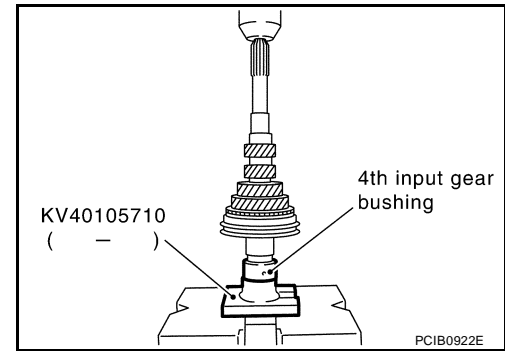


## INPUT SHAFT AND GEARS

[RS6F52A]

5. Press in 4th input gear bushing using the press stand.
6. Install 4th baulk ring.
7. Install 4th needle bearing and 4th input gear to input shaft.



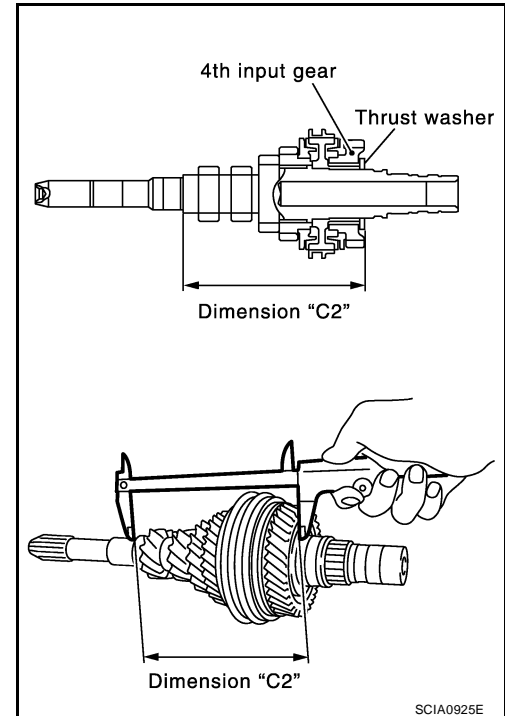
8. Select thrust washer so that dimension "C2" satisfies the standard value below. Then install thrust washer onto input shaft. Refer to [MT-125, "INPUT SHAFT THRUST WASHER"](#).

**Standard value for dimension "C2"**

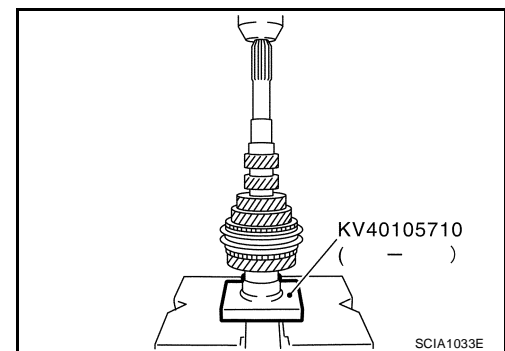
**: Refer to [MT-125, "INPUT SHAFT THRUST WASHER"](#)**

**CAUTION:**

**Only one thrust washer can be selected.**



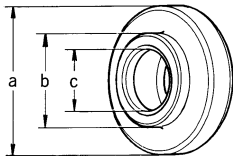
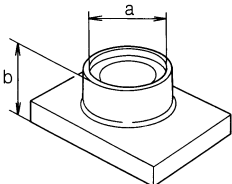
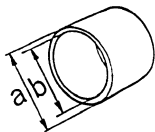
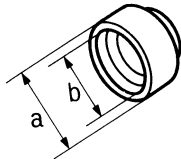
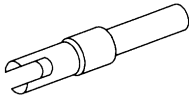
9. Press in 5th input gear bushing using the press stand.  
**CAUTION:**  
**Never reuse 5th input gear bushing.**
10. Install 5th needle bearing and 5th input gear to input shaft.
11. Install 5th baulk ring.



12. Install 5th-6th synchronizer hub, 5th-6th spread springs, and 5th-6th shifting inserts onto 5th-6th coupling sleeve.

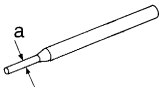
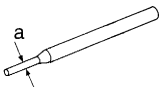
# PREPARATION

[RS6F52A]

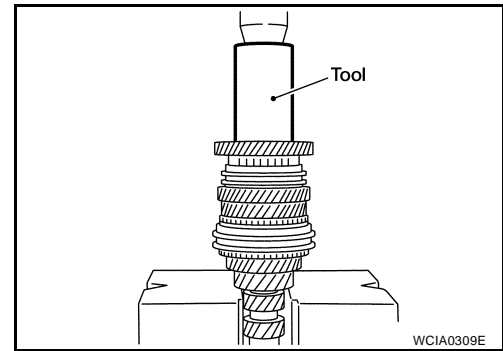
Tool number (Kent-Moore No.) Tool name	Description	
ST30032000 (J-26010-01) Drift a: 80 mm (3.15 in) dia. b: 38 mm (1.50 in) dia. c: 31 mm (1.22 in) dia.	Installing input shaft front bearing	A
 ZZA0978D		B
ST38220000 ( — ) Press stand a: 63 mm (2.48 in) dia. b: 65 mm (2.56 in)	<ul style="list-style-type: none"> <li>Installing reverse main gear</li> <li>Installing 1st main gear bushing</li> <li>Installing 1st-2nd synchronizer hub assembly</li> </ul>	D
 ZZA1058D		E
KV40101630 (J-35870) Drift a: 68 mm (2.68 in) dia. b: 60 mm (2.36 in) dia.	Installing reverse main gear	F
 ZZA1003D		G
KV38102510 ( — ) Drift a: 71 mm (2.80 in) dia. b: 65 mm (2.56 in) dia.	<ul style="list-style-type: none"> <li>Installing 1st main gear bushing</li> <li>Installing 1st-2nd synchronizer hub assembly</li> <li>Installing differential side bearing (transaxle case side)</li> <li>Installing differential side bearing (clutch housing side)</li> </ul>	H
 ZZA0838D		I
(J-39713) Preload adapter	Measuring end play of side gear	J
 NT087		K
		L

## Commercial Service Tools

UCS007B1

Tool name	Description	
Pin punch a: 4.5 mm (0.177 in) dia.	Removing and installing retaining pin	
 NT410		
Pin punch a: 5.5 mm (0.217 in) dia.	Removing and installing retaining pin of selector lever	
 NT410		

14. Install 6th needle bearing, 6th input gear, 6th baulk ring onto 6th input gear bushing and then press in 6th input gear bushing onto input shaft using the drift [SST: ST33200000 (J-26082)].



15. Install snap ring onto input shaft and make sure that end play (gap between snap ring and groove) of 6th input gear bushing satisfies the standard value.

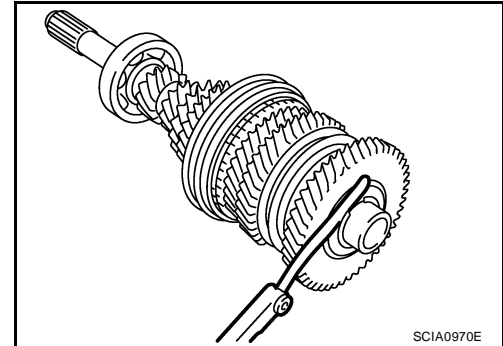
**End play standard value**

:Refer to [MT-125, "6TH INPUT GEAR BUSHING"](#) .

- If measurement is outside the standard range, select snap ring. Refer to [MT-125, "6TH INPUT GEAR BUSHING"](#) .

**CAUTION:**

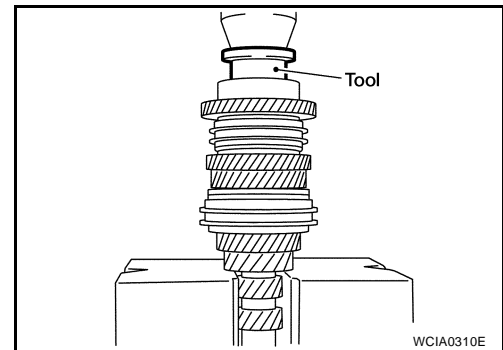
**Never reuse snap ring.**



16. Press in input shaft rear bearing using the drift [SST: ST30901000 (J-26010-01)].

**CAUTION:**

**Install input shaft rear bearing with its brown surface facing the 6th input gear side.**

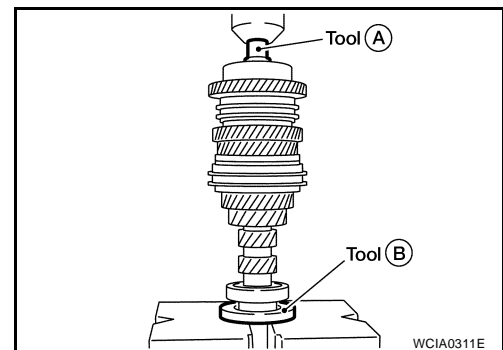


17. Press in input shaft front bearing using the drifts.

A: Drift [SST: ST33052000 ( — )]

B: Drift [SST: ST30032000 (J-26010-01)]

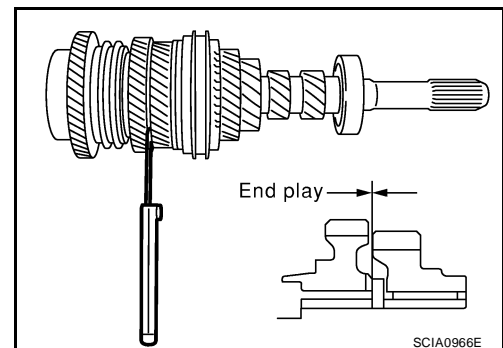
18. Install oil channel onto input shaft.



19. Check end play of 3rd, 4th, 5th, and 6th input gears.

**End play standard value**

: Refer to [MT-124, "Gear End Play"](#) .



# NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

[RS6F52A]

## NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

PF0:00003

### NVH Troubleshooting Chart

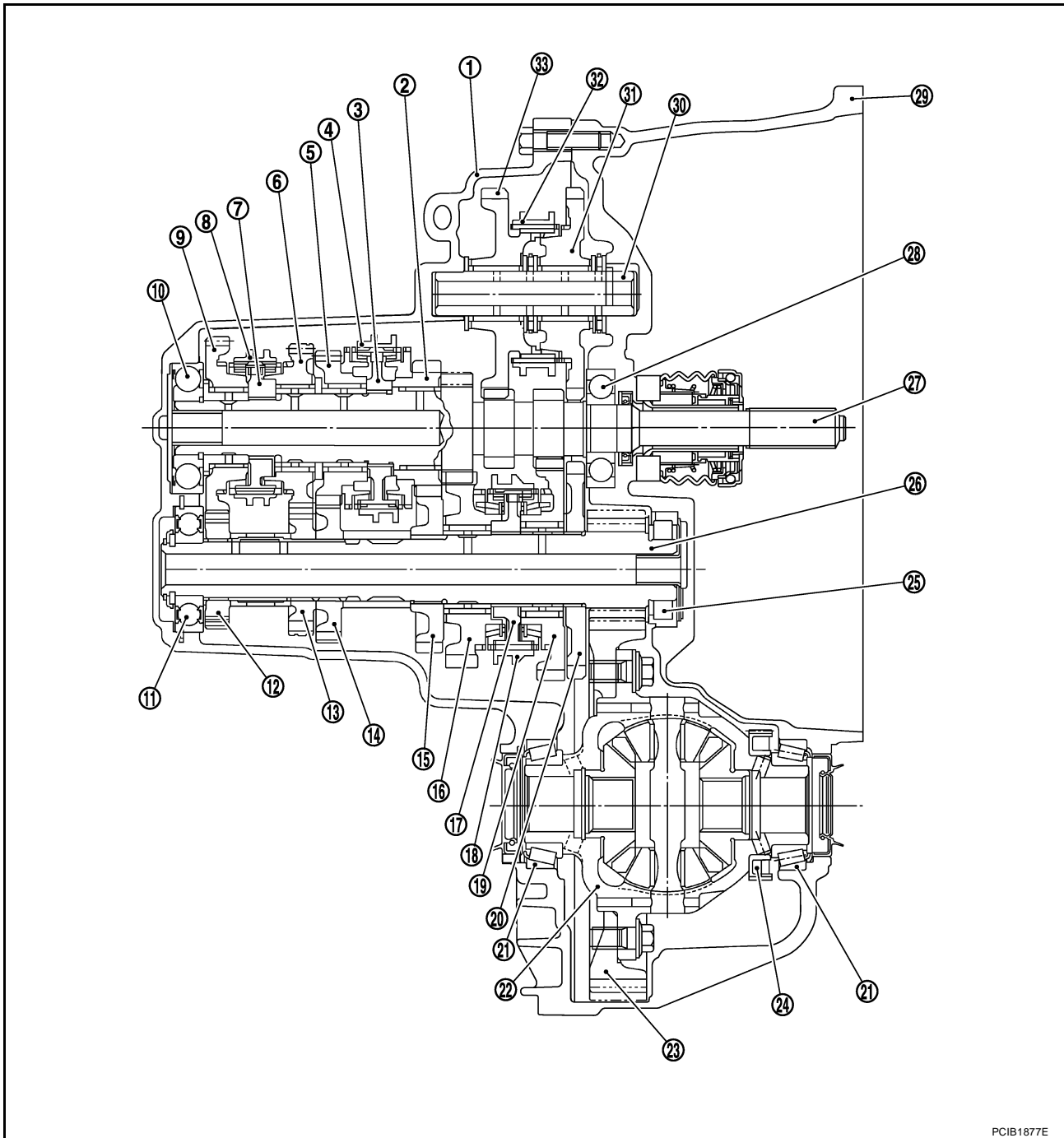
UCS0079C

Use the chart below to help you find the cause of the symptom. The numbers indicate the order of the inspection. If necessary, repair or replace these parts.

Reference page		MT-60			MT-68		MT-63	MT-71	MT-69				
SUSPECTED PARTS (Possible cause)		OIL (Oil level is low.)	OIL (Wrong oil.)	OIL (Oil level is high.)	GASKET (Damaged)	OIL SEAL (Worn or damaged)	SHIFT CONTROL LINKAGE (Worn)	STRIKING ROD ASSEMBLY (Worn or damaged)	SHIFT FORK (Worn)	GEAR (Worn or damaged)	BEARING (Worn or damaged)	BAULK RING (Worn or damaged)	INSERT SPRING (Damaged)
Symptoms	Noise	1	2							3	3		
	Oil leakage		3	1	2	2							
	Hard to shift or will not shift		1	1			2					3	3
	Jumps out of gear						1	2	3	3			

## DESCRIPTION

## Cross-Sectional View



PCIB1877E

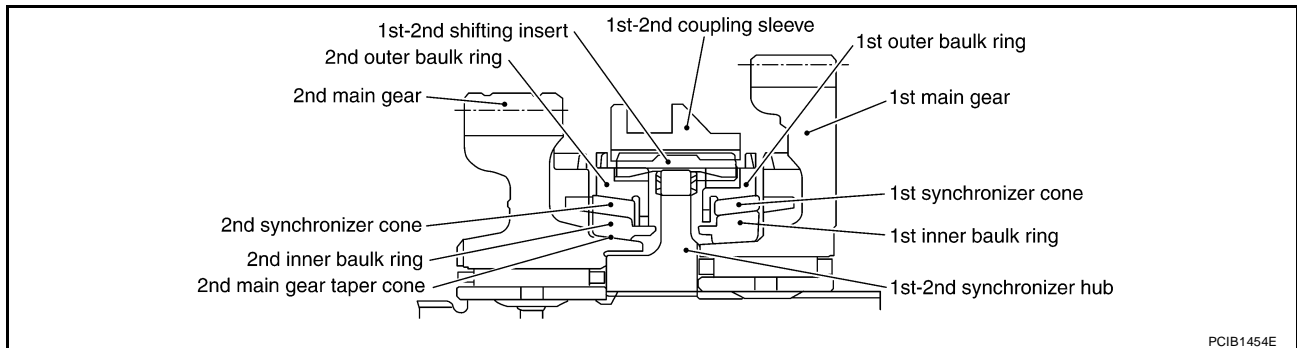
- |                                |                              |                               |
|--------------------------------|------------------------------|-------------------------------|
| 1. Transaxle case              | 2. 3rd input gear            | 3. 3rd-4th synchronizer hub   |
| 4. 3rd-4th coupling sleeve     | 5. 4th input gear            | 6. 5th input gear             |
| 7. 5th-6th synchronizer hub    | 8. 5th-6th coupling sleeve   | 9. 6th input gear             |
| 10. Input shaft rear bearing   | 11. Mainshaft rear bearing   | 12. 6th main gear             |
| 13. 5th main gear              | 14. 4th main gear            | 15. 3rd main gear             |
| 16. 2nd main gear              | 17. 1st-2nd synchronizer hub | 18. 1st-2nd coupling sleeve   |
| 19. 1st main gear              | 20. Reverse main gear        | 21. Differential side bearing |
| 22. Differential case assembly | 23. Final gear               | 24. Speedometer drive gear    |
| 25. Mainshaft front bearing    | 26. Mainshaft                | 27. Input shaft               |
| 28. Input shaft front bearing  | 29. Clutch housing           | 30. Reverse idler shaft       |
| 31. Reverse idler gear (front) | 32. Reverse coupling sleeve  | 33. Reverse idler gear (rear) |

**DOUBLE-CONE SYNCHRONIZER**

Double-cone synchronizer is adopted for 3rd gear to reduce operating force of the control lever.

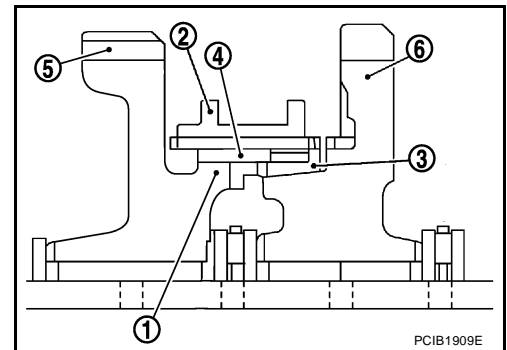
**TRIPLE-CONE SYNCHRONIZER**

Triple-cone synchronizer are adopted for 1st and 2nd gears to reduce operating force of the control lever.

**REVERSE GEAR NOISE PREVENTION FUNCTION (SYNCHRONIZING METHOD)**

Reverse gear can be matched smoothly in a structure by setting synchronizer hub (1) of reverse idler gear (rear), reverse coupling sleeve (2), reverse baulk ring (3), and reverse insert spring (4) to reverse idler gears, and letting reverse gear be synchronized.

- 5 : Reverse idler gear (rear)
- 6 : Reverse idler gear (front)



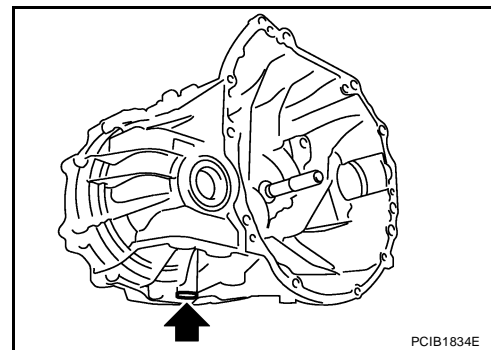
## M/T OIL

Changing M/T Oil  
DRAINING

1. Start engine and let it run to warm up transaxle.
2. Stop engine. Remove drain plug and drain oil.
3. Set a gasket on drain plug and install it to transaxle. Tighten drain plug to the specified torque. Refer to [MT-68, "Case and Housing Components"](#).

**CAUTION:**

Never reuse gasket.



## FILLING

1. Remove plug (with ABS models) (1) or speedometer pinion gear (without ABS models) (1). Fill with new oil to transaxle.

A : Suitable gauge

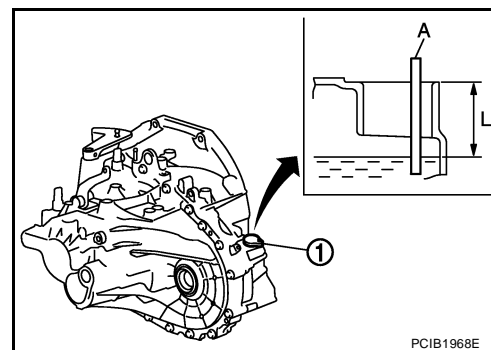
Oil grade and viscosity : Refer to [MA-14, "MR20DE"](#).

Oil capacity (reference) : Refer to [MT-123, "General Specifications"](#).

2. After refilling oil, check oil level.
3. Set a O-ring on plug (with ABS models) (1) or speedometer pinion gear (without ABS models) (1) and then install it to transaxle. Tighten mounting bolt to the specified torque. Refer to [MT-68, "Case and Housing Components"](#).

**CAUTION:**

Never reuse O-ring.

Checking M/T Oil  
OIL LEAKAGE AND OIL LEVEL

1. Make sure that oil is not leaking from transaxle or around it.
2. Remove plug (with ABS models) (1) or speedometer pinion gear (without ABS models) (1).
3. Measure oil level using a suitable gauge (A) as shown in the figure, and then check if it is within the specifications.

Oil level "L" : Refer to [MT-123, "General Specifications"](#).

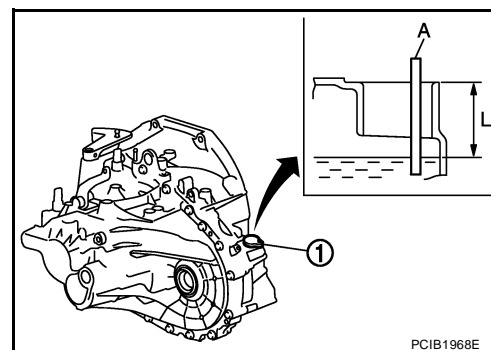
**CAUTION:**

Never start engine while checking oil level.

4. Set a O-ring on plug (with ABS models) (1) or speedometer pinion gear (without ABS models) (1) and then install it to transaxle. Tighten mounting bolt to the specified torque. Refer to [MT-68, "Case and Housing Components"](#).

**CAUTION:**

Never reuse O-ring.



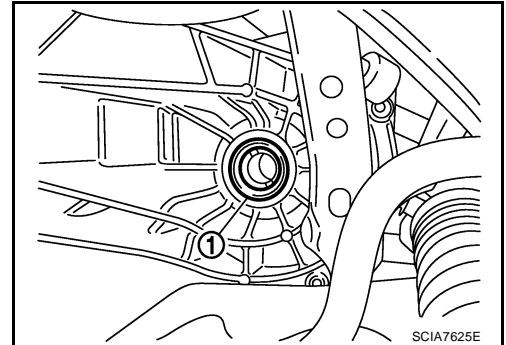
## SIDE OIL SEAL

Removal and Installation  
REMOVAL

1. Remove front drive shafts from transaxle assembly. Refer to [FAX-8, "Removal and Installation \(Left Side\)"](#) and [FAX-10, "Removal and Installation \(Right Side\)"](#).
2. Remove differential side oil seal (1) using a suitable tool.

**CAUTION:**

Never damage transaxle case and clutch housing.



## INSTALLATION

Installation is in the reverse order of removal.

- Install differential side oil seal to clutch housing and transaxle case using the drift.

**Dimension "A" : -0.5 - 0.5 mm (-0.020 - 0.020 in)**

Drift to be used

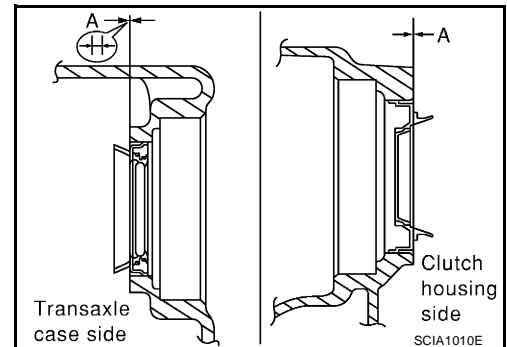
Transaxle case side : ST30720000 (J-25405)

Clutch housing side : ST33400001 (J-26082)

**CAUTION:**

Never reuse oil seal.

- Check oil level after installation. Refer to [MT-60, "Checking M/T Oil"](#).





## POSITION SWITCH

### Checking

#### NOTE:

For removal and installation of the switches, refer to [MT-68, "Case and Housing Components"](#) .

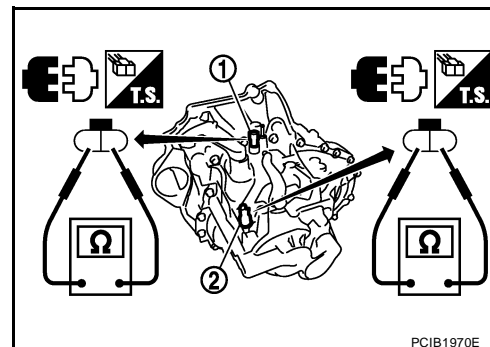
### BACK-UP LAMP SWITCH

- Check continuity.

Gear position	Continuity
Reverse	Yes
Except reverse	No

1 : Park/Neutral position (PNP) switch

2 : Back-up lamp switch



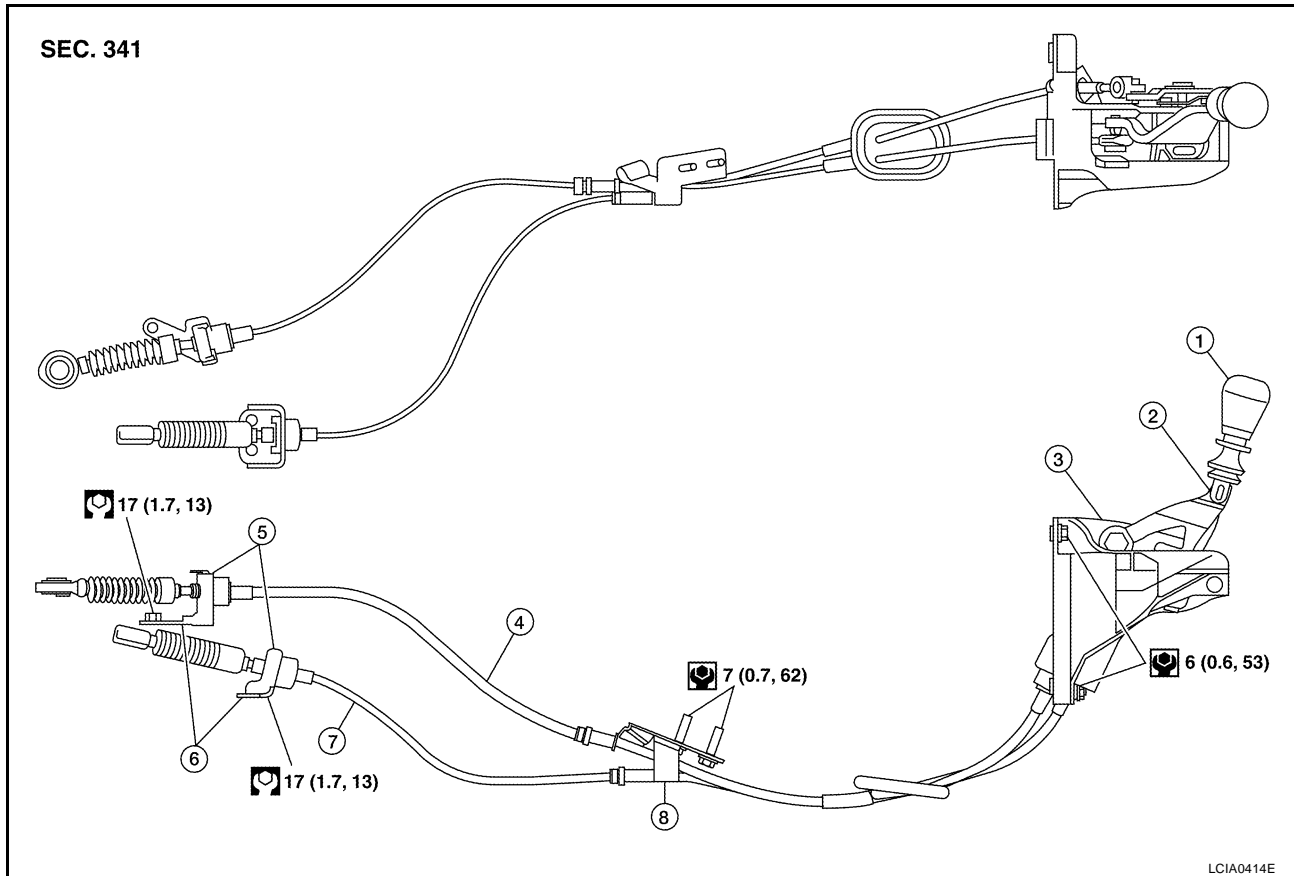
### PARK/NEUTRAL POSITION (PNP) SWITCH

- Check continuity.

Gear position	Continuity
Neutral	Yes
Except neutral	No

## CONTROL LINKAGE

### Components of Control Device and Cable



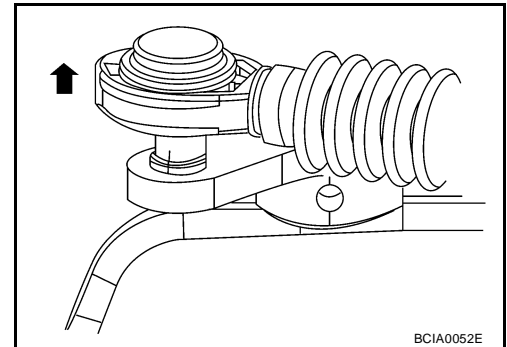
- |                       |                          |                            |
|-----------------------|--------------------------|----------------------------|
| 1. Control lever knob | 2. Control lever         | 3. Control device assembly |
| 4. Select cable       | 5. Lock plate            | 6. Cable bracket           |
| 7. Shift cable        | 8. Cable support bracket |                            |

Refer to [GI-10, "Components"](#) for the symbols in the figure.

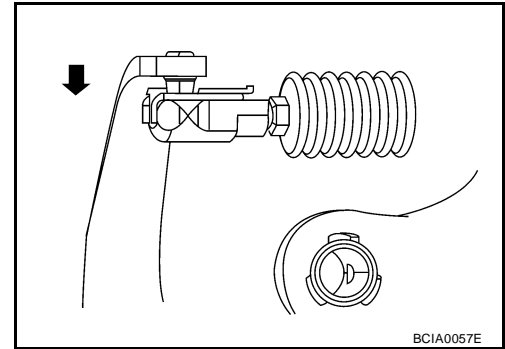
## Removal and Installation

### REMOVAL

1. Remove battery. Refer to [SC-7, "Removal and Installation QR25DE"](#).
2. Remove air cleaner and air duct. Refer to [EM-130, "Removal and Installation"](#).
3. Remove shift cable from shifter lever.



4. Remove select cable from selector lever A.

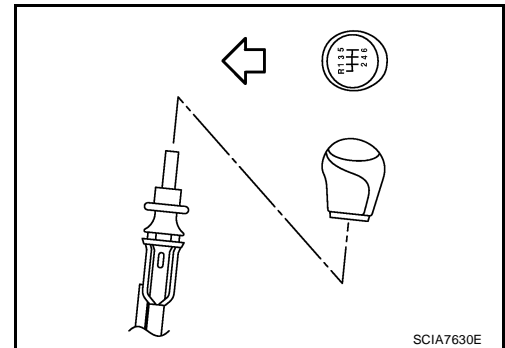


5. Shift control lever to neutral position.  
6. Remove control lever knob.  
7. Remove center console assembly. Refer to [IP-17, "CENTER CONSOLE ASSEMBLY"](#).  
8. Remove control device assembly nuts.  
9. Remove exhaust front tube, center muffler and heat shield. Refer to [EX-5, "Removal and Installation"](#).  
10. Remove cable support bracket.  
11. Remove select cable and shift cable from cable bracket.  
12. Remove control device assembly from the vehicle.

## INSTALLATION

Installation is in the reverse order of removal.

- Securely install each cable to shifter lever and selector lever.
- Be careful about the installation direction, and screw control lever knob onto control lever.

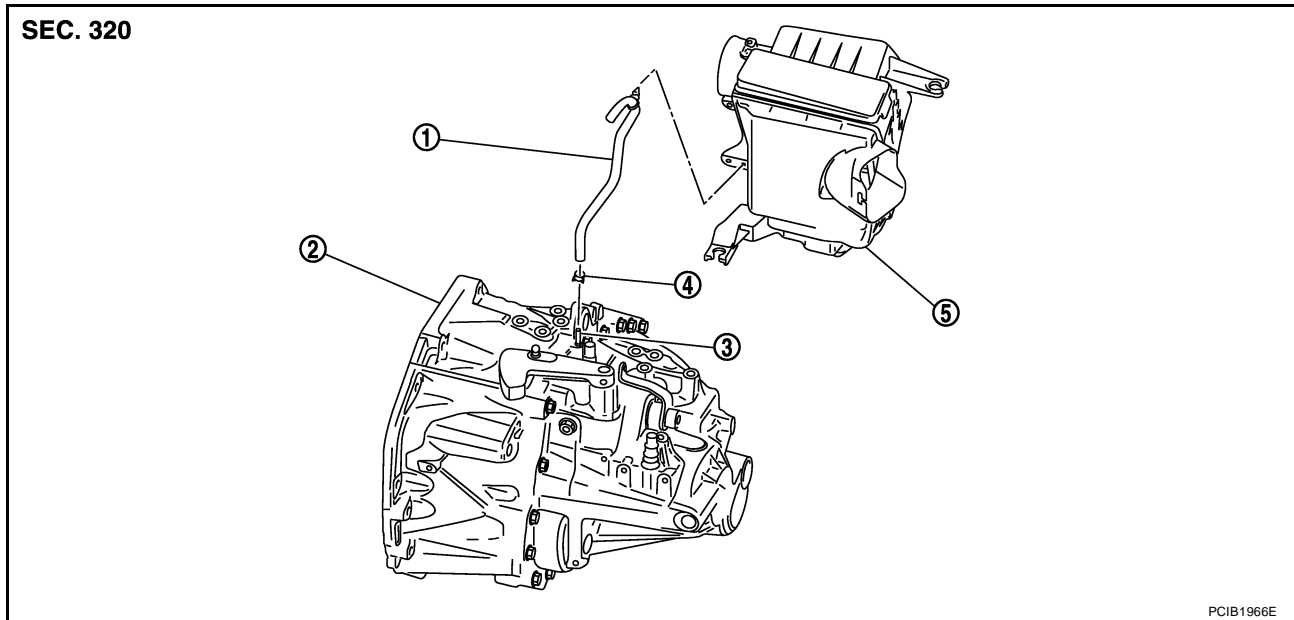


- When control lever is selected to 1st-2nd side and 5th-6th side, confirm control lever returns to neutral position smoothly.
- When control lever is shifted to each position, make sure there is no binding or disconnection in each boot.

## AIR BREATHER HOSE

### Removal and Installation

Refer to the figure for air breather hose removal and installation information.



- |                      |                       |                      |
|----------------------|-----------------------|----------------------|
| 1. Air breather hose | 2. Transaxle assembly | 3. Air breather tube |
| 4. Clamp             | 5. Air cleaner case   |                      |

#### CAUTION:

- Make sure there are no pinched or restricted areas on the air breather hose caused by bending or winding when installing it.
- Be sure to insert air breather hose into air breather tube until hose end reaches the tube's base.
- Set air breather hose with painted mark facing forward.
- Install air breather hose to air cleaner case by fully inserting the clip.

---

## TRANSAXLE ASSEMBLY

PFP:32010

### Components

UCS007B3

## Removal and Installation

UCS0079L

### **CAUTION:**

If transaxle assembly is removed from the vehicle, always replace CSC (Concentric Slave Cylinder).

## REVERSE IDLER SHAFT AND GEARS

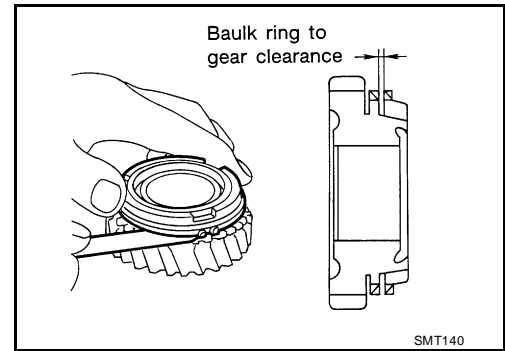
[RS6F52A]

- Push baulk ring on the cone and measure the clearance between baulk ring and cone. If the measurement is below limit, replace it with a new one.

### Clearance

**Standard value** : Refer to [MT-124, "Baulk Ring Clearance"](#) .

**Limit value** : Refer to [MT-124, "Baulk Ring Clearance"](#) .



### Bearing

Check items below. If necessary, replace them with new ones.

- Damage and rough rotation of bearing.

### ASSEMBLY

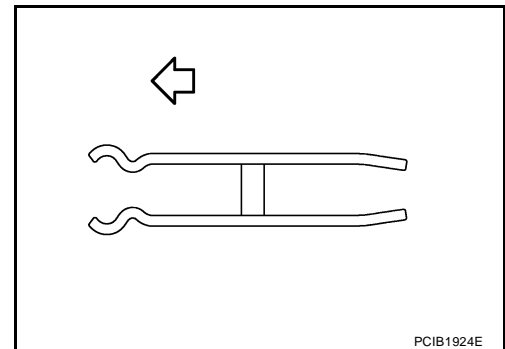
Note the following, and assemble in the reverse order of disassembly.

#### CAUTION:

- Be careful with orientation of reverse insert spring.

⇐ : Front

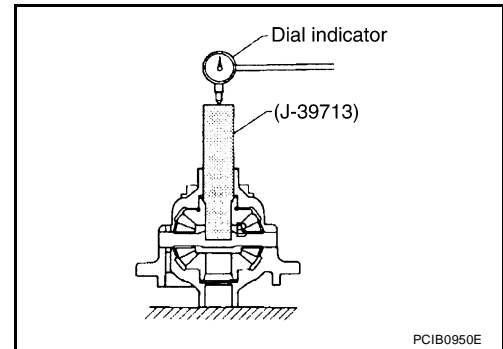
- Never reuse retaining pin.



## FINAL DRIVE

### Disassembly and Assembly PRE-INSPECTION

- Check the clearance between side gear and differential case as follows.
- 1. Clean final drive assembly sufficiently to prevent side gear thrust washer, differential case, side gear, and other parts from sticking by gear oil.



2. Put differential case vertically so that side gear to be measured faces upward.
3. Place the drift and a dial indicator onto side gear. Move side gear up and down, and measure the clearance.

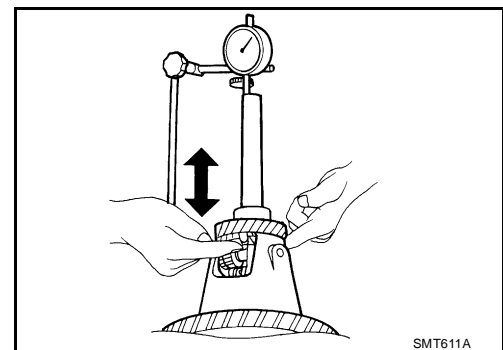
**Allowable Clearance between side gear and differential case with thrust washer**

**: Refer to MT-125, "DIFFERENTIAL SIDE GEAR THRUST WASHER" .**

#### **CAUTION:**

**There should be no resistance and gears should rotate freely.**

4. If not within specification, adjust the clearance by changing side gear thrust washer thickness.
5. Turn differential case upside down and measure the clearance between side gear and differential case on the other side in the same way.



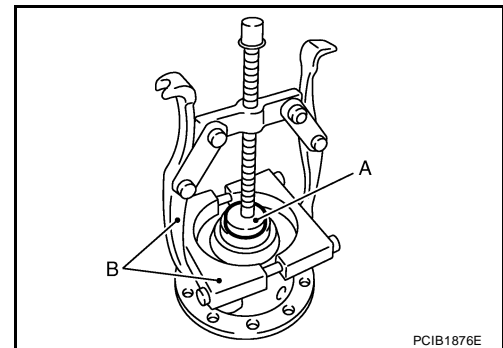
### DISASSEMBLY

1. Remove final gear mounting bolts and then separate the final gear from differential case.
2. Remove differential side bearing (clutch housing side) using the drift (A) [SST: ST33061000 (J-8107-2)] and pullers (B).

#### **CAUTION:**

**Hook a puller on the cage of differential side bearing.**

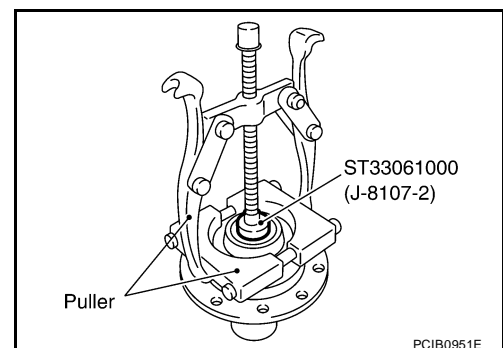
3. Remove speedometer drive gear.



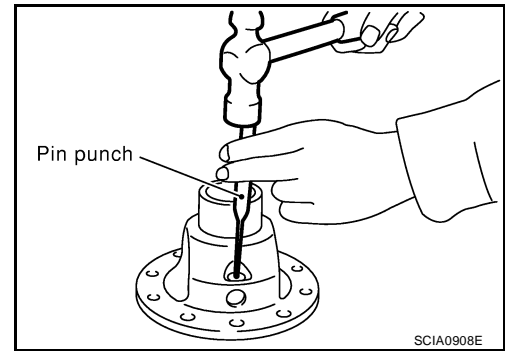
4. Remove differential side bearing (transaxle case side) using the drift and pullers.

#### **CAUTION:**

**Hook a puller on the inner race of differential side bearing.**



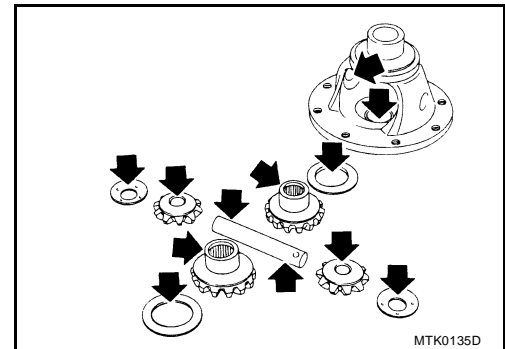
5. Remove retaining pin from differential case using a pin punch and then remove pinion mate shaft.
6. Rotate pinion mate gears and remove pinion mate gears, pinion mate thrust washers, side gears, and side gear thrust washers from differential case.



## INSPECTION AFTER DISASSEMBLY

### Gear, Washer, Shaft and Case

- Check side gears, side gear thrust washers, pinion mate shaft, pinion mate gears, pinion mate thrust washers and differential case. If necessary, replace with a new one.

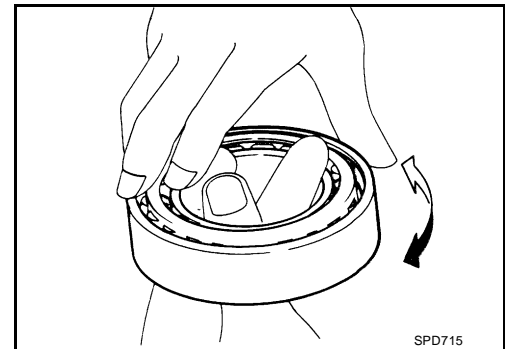


### Bearing

- Check for bearings damage and rough rotation. If necessary, replace with a new one.

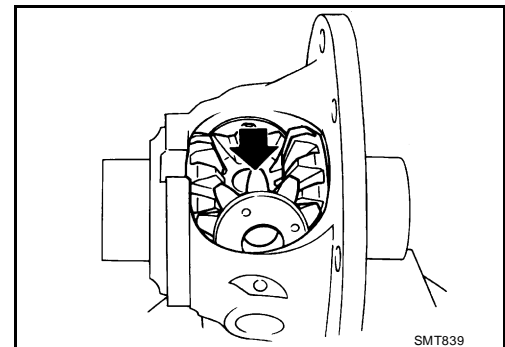
#### CAUTION:

**When replacing tapered roller bearing, replace outer and inner races as a set.**



## ASSEMBLY

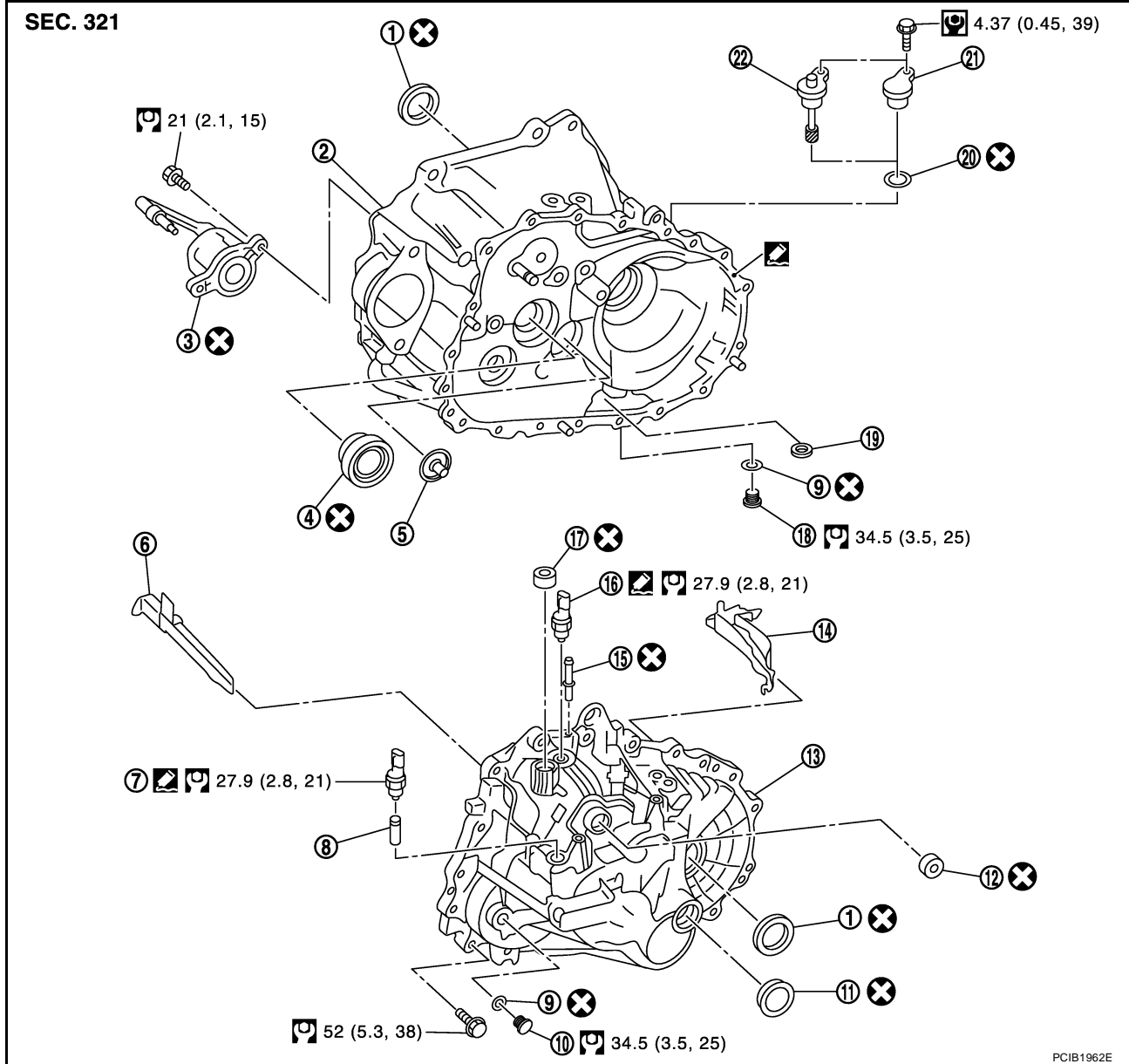
1. Apply gear oil to sliding area of differential case, each gear, and thrust washer.
2. Install side gear thrust washers and side gears into differential case.
3. While rotating pinion mate thrust washers and pinion mate gears, aligning them diagonally, install them into differential case.





## Disassembly and Assembly COMPONENTS

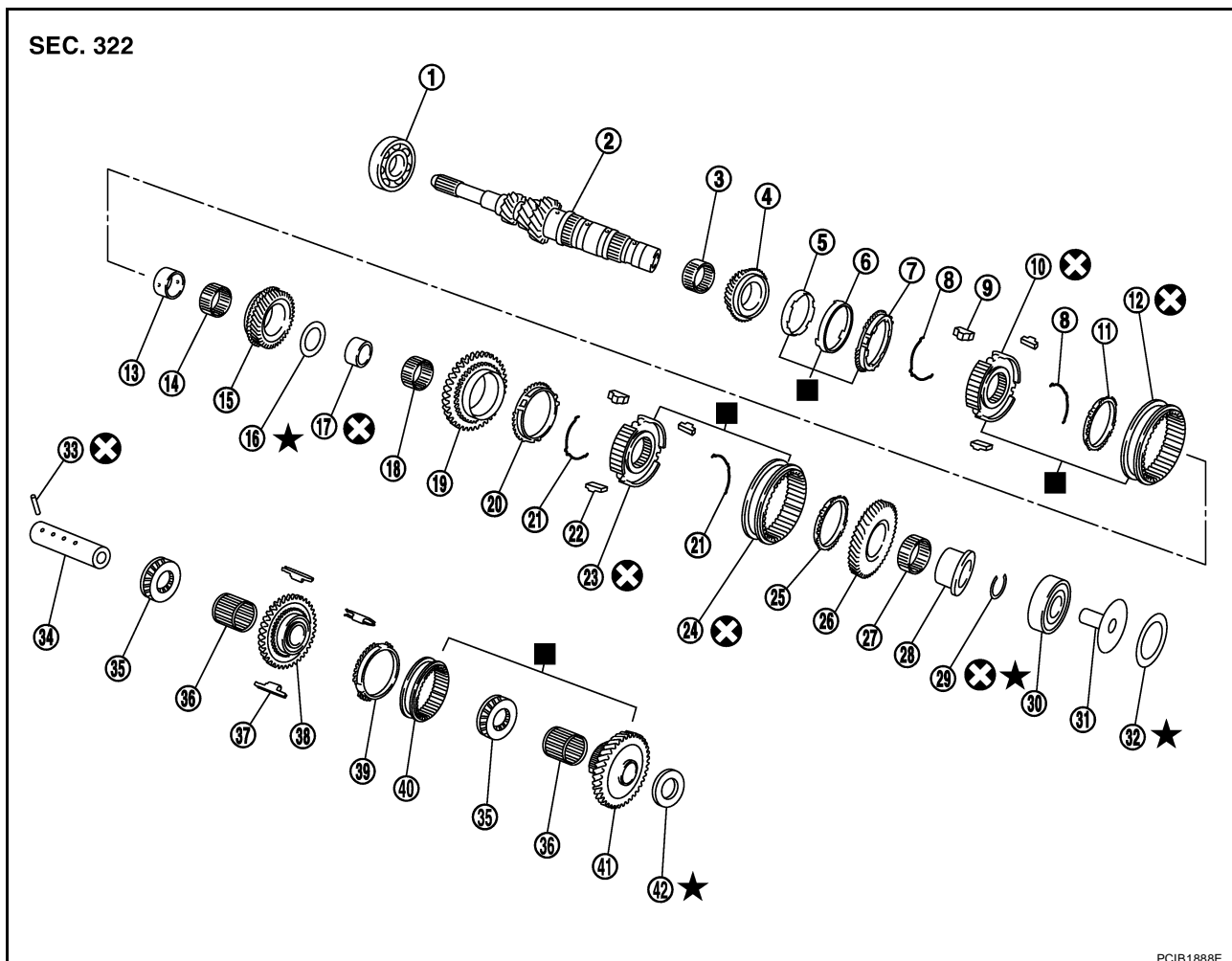
### Case and Housing Components



- |  |                            |                                    |
|--|----------------------------|------------------------------------|
| 1. Differential side oil seal                    | 2. Clutch housing          | 3. CSC (Concentric Slave Cylinder) |
| 4. Input shaft oil seal                          | 5. Oil channel             | 6. Oil gutter A                    |
| 7. Back-up lamp switch                           | 8. Plunger                 | 9. Gasket                          |
| 10. Plug   | 11. Bore plug              | 12. Striking rod oil seal          |
| 13. Transaxle case                               | 14. Oil gutter B           | 15. Air breather tube              |
| 16. Park/Neutral position (PNP) switch           | 17. Shifter lever oil seal | 18. Drain plug                     |
| 19. Magnet                                       | 20. O-ring                 | 21. Plug (With ABS models)         |
| 22. Speedometer pinion gear (Without ABS models) |                            |                                    |

Apply Genuine Silicone RTV or an equivalent. Refer to [GI-44, "Recommended Chemical Products and Sealants"](#).  
Refer to [GI-10, "Components"](#) for symbols not described on the above.

## Gear Components



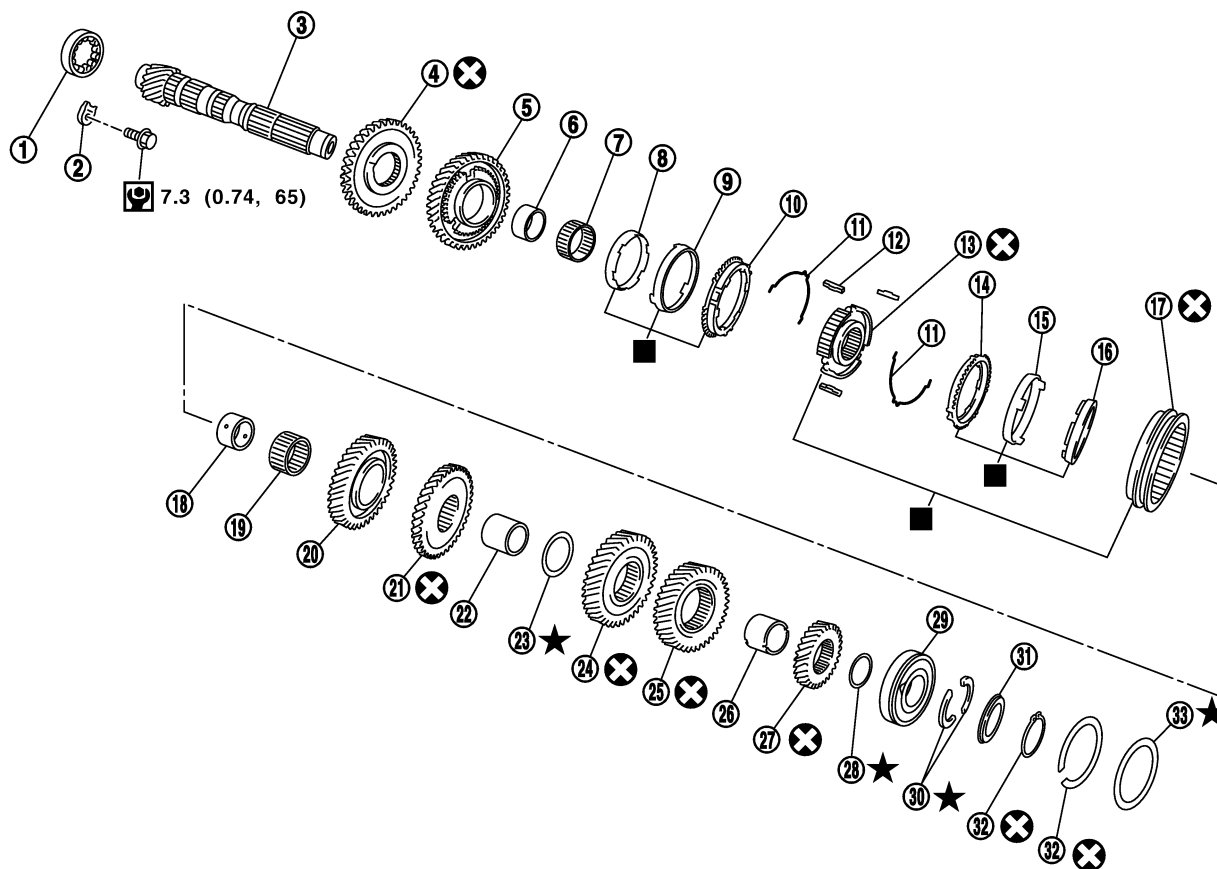
- |                              |   |                                       |
|------------------------------|---|---------------------------------------|
| 1. Input shaft front bearing | 2. Input shaft                              | 3. 3rd needle bearing                 |
| 4. 3rd input gear            | 5. 3rd inner baulk ring                     | 6. 3rd synchronizer cone              |
| 7. 3rd outer baulk ring      | 8. 3rd-4th spread spring                    | 9. 3rd-4th shifting insert            |
| 10. 3rd-4th synchronizer hub | 11. 4th baulk ring                          | 12. 3rd-4th coupling sleeve           |
| 13. 4th input gear bushing   | 14. 4th needle bearing                      | 15. 4th input gear                    |
| 16. Thrust washer            | 17. 5th input gear bushing                  | 18. 5th needle bearing                |
| 19. 5th input gear           | 20. 5th baulk ring                          | 21. 5th-6th spread spring             |
| 22. 5th-6th shifting insert  | 23. 5th-6th synchronizer hub                | 24. 5th-6th coupling sleeve           |
| 25. 6th baulk ring           | 26. 6th input gear                          | 27. 6th needle bearing                |
| 28. 6th input gear bushing   | 29. Snap ring                               | 30. Input shaft rear bearing          |
| 31. Oil channel              | 32. Input shaft rear bearing adjusting shim | 33. Retaining pin                     |
| 34. Reverse idler shaft      | 35. Thrust needle bearing                   | 36. Reverse idler gear needle bearing |
| 37. Reverse insert spring    | 38. Reverse idler gear (front)              | 39. Reverse baulk ring                |
| 40. Reverse coupling sleeve  | 41. Reverse idler gear (rear)               | 42. Reverse idler gear adjusting shim |

■: Replace the parts as a set.

Refer to [GI-10, "Components"](#) for symbols not described on the above.

- Apply gear oil to gears, shafts, synchronizers, and bearings when assembly.

## SEC. 322



PCIB1889E

- |                                  |                                  |   |
|----------------------------------|----------------------------------|---|
| 1. Mainshaft front bearing       | 2. Mainshaft bearing retainer    | 3. Mainshaft                              |
| 4. Reverse main gear             | 5. 1st main gear                 | 6. 1st main gear bushing                  |
| 7. 1st needle bearing            | 8. 1st inner baulk ring          | 9. 1st synchronizer cone                  |
| 10. 1st outer baulk ring         | 11. 1st-2nd spread spring        | 12. 1st-2nd shifting insert               |
| 13. 1st-2nd synchronizer hub     | 14. 2nd outer baulk ring         | 15. 2nd synchronizer cone                 |
| 16. 2nd inner baulk ring         | 17. 1st-2nd coupling sleeve      | 18. 2nd main gear bushing                 |
| 19. 2nd needle bearing           | 20. 2nd main gear                | 21. 3rd main gear                         |
| 22. 3rd-4th mainshaft spacer     | 23. 4th main gear adjusting shim | 24. 4th main gear                         |
| 25. 5th main gear                | 26. 5th-6th mainshaft spacer     | 27. 6th main gear                         |
| 28. 6th main gear adjusting shim | 29. Mainshaft rear bearing       | 30. Mainshaft C-ring                      |
| 31. C-ring holder                | 32. Snap ring                    | 33. Mainshaft rear bearing adjusting shim |

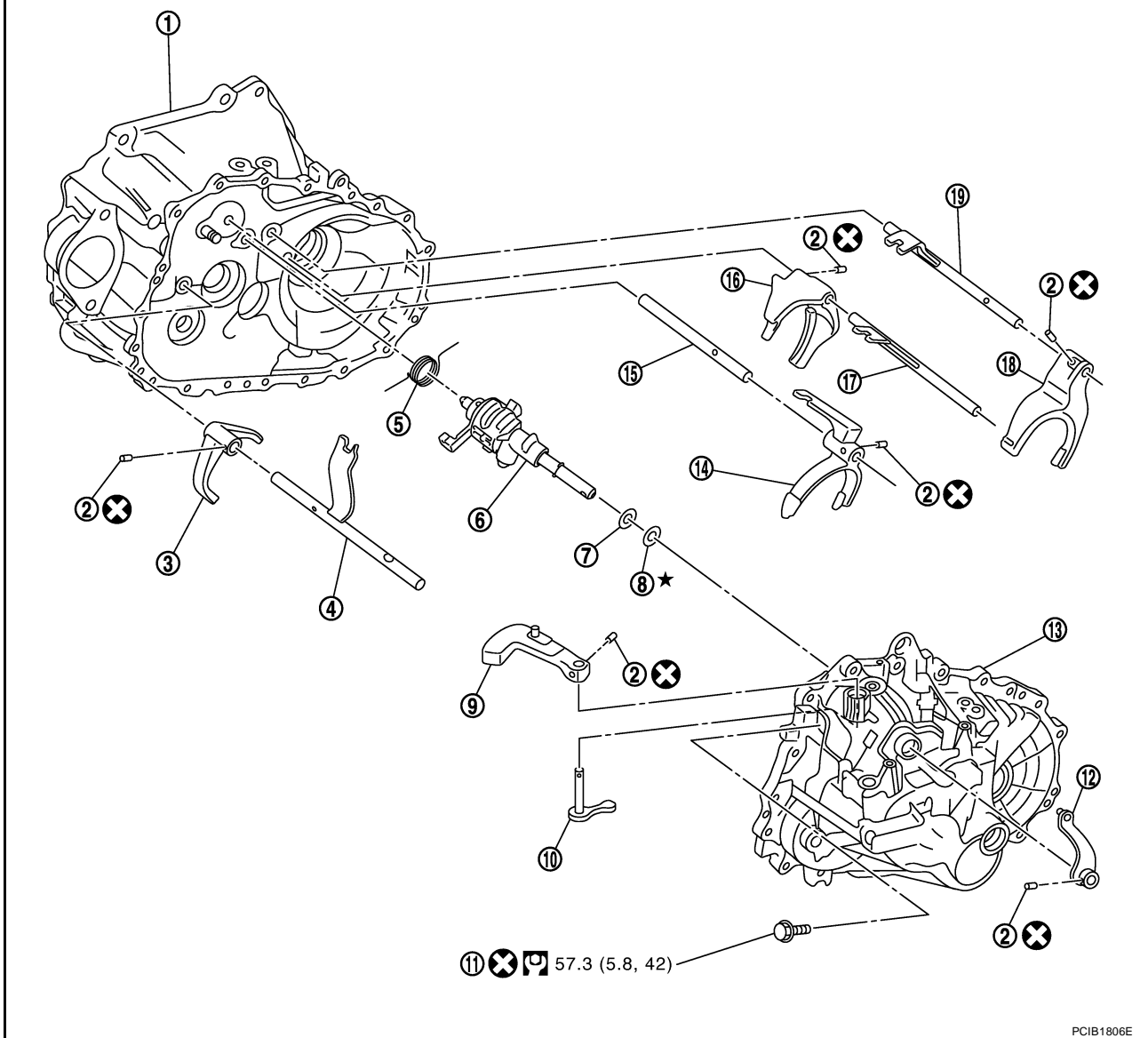
■: Replace the parts as a set.

Refer to [GI-10, "Components"](#) for symbols not described on the above.

- Apply gear oil to gears, shafts, synchronizers, and bearings when assembly.

## Shift Control Components

SEC. 328

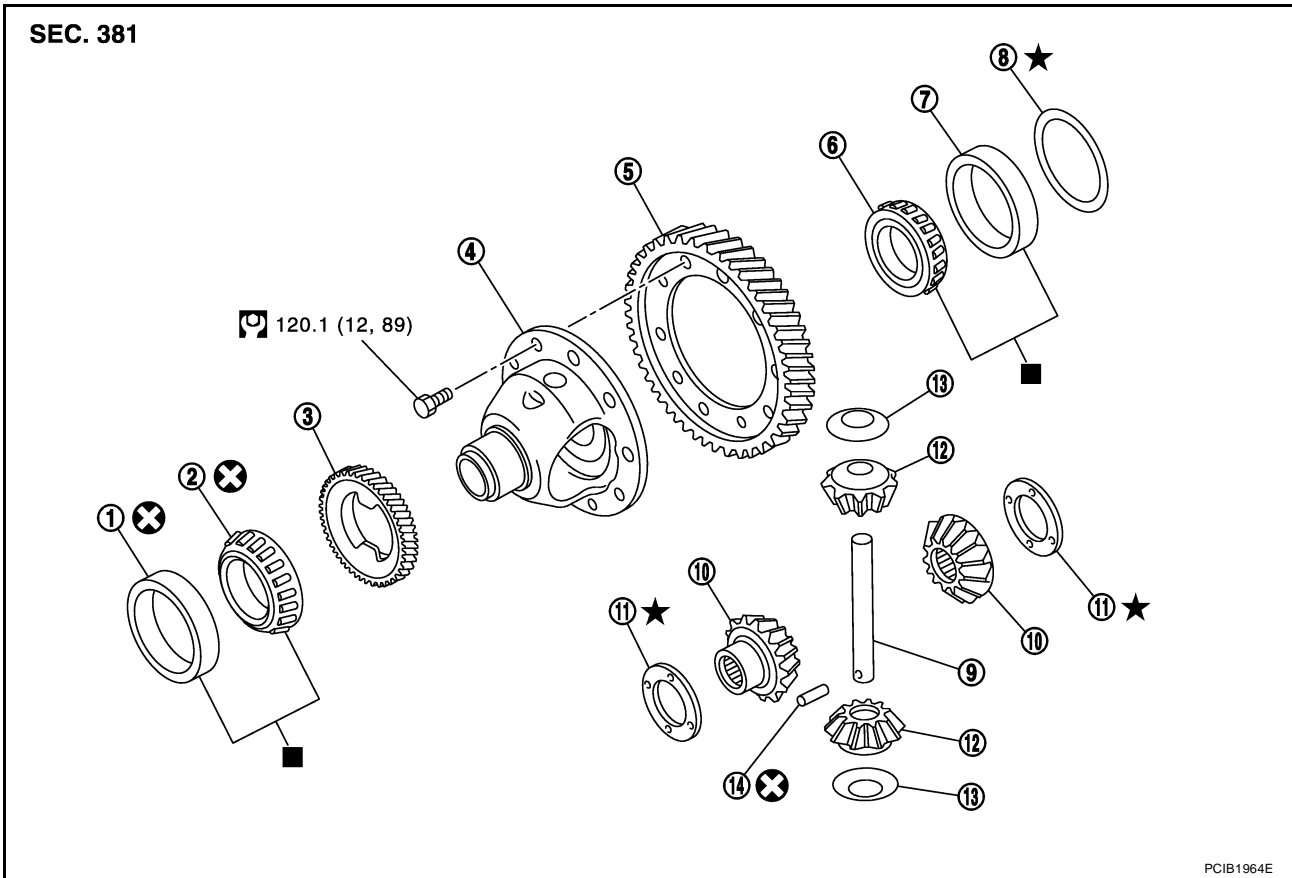


- |                        |                                |                          |
|------------------------|--------------------------------|--------------------------|
| 1. Clutch housing      | 2. Retaining pin               | 3. Reverse shift fork    |
| 4. Reverse fork rod    | 5. Return spring               | 6. Striking rod assembly |
| 7. Striking rod shim   | 8. Striking rod adjusting shim | 9. Shifter lever A       |
| 10. Shifter lever B    | 11. Guide bolt                 | 12. Selector lever       |
| 13. Transaxle case     | 14. 3rd-4th shift fork         | 15. 3rd-4th fork rod     |
| 16. 1st-2nd shift fork | 17. 1st-2nd fork rod           | 18. 5th-6th shift fork   |
| 19. 5th-6th fork rod   |                                |                          |

Refer to [GI-10, "Components"](#) for the symbols in the figure.

## Final Drive Components

### SEC. 381



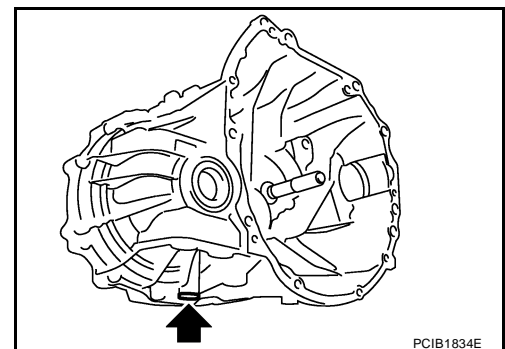
- |   |  |  |
|---|--|--|
| 1. Differential side bearing outer race (clutch housing side) | 2. Differential side bearing (clutch housing side) | 3. Speedometer drive gear                          |
| 4. Differential case  | 5. Final gear                                      | 6. Differential side bearing (transaxle case side) |
| 7. Differential side bearing outer race (transaxle case side) | 8. Differential side bearing adjusting shim        | 9. Pinion mate shaft                               |
| 10. Side gear   | 11. Side gear thrust washer                        | 12. Pinion mate gear                               |
| 13. Pinion mate thrust washer                                 | 14. Retaining pin                                  |  |

■: Replace the parts as a set.

Refer to [GI-10. "Components"](#) for symbols not described on the above.

### DISASSEMBLY

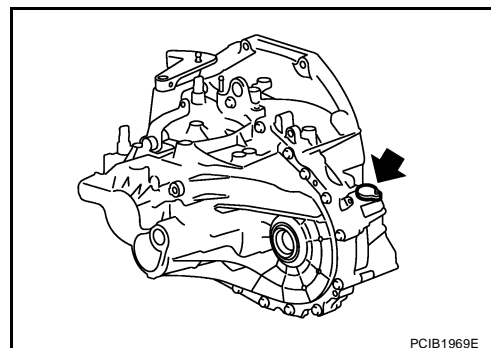
1. Remove drain plug and gasket from clutch housing.



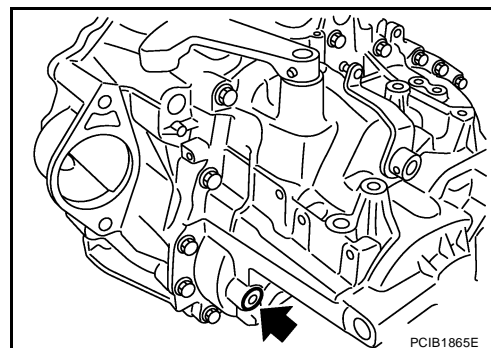
# TRANSAXLE ASSEMBLY

[RS6F52A]

2. Remove plug mounting bolt and then plug (with ABS models) or speedometer pinion gear (without ABS models) and O-ring from clutch housing.



3. Remove plug and gasket from transaxle case.

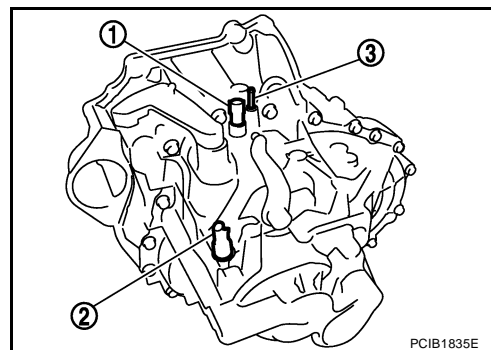


4. Remove park/neutral position (PNP) switch (1) from transaxle case.
5. Remove back-up lamp switch (2) and plunger from transaxle case.

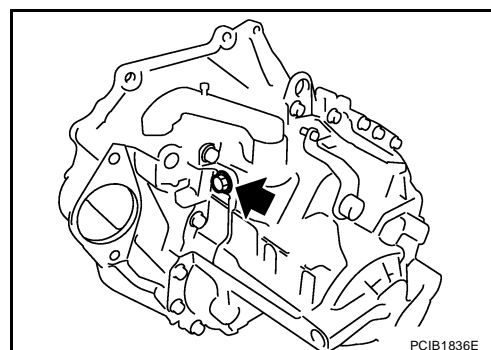
**CAUTION:**

**Never lose plunger.**

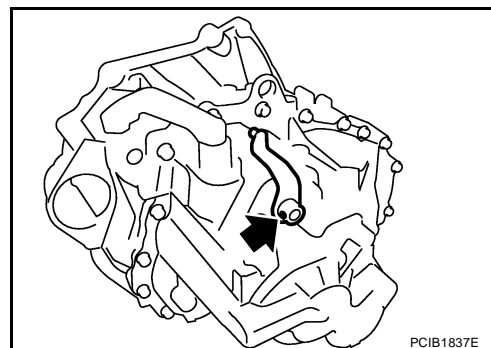
6. Remove air breather tube (3) from transaxle case.



7. Remove guide bolt from transaxle case.

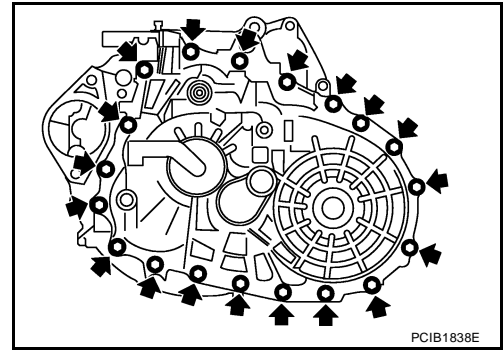


8. Remove retaining pin using a pin punch and then remove selector lever from transaxle case.



A  
B  
MT  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M

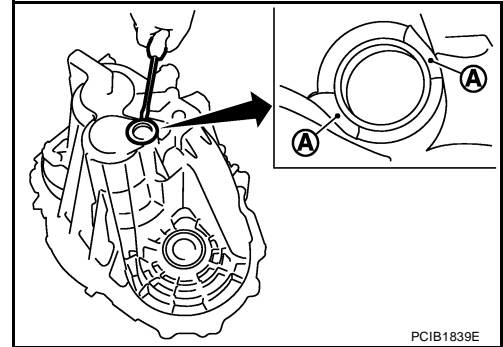
9. Remove transaxle case mounting bolts.



10. Remove bore plug from transaxle case.

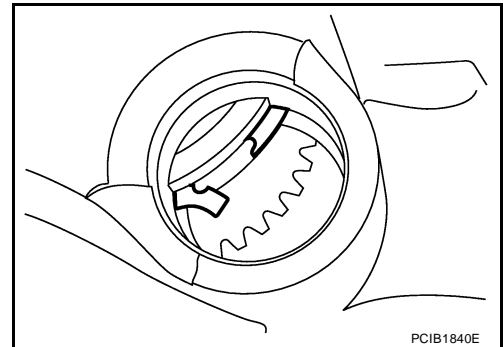
**CAUTION:**

- Never damage transaxle case.
- Access bore plug from cutout (A) of transaxle case when removing.



11. Remove transaxle case following the procedures below.

- a. Expand snap ring at mainshaft rear bearing accessing from the bore plug hole. Then pull up transaxle case from clutch housing until snap ring comes off.



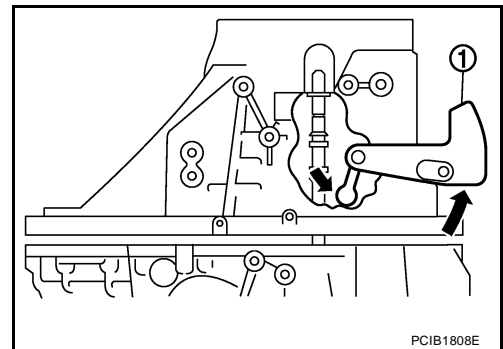
- b. With shifter lever A (1) held in the position shown in the figure, remove transaxle case from clutch housing.

**CAUTION:**

**Never drop each adjusting shim.**

**NOTE:**

Make sure to hold shifter lever A in the position shown in the figure. Otherwise transaxle case cannot be removed from clutch housing.

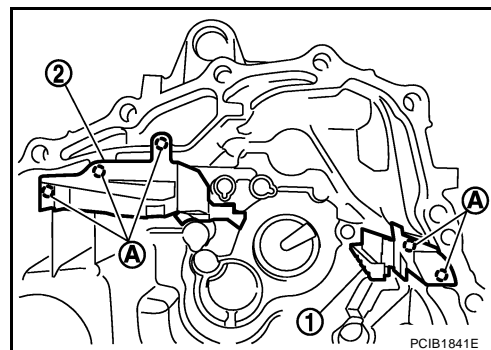


# TRANSAXLE ASSEMBLY

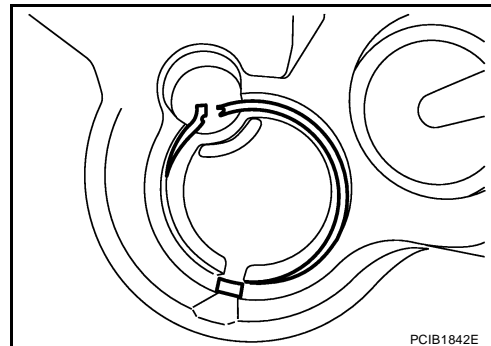
[RS6F52A]

12. Remove oil gutter A (1) and oil gutter B (2) from transaxle case.

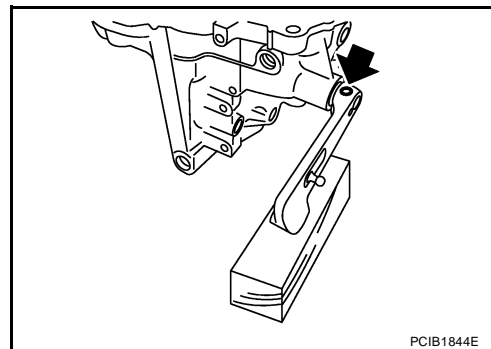
A : Tab of oil gutter



13. Remove snap ring from transaxle case.



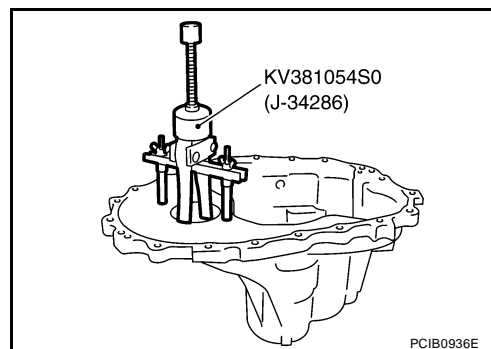
14. Remove retaining pin using a pin punch and then remove shifter lever A and shifter lever B from transaxle case.



15. Remove differential side bearing outer race (transaxle case side) from transaxle case using the puller and then remove differential side bearing adjusting shim from transaxle case.

**CAUTION:**

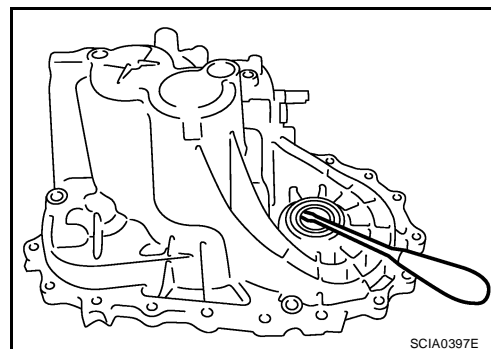
**Never damage transaxle case and differential side bearing outer race.**



16. Remove differential side oil seal from transaxle case.

**CAUTION:**

**Never damage transaxle case.**

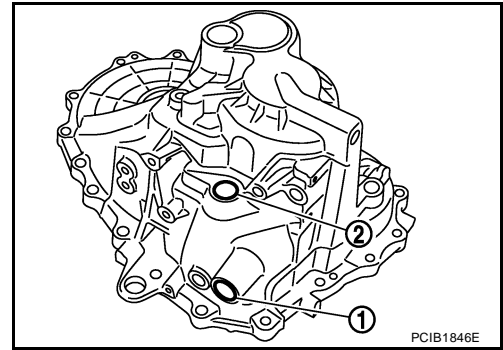




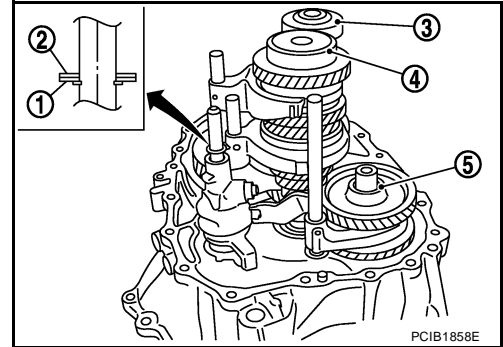
17. Remove shifter lever oil seal (1) and striking rod oil seal (2) from transaxle case.

**CAUTION:**

**Never damage transaxle case.**

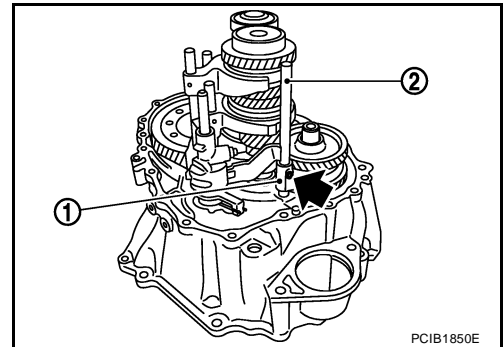


18. Remove striking rod shim (1), striking rod adjusting shim (2), mainshaft rear bearing adjusting shim (3), input shaft rear bearing adjusting shim (4), and reverse idler gear adjusting shim (5).



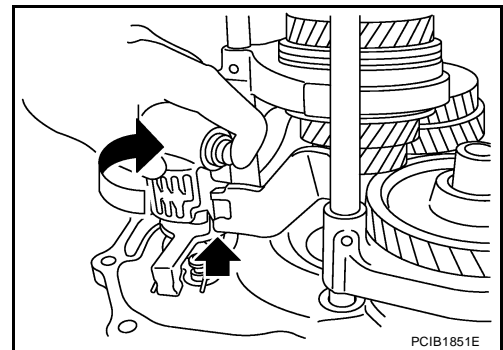
19. Remove retaining pin of reverse shift fork (1) using a pin punch.

2 : Reverse fork rod



20. Rotate striking lever of striking rod assembly as shown in the figure. Then rotate reverse fork rod to a position where bracket of reverse fork rod does not interfere with striking lever of striking rod assembly.

21. Pull out reverse shift fork and reverse fork rod.



22. Remove retaining pin of 5th-6th shift fork (1) using a pin punch.

2 : 5th-6th fork rod

