

DISASSEMBLY OF TRANSMISSION

(See pages [MT-5](#) to [MT-7](#))

1. REMOVE RELEASE FORK, BEARING AND SPEEDOMETER DRIVEN GEAR

2. REMOVE BACK-UP LIGHT SWITCH

Remove the back-up light switch.

3. REMOVE FRONT BEARING RETAINER

Using a torx socket wrench, unscrew the three torx screws.
(Torx socket wrench T30 09042-00010)

4. REMOVE TRANSMISSION CASE COVER

5. MEASURE FIFTH GEAR THRUST CLEARANCE

Using a dial indicator, measure the thrust clearance.

Standard clearance: 0.10–0.57 mm

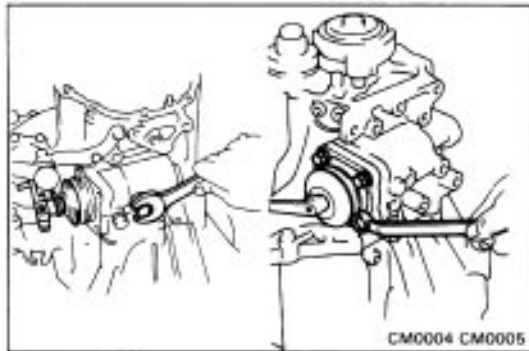
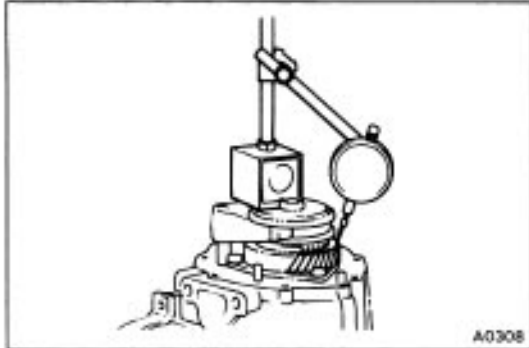
(0.0039–0.0224 in.)

Maximum clearance: 0.65 mm (0.0256 in.)

6. REMOVE SELECTING BELLCRANK

7. REMOVE LOCK BOLT

8. REMOVE SHIFT AND SELECT LEVER SHAFT ASSEMBLY

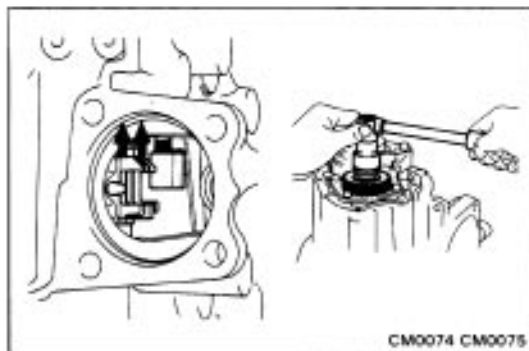


9. REMOVE LOCK NUT

(a) Engage the gear double meshing.

(b) Remove the lock nut.

(c) Disengage the gear double meshing.



10. REMOVE NO.3 HUB SLEEVE ASSEMBLY AND NO.3 SHIFT FORK

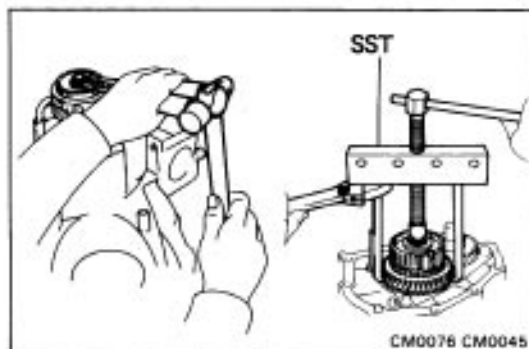
(a) Using two screwdrivers and a hammer, tap out the snap ring.

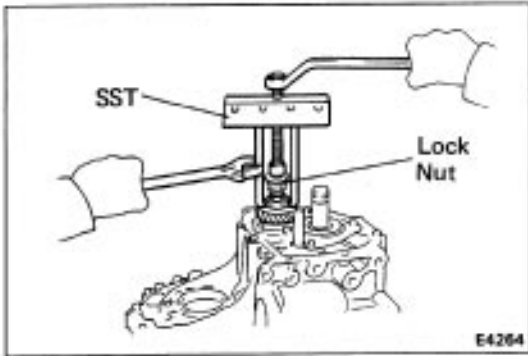
(b) Remove the bolt from No.3 shift fork.

(c) Remove No.3 hub sleeve and shift fork.

(d) Using SST, remove the 5th gear, No.3 hub and synchronizer ring.

SST 09213-36020



**11. REMOVE NEEDLE ROLLER BEARING AND SPACER****12. REMOVE FIFTH DRIVEN GEAR**

(a) Install the lock nut to the output shaft as shown.

(b) Using SST, remove the 5th driven gear.

SST 09213-36020

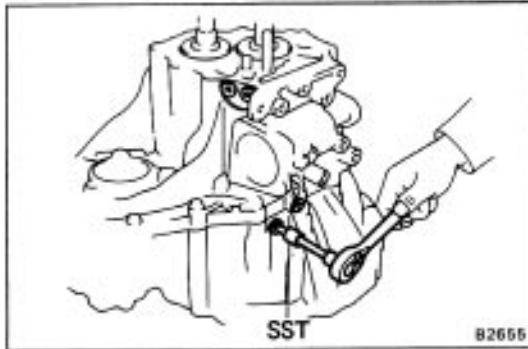
(c) Remove the lock nut.

13. REMOVE REAR BEARING RETAINER**14. REMOVE BEARING SNAP RINGS**

Using snap ring pliers, remove the two snap rings.

15. REMOVE REVERSE IDLER GEAR SHAFT LOCK BOLT**16. REMOVE SNAP RING FROM NO.2 SHIFT FORK SHAFT**

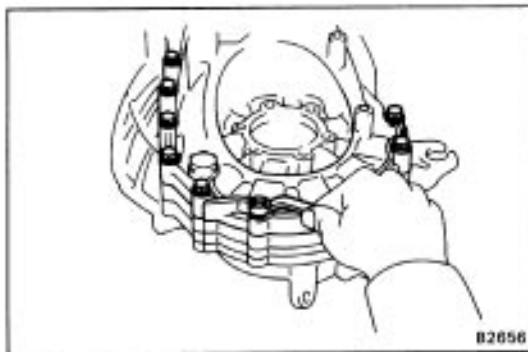
Using two screwdrivers and a hammer, tap out the snap ring.

**17. REMOVE PLUGS, SEATS, SPRINGS, BALLS AND LOCK BALL ASSEMBLY.**

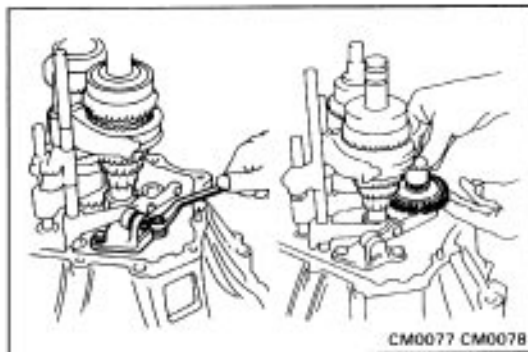
(a) Using SST, remove the three plugs and lock ball assembly.

SST 09313-30021

(b) Using a magnetic finger, remove the three seats, springs and balls.

**18. REMOVE TRANSMISSION CASE**

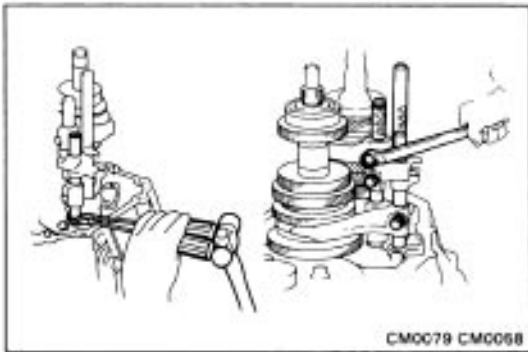
Remove the sixteen bolts, and tap off the case with a plastic hammer.

**19. REMOVE REVERSE SHIFT ARM BRACKET**

Remove the two bolts and pull off the bracket.

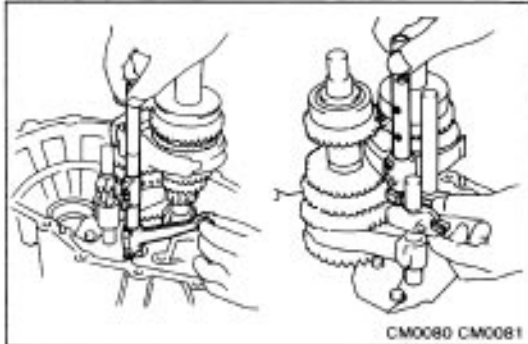
20. REMOVE REVERSE IDLER GEAR, THRUST WASHER AND SHAFT

Pull out the shaft.

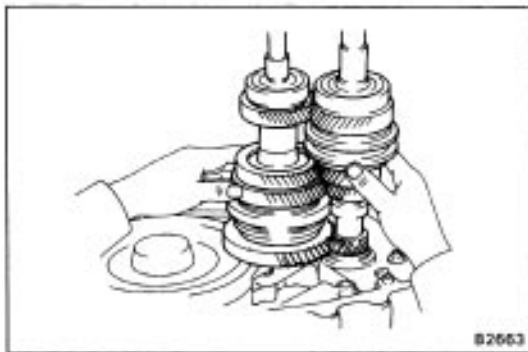


21. REMOVE SHIFT FORKS AND SHIFT FORK SHAFTS

- (a) Using two screwdrivers and a hammer, tap out the three snap rings.
- (b) Remove the three set bolts.



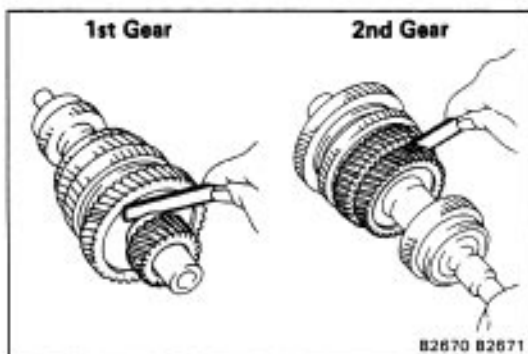
- (c) Remove No.2 fork shaft and the shift head.
- (d) Using a magnetic finger, remove the two balls.
- (e) Remove No.3 fork shaft and the reverse shift fork.
- (f) Pull out No.1 fork shaft.
- (g) Remove No.1 and No.2 shift forks.



22. REMOVE INPUT AND OUTPUT SHAFTS TOGETHER FROM TRANSAXLE CASE

23. REMOVE DIFFERENTIAL ASSEMBLY

24. REMOVE MAGNET AND OIL RECEIVER



25. MEASURE EACH GEAR THRUST CLEARANCE AND OIL CLEARANCE

- (a) Using a feeler gauge, measure the thrust clearance.

Standard clearance:

1st gear 0.10–0.40 mm

(0.0039–0.0157 in.)

2nd gear 0.10–0.45 mm

(0.0039–0.0177 in.)

3rd gear 0.10–0.35 mm

(0.0039–0.0138 in.)

4th gear 0.10–0.55 mm

(0.0039–0.0217 in.)

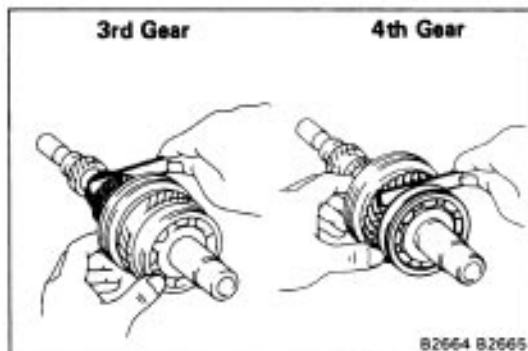
Maximum clearance:

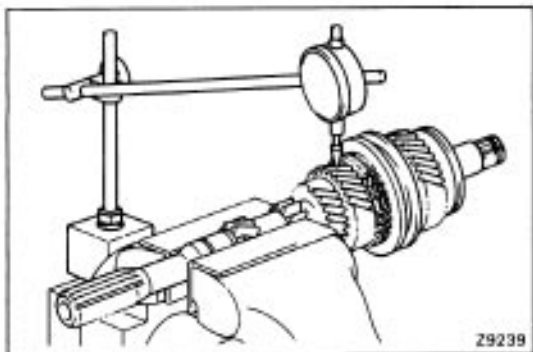
1st gear 0.45 mm (0.0177 in.)

2nd gear 0.50 mm (0.0197 in.)

3rd gear 0.40 mm (0.0157 in.)

4th gear 0.60 mm (0.0236 in.)





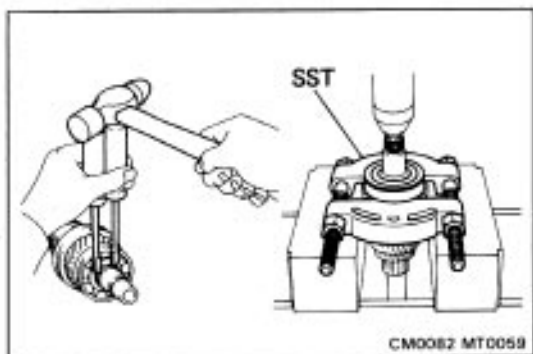
- (b) Using a dial indicator, measure the oil clearance between the gear and input or output shaft with the needle roller bearing installed.

Standard clearance: 0.015–0.058 mm

(0.0006–0.0023 in.)

Maximum clearance: 0.070 mm (0.0028 in.)

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



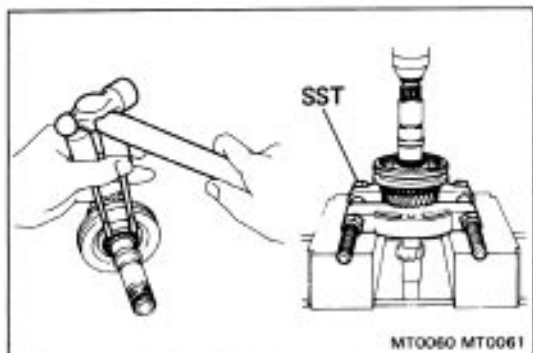
26. REMOVE SNAP RING, RADIAL BALL BEARING, FOURTH GEAR, NEEDLE ROLLER BEARINGS AND SYNCHRONIZER RING FROM INPUT SHAFT

- (a) Using two screwdrivers and a hammer, tap out the snap ring.

- (b) Using SST, press out the radial ball bearing.

SST 09950-00020

- (c) Remove the 4th gear, needle roller bearings and synchronizer ring.

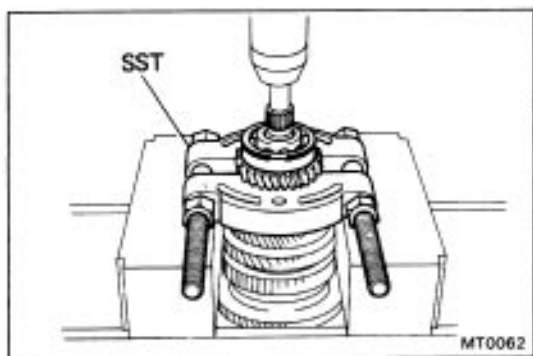


27. REMOVE SNAP RING, NO.2 HUB SLEEVE ASSEMBLY, THIRD GEAR, SYNCHRONIZER RING AND NEEDLE ROLLER BEARINGS

- (a) Using two screwdrivers and a hammer, tap out the snap ring.

- (b) Using SST and a press, remove No. 2 hub sleeve, 3rd gear, synchronizer ring and needle roller bearings.

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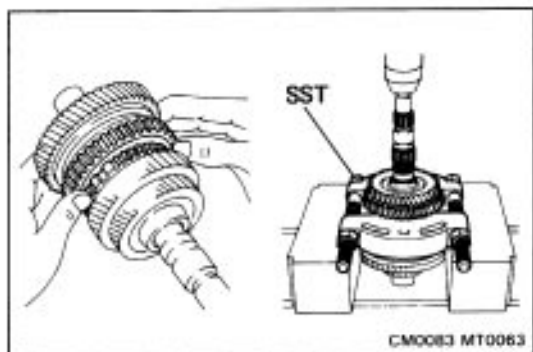


28. REMOVE RADIAL BALL BEARING, FOURTH DRIVEN GEAR AND SPACER FROM OUTPUT SHAFT

- (a) Using SST and a press, remove the radial ball bearing and 4th driven gear.

SST 09950-00020

- (b) Remove the spacer.



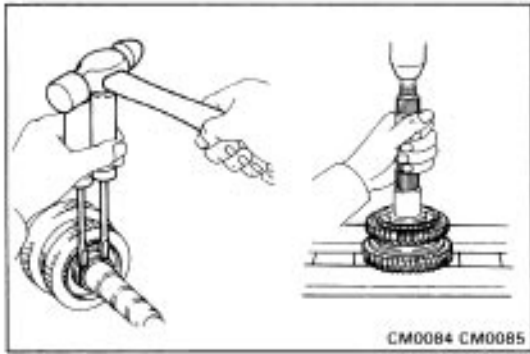
29. REMOVE THIRD DRIVEN GEAR, SECOND GEAR, NEEDLE ROLLER BEARING, SPACER AND SYNCHRONIZER RING

- (a) Shift No.1 hub sleeve into the 1st gear.

- (b) Using SST and a press, remove the 3rd driven gear and 2nd gear.

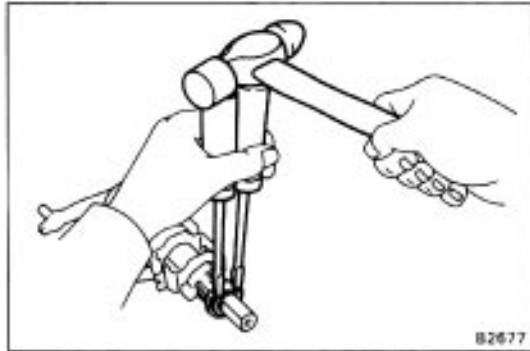
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- (c) Remove the needle roller bearing, spacer and synchronizer ring.



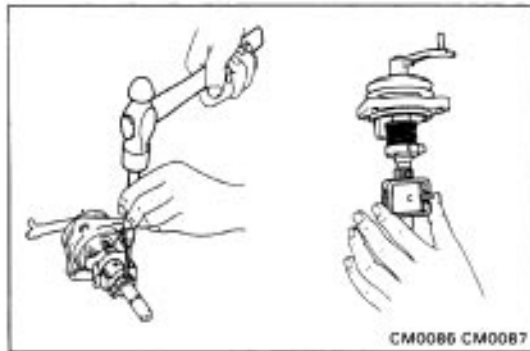
30. REMOVE SNAP RING, NO.1 HUB SLEEVE ASSEMBLY, FIRST GEAR, SYNCHRONIZER RING, NEEDLE ROLLER BEARING, THRUST WASHER AND LOCKING BALL

- Using two screwdrivers and a hammer, tap out the snap ring.
- Using a press, remove No.1 hub sleeve, 1st gear and synchronizer ring.
- Remove the needle roller bearing, thrust washer and locking ball.

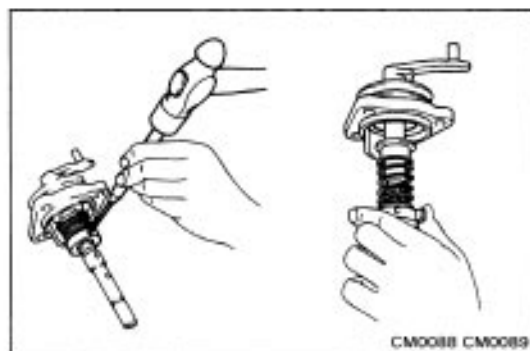


31. DISASSEMBLE SHIFT AND SELECT LEVER SHAFT ASSEMBLY

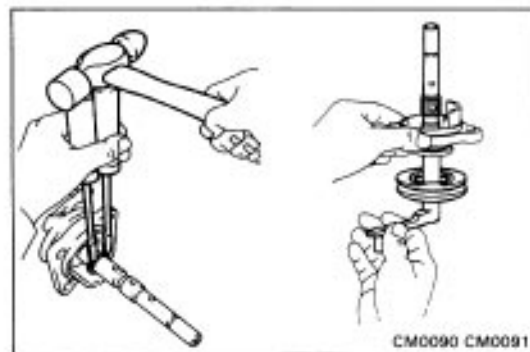
- Remove the E-ring and compression spring.



- Using a pin punch and hammer, drive out the slotted spring pins from No.1 and No.2 shift inner levers.
- Remove No.2 shift inner lever.
- Remove No.1 shift inner lever and the shift interlock plate.



- Using a pin punch and hammer, drive out the slotted spring pin from the select inner lever.
- Remove the select inner lever, compression spring and spring seat.



- Using two screwdrivers and a hammer, tap out the snap ring from the lever shaft.
- Remove the lever shaft and boot.