

INSPECTION

1. INSPECT OUTPUT SHAFT

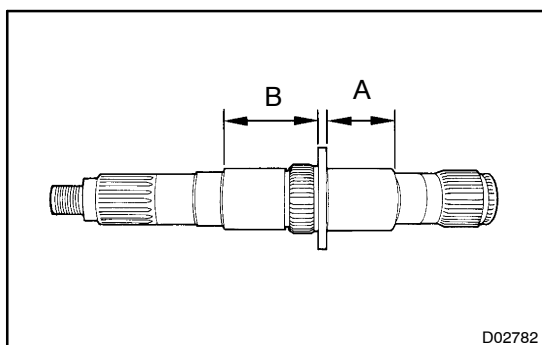
- (a) Using a micrometer, measure the outer diameter of the output shaft journal.

Minimum diameter:

High speed gear A: 4 1.984 mm (1.6529 in.)

Low speed gear B: 42.984 mm (1.6923 in.)

If the diameter is less than the minimum, replace the output shaft.



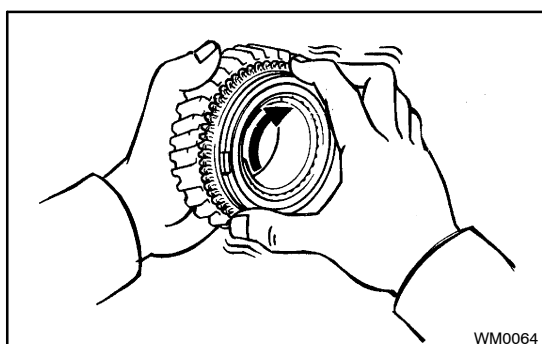
- (b) Using vernier calipers, measure the length of the output shaft journal.

Maximum length:

High speed gear A: 5 1.55 mm (2.0295 in.)

Low speed gear B: 62.35 mm (2.4547 in.)

If the length exceeds the maximum, replace the output shaft.



2. M/T:

INSPECT SYNCHRONIZER RING

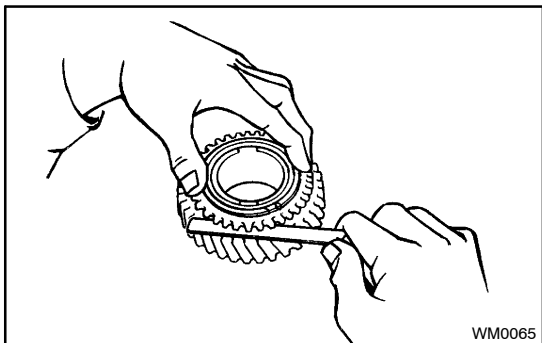
- (a) Check for wear or damage.
- (b) Check the braking effect of the synchronizer ring.
Turn the synchronizer ring in one direction while pushing it to the gear cone. Check that the ring locks.

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.



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

Standard clearance:

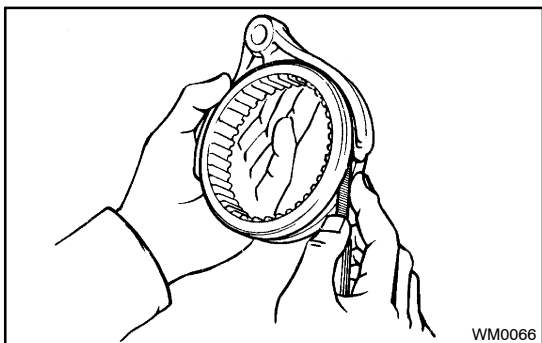
0.68 – 1.66 mm (0.0268 – 0.0654 in.)

Minimum clearance: 0.68 mm (0.0268 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.



3. MEASURE SHIFT FORK AND HUB SLEEVE CLEARANCE

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

Standard clearance:

0.1 – 0.4 mm (0.0039 – 0.0157 in.)

Maximum clearance:

0.4 mm (0.0157 in.)

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