

## DISASSEMBLY

### 1. MEASURE EACH GEAR THRUST CLEARANCE

Using a dial indicator, measure the thrust clearance of the high speed gear and low speed gear.

#### High speed gear

**Standard clearance:**

**0.28 – 0.43 mm (0.0110 – 0.0169 in.)**

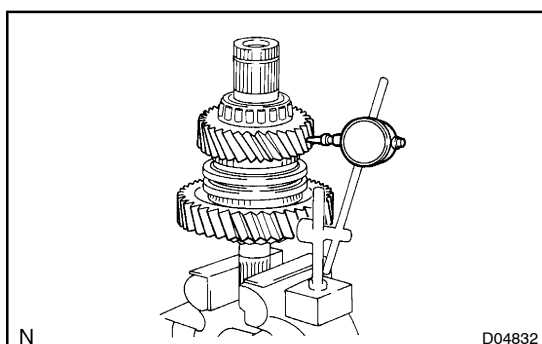
**Maximum clearance: 0.43 mm (0.0169 in.)**

#### Low speed gear

**Standard clearance:**

**0.20 – 0.45 mm (0.0079 – 0.0177 in.)**

**Maximum clearance: 0.45 mm (0.0177 in.)**



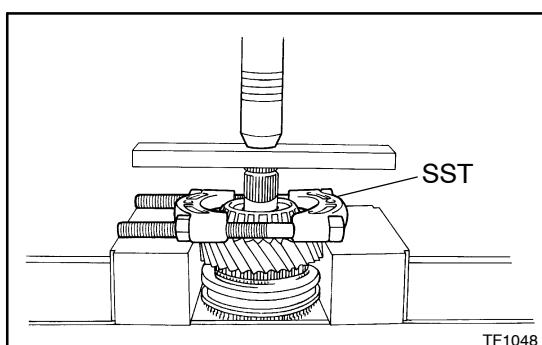
### 2. MEASURE EACH GEAR RADIAL CLEARANCE

Using a dial indicator, measure the radial clearance of the high speed gear and low speed gear.

**Standard clearance:**

**0.015 – 0.068 mm (0.0005 – 0.0027 in.)**

**Maximum clearance: 0.068 mm (0.0027 in.)**



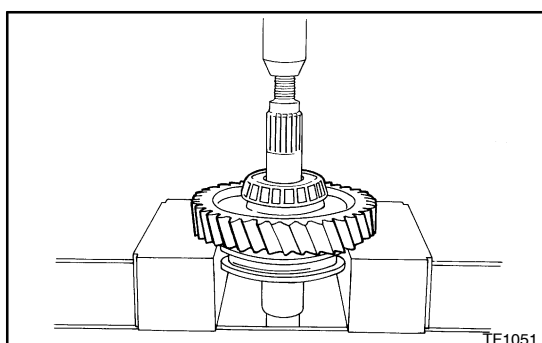
### 3. REMOVE FRONT TAPER ROLLER BEARING

Using SST and a press, remove the front taper roller bearing.

SST 09950-00020

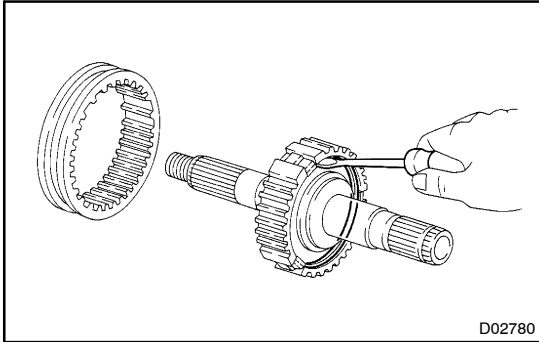
#### NOTICE:

- Support the output shaft assembly by hand so that it will not be dropped off.
  - Set the claw of SST to the bearing inner race securely.
- ### 4. REMOVE HIGH SPEED GEAR, SYNCHRONIZER RING (M/T), NEEDLE ROLLER BEARING AND SPACER

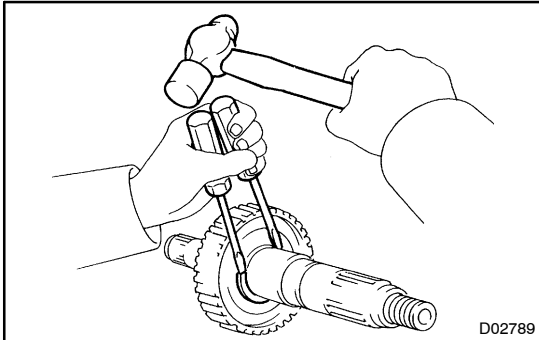


### 5. REMOVE REAR TAPER ROLLER BEARING AND LOW SPEED GEAR

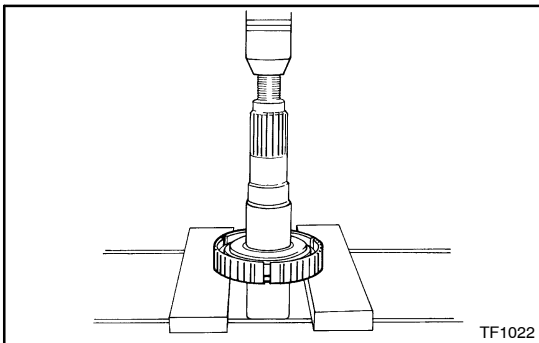
- (a) Using a press, remove the rear taper roller bearing and low speed gear.
- (b) Remove the needle roller bearing.

**6. REMOVE HIGH AND LOW HUB SLEEVE**

- (a) Remove the high and low hub sleeve.
- (b) M/T:  
Using a screwdriver, remove the 2 shifting key springs.
- (c) M/T:  
Remove the 3 shifting keys from the clutch hub.

**7. REMOVE CLUTCH HUB**

- (a) Using 2 screwdrivers and a hammer, drive out the snap ring.



- (b) Using a press, remove the clutch hub.