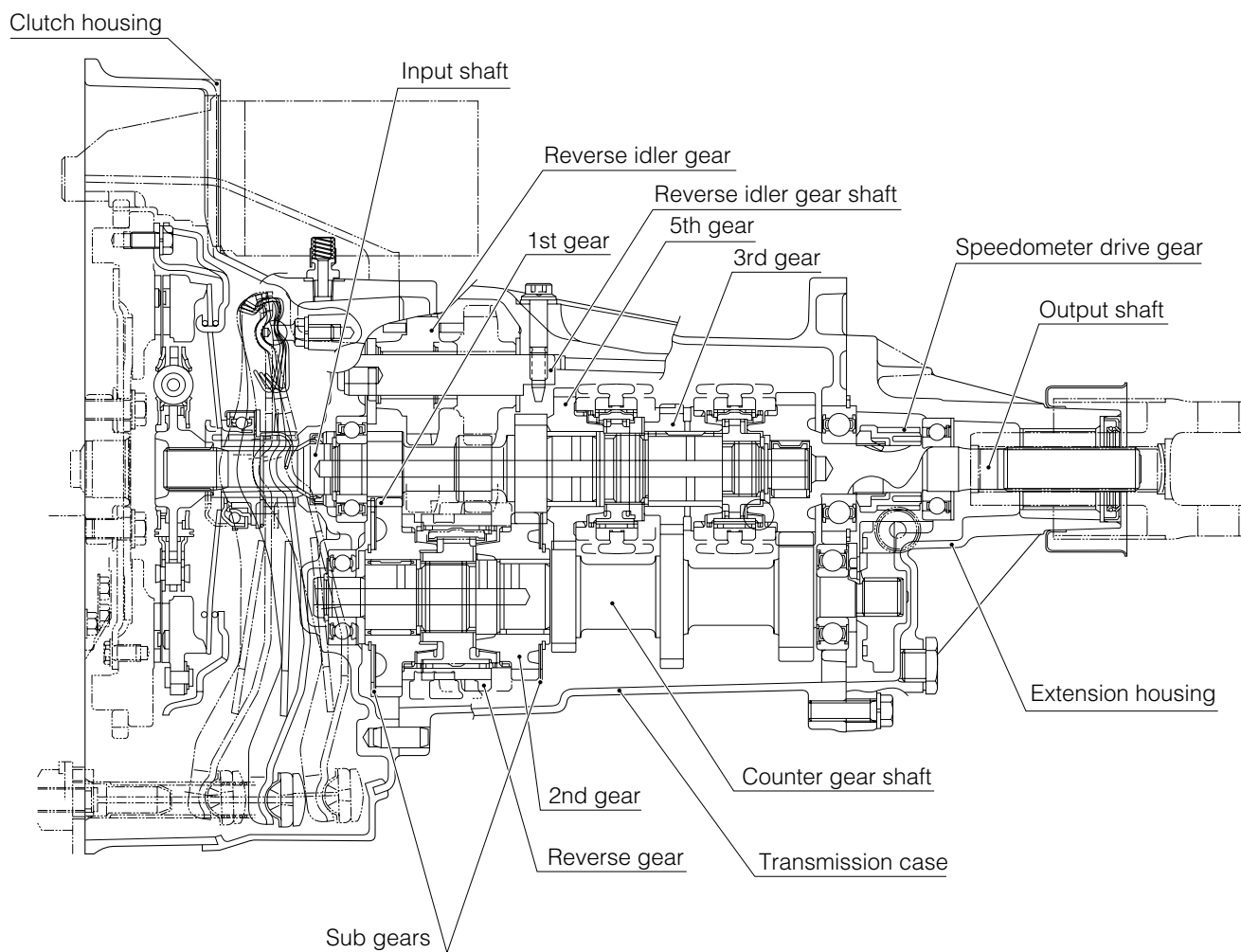


MANUAL TRANSMISSION

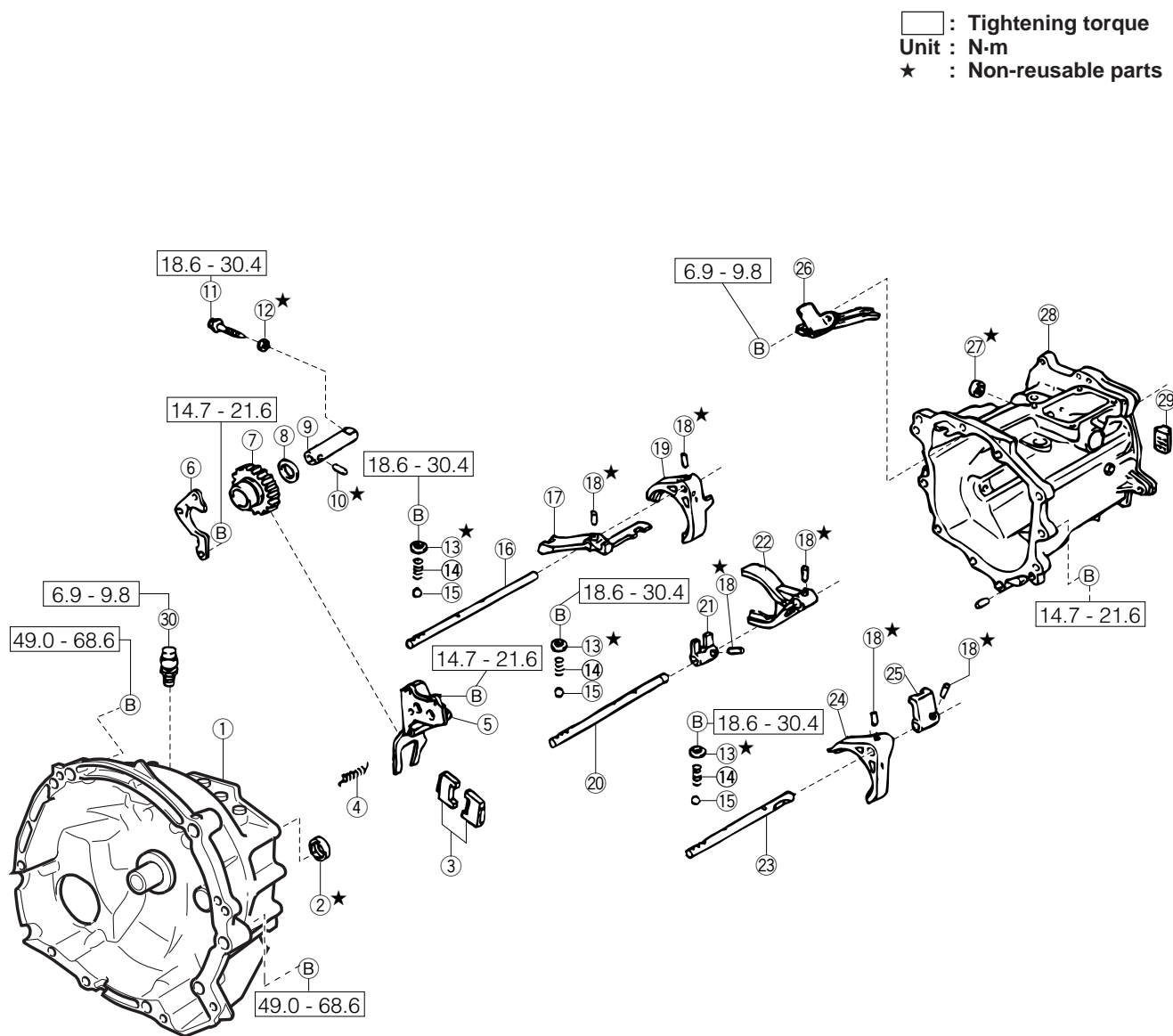
OUTLINE	MT- 2	COUNTERSHAFT	MT-18
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OUTLINE

SECTIONAL VIEW



TRANSMISSION ASSEMBLY COMPONENTS (1)

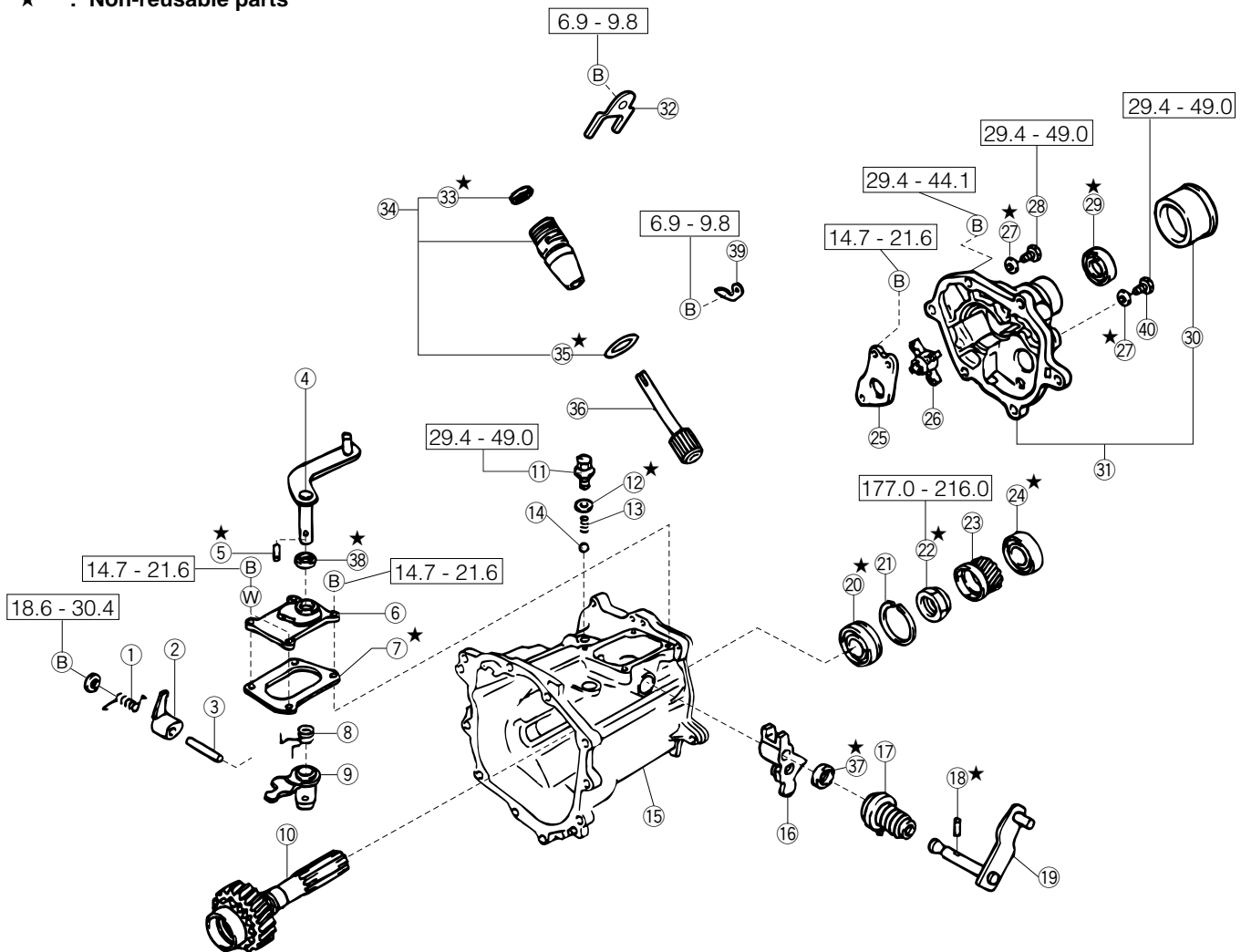


- ① Clutch housing
- ② Type S oil seal
- ③ Shift interlock plate
- ④ Tension spring
- ⑤ Reverse shift arm
- ⑥ Input shaft bearing lock plate
- ⑦ Reverse idler gear
- ⑧ Reverse idler gear thrust washer
- ⑨ Reverse idler gear shaft
- ⑩ Slotted spring pin
- ⑪ Hexagon socket bolt
- ⑫ Gasket
- ⑬ Gasket
- ⑭ Compression spring
- ⑮ Ball

- ⑯ 5th & reverse shift fork shaft
- ⑰ 5th & reverse shift head
- ⑱ Slotted spring pin
- ⑲ 5th shift fork
- ⑳ 3rd & 4th shift fork shaft
- ㉑ 3rd & 4th shift head
- ㉒ 3rd & 4th shift fork
- ㉓ 1st & 2nd shift fork shaft
- ㉔ 1st & 2nd shift fork
- ㉕ 1st & 2nd shift head
- ㉖ Oil receiver pipe
- ㉗ Tight plug
- ㉘ Transmission case
- ㉙ Transmission magnet
- ㉚ Breather

COMPONENTS (2)

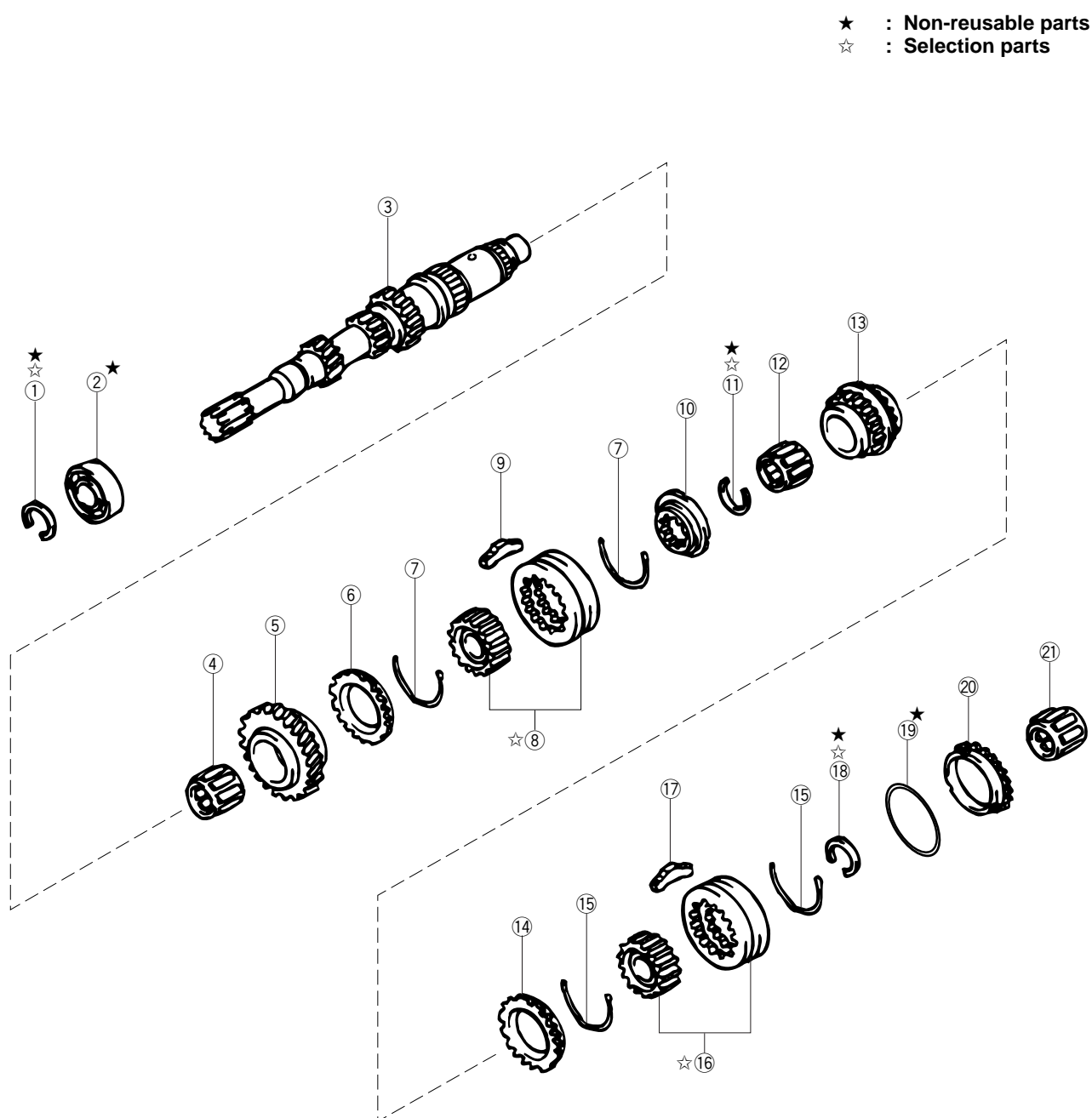
 : Tightening torque
 Unit : N·m
 ★ : Non-reusable parts



- ① Torsion spring
- ② Reverse restrict cam
- ③ Reverse restrict shaft
- ④ Select lever subassembly
- ⑤ Grooved pin
- ⑥ Control shaft cover
- ⑦ Transmission case cover gasket
- ⑧ Torsion spring
- ⑨ Select inner lever
- ⑩ Output shaft
- ⑪ Reverse restrict pin holder
- ⑫ Gasket
- ⑬ Compression spring
- ⑭ Ball
- ⑮ Transmission case
- ⑯ Shift inner lever
- ⑰ Control shaft boot
- ⑱ Grooved pin
- ⑲ Shift lever shaft subassembly
- ⑳ Radial ball bearing

- ㉑ Shaft snap ring
- ㉒ Lock nut
- ㉓ Speedometer drive gear
- ㉔ Radial ball bearing
- ㉕ Rear bearing retainer
- ㉖ Oil slinger
- ㉗ Gasket
- ㉘ Filler plug
- ㉙ Type T oil seal
- ㉚ Extension housing dust deflector
- ㉛ Extension housing subassembly
- ㉜ Speedometer sleeve lock plate
- ㉝ Type V oil seal
- ㉞ Speedometer sleeve assembly
- ㉟ O-ring
- ㊱ Speedometer driven gear subassembly
- ㊲ Type T oil seal
- ㊳ Type K oil seal
- ㊴ Oil guide plate
- ㊵ Drain plug

COMPONENTS (3)

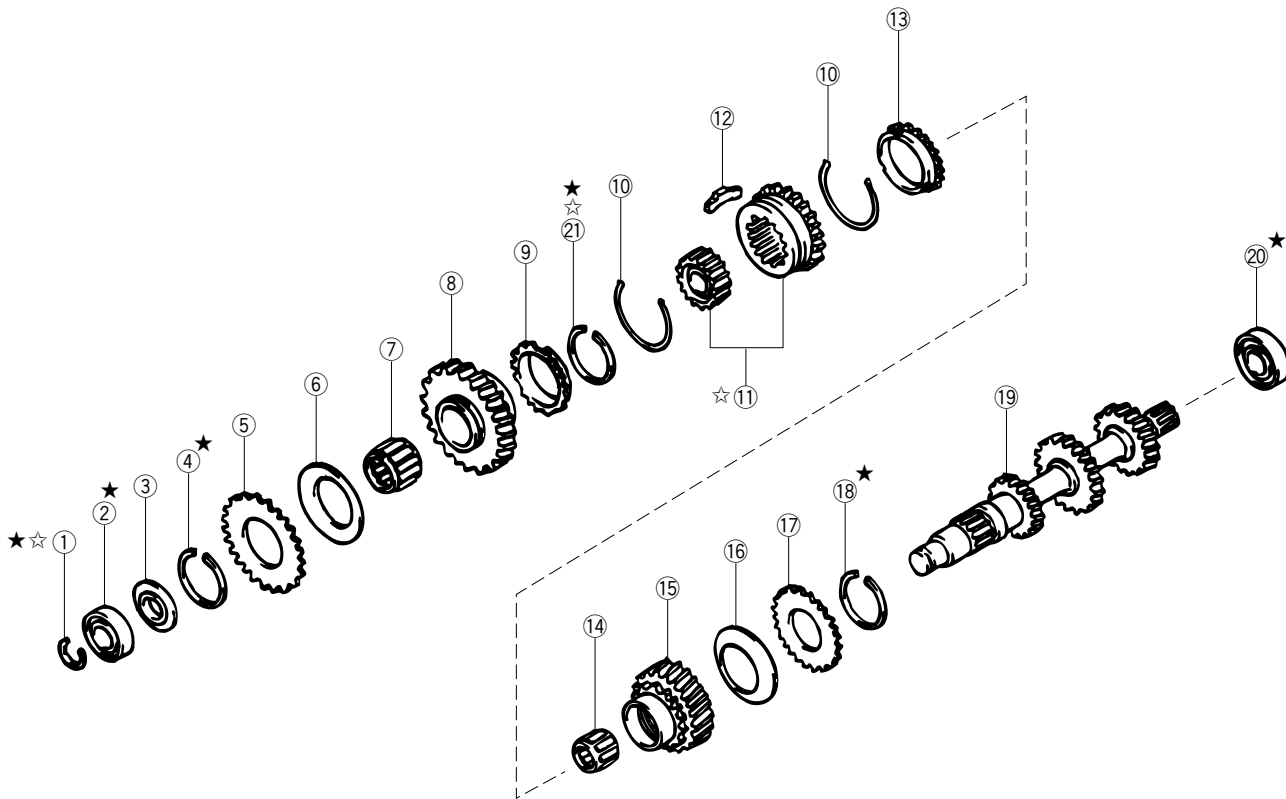


- ① Shaft snap ring
- ② Radial ball bearing (front)
- ③ Input shaft
- ④ Needle roller bearing
- ⑤ 5th gear
- ⑥ Synchronizer ring No. 1
- ⑦ Synchronizer shifting key spring
- ⑧ Synchronizer No. 3 hub assembly
- ⑨ Synchronizer shifting key
- ⑩ Transmission hub sleeve stopper
- ⑪ Shaft snap ring

- ⑫ Needle roller bearing
- ⑬ 3rd gear
- ⑭ Synchronizer ring No. 1
- ⑮ Synchromesh shifting key spring
- ⑯ Synchronizer No. 2 hub assembly
- ⑰ Synchromesh shifting key
- ⑱ Shaft snap ring
- ⑲ Wave spring
- ⑳ Synchronizer ring No. 1
- ㉑ Split type needle roller bearing

COMPONENTS (4)

- ★ : Non-reusable parts
☆ : Selection parts



- ① Shaft snap bearing
- ② Radial ball bearing
- ③ 1st gear thrust washer
- ④ Shaft snap ring
- ⑤ 1st sub-gear
- ⑥ Conical spring washer
- ⑦ Needle roller bearing
- ⑧ 1st gear
- ⑨ Synchronizer ring No. 2
- ⑩ Synchronmesh shifting key spring

- ⑪ Synchronizer No. 1 hub assembly
- ⑫ Synchronmesh shifting key
- ⑬ Synchronizer ring No. 3
- ⑭ Split type needle roller bearing
- ⑮ 2nd gear
- ⑯ Conical spring washer
- ⑰ 2nd sub-gear
- ⑱ Shaft snap ring
- ⑲ Counter gear
- ⑳ Radial ball bearing
- ㉑ Shaft snap ring

DISASSEMBLY

Disassembly of shift and select lever related parts

NOTE:

- After the sifting feeling and continuity for the reverse backup lamp switch have been checked.

1. Remove the clutch-related parts.
(Detach the engagement of the spring (A).)
2. Stand the transmission case assembly in such a way that it faces toward the clutch housing lower side.
3. Remove the control shaft cover with gasket {Bolts (C) are used for the reamer bolts}.
4. Remove the compression spring and ball of the reverse restrict pin holder (B) with the gasket.

NOTE:

- Disassemble the control shaft cover, as required.
- Prior to the disassembly, drive out the grooved pin of the shift lever shaft.

5. Remove the hexagon bolt (A) of the reverse idler gear shaft with the gasket.

NOTE:

- This hexagon bolt (A) is for securing the reverse idle shaft. Hence, be sure to remove this bolt before the transmission is disassembled.

6. Pull out the shift lever subassembly and shift inner lever by driving out the grooved pin (E).

NOTE:

- As for the grooved pin of the shift inner lever, make sure to drive off the pin, working from the underside, after the transmission case has been taken out. (The bottom of the grooved pin hole of the shift inner lever is step-formed. Hence, the pin can not be driven off from the top side.)

7. Remove the reverse restrict cam (A), torsion spring (B) and reverse restrict shaft (C) by removing the hexagon bolt (D) with the gasket.

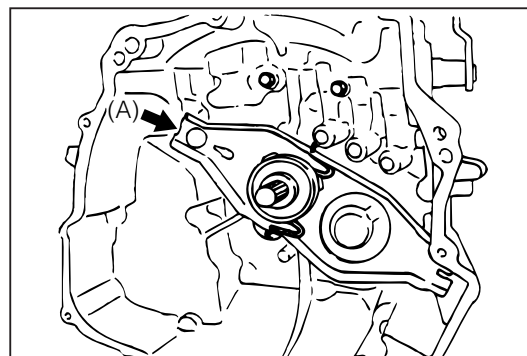
NOTE:

- The reverse restrict cam (A) has the correct assembling direction to be observed during assembly. Therefore, when disassembling the reverse restrict cam (A), make sure to remember the assembling direction in order that the part may be assembled correctly.

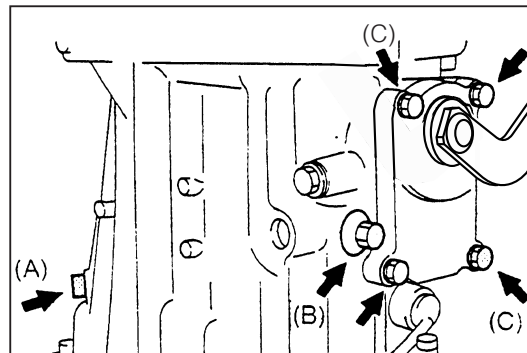
8. Remove the backup lamp switch assembly with the gasket.

NOTE:

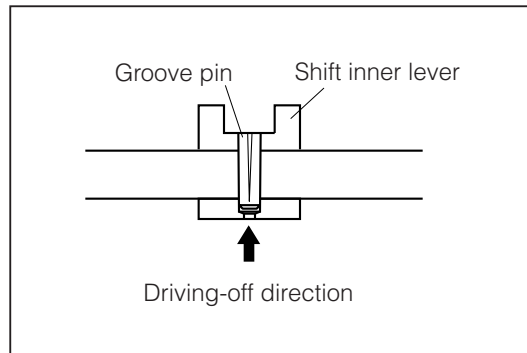
- Never reuse the removed gasket.



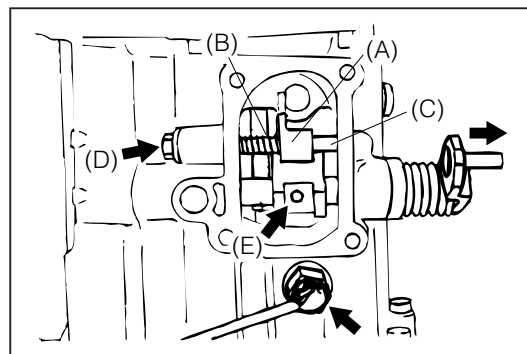
sMT00007-00006



sMT00008-00007



sMT00009-00008



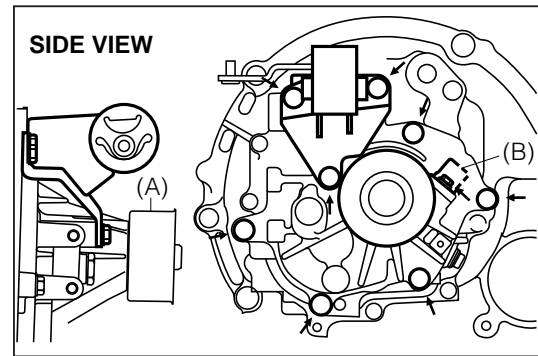
sMT00010-00009

Removal of extension housing

NOTE:

- Remove the extension housing and output shaft only after checks have been made for oil leakage at the rear side, or deformation, etc. of the dust reflector (A).

- Remove the speedometer shaft sleeve subassembly (B).
- Remove the eight bolts of the extension housing together with the engine rear mounting bracket.
- Tap the rib section of the extension housing. Then, pull out it toward you.



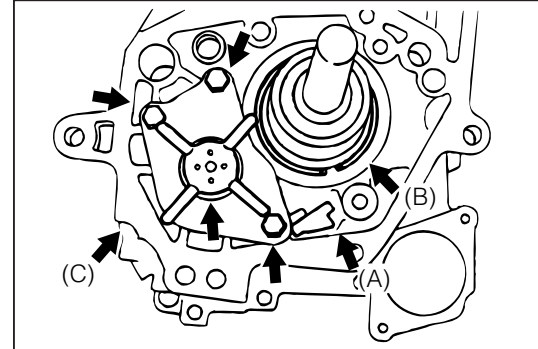
sMT00011-00010

Disassembly of transmission case

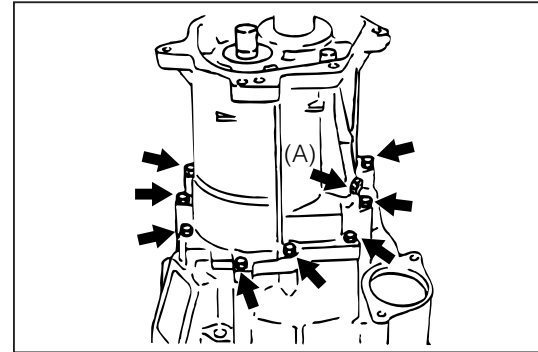
NOTE:

- Disassemble the transmission case after checking to see if any variation in rotation exists between the input and output shafts.

- Pull out the oil slinger from the countershaft.
- Pull out the transmission magnet (A). Check the amount of dust that has collected on the magnet.
- Remove the bearing retainer.
- Detach the shaft snap ring (B) of the output shaft radial ball bearing (for rear).
- Remove the 10 bolts of the transmission case, (including the two bolts to be removed from the lower side of the clutch housing).
- Tap the rib section (C) of the transmission case. Then, pull it out toward you.



sMT00012-00011



sMT00013-00012

NOTE:

- This pulling operation can be carried out also by means of the SST (09306-87602-000).

Removal of shift fork

NOTE:

- Check the movement of reverse shift arm and contact width between the shift fork and the rib sleeve.
- Make sure that the shift fork is removed only after the gear concerned is placed in neutral.

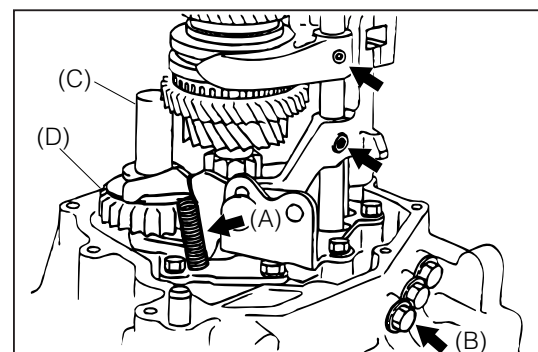
- Detach the tension spring (A).
- Remove the compression springs and balls by removing the three hexagon bolts with the gaskets (B).
- Remove the 5th & reverse shift fork shaft by removing the slotted spring pin of the shift fork and shift head.

NOTE:

- When the slotted spring pin is driven out, a measure to sustain the reaction force for pulling out should be taken at the opposite side.

- Pull out reverse idler gear shaft (C), thrust washer (resin made) and reverse idler gear (D).

sMT00014-00000



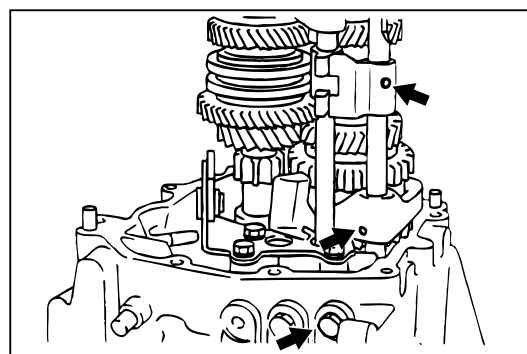
sMT00015-00013

- Remove the 1st & 2nd shift fork shaft and the 3rd & 4th shift fork shaft progressively, following the procedure described in the steps 3 above.

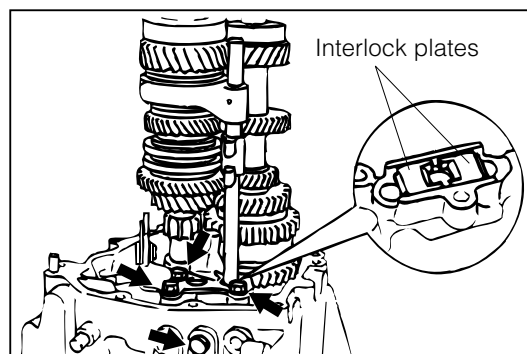
Removal of input shaft and counter shaft

NOTE:

- Confirm that each gear can be engaged properly.
- Pull out the output shaft assembly with the needle roller bearing and synchronizer ring and wave spring.
 - Remove the reverse shift arm with the shift interlock plates by removing the three bolts.
 - Remove the input shaft bearing lock plate by removing the three bolts.
 - While holding both the input shaft and countershaft assembly by your hands, pull out them in such a way that they face toward the upper side.



sMT00016-00014



sMT00017-00015

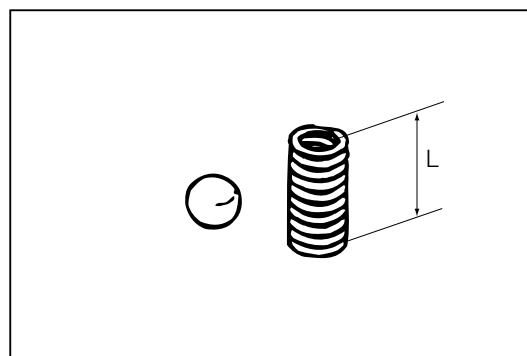
INSPECTION

- Measure the free length of the compression springs for shift fork shafts and reverse restrict pin.

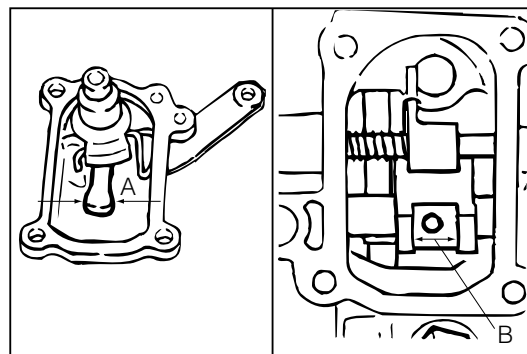
	For shift fork shafts	For reverse restrict pin
Free length L (mm)	40	24
Long as installed (N)	47.33	28.83
Height as installed (mm)	30	17

- Visually inspect the balls for deformation or scratches.
- Measure the contact width section between the select inner lever shaft and shift heads.

	A (Select inner lever)	B (Shaft inner lever heads)
Specified value (mm)	15 ^{-0.02} _{-0.12}	15 ^{+0.2} _{+0.1}



sMT00018-00016



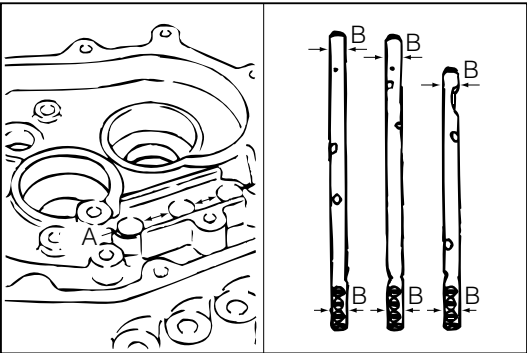
sMT00019-00017

SHIFT FORKS AND HEADS

Inspection

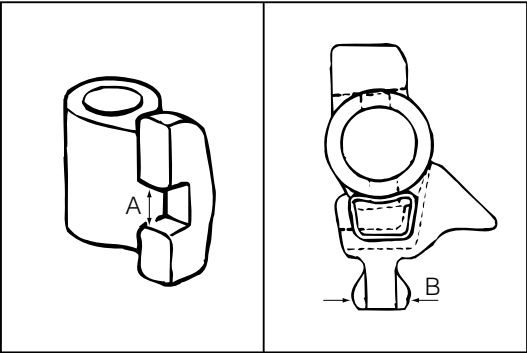
1. Measure the outer diameter of the shift fork shafts and inner diameter of the case sides.

	A (Case sides)	B (Shaft sides)
Specified value (mm)	13.0 ^{+0.043} ₊₀	13.0 ^{-0.05} _{-0.08}



2. Measure the contact width section between the shift heads and the shift inner lever.

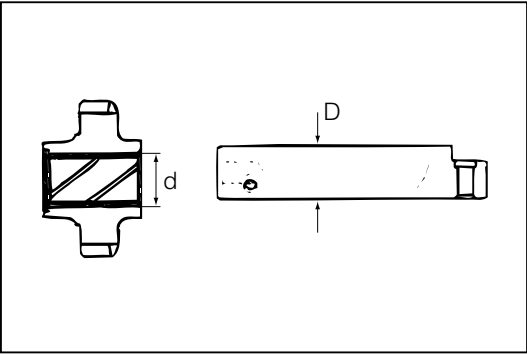
	A (Shift heads)	B (Shift inner lever)
Specified value (mm)	12.1 ^{+0.1} ₊₀	12 ^{-0.02} _{-0.12}



Reverse idler gear

1. Visually inspect the chamfered section of the reverse idler gear for damage.
2. Measure the bore diameter of the reverse idler gear bush.
3. Measure the outer diameter of the reverse idler gear shaft. Also, check its surface for scores, etc.

	d (Reverse idler gear)	D (Shaft)
Specified value (mm)	20 ^{+0.061} _{+0.032}	20.0 ⁺⁰ _{-0.013}

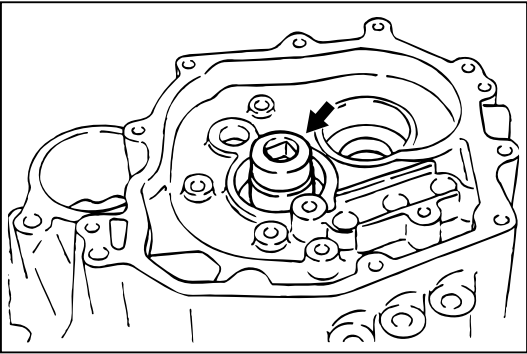


REPLACEMENT OF TYPE S OIL SEAL

1. Remove the Type S oil seal, with a screw driver.
2. Apply lithium based MP grease to the lip section of the new oil seal.
3. Install the new oil seal, using a box wrench (outer diameter 35 mm) or the like with a hammer.

NOTE:

- Never reuse the removed oil seal.



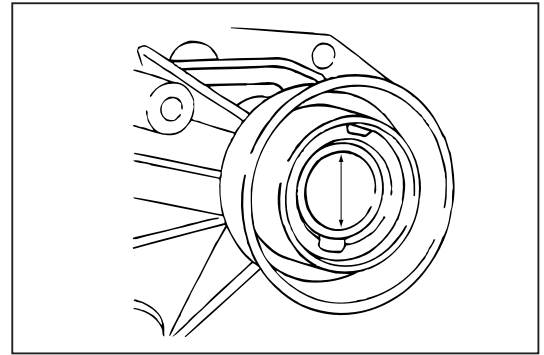
BIMETAL FORMED BUSH

1. Removed the oil seal.
(Recommended SST: 09308-00010-000)
2. Visually inspect the inner surface of the bimetal formed bush for discoloration or scratch.
3. Measure the inner diameter of the bimetal formed bush.
Specified Value: $\phi 36.0 - 36.025$ mm

CAUTION:

- The bore diameter of the bimetal formed bush has been machined, if the part exceeds the allowable limit, it would cause oil leakage. Therefore, be certain to replace the bimetal formed bush as the extension housing subassembly.

4. Apply lithium based MP grease to the lip section of the new oil seal.
5. Install the new oil seal.



sMT00024-00022

SHIFT LEVER & SHIFT RELATED PARTS REPLACEMENT

Removal

1. Remove the select lever boot.
2. Remove the tight plug (if necessary).
3. Remove the Type T oil seal.

NOTE:

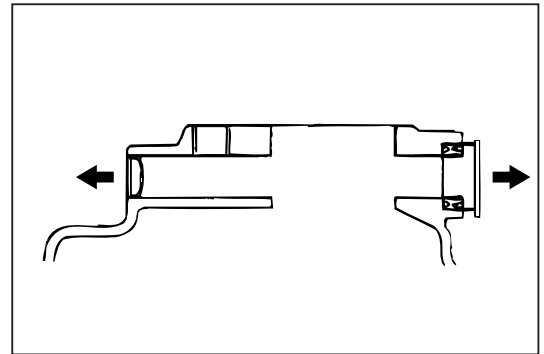
- Never reuse the removed tight plug and oil seal.

Installation

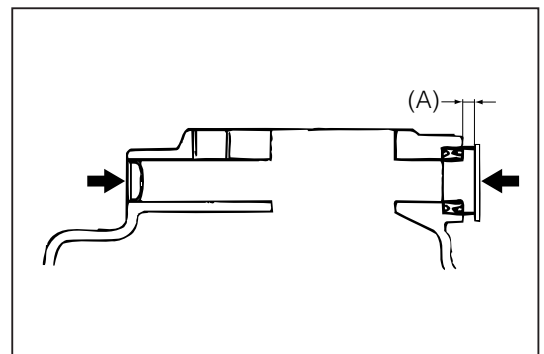
1. Install the new tight plug.
2. Install the new Type T oil seal.
3. Ensure that the protrusion section (A) of the Type T oil seal conforms to the specified value.
Specified Value: 5 ± 0.3 mm

CAUTION:

- If the protrusion section (A) exceeds the specification above (i.e. above 5.3 mm), it would cause oil leakage.



sMT00025-00023



sMT00026-00024

4. Check that continuity exists at the backup lamp switch assembly.

INSPECTION PRIOR TO OPERATION

1. Measure the contact section of the shift forks for 3rd gear (A), 5th gear (B) and with the hub sleeves.

Unit: mm

	3rd gear (A) and 5th gear (B)	
	Fork	Hub sleeve
Specified Value	7 ^{-0.1} _{-0.3}	7 ^{+0.12} _{+0.05}
Allowable Limit	6.6	7.2

2. Measure and record the thrust clearance for 3rd gear (C) and 5th gear (D), using a feeler gauge.

Unit: mm

	(C)	(D)
Specified Value	0.10 - 0.52	0.10 - 0.40

NOTE:

- Ensure that the thrust clearance is measured at several points.
- If the measured thrust clearance fails to conform to the specification above, proceed to disassemble the input shaft assembly.

DISASSEMBLY

1. Using soft jaws, clamp the input shaft assembly in a vice so as to avoid the damage in the spline section.
2. Remove the selection type shaft snap ring at the rear side.
3. For reference at the time of installation, measure and record the thickness of the removed shaft snap ring.

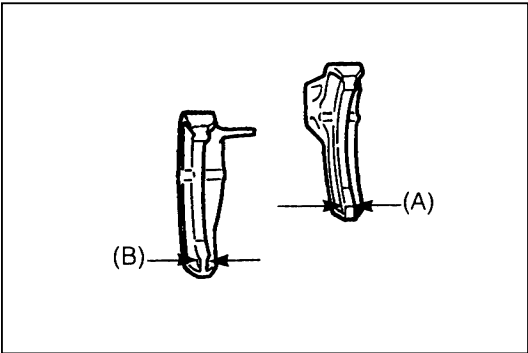
4. Remove the following parts, using the following SST.
- SST: 09950-20017-000

NOTE:

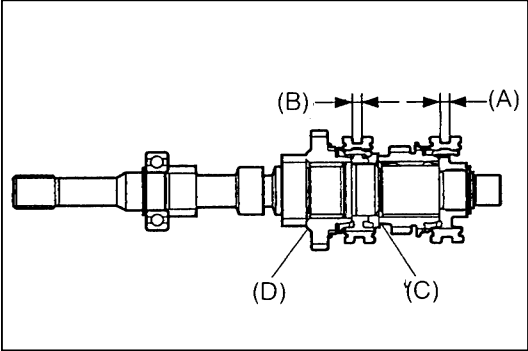
- The following parts can be removed by driving out the input shaft by means of a press, with the 3rd gear section sustained by the SST (09334-87301-000).

- (1) Synchronizer No. 2 hub assembly
- (2) Synchronizer ring No. 1
- (3) 3rd gear

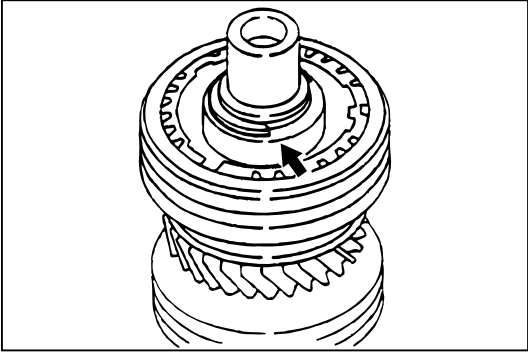
5. Remove the needle roller bearing.
6. Remove the selection type shaft snap ring.
7. For reference at the time of installation, measure and record the thickness of the removed shaft snap ring.
8. Remove the transmission hub sleeve stopper.



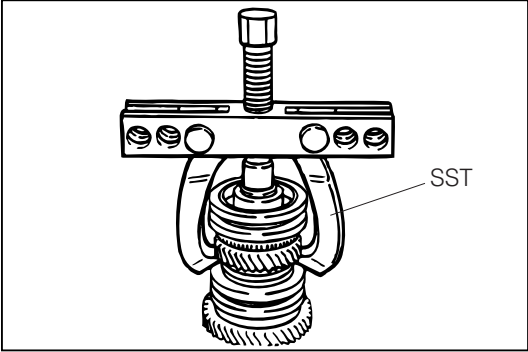
sMT00027-00025



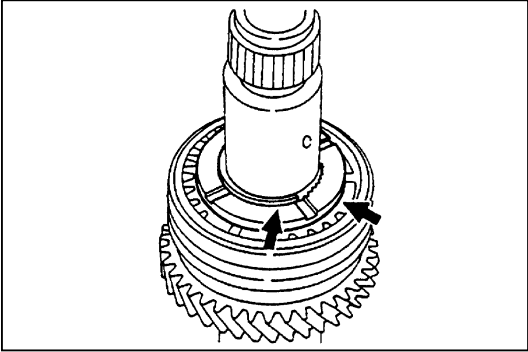
sMT00028-00026



sMT00029-00027



sMT00030-00028



sMT00031-00029

9. Remove the following parts, using the following SST.

SST: 09950-20017-000

NOTE:

- The following parts can be removed by driving out the input shaft by means of a press, with the 5th gear section sustained by the SST (09334-87301-000).

- (1) Synchronizer No. 3 hub assembly
- (2) Synchronizer ring No. 1
- (3) 5th gear

10. Remove the split type needle roller bearing.

CAUTION:

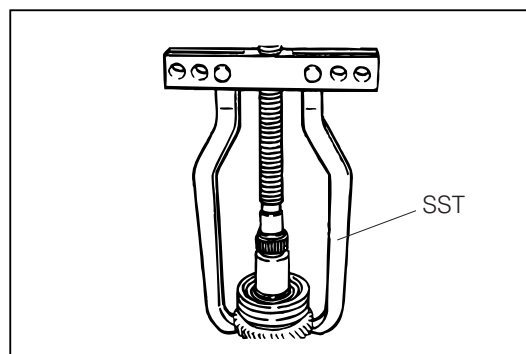
- When you remove the split type needle roller bearing, make sure that the gap (B) at the opening of the needle roller bearing will not exceed the outer diameter of the input shaft by more than 5 mm.

11. Remove the selection type shaft snap ring.

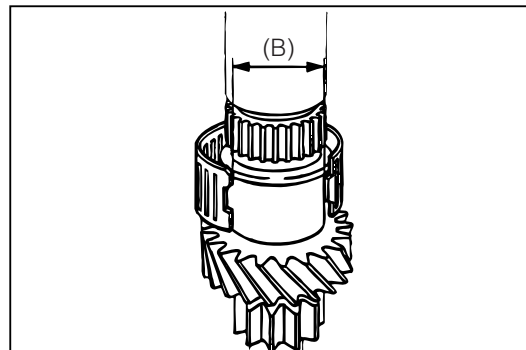
12. Measure and record the thickness of the removed snap ring for the reference of installation.

13. Remove the radial ball bearing at the front side, using the following SST.

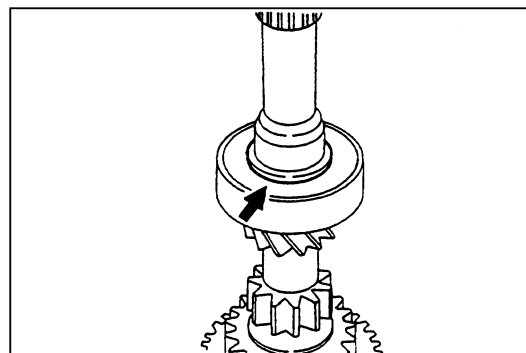
SST: 09950-20017-000



sMT00032-00030



sMT00033-00031



sMT00034-00032

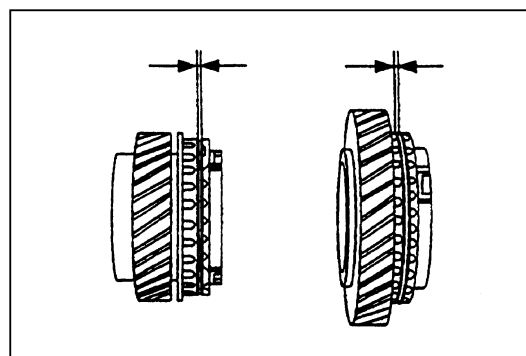
INSPECTION

1. Check the clearance between the gear tapered section and the synchronizer rings.

Specified Value: 0.95 - 1.35 mm

NOTE:

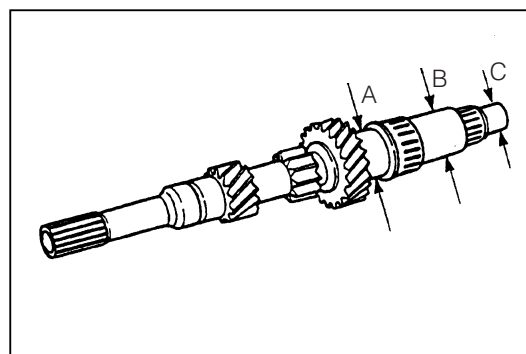
- The measurement should be conducted at several places on the circumference.



sMT00035-00033

2. Measure the outer diameter of the input shaft at the sections (A), (B) and (C) as shown in the right figure.
3. Visually inspect the sections (A), (B) and (C) for scratch or discoloration.

	Specified value (mm)
A and B	32 ^{+0.009} _{-0.029}
C	20 ^{+0.016} _{-0.034}



sMT00036-00034

4. Measure the dimensions between the outer diameter of the synchronizer hub No. 2 for 3rd and synchronizer hub No. 3 for 5th (A) and bore diameter of both sleeves (B).

Classification	Outer dia. of hub A (mm)	Bore dia. of hub sleeve B (mm)	Identification
No. 2	57.78 - 57.84	57.87 - 57.97	Yellow
No. 1	57.68 - 57.74	57.77 - 57.87	None
No. 3	57.58 - 57.64	57.67 - 57.77	White

CAUTION:

- If any part which has exceeded the value specified in the table above should be used, it would cause abnormal noise. Therefore, be certain to replace those parts as a set.
5. Measure the thickness of the synchronizer hub No. 2 (C) and No. 3 (D).

	A	B
Specified value (mm)	18.55 ± 0.03	12.4 ± 0.03

6. Measure the height of the transmission hub sleeve stopper.

A section:

Specified Value: 7.2^{+0.05}_{-0.01} mm

7. Measure the thickness (L) and inner diameter (D) of the 3rd and 5th gears.

Inner diameter D

	3rd gear	5th gear
Specified value (mm)	37.0 ^{+0.025} ₊₀	

Thickness L

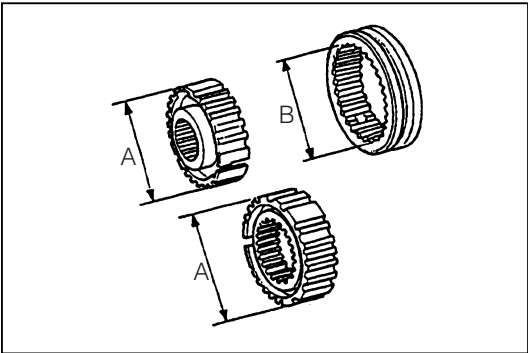
	3rd gear	5th gear
Specified value (mm)	37.95 ± 0.03	27.85 ± 0.03

8. Measure the height of the synchromesh shifting key.

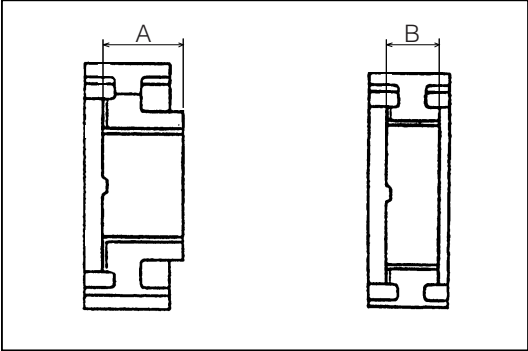
Specified Value: 5^{-0.2}_{-0.4} mm

NOTE:

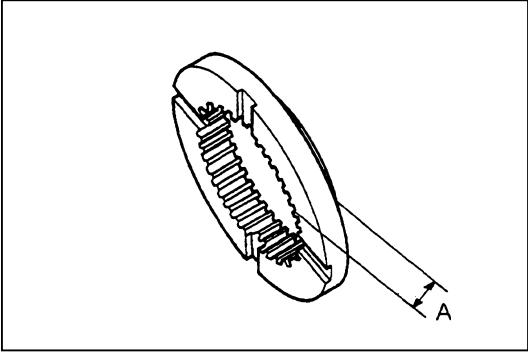
- All of the six shifting keys assembled in the input shaft are common parts.
9. Visually inspect the synchromesh shifting key spring for wear or damage.



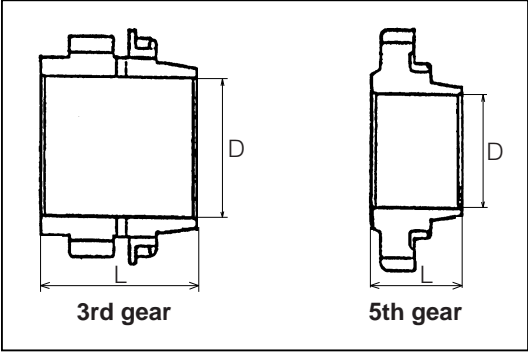
sMT00037-00035



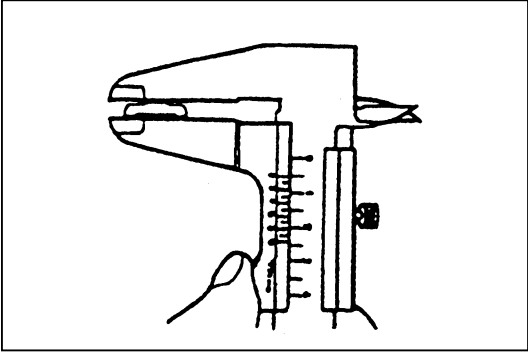
sMT00038-00036



sMT00039-00037



sMT00040-00038



sMT00041-00039

ASSEMBLY

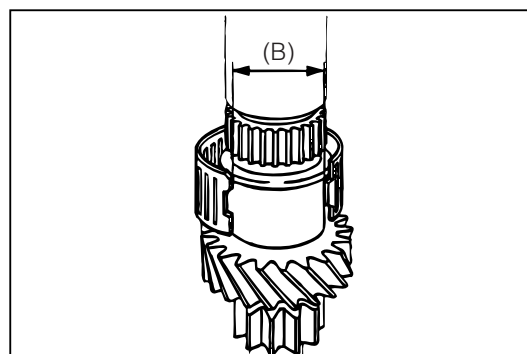
NOTE:

- Be sure to apply gear oil to the relevant parts at every process.
- Never reuse those parts bearing an “★” mark posted at the page MT-12.

1. Install the split type needle roller bearing and apply gear oil to it.

CAUTION:

- During the split type needle roller bearing installation, make sure that the gap (B) at the opening of the needle roller bearing does not exceed the outer diameter of the input shaft by more than 5 mm.

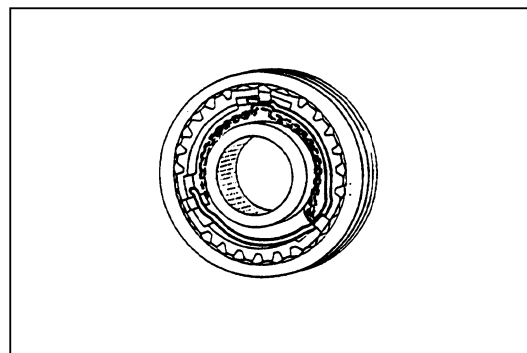


sMT00042-00040

2. Install the 5th gear and synchronizer ring to the input shaft.
3. Assemble the synchromesh shifting key and key spring to the hub as shown in the illustration.

NOTE:

- Make sure that no opening end of the shifting key spring comes in the same direction in assembly.
- Be sure to align the missing teeth provided at three points when the hub and sleeve are assembled.
- The same hub sleeve is used for both the 3rd gear and 4th gear. However, the hub differs in shape between the 3rd gear and the 4th gear.

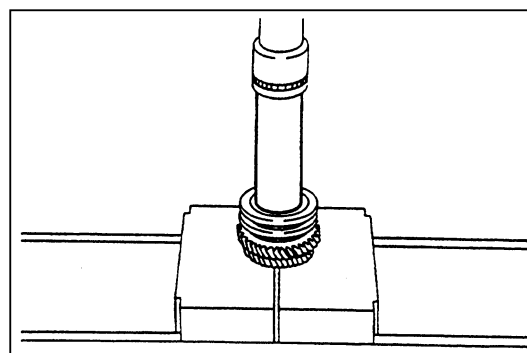


sMT00043-00041

4. Ensure that the grooved section in the protrusion position of the synchronizer No. 3 hub faces toward the front (i.e. the 5th gear) side and press them.

NOTE:

- Make sure that the synchronizer rings are aligned with the shifting key grooves (three points), while the synchronizer No. 3 hub is being pressed.

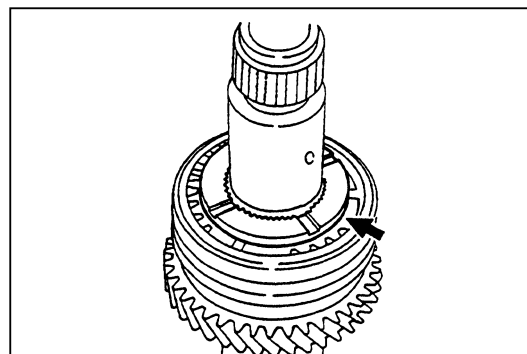


sMT00044-00042

5. Install the transmission hub sleeve stopper.

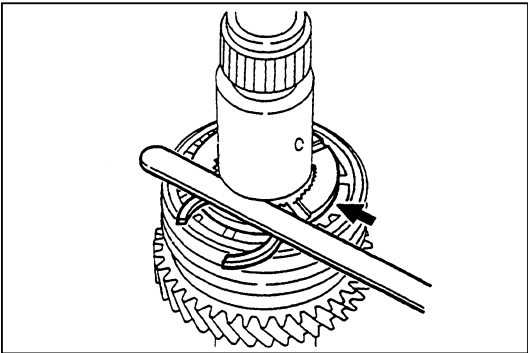
NOTE:

- Ensure that the oil groove section of the 5th shifting key retainer faces toward the 3rd gear side.



sMT00045-00043

6. Selection procedure for new shaft snap ring
- (1) Using the table below, select a new shaft snap ring having the same thickness as that measured at the time of the removal, or the thinnest shaft snap ring. Then, install the thus-selected snap ring on the shaft snap ring installation groove of the input shaft.
 - (2) Measure the end play, using a feeler gauge as shown in the right figure.
 - (3) Select a snap ring shaft whose end play is zero or almost zero and that can be set readily, using the table below.



sMT00046-00044

- (4) Again, ensure that the end play between the 5th shifting key retainer and the shaft snap ring conforms to the specified value.

End Play:
Specified Value: 0
Allowable Limit: Less than 0.16 mm

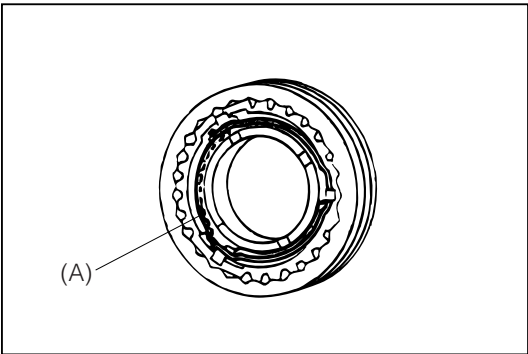
Part No.	Thickness	Identification	Part No.	Thickness	Identification
90045-20263	2.06	None	90045-20267	1.90	Brown
90045-20264	2.02	Brown	90045-20268	1.86	Blue
90045-22265	1.98	Blue	90045-20269	1.82	None
90045-20266	1.94	None	90045-20270	2.10	Brown

- NOTE:
- The shaft snap rings in the table above are the common parts as those used when the hub of the countershaft is set.
 - As for the parts number, confirm it by the parts catalogue.

sMT00047-00000

- 7. Install the needle roller bearing and apply gear oil.
- 8. Install the 3rd gear and synchronizer ring.
- 9. Assemble the synchromesh shifting key spring and shifting key to the synchronizer No. 2 hub assembly.

- NOTE:
- For the handling of the hub sleeve, refer to the step 3 at page MT-22.



sMT00048-00045

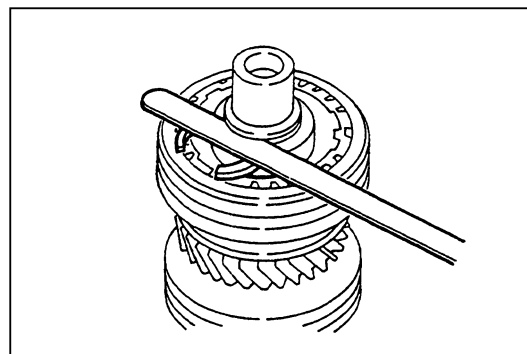
10. Ensure that the oil grooved section (A) of the synchronizer No. 2 hub assembly faces toward the 3rd gear side.

- NOTE:
- Make sure that the synchronizer rings are aligned with the shifting key grooves (three points), while the synchronizer hub No. 3 is being pressed.

sMT00049-00000

11. Selection procedure for new shaft snap ring

- (1) For the selection procedure of the shaft snap ring, refer to the step 6 at page MT-23.



sMT00050-00046

- (2) Again, ensure that the end play between the hub and the shaft snap ring conforms to the specified value.

End Play:

Specified Value: 0

Allowable Limit: Less than 0.16 mm

Part No.	Thickness	Identification	Part No.	Thickness	Identification
90045-20271	2.06	None	90045-20275	1.90	Brown
90045-20272	2.02	Brown	90045-20276	1.86	Blue
90045-22273	1.98	Blue	90045-20277	1.82	None
90045-20274	1.94	None	90045-20278	2.10	Brown

NOTE:

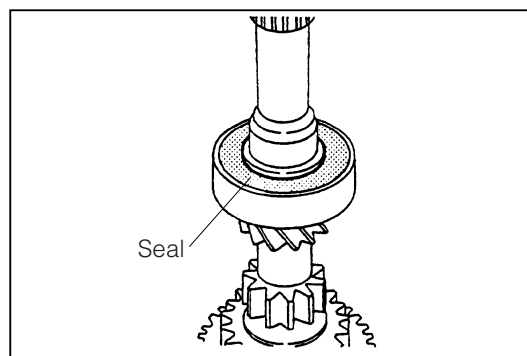
- The shaft snap rings in the table above are the common parts as those used at the front bearing section of the input shaft.
- As for the parts number, confirm it by the parts catalogue.

sMT00051-00000

12. Install the new radial ball bearing by using a press.

NOTE:

- Make sure that the radial ball bearing having a seal faces toward the front.
- Be very careful not to drop and disassemble the synchronizer ring and hub sleeve, while the radial ball bearing is being pressed.
- The assembling operation of the radial ball bearing may be conducted first.



sMT00052-00047

13. In the same manner of the step 11 above, install the selection type shaft snap ring.

COUNTERSHAFT
INSPECTION PRIOR TO OPERATION

1. Measure the contact width section of the synchronizer No.1 hub assembly (B) and the 1st & 2nd shift fork (A).

	A (Thickness of fork)	B (Width of hub)
Specified value (mm)	$10^{+0.1}_{-0.3}$	$10^{+0.12}_{+0.05}$
Allowable limit (mm)	9.6	10.2

2. Measure and record the thrust clearance for 1st gear (C) and 2nd gear (D) as shown in the right figure.

- NOTE:
- Prior to disassembling, make sure to measure the thrust clearance at several points.
 - If the measured thrust clearance exceeds the specified value in the table below, proceed to disassemble the countershaft.

	C (Clearance of 1st gear)	D (Clearance of 2nd gear)
Specified value (mm)	0.10 - 0.56	0.10 - 0.44

DISASSEMBLY

1. Using soft jaws, clamp the spline section of the countershaft assembly in a vice so as to avoid damage.
2. Remove the selection type shaft snap ring.
3. For reference at the time of installation, measure and record the thickness of the removed selection type shaft snap ring.

- NOTE:
- Never reuse the removed shaft snap ring.

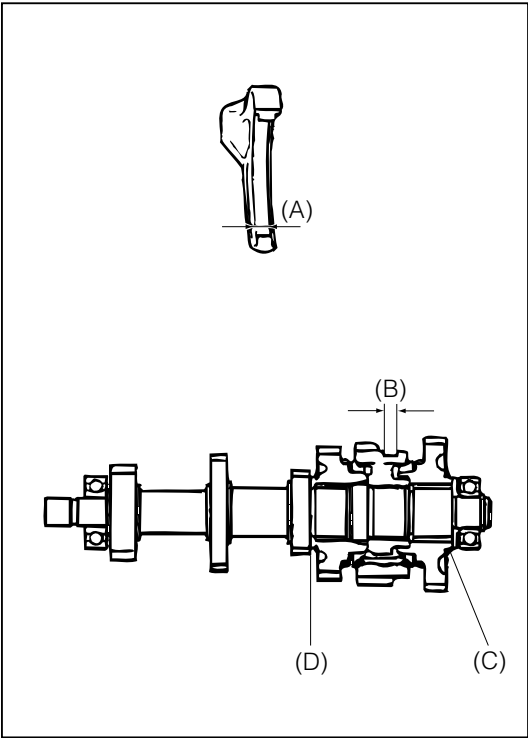
4. Remove the following parts by pressing the countershaft by means of a suitable rod.
- (1) Radial ball bearing
 - (2) 1st gear thrust washer
 - (3) 1st gear
 - (4) Synchronizer ring No. 2
 - (5) Needle roller bearing

- NOTE:
- The parts described above can be removed by pressing the countershaft, while the 1st gear is supported by means of the anvil (09334-87301-000).

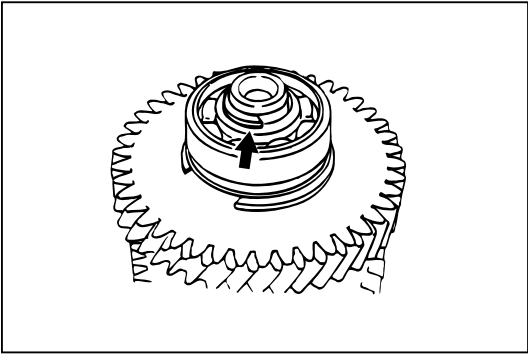
5. Remove the selection type shaft snap ring.

- NOTE:
- Never reuse the removed shaft snap ring.

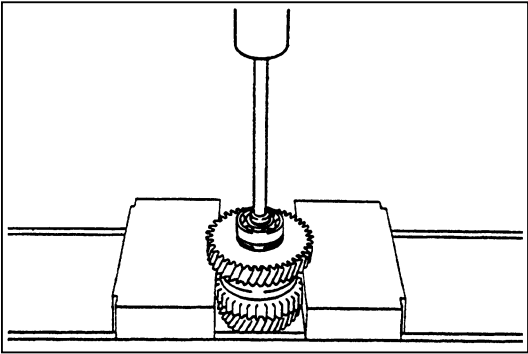
6. For reference at the time of installation, measure and record the removed selection type shaft snap ring.



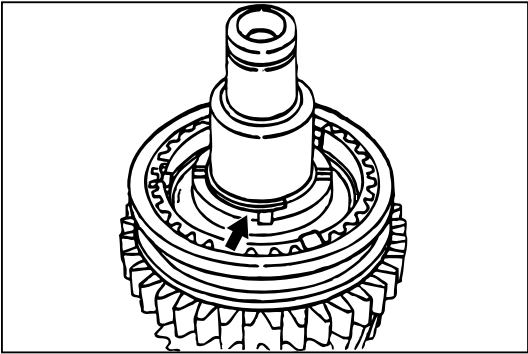
SMT00053-00048



SMT00054-00049



SMT00055-00050

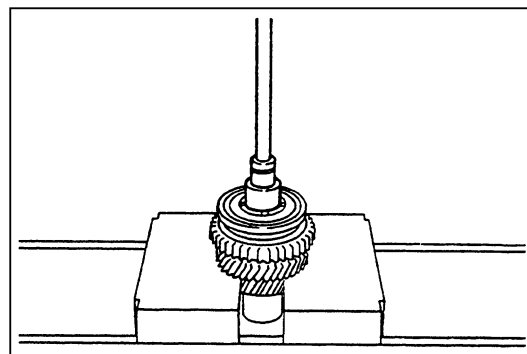


SMT00056-00051

7. Remove the following parts.
 - (1) Synchronizer No. 1 hub assembly
 - (2) Synchronizer ring No. 3
 - (3) 2nd gear with sub-gear

NOTE:

- The parts described above can be removed by pressing the countershaft, while the 2nd gear (sub-gear surface) is supported by means of the anvil (09334-87301-000).

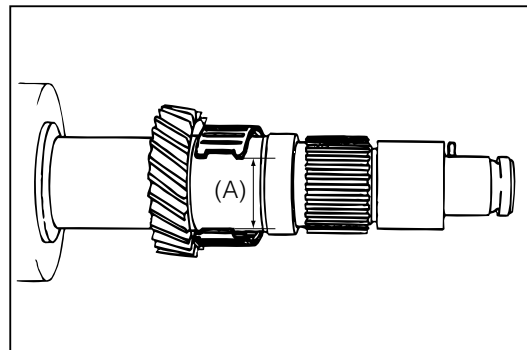


sMT00057-00052

8. Remove the split type needle roller bearing.

CAUTION:

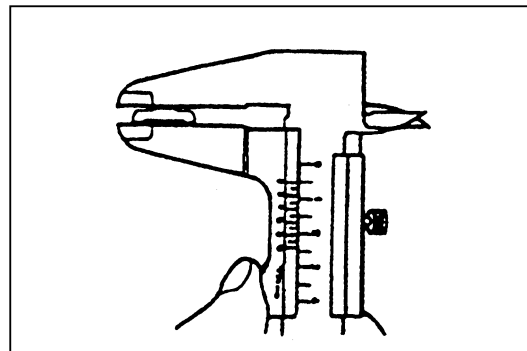
- When removing the split type needle roller bearing, make sure that the gap (A) at the opening of the needle roller bearing does not exceed the outer diameter of the countershaft by more than 5 mm. Failure to observe this caution would cause abnormal noise from the transmission.



sMT00058-00053

INSPECTION

1. Measure the height of the synchromesh shifting spring keys.
Specified Value: 5.1 ± 0.1 mm
2. Visually inspect the spring for synchromesh shifting key spring for damage or distortion.

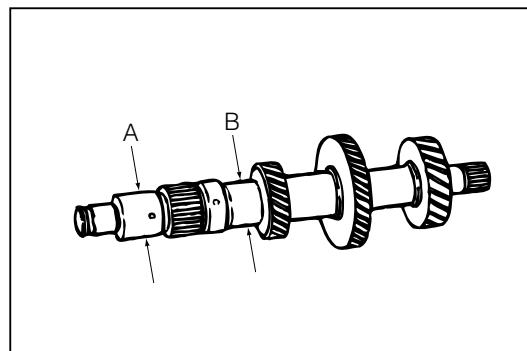


sMT00059-00054

3. Measure the outer diameter of the countershaft at the sections (A) and (B).

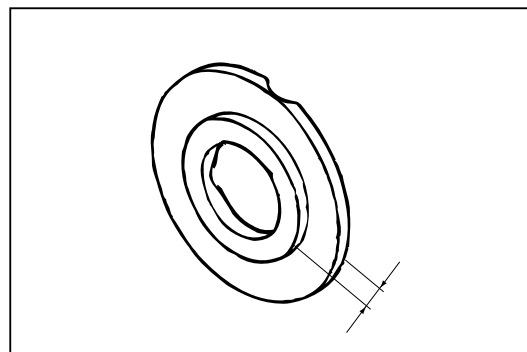
	A	B
Specified value (mm)	32 ^{+0.009} _{-0.029}	

4. Visually inspect the sections (A) and (B) for discoloration and scratches.



sMT00060-00055

5. Measure the thickness of the 1st gear thrust washer.
Specified Value: 4 ± 0.03 mm



sMT00061-00056

6. Measure the dimensions between the outer diameter of the synchronizer No. 1 hub (A) and the bore diameter of synchronizer hub sleeve (B).

[Reference information]

The synchronizer No. 1 hub and the synchronizer hub sleeve are available only as a set. An identification mark is applied to the end surface of the synchronizer hub.

Classification	(A) (mm)	(B) (mm)	Identification
No. 2	69.78 - 69.84	69.87 - 69.97	Yellow
No. 1	69.68 - 69.74	69.77 - 69.87	None
No. 3	69.58 - 69.64	69.67 - 69.77	White

CAUTION:

- When replacing those parts (A) and (B), be sure to replace them as a set.

7. Measure the thickness (A) of the synchronizer No. 1 hub.
Specified Value: 27 ± 0.03 mm

8. Measure the inner diameter of 1st and 2nd gear.

	A (1st gear)	B (2nd gear)
Specified value (mm)	37.0 ^{+0.025} ₊₀	

9. Measure the thickness of 1st and 2nd gear.

	C (1st gear)	D (2nd gear)
Specified value (mm)	27.27 - 27.37	36.23 - 36.33

REPLACEMENT OF CONICAL SPRING WASHER

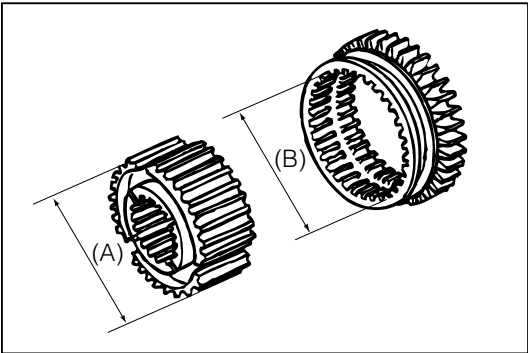
- Clamp the 1st gear together with the square bracket in a vice as shown in the right figure.
- Remove the conical spring washer and sub-gear by removing the shaft snap ring.

NOTE:

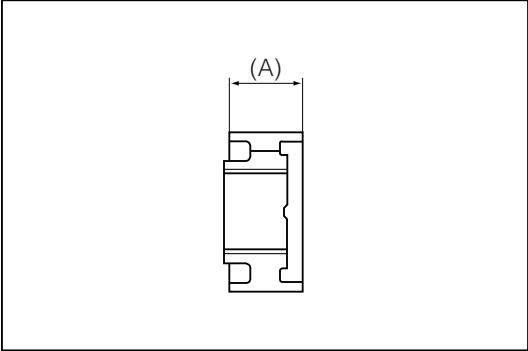
- Never reuse the removed shaft snap ring.

INSPECTION

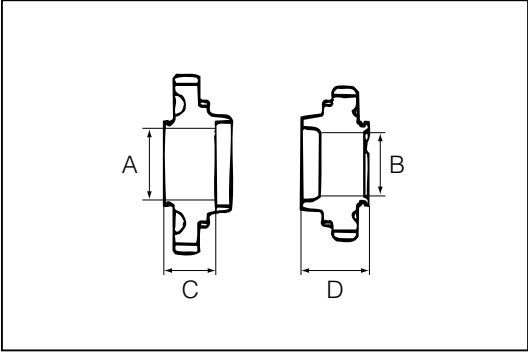
- Measure the height of the conical spring washer.
Specified Value: 2.01 mm
Allowable Limit: 1.04 mm
- Place the conical spring washer (1) and sub-gear on the 1st gear.
- Ensure that the expanded side of the conical spring washer faces toward the sub-gear side as shown in the right figure.



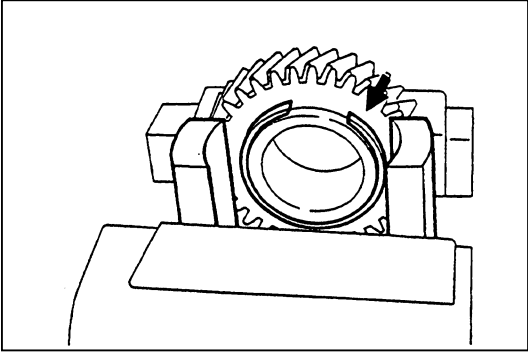
sMT00062-00057



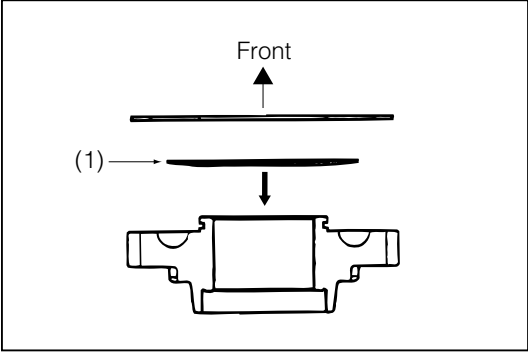
sMT00063-00058



sMT00064-00059



sMT00065-00060

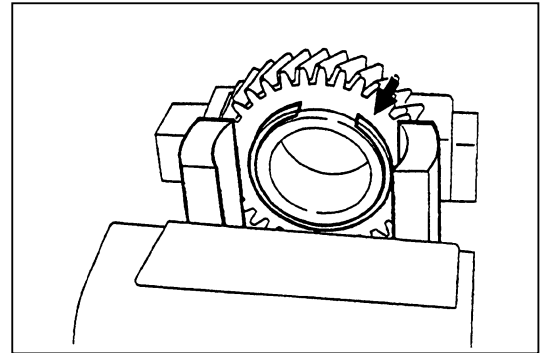


sMT00066-00061

4. Install the new shaft snap ring by pressing the conical spring washer, using the following SST.

NOTE:

- Never reuse the removed shaft snap ring.
SST: 09351-32070-000
(component of 09350-32014-000)

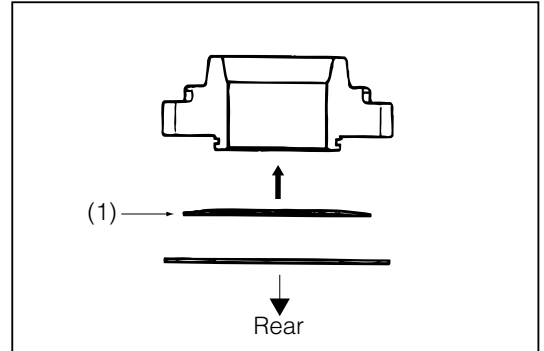


sMT00067-00062

5. In the same manner of the operation stated above, replace the conical spring washer for the 2nd sub-gear.
6. Ensure that the expanded side of the conical spring washer for gear No. 2 (1) faces toward the sub-gear side as shown in the right figure.
7. Install the new shaft snap ring by pressing the conical spring washer, using the above SST.

NOTE:

- Never reuse the removed shaft snap ring.



sMT00068-00063

ASSEMBLY

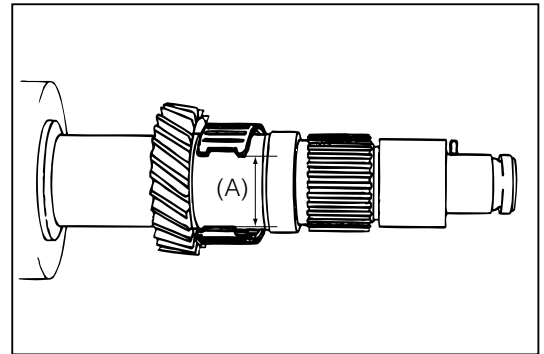
NOTE:

- When assembling the countershaft, apply gear oil at each step and assemble each part.
- As for those parts which bear the “★” marks at page MT-13, never reuse them.

1. Install the split type needle roller bearing.

CAUTION:

- When installing the split type needle roller bearing, make sure that the gap (A) at the opening of the needle roller bearing will not exceed the outer diameter of the countershaft by more than 5 mm.



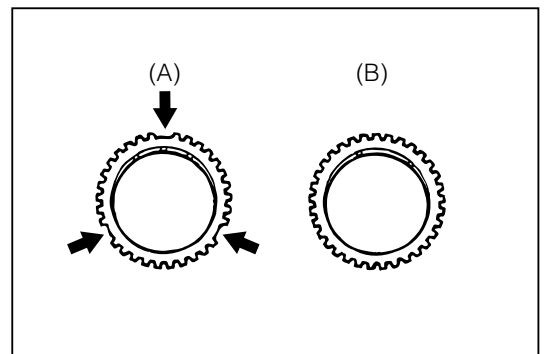
sMT00069-00064

2. Apply gear oil to the outer periphery of the split type needle roller bearing and install the 2nd gear to the countershaft.

3. Place the synchronizer ring No. 3 into the synchronizer No. 1 hub.

NOTE:

- The external appearance of the synchronizer ring No. 3 {for 2nd gear (B)} differs from that of the synchronizer ring No. 2 {for 1st gear (A)}, as evident from the right illustration.

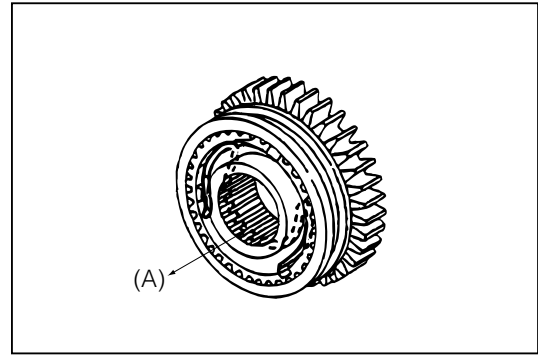


sMT00070-00065

4. Install the synchronizer ring No. 3 to the synchronizer No. 1.
5. Assemble the synchromesh shifting key and synchromesh shifting key spring to the synchronizer No. 1 hub assembly.

NOTE:

- During assembling, make sure that the mating ends of the shifting key springs come at different positions.
- When installing the hub and hub sleeve, be sure to align three teeth-missing sections.



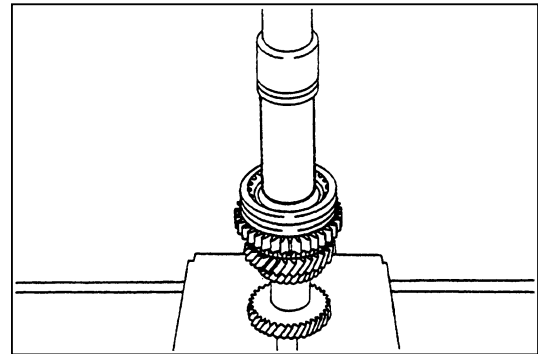
sMT00071-00066

6. Prior to pressing the synchronizer No. 1 hub assembly, make sure that the protrusion section (A) of the hub faces toward the front side. (The hub sleeve has a shift fork groove.)

7. Apply gear oil to the tapered section of the 2nd gear.
8. Apply gear oil to the spline section.
9. Align the spline section. Press the synchronizer No. 2 hub assembly.

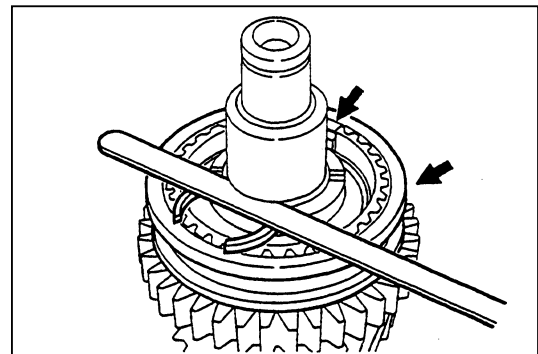
NOTE:

- While the synchronizer No. 2 hub assembly is being pressed into the countershaft, make sure that the shifting key assembled to the hub is aligned with the shift key groove of the synchronizer ring.



sMT00072-00067

10. Selection sequence of new shaft snap ring.
 - (1) Using the table below, select a new shaft snap ring having the same thickness as that measured at the time of removal, or the thinnest shaft snap ring. Then, install the thus-selected shaft snap ring on the shaft snap ring installation groove of the countershaft.
 - (2) Measure the end play, using a feeler gauge as shown in the right figure.
 - (3) Select a snap ring shaft whose end play is zero or almost zero and that can be set readily, using the table at page MT-30. Then, proceed to install it.



sMT00073-00068

(4) Again, ensure that the end play conforms to the specified value.

End Play:

Specified Value: 0

Allowable Limit: Less than 0.16 mm

Part No.	Thickness	Identification	Part No.	Thickness	Identification
90045-20263	2.06	None	90045-20267	1.90	Brown
90045-20264	2.02	Brown	90045-20268	1.86	Blue
90045-22265	1.98	Blue	90045-20269	1.82	None
90045-20266	1.94	None	90045-20270	2.10	Brown

NOTE:

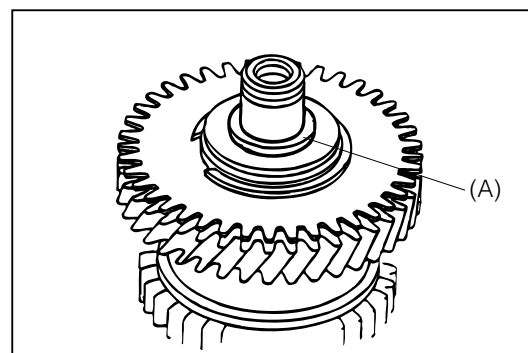
- The shaft snap rings in the table above are the same as those used when the hub of the input shaft is set.
- As for the parts number, confirm it by the parts catalogue.

sMT00074-00000

11. Install the needle roller bearing. Apply gear oil to the outer periphery of the needle roller bearing.
12. Place the synchronizer ring No. 2 (the ring having missing teeth).
13. Install the 1st gear with the sub-gear assembled.
14. Install the 1st gear thrust washer.

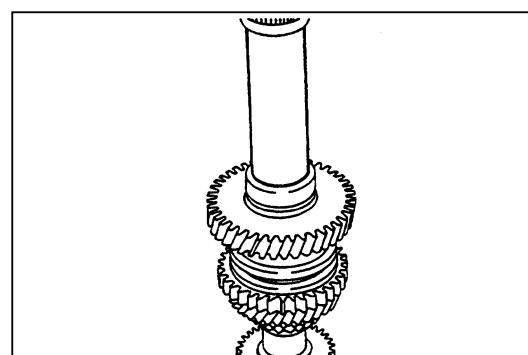
NOTE:

- Ensure that the protrusion section (A) of the 1st gear thrust washer faces toward the front side.



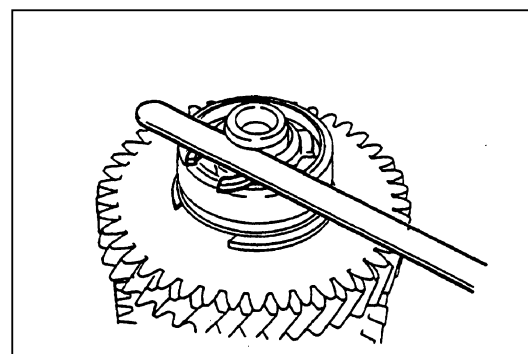
sMT00075-00069

15. Press the new radial ball bearing. (This bearing has no seal.)



sMT00076-00070

16. Selection sequence of new shaft snap ring
 - (1) For the selection procedure of the shaft snap ring, refer to the step 10 above.



sMT00077-00071

(2) Ensure that the end play conforms to the specified value.

End Play:

Specified Value: 0

Allowable Limit: Less than 0.16 mm

Part No.	Thickness	Identification	Part No.	Thickness	Identification
90045-20279	2.06	None	90045-20283	1.90	Brown
90045-20280	2.02	Brown	90045-20284	1.86	Blue
90045-22281	1.98	Blue	90045-20285	1.82	None
90045-20282	1.94	None	90045-20286	2.10	Brown

NOTE:

- As for the parts number,confirm it by the parts catalogue.

sMT00078-00000

OUTPUT SHAFT
DISASSEMBLY

- Remove the radial ball bearing (for rear), using the following SST.
SST: 09306-87602-000

NOTE:

- Never reuse the removed bearing.

- Pull out the speedometer drive gear.
- Using soft jaws, clamp the spline section of the output shaft in a vice so as to avoid damage.
- Remove the lock section of the lock nut and remove the lock nut, using a 32 mm ring wrench.

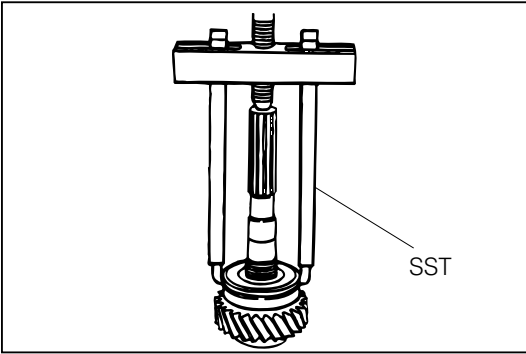
NOTE:

- Do not reuse the removed lock nut.

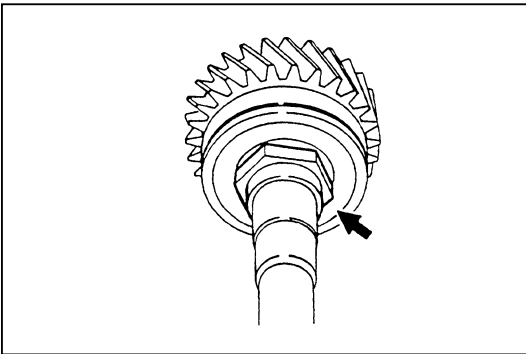
- Remove the radial ball bearing (for center), using the following SST.
SST: 09306-87602-000

NOTE:

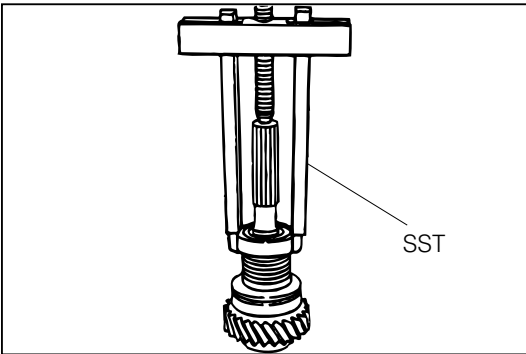
- Never reuse the removed bearing.



sMT00079-00072



sMT00080-00073



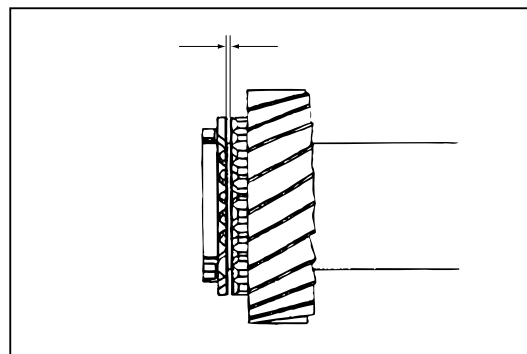
sMT00081-00074

INSPECTION

1. Check the clearance between the synchronizer ring and gear tapered section.

Specified value (mm)	0.95 - 1.35
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2. Visually inspect the gear and spline section of the output shaft for wear and damage.



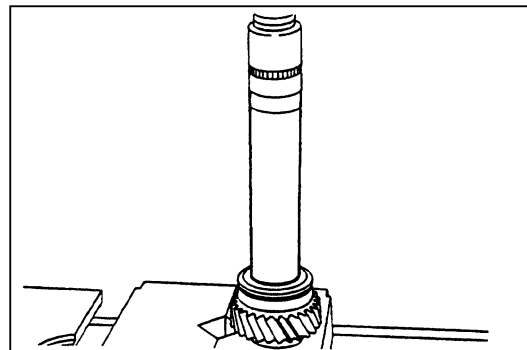
sMT00082-00075

ASSEMBLY

1. Press the inner race of the new radial ball bearing.

NOTE:

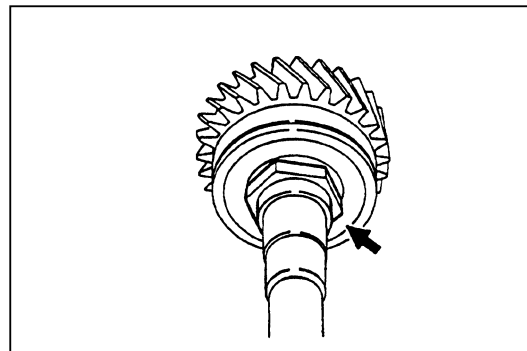
- Ensure that the retaining section (Namely, the side having the seal.) of the radial ball bearing faces toward the rear side.
- The radial ball bearing can be pressed by using either the SST (09310-87302-000) or a pipe with which can press the inner race.



sMT00083-00076

2. Insert a 32 mm torque header into the output shaft.
3. Using soft jaws, clamp the spline section of the output shaft in a vice so as to avoid damage.
4. Tighten the new lock nut with the torque wrench.

Tightening Torque: 177.0 - 216.0 N·m

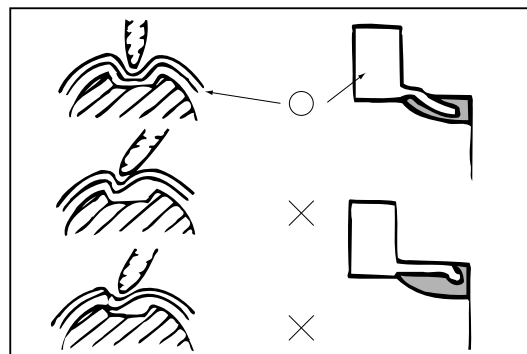


sMT00084-00077

5. Stake the new lock nut.

NOTE:

- When staking the new lock nut, point a suitable staking tool toward the output shaft axis center to lock securely, as shown in the right upper figure.
- Poor staking, such as shown in the right middle and lower figures, may cause loosening of the lock nut.



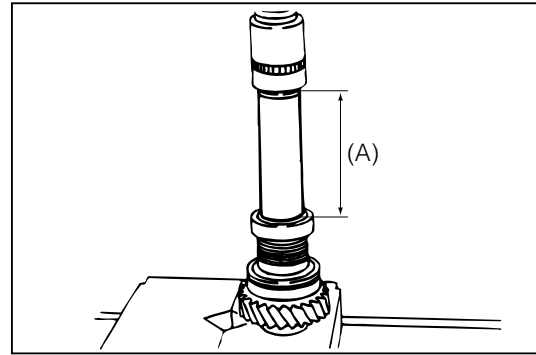
sMT00085-00078

6. Install the speedometer drive gear.
7. Press the inner race of the new radial ball bearing (for rear use), using the following steel pipe dimension.

CAUTION:

- Since the speedometer drive gear is made of nylon, it may be deformed if the radial ball bearing (for rear use) is pressed more deeply than the specified depth (93.00 mm).
- Therefore, be sure to press the new radial ball bearing (for rear use) carefully. When the radial ball bearing comes in contact with the speedometer gear, stop pressing. At this time, ensure that the depth is 93.00 mm.
- For this operation, it is advisable to use the following press-fitting tool (A) with the dimensions given below.

	Specified value (mm)
Overall depth	93.00
Outer diameter	35.00
Inner diameter	25.00



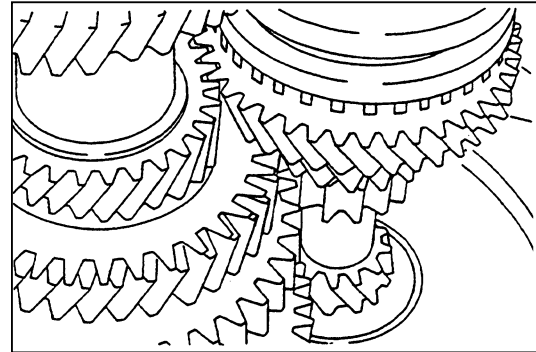
SMT00086-00079

INSTALLATION

1. For easier installation of the shaft assemblies to the transmission case, align the teeth of the 1st and 2nd sub-gears with those of the gears of the input shaft. The number of the teeth of each sub-gear is one less than that of the main gear.

NOTE:

- Before installing the countershaft and input shaft assembly to the transmission case, make sure that each gear is in its neutral position.

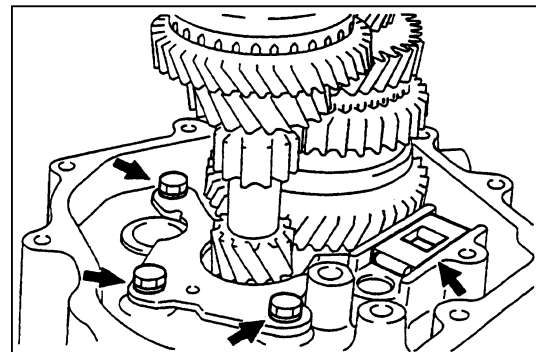


SMT00087-00080

2. While holding both the input shaft and countershaft assemblies by your hands, install them to the clutch housing.

NOTE:

- Be careful not to damage the Type S oil seal during the installation of the input shaft assembly.



SMT00088-00081

3. Tighten the input shaft bearing lock plate with the three bolts.

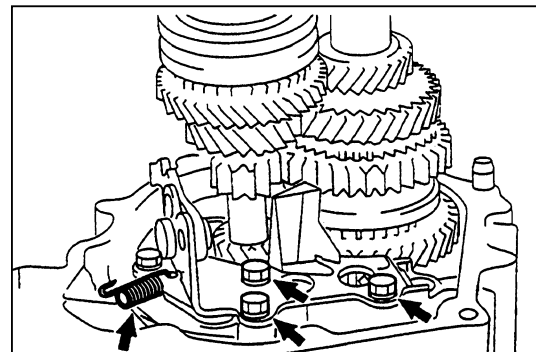
Tightening Torque: 14.7 - 21.6 N·m

4. Place the two pieces of the shift lock plates on the clutch housing side.

5. Attach the tension spring to the input shaft bearing lock plate.

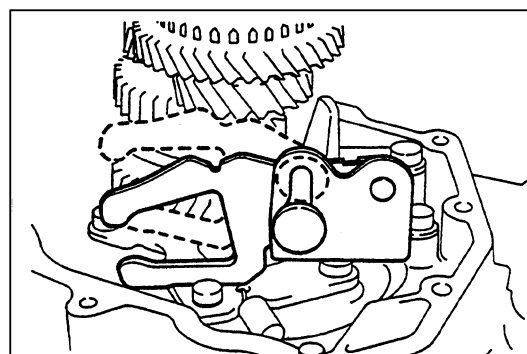
6. Tighten the reverse shift arm with the three bolts.

Tightening Torque: 14.7 - 21.6 N·m



SMT00089-00082

7. Movement of reverse shift arm check
 - (1) Pull up the reverse shift arm pin with your fingers.
 - (2) Ensure that the reverse shift arm pin drops smoothly by its own weight when you release it.

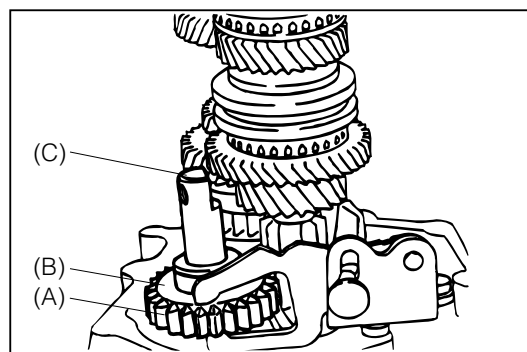


sMT00090-00083

8. Install the reverse idler gear (A), shaft (C) and thrust washer (B) as shown in the right figure.

NOTE:

- When installing, install the slotted spring pin for use in preventing rotation of the idler gear shaft to the groove section at the clutch housing side.
- Make sure that the gear chamfer and thrust washer (nylon) face upward (i.e. rear side).
- Never forget to install the thrust washer (resin made).



sMT00091-00084

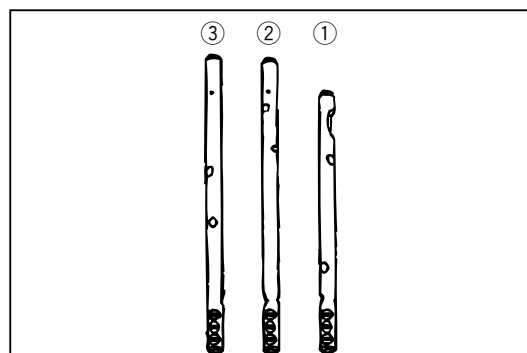
9. Confirmation of length/shape of shift fork and shift fork shaft

- (1) The following three shift fork shafts differ in the overall length, as shown in the right figure.

NOTE:

- Be very careful not to make any wrong installation of these shift fork shafts.

	Shift fork shafts	Overall lengths (mm)
①	1st & 2nd	224
②	3rd & 4th	259
③	5th & Reverse	265



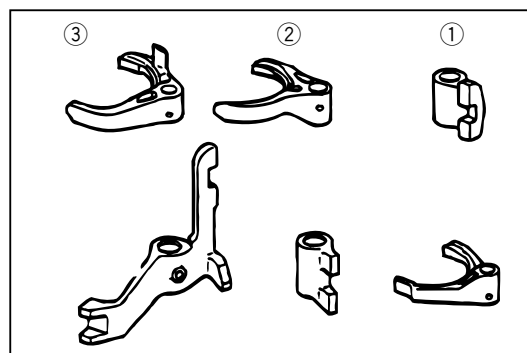
sMT00092-00085

- (2) The shift forks and shift heads differ in the external view, as shown in the right figure. Hence, be very careful not to make any wrong installation of these shift forks and shift heads.

- ① 1st & 2nd
- ② 3rd & 4th
- ③ 5th & Reverse

NOTE:

- It is advisable to install the shift fork shaft and fork temporarily and confirm that the combination and direction are right. Then, proceed to the operation.



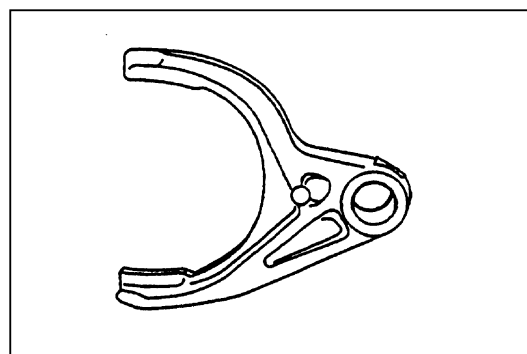
sMT00093-00086

10. Installation to shift fork and shift fork shaft

NOTE:

- Apply gear oil to the required points. Perform the operations, following the procedure given below.

- (1) Temporarily drive a new slotted spring pin into all of the shift forks and heads so that the slotted spring pin may be driven easily during installation.

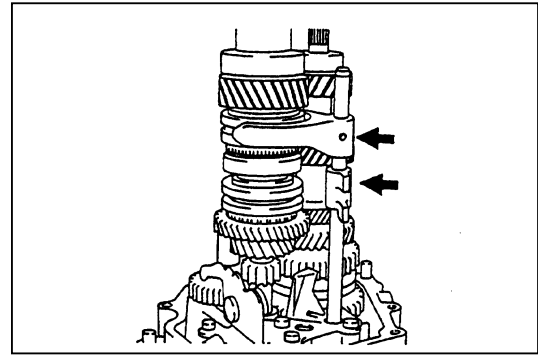


sMT00094-00087

- (2) Install the 3rd & 4th shift fork into the hub sleeve and insert the 3rd & 4th shift fork shaft.

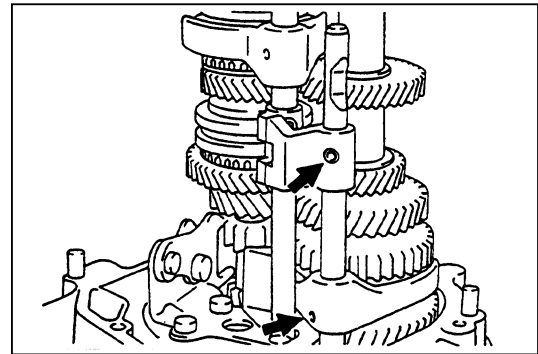
NOTE:

- Make sure that the gear is in the neutral position.
- In order to drive a new slotted spring pin smoothly, it is advisable to prepare a guide pin whose outer diameter is 4.0 mm and whose length is 50.00 mm.
- To perform the operations, while confirming the assembling direction of the shift fork and shift head and the positional relationship with the gears.
- As for the shapes and lengths of the shift fork shaft, shift fork and shift head, refer to the steps 9 and 10.
- When driving a new slotted spring pin into position, a measure to sustain the reaction force against the driving force should be taken at the opposite side of the shift fork shaft.



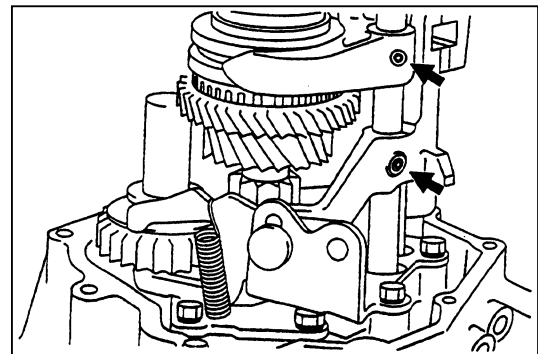
SMT00095-00088

11. Insert a guide pin or the like into the back side groove of the shift fork, as the guide of installation for the slotted spring pin.
12. Install a new slotted spring pin.
13. In the same manner as described in the steps 10 and 11, insert the 3rd & 4th shift head.
14. Install the 1st & 2nd shift fork into the hub sleeve and insert the 1st & 2nd shift fork shaft.
15. As for the installation of 1st & 2nd shift fork and shift head, refer to the steps 10 and 11 described at the pages MT-34, 35.



SMT00096-00089

16. Insert the 5th & reverse shift head into the shift fork shaft.
17. As for the installation of the 5th & reverse shift fork and shift head, refer to the steps 10 and 11 described at the pages MT-34, 35.
18. Attach the tension spring into the reverse shift arm.



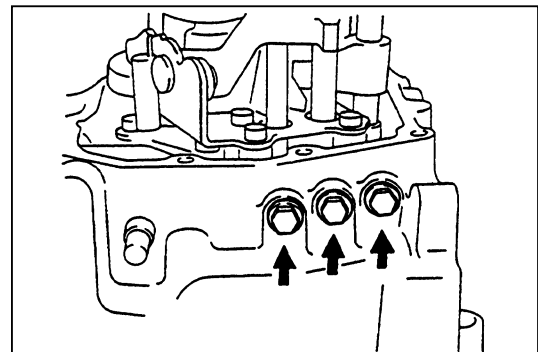
SMT00097-00090

19. Install the three balls and compression springs, and tighten the three bolts with a new gasket interposed.
Tightening Torque: 18.6 - 30.4 N·m

NOTE:

- Never reuse the removed gaskets.

20. Install the output shaft assembly with the synchronizer ring, wave spring and needle roller bearing.



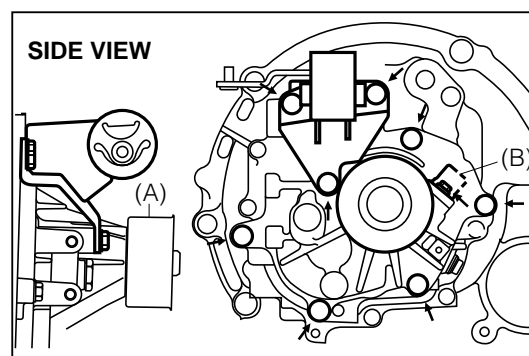
SMT00098-00091

21. Clean the contact surface between the clutch housing and the transmission case side, using scraper and solvent or the like.
22. Apply the following bond to the transmission case surface as shown in the right figure.

Specified Bond: Three bond® 1217

[Reference information]

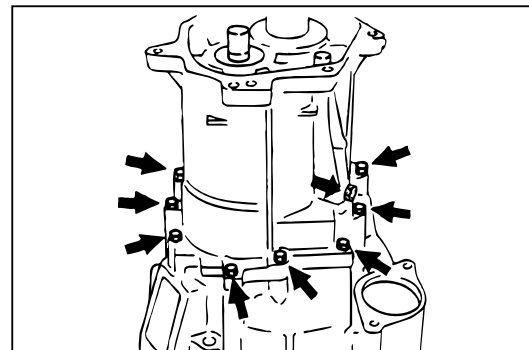
Nozzle Inner Diameter: 0.9 mm



sMT00099-00092

23. Quickly install the transmission case.
24. Tighten the eight bolts from the transmission case side and the two bolts from the clutch housing side.

Tightening Torque: 14.7 - 21.6 N·m



sMT00100-00093

25. With the new gasket interposed, tighten the hexagon bolt (A) for reverse idler gear shaft.

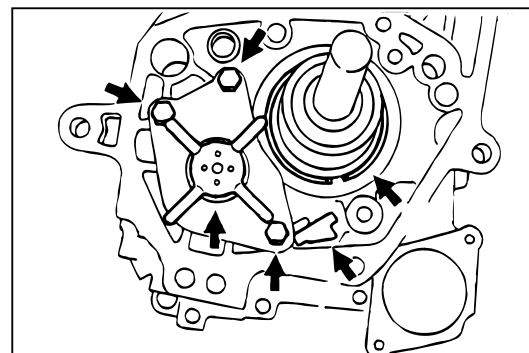
Tightening Torque: 18.6 - 30.4 N·m

NOTE:

- Never reuse the removed gaskets.

26. Tighten the rear bearing retainer with the three bolts.

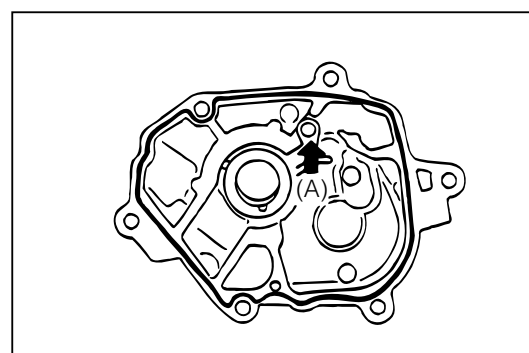
Tightening Torque: 14.7 - 21.6 N·m



sMT00101-00094

27. Place the transmission magnet (A) and install the new hole snap ring (B).

28. Install the oil slinger on the countershaft.



sMT00102-00095

29. Clean the contacting surface between the transmission case and extension housing side, using scraper and solvent or the like.

NOTE:

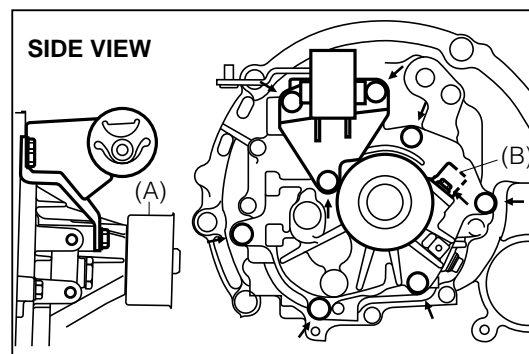
- Make sure that the oil receiver is installed (tightened) securely to the inside of the extension housing.

30. Apply the following bond to the extension housing surface as shown in the right figure.

Specified Bond: Three Bond® 1217

[Reference information]

Nozzle Inner Diameter: 0.9 mm



sMT00103-00096

31. Quickly install the extension housing together with engine rear mounting bracket. Then, tighten it with the eight bolts.

Tightening Torque: 29.4 - 44.1 N·m

32. Install the speedometer sleeve assembly.

33. Tighten the speedometer gear lock plate with the bolt.

Tightening Torque: 6.9 - 9.8 N·m

MT-30

34. Install the clutch related parts.

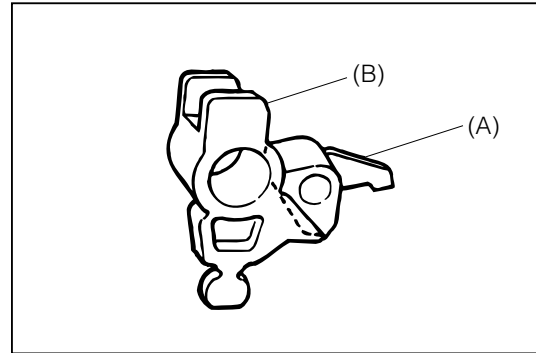
NOTE:

- Refer to the CL section.

35. Install the reverse restrict cam (A) and shift lever (B) as shown in the right figure with torsion spring and the reverse restrict shaft.

CAUTION:

- Ensure that the reverse restrict cam is installed correctly. Failure to observe this caution would cause disengagement of the reverse gear.



sMT00104-00097

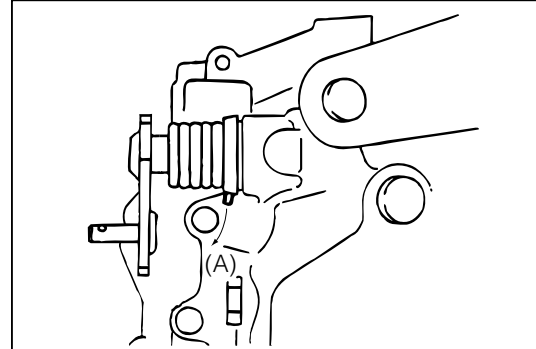
36. Tighten the bolt with a new gasket interposed for the reverse restrict shaft.

Tightening Torque: 18.6 - 30.4 N·m

37. Install the shift lever boot and shift lever shaft correctly as shown in the right figure.

CAUTION:

- Ensure that the air bleeding section (A) of the boot faces toward the lower side.



sMT00105-00098

38. With a new gasket interposed, tighten the select lever shaft subassembly with the four bolts.

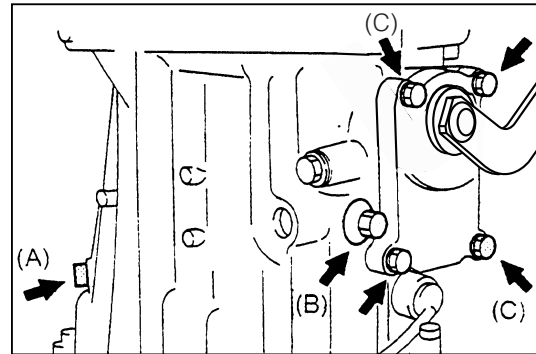
Tightening Torque: 14.7 - 21.6 N·m

NOTE:

- Ensure that the reamer bolts (C) are placed as shown in the right figure.

39. Install the ball and compression spring and tighten the reverse restrict pin holder (B) with a new gasket interposed.

Tightening Torque: 29.4 - 49.0 N·m

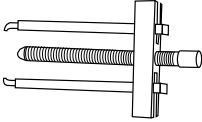
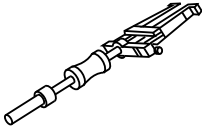
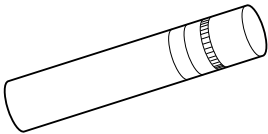
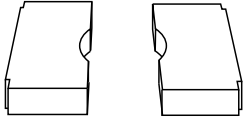
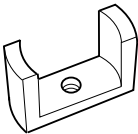



sMT00106-00099

40. Ensure that the select lever, shift lever and gears move smoothly.

APPENDIX

SSTs (Special Service Tools)

Shape	Part No. and name	Use
	09306-87602-000 Puller	Removal of bearing
	09308-00010-000 Oil seal puller	Removal of oil seal
	09310-87302-000 Transmission bearing replacer	Assembling of bearing
	09334-87301-000 Transmission rear bearing anvil	Removal of gear, bearing and synchronizer hub assembly
	09351-32070-000 (Component of 09350-32014-000) Piston spring compressor	Removal of sub gear
	09950-20017-000 Universal puller	Removal of gear, bearing and synchronizer hub assembly

SERVICE SPECIFICATIONS

Item			Specified value	Allowable limit
Free length of compression spring for reverse restrict pin	Free length		24.00	—
	Load as installed: N (kgf)		28.83 (2.43)	—
	Height as installed:		17.00	—
Free length of compression spring for shift fork shaft	Free length		40.00	—
	Load as installed: N (kgf)		47.33 (4.83)	—
	Height as installed:		30.00	—
Diameter	Outer	Reverse idler gear shaft	20.0 ⁺⁰ _{-0.013}	—
	Inner	Reverse idler shaft	20.0 ^{+0.061} _{+0.032}	—
Dimensions	Outer	Select inner lever	15.0 ^{-0.02} _{-0.12}	—
	Inner	Shift inner lever	15.0 ^{+0.1} _{+0.2}	—
	Outer	Shift fork shafts	13.0 ^{-0.05} _{-0.08}	—
	Inner	Case sides	13.0 ^{+0.043} ₊₀	—
	Outer	Shift inner lever	12.0 ^{-0.02} _{-0.12}	—
	Inner	Shift heads	12.1 ^{+0.1} ₊₀	—
	Outer	Reverse restrict shaft	8 ^{-0.065} _{-0.090}	—
	Inner	Reverse restrict cam	8 ^{+0.16} _{+0.07}	—
	Clearance between synchronizer ring and gear		0.9 - 1.4	0.5

sMT00108-00000

AT THE INPUT SHAFT SIDE

Item				Specified value	Allowable limit
Contact width section between shift forks and synchronizer No. 2 & No. 3 hub sleeves		Shift forks	3rd & 5th	7 ^{-0.1} _{-0.3}	6.6
		Hub sleeves	3rd & 5th	7 ^{+0.12} _{+0.05}	7.2
Thrust clearance			3rd	0.10 - 0.52	—
			5th	0.10 - 0.40	—
Clearance between synchronizer rings and gears				0.95 - 1.35	0.90
Outer diameter of input shaft			(A) and (B)	32 ^{-0.009} _{-0.029}	—
			(C)	20 ^{-0.016} _{-0.034}	—
Dimensions	Outer diameter of hubs	Classification	Identification	—	—
		No. 2	Yellow	57.78 - 57.84	—
		No. 1	None	57.68 - 57.74	—
		No. 3	White	57.58 - 57.64	—
	Inner diameter of hub sleeves	No. 2	Yellow	57.87 - 57.97	—
		No. 1	None	57.77 - 57.87	—
		No. 3	White	57.67 - 57.77	—
Thickness of synchronizer hubs			No. 2	18.55 ± 0.03	—
			No. 3	12.40 ± 0.03	—
Thickness of transmission hub sleeve stopper				7.2 ^{+0.05} _{-0.01}	—
Dimensions		Inner diameter	3rd and 5th gears	37.0 ^{+0.025} ₊₀	—
		Thickness	3rd gear	37.95 ± 0.03	—
			5th gear	27.85 ± 0.03	—
Height of synchromesh shifting key				5 ^{-0.2} _{-0.4}	—
End play between the snap ring shaft and input shaft				0	Less than 0.16

sMT00109-00000

AT THE COUNTER SHAFT SIDE

Item				Specified value	Allowable limit
Contact width section between the synchronizer No. 1 hub sleeves and 1st/2nd shift fork			Hub sleeve	10 ^{+0.12 +0.05}	10.2
			Shift fork	10 ^{-0.3 -0.1}	9.6
Thrust clearance between gear and counter shaft			1st	0.10 - 0.56	—
			2nd	0.10 - 0.44	—
Height of shifting key				5.1 ± 0.1	—
Outer diameter of counter shaft (A) and (B)				32 ^{-0.009 -0.029}	—
Thickness of 1st gear thrust washer				4 ± 0.03	—
Dimensions	Outer diameter of synchronizer No. 1 hub	Classification	Identification	—	—
		No. 2	Yellow	69.78 - 69.84	—
		No. 1	None	69.68 - 69.74	—
		No. 3	White	69.58 - 69.64	—
	Inner diameter of synchronizer No. 1 hub sleeves	No. 2	Yellow	69.87 - 69.97	—
		No. 1	None	69.77 - 69.87	—
		No. 3	White	69.67 - 69.77	—
Dimensions		Inner	1st and 2nd gear	37.0 ^{+0.025 +0}	—
		Thickness	1st	27.27 - 27.37	—
			2nd	36.23 - 36.33	—
Height of conical spring washer				2.01	1.04
End play between the snap ring shaft and counter shaft					Less than 0.16

sMT00110-00000

TIGHTENING TORQUE

Tightening components	N·m	kgf·m
Lock nut × Output shaft	177.0 - 216.0	18.0 - 22.0
Reverse restrict pin holder × Transmission case	29.4 - 49.0	3.0 - 5.0
Transmission case cover × Transmission case	14.7 - 21.6	1.5 - 2.2
Bolt for reverse restrict shaft × Transmission case	18.6 - 30.4	1.9 - 3.1
Speedometer lock plate × Extension case	6.9 - 9.8	0.7 - 1.0
Clutch housing × Transmission case	14.7 - 21.6	1.5 - 2.2
Transmission case × Extension housing	29.4 - 44.1	3.0 - 4.5
Extension housing × Filler & Drain plugs	29.4 - 49.0	3.0 - 5.0
Input shaft bearing lock plate × Clutch housing	14.7 - 21.6	1.5 - 2.2
Reverse shift arm × Clutch housing	14.7 - 21.6	1.5 - 2.2
Bolt for shift fork shaft × Clutch housing	18.6 - 30.4	1.9 - 3.1
Rear bearing retractor × Transmission case	14.7 - 21.6	1.5 - 2.2
Engine rear mounting bracket × Extension housing	29.4 - 44.1	3.0 - 4.5
Direct connecting bolt × Transmission	49.0 - 68.6	5.0 - 7.0
Propeller shaft × Differential companion flange	39.2 - 53.9	4.0 - 5.5
Control cable bracket	14.7 - 21.6	1.5 - 2.2
Transmission floor shift assembly × Body	9.8 - 15.7	1.0 - 1.6

sMT00111-00000