
Part B: 24.885 mm (0.9797 in.)
Part C: 28.985 mm (1.1411 in.)
Part D: 30.985 mm (1.2199 in.)
Part E: 24.985 mm (0.9837 in.)

If the outer diameter is less than the minimum, replace the input shaft.



(c) Using a dial indicator, check the shaft runout.

Maximum runout: 0.03 mm (0.0012 in.)

If the runout exceeds the maximum, replace the input shaft.