

# MANUAL TRANSAXLE

# SECTION **MT**

GI  
MA  
EM  
LC  
EF &  
EC  
FE  
CL  
**MT**  
AT  
FA  
RA  
BR  
ST  
BF  
HA  
EL  
IDX

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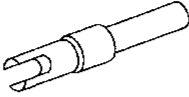
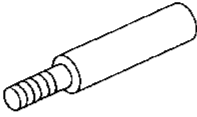
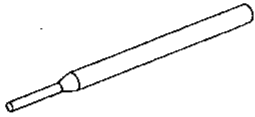
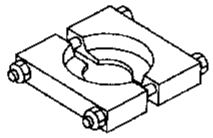
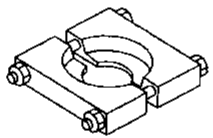
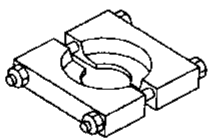

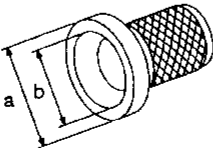
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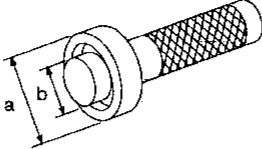
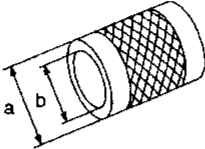
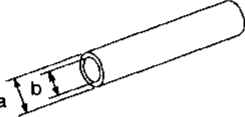
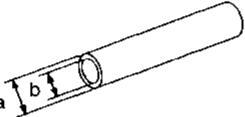
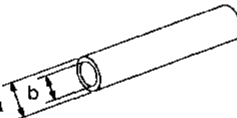
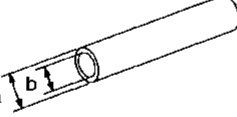
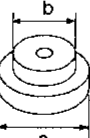
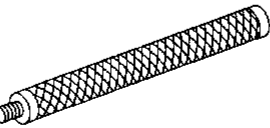
# PREPARATION

## Special Service Tools

Tool number (Kent-Moore No.) Tool name	Description	
KV38105900-For F31A (J33201) KV38107700-For F32V ( — ) Preload adapter	 NT087	Measuring turning torque of final drive assembly Measuring total turning torque (F31A) Selecting differential side bearing adjusting shim (Use with KV38106000.)
KV38106000 ( — ) Height gauge adapter (differential side bearing)	 NT089	Selecting differential side bearing adjusting shim (Use with KV38105900 or KV38107700.)
KV32101000 (J25689-A) Pin punch	 NT070	Removing and installing retaining pin
ST22730000 (J25681) Puller	 NT071	Removing mainshaft front and rear bearing inner race (F31A) Removing 5th main gear
ST30031000 (J22912-01) Puller	 NT071	Removing differential side bearing inner race (F31A) Removing 3rd and 4th synchronizer Measuring wear of 2nd & 3rd baulk ring (F32V)
ST30021000 (J22912-01) Puller	 NT071	Removing 5th synchronizer
ST33290001 (J34286) Puller	 NT076	Removing differential oil seal Removing mainshaft front bearing outer race (F31A) Removing differential side bearing outer race
ST33400001 (J26082) Drift handle	 NT086	Installing differential oil seal  a: 60 mm (2.36 in) dia. b: 47 mm (1.85 in) dia. (Except for F32V left side)

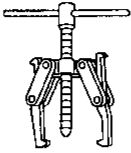
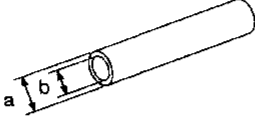
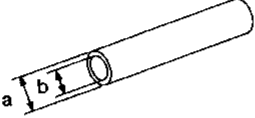
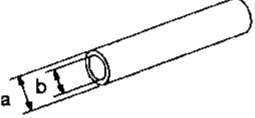
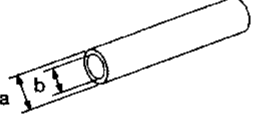
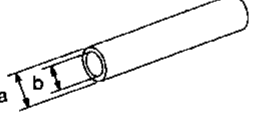
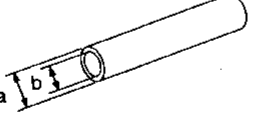
# PREPARATION

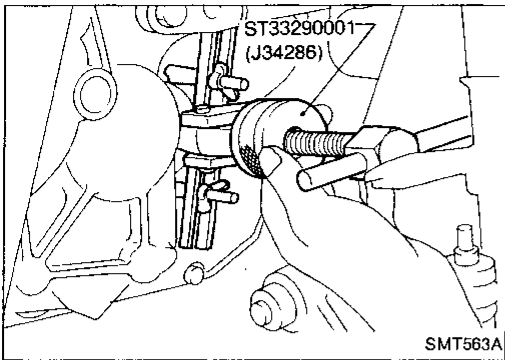
## Special Service Tools (Cont'd)

Tool number (Kent-Moore No.) Tool name	Description	
KV38102100 (J25803-01) Drift	 <p style="text-align: center;">NT084</p>	Installing input shaft rear bearing  <b>a: 44 mm (1.73 in) dia.</b> <b>b: 24.5 mm (0.965 in) dia.</b>  GI  MA
ST33200000 (J26082) Drift	 <p style="text-align: center;">NT091</p>	Installing mainshaft front bearing outer race (F31A) Installing mainshaft front bearing (F32V)  <b>a: 60 mm (2.36 in) dia.</b> <b>b: 44.5 mm (1.752 in) dia.</b>  EM  LC
ST22350000 (J25678-01) Drift	 <p style="text-align: center;">NT065</p>	Installing input shaft front bearing  <b>a: 34 mm (1.34 in) dia.</b> <b>b: 28 mm (1.10 in) dia.</b>  EF & EC  FE
ST22452000 ( — ) Drift	 <p style="text-align: center;">NT065</p>	Installing 1st & 2nd synchronizer Installing 3rd & 4th synchronizer (F32V)  <b>a: 45 mm (1.77 in) dia.</b> <b>b: 36 mm (1.42 in) dia.</b>  CL  <div style="background-color: black; color: white; padding: 2px; display: inline-block;"><b>MT</b></div>
ST37750000 (J25863-01) Drift	 <p style="text-align: center;">NT065</p>	Installing 5th main gear Installing 3rd & 4th synchronizer (F31A) Installing input shaft oil seal Installing 5th synchronizer Installing mainshaft rear bearing (F32V)  <b>a: 40 mm (1.57 in) dia.</b> <b>b: 31 mm (1.22 in) dia.</b>  AT  FA  RA
ST22360002 (J25679-01) Drift	 <p style="text-align: center;">NT065</p>	Installing mainshaft rear bearing inner race (F31A)  <b>a: 29 mm (1.14 in) dia.</b> <b>b: 23 mm (0.91 in) dia.</b>  BR  ST
ST30621000 (J25742-5) Drift	 <p style="text-align: center;">NT073</p>	installing differential side bearing outer race (F31A and right side of F32V) (Use with ST30611000.)  <b>a: 79 mm (3.11 in) dia.</b> <b>b: 59 mm (2.32 in) dia.</b>  BF  HA
ST30611000 (J25742-1) Drift handle	 <p style="text-align: center;">NT090</p>	(Use with ST30621000.)  EL  IOX

# PREPARATION

## Commercial Service Tools

Tool name	Description
Puller	<div style="display: flex; align-items: center; justify-content: center;">  <div style="margin-left: 20px;"> <p>Removing input shaft front bearing Removing mainshaft rear bearing (F32V)</p> </div> </div> <p style="text-align: left; margin-left: 20px;">NT077</p>
Drift	<div style="display: flex; align-items: center; justify-content: center;">  <div style="margin-left: 20px;"> <p>Installing mainshaft front bearing inner race (F31A)</p> <p><b>a: 31 mm (1.22 in) dia.</b> <b>b: 26 mm (1.02 in) dia.</b></p> </div> </div> <p style="text-align: left; margin-left: 20px;">NT065</p>
Drift	<div style="display: flex; align-items: center; justify-content: center;">  <div style="margin-left: 20px;"> <p>Installing differential side bearing inner race (F31A and right side of F32V)</p> <p><b>a: 56 mm (2.20 in) dia.</b> <b>b: 50.5 mm (1.988 in) dia.</b></p> </div> </div> <p style="text-align: left; margin-left: 20px;">NT065</p>
Drift	<div style="display: flex; align-items: center; justify-content: center;">  <div style="margin-left: 20px;"> <p>Installing striking rod oil seal</p> <p><b>a: 38 mm (1.50 in) dia.</b> <b>b: 32 mm (1.26 in) dia.</b></p> </div> </div> <p style="text-align: left; margin-left: 20px;">NT065</p>
Drift	<div style="display: flex; align-items: center; justify-content: center;">  <div style="margin-left: 20px;"> <p>Installing differential oil seal (F32V left side)</p> <p><b>a: 88 mm (3.46 in) dia.</b> <b>b: 72 mm (2.83 in) dia.</b></p> </div> </div> <p style="text-align: left; margin-left: 20px;">NT065</p>
Drift	<div style="display: flex; align-items: center; justify-content: center;">  <div style="margin-left: 20px;"> <p>Installing differential side bearing outer race (F32V left side)</p> <p><b>a: 104 mm (4.09 in) dia.</b> <b>b: 98 mm (3.86 in) dia.</b></p> </div> </div> <p style="text-align: left; margin-left: 20px;">NT065</p>
Drift	<div style="display: flex; align-items: center; justify-content: center;">  <div style="margin-left: 20px;"> <p>Installing differential side bearing inner race (F32V left side)</p> <p><b>a: 91 mm (3.58 in) dia.</b> <b>b: 81 mm (3.19 in) dia.</b></p> </div> </div> <p style="text-align: left; margin-left: 20px;">NT065</p>



## Replacing Oil Seal

### DIFFERENTIAL OIL SEAL

1. Drain gear oil from transaxle.
2. Remove drive shafts — Refer to section FA.
3. Remove differential oil seal with Tool.

GI

MA

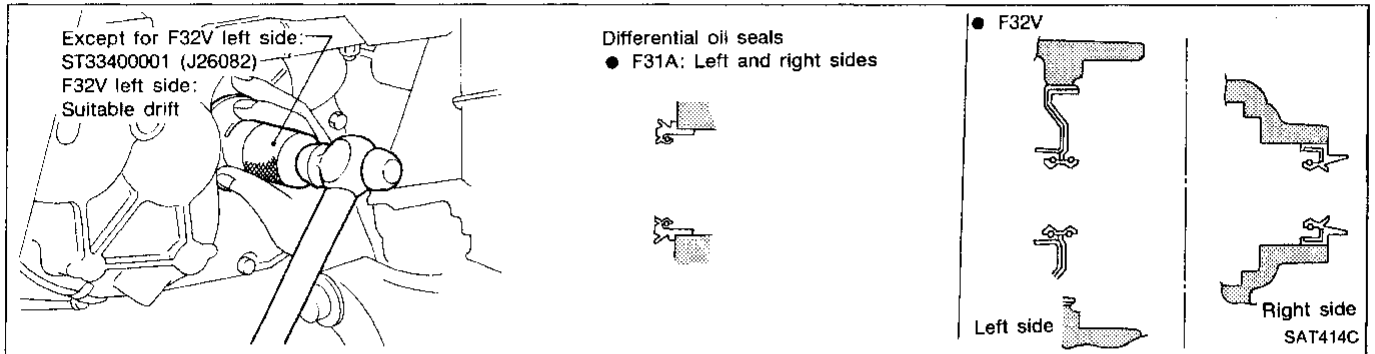
EM

LC

EF &  
EC

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CL



4. Install differential oil seal. Suitable drift sizes are shown in "PREPARATION".

- **Apply multi-purpose grease to seal lip of oil seal before installing.**

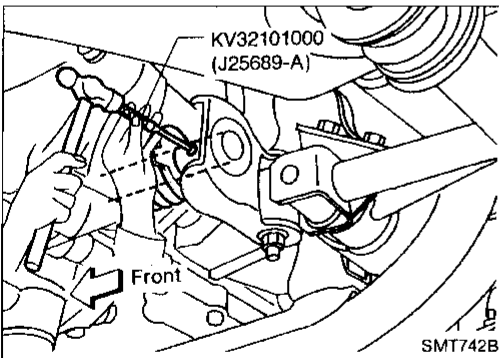
5. Install drive shafts — Refer to section FA.

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### STRIKING ROD OIL SEAL

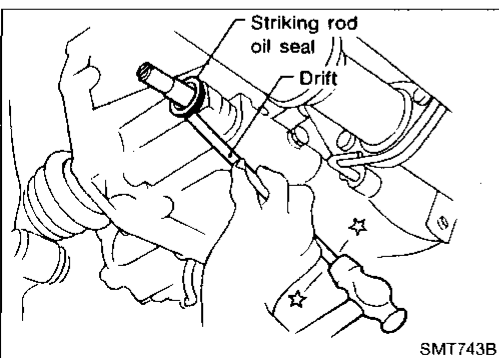
1. Remove transaxle control rod from yoke.
  2. Remove retaining pin of yoke with Tool.
- **Be careful not to damage boot.**

BR

ST

BF

HA



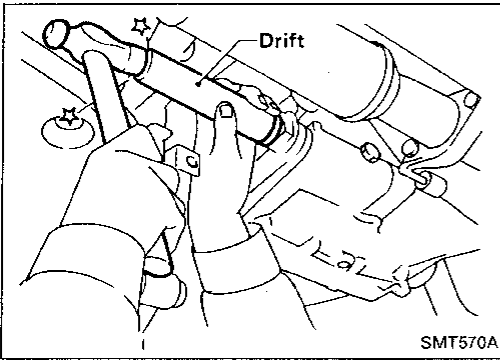
3. Remove striking rod oil seal.

EL

IDX

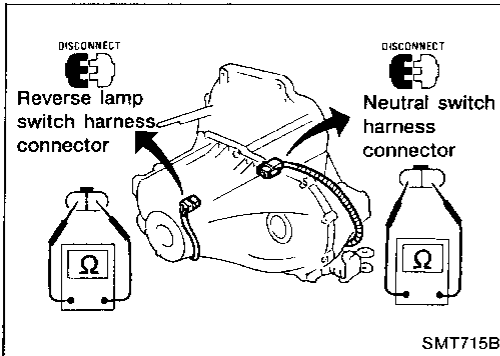
## ON-VEHICLE SERVICE

### Replacing Oil Seal (Cont'd)



4. Install striking rod oil seal.

- Apply multi-purpose grease to seal lip of oil seal before installing.



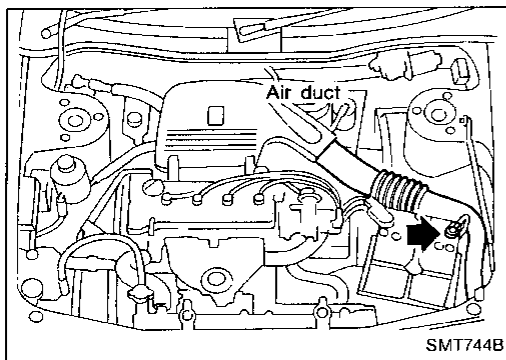
### Check of Position Switch

#### BACK-UP LAMP SWITCH

- Check continuity.

Switch	Gear position	Continuity
Back-up lamp switch	Reverse	Yes
	Except reverse	No
Neutral switch	Neutral	Yes
	Except neutral	No

# REMOVAL AND INSTALLATION



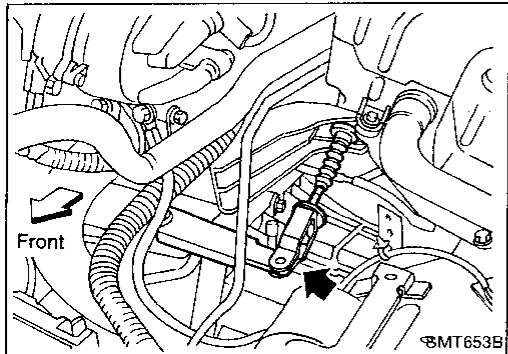
## Removal

1. Remove battery negative terminal.
2. Remove air duct.

GI

MA

EM



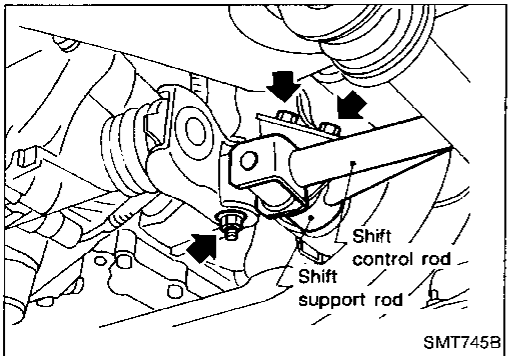
3. Disconnect clutch control cable.
4. Disconnect speedometer cable from transaxle.
5. Disconnect back-up lamp switch, neutral switch and ground harness connectors.
6. Remove starter motor from transaxle.

LC

EF &  
EC

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CL



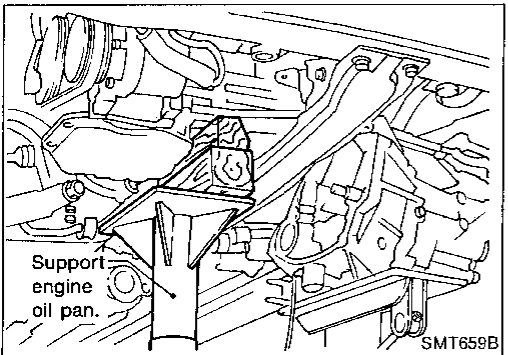
7. Remove shift control rod and support rod from transaxle.
8. Drain gear oil from transaxle.
9. Remove exhaust front tube.
10. Draw out drive shafts from transaxle — Refer to section FA.

MT

AT

FA

RA



11. Support engine by placing a jack under oil pan.

### CAUTION:

**Do not place jack under oil pan drain plug.**

12. Remove rear and LH mounts.
13. Remove bolts securing transaxle.
14. Lower transaxle while supporting it with a jack.

BR

ST

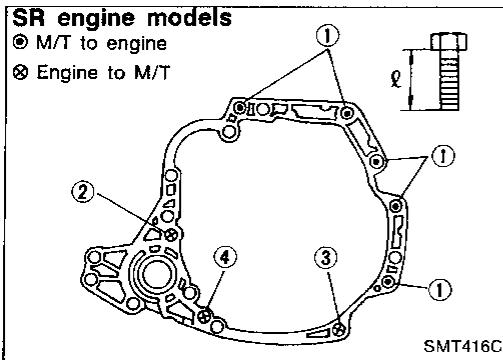
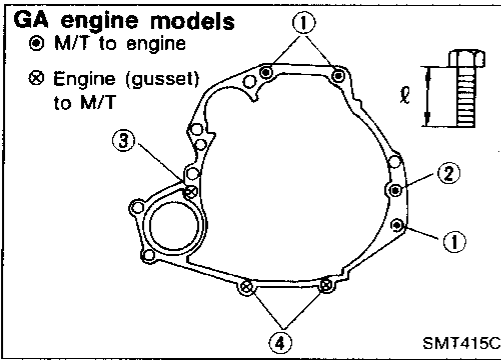
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# REMOVAL AND INSTALLATION



## Installation

Install transaxle and any part removed.

### ● GA engine models

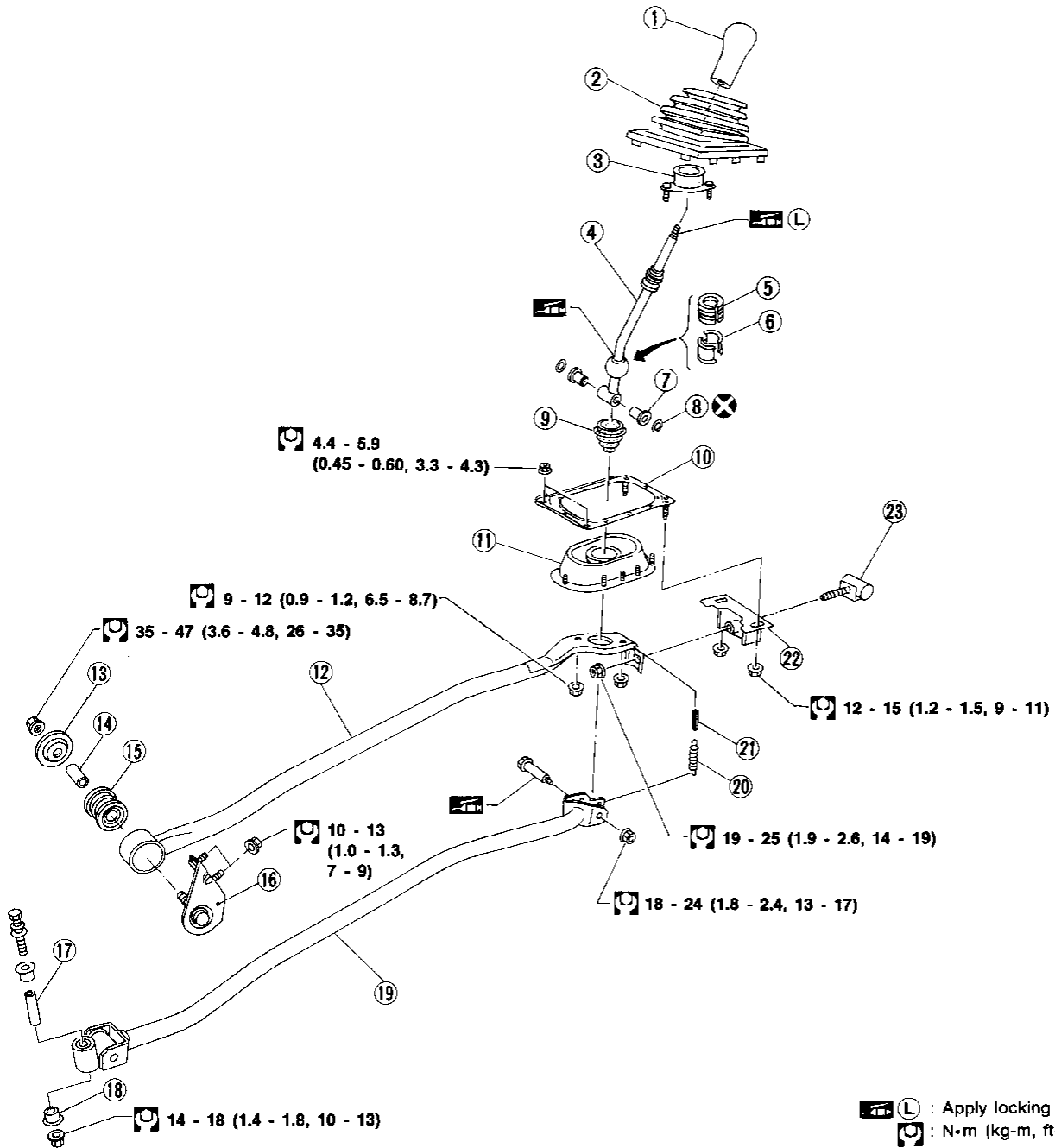
Bolt No.	Tightening torque N·m (kg·m, ft·lb)	"ℓ" mm (in)
①	30 - 40 (3.1 - 4.1, 22 - 30)	70 (2.76)
②	30 - 40 (3.1 - 4.1, 22 - 30)	85 (3.35)
③	30 - 40 (3.1 - 4.1, 22 - 30)	30 (1.18)
④	16 - 21 (1.6 - 2.1, 12 - 15)	25 (0.98)
Front gusset to engine	30 - 40 (3.1 - 4.1, 22 - 30)	20 (0.79)
Rear gusset to engine	16 - 21 (1.6 - 2.1, 12 - 15)	16 (0.63)

### ● SR engine models

Bolt No.	Tightening torque N·m (kg·m, ft·lb)	"ℓ" mm (in)
①	70 - 79 (7.1 - 8.1, 51 - 59)	55 (2.17)
②	70 - 79 (7.1 - 8.1, 51 - 59)	65 (2.56)
③	30 - 40 (3.1 - 4.1, 22 - 30)	35 (1.38)
④	30 - 40 (3.1 - 4.1, 22 - 30)	45 (1.77)



# TRANSAXLE GEAR CONTROL



- ① Control lever knob
- ② Boot
- ③ Control lever socket
- ④ Control lever
- ⑤ Insulator
- ⑥ Seat
- ⑦ Bushing
- ⑧ O-ring

- ⑨ Dust boot
- ⑩ Plate bolt
- ⑪ Transaxle hole cover
- ⑫ Support rod
- ⑬ Plate
- ⑭ Collar
- ⑮ Bushing
- ⑯ Support rod bracket

- ⑰ Collar
- ⑱ Bushing
- ⑲ Control rod
- ⑳ Return spring
- ㉑ Return spring rubber
- ㉒ Holder bracket
- ㉓ Mass damper

SMT606C

GI

MA

EM

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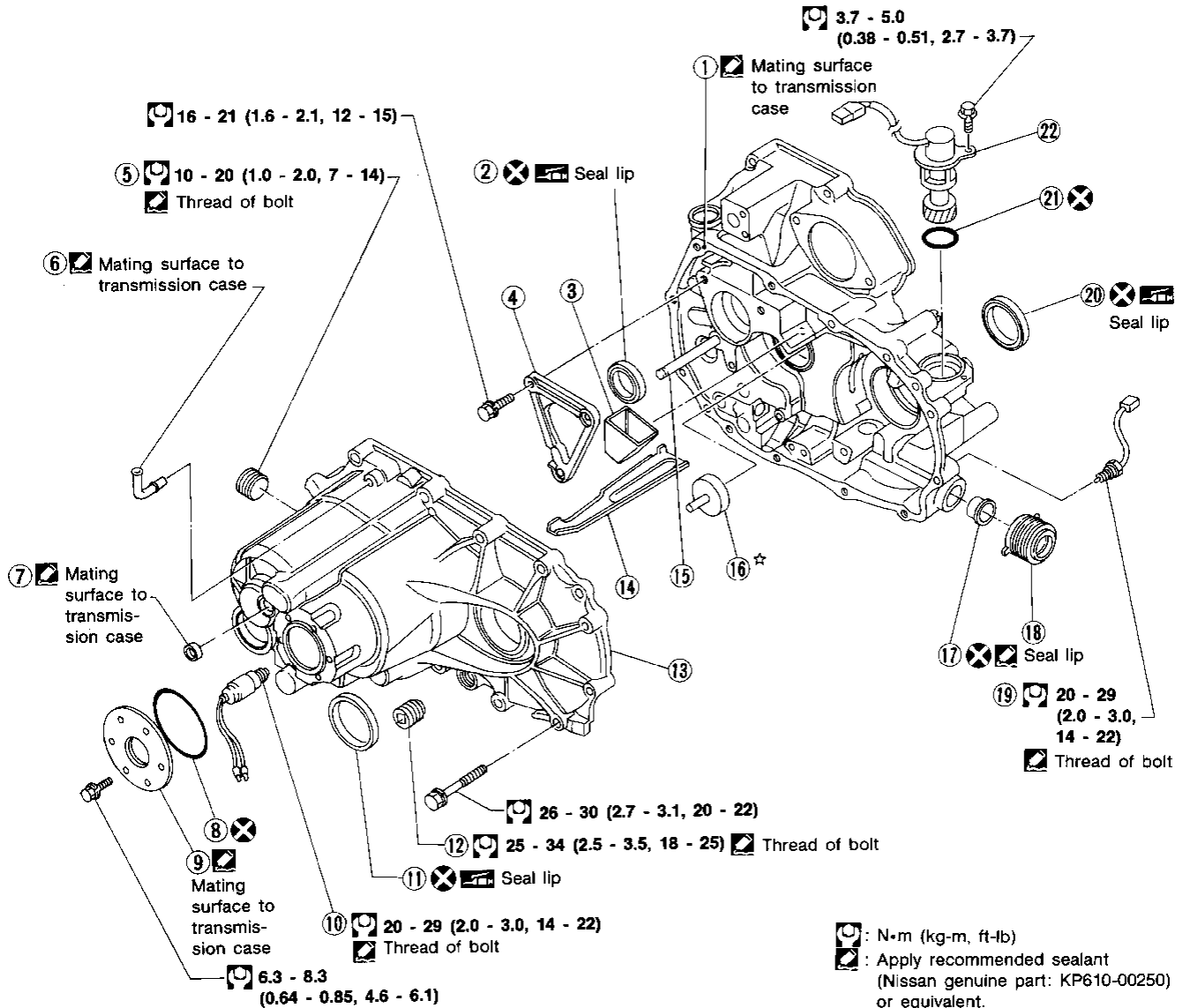
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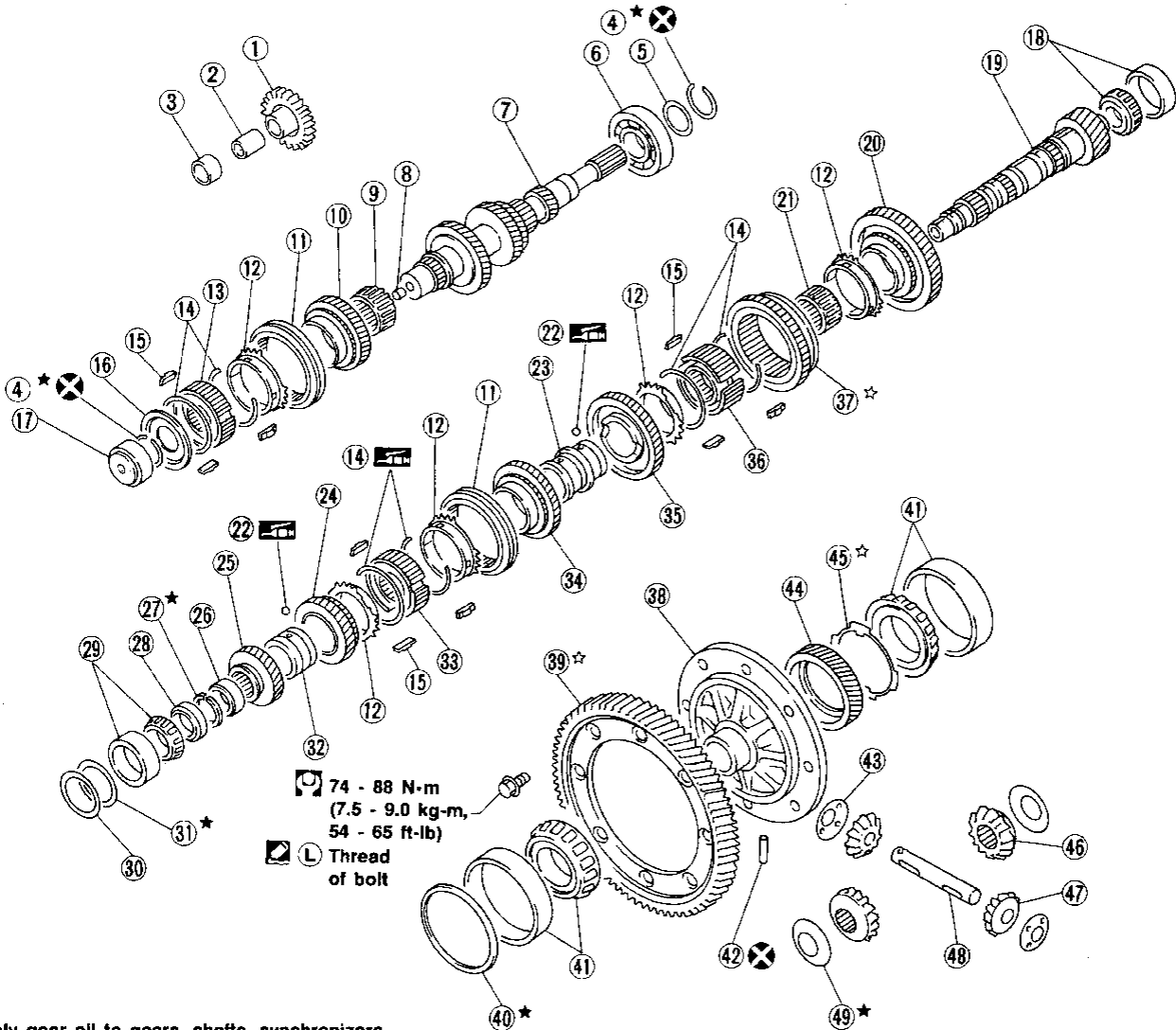
Case Components



SMT602C

- |                        |                         |                               |
|------------------------|-------------------------|-------------------------------|
| ① Clutch housing       | ⑨ Case cover            | ⑯ Oil channel                 |
| ② Input shaft oil seal | ⑩ Reverse lamp switch   | ⑰ Striking rod oil seal       |
| ③ Oil pocket           | ⑪ Differential oil seal | ⑱ Neutral switch              |
| ④ Bearing retainer     | ⑫ Drain plug            | ⑳ Differential oil seal       |
| ⑤ Filler plug          | ⑬ Transmission case     | ㉑ O-ring                      |
| ⑥ Air breather         | ⑭ Oil gutter            | ㉒ Speedometer pinion assembly |
| ⑦ Welch plug           | ⑮ Reverse idler shaft   |                               |
| ⑧ O-ring               |                         |                               |

Gear Components



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

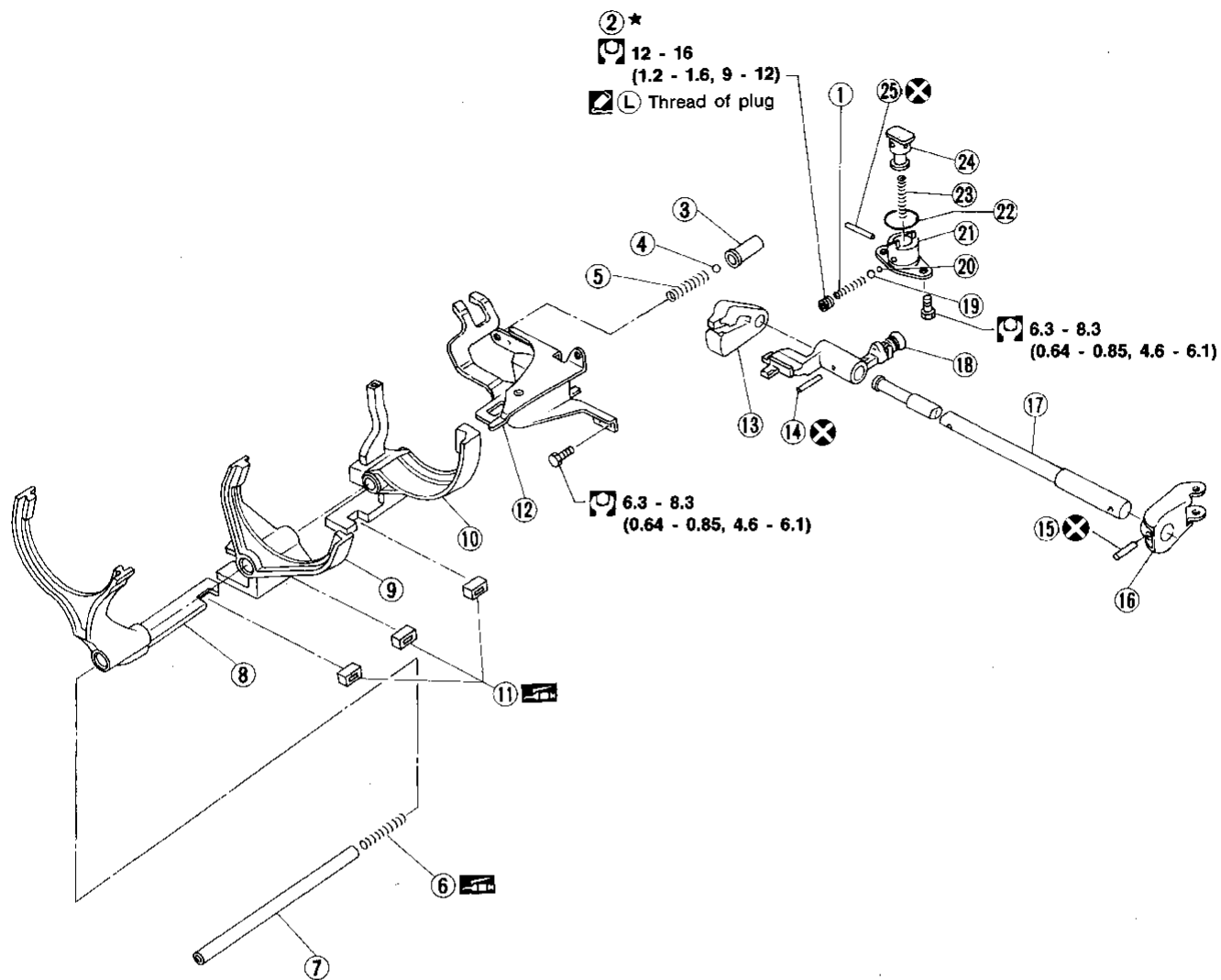
- ☐ L : Apply locking sealant.
- ☆ : Select proper thickness.
- ☆ : Pay attention to its direction.

- |                             |                            |  |   |
|-----------------------------|----------------------------|--|---|
| ① Reverse idler gear        | ⑮ Shifting insert          | ⑳ Mainshaft rear bearing               | ④⑩ Differential side bearing adjusting shim |
| ② Reverse idler bushing     | ⑯ 5th stopper              | ④① Spacer                              | ④① Differential side bearing                |
| ③ Reverse idler spacer      | ⑰ Input shaft rear bearing | ④② Mainshaft bearing adjusting shim    | ④② Lock pin                                 |
| ④ Snap ring                 | ⑱ Mainshaft front bearing  | ④③ 4th bushing                         | ④③ Pinion mate thrust washer                |
| ⑤ Input gear spacer         | ⑲ Mainshaft                | ④④ 3rd & 4th synchronizer hub          | ④④ Speedometer drive gear                   |
| ⑥ Input shaft front bearing | ⑳ 1st main gear            | ④⑤ 3rd main gear                       | ④⑤ speedometer stopper                      |
| ⑦ Input shaft               | ㉑ 1st gear needle bearing  | ④⑥ 2nd main gear                       | ④⑥ Side gear                                |
| ⑧ Oil plug                  | ㉒ Steel ball               | ④⑦ 1st & 2nd synchronizer hub          | ④⑦ Pinion mate gear                         |
| ⑨ 5th gear needle bearing   | ㉓ 2nd & 3rd bushing        | ④⑧ Reverse main gear (Coupling sleeve) | ④⑧ Pinion mate shaft                        |
| ⑩ 5th input gear            | ㉔ 4th main gear            | ④⑨ Differential case                   | ④⑨ Side gear thrust washer                  |
| ⑪ Coupling sleeve           | ㉕ 5th main gear            | ⑤① Final gear                          |   |
| ⑫ Bulk ring                 | ㉖ Thrust washer            |  |   |
| ⑬ 5th synchronizer hub      | ㉗ Mainshaft C-ring         |  |   |
| ⑭ Spread spring             | ㉘ C-ring holder            |  |   |

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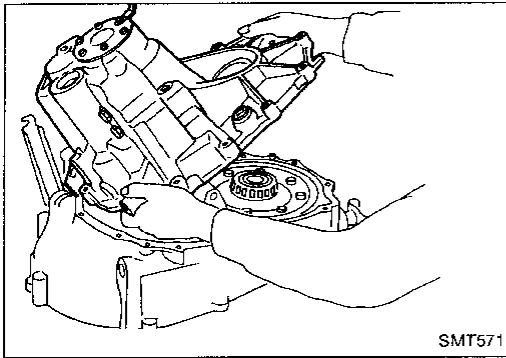
Shift Control Components



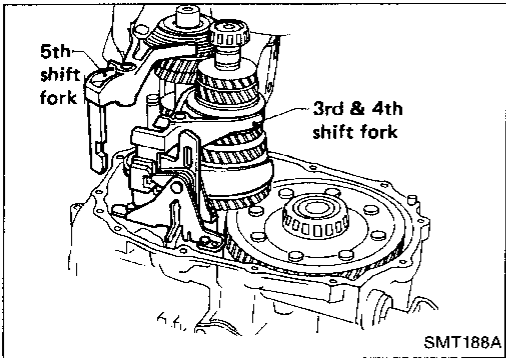
: N·m (kg-m, ft-lb)  
 : Apply locking sealant.  
 : Select with proper length.

SMT603C

- |                             |                        |                        |
|-----------------------------|------------------------|------------------------|
| ① Reverse check spring      | ⑩ 1st & 2nd shift fork | ⑱ Striking lever       |
| ② Reverse check plug        | ⑪ Shifter cap          | ⑲ Check ball (Large)   |
| ③ Check ball plug           | ⑫ Control bracket      | ⑳ Check ball (Small)   |
| ④ Shift check ball          | ⑬ Striking interlock   | ㉑ Check sleeve         |
| ⑤ Check spring              | ⑭ Retaining pin        | ㉒ O-ring               |
| ⑥ Fork shaft support spring | ⑮ Retaining pin        | ㉓ Select return spring |
| ⑦ Fork shaft                | ⑯ Yoke                 | ㉔ Check plunger        |
| ⑧ 5th shift fork            | ⑰ Striking rod         | ㉕ Stopper pin          |
| ⑨ 3rd & 4th shift fork      |                        |                        |

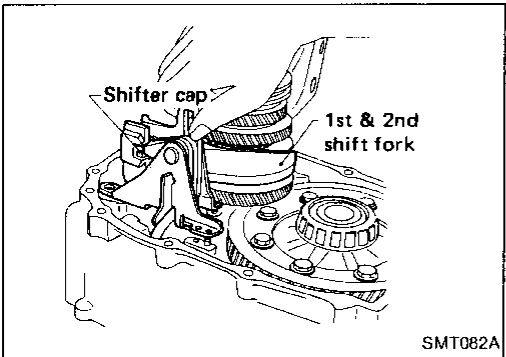


1. Remove transmission case while slightly tilting it to prevent 5th shift fork from interfering with case.



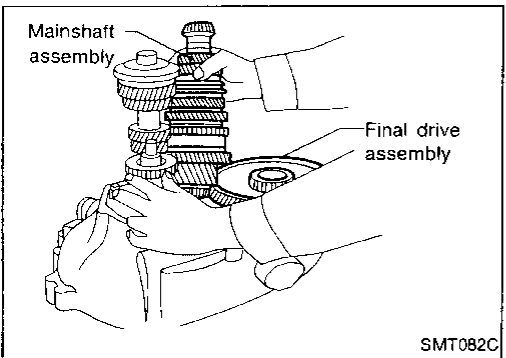
2. Draw out reverse idler spacer and fork shaft, then remove 5th and 3rd & 4th shift forks.

**Be careful not to lose shifter cap.**



3. Remove control bracket with 1st & 2nd shift fork.

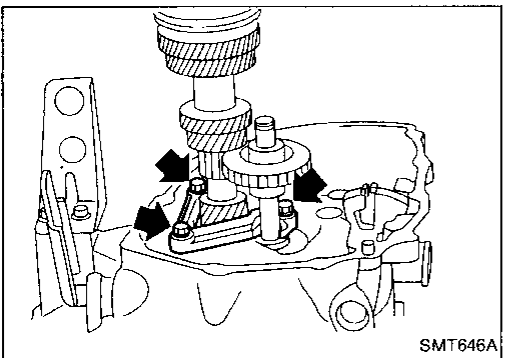
**Be careful not to lose shifter cap.**



4. Remove gear components from clutch housing.

- a. Remove mainshaft and final drive assembly.

**Always withdraw mainshaft straight out. Failure to do so can damage resin oil channel on clutch housing side.**



- b. Remove bearing retainer securing bolts.

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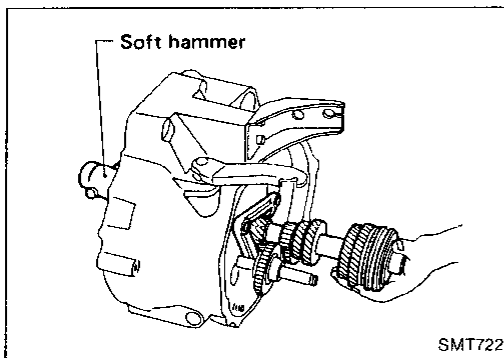
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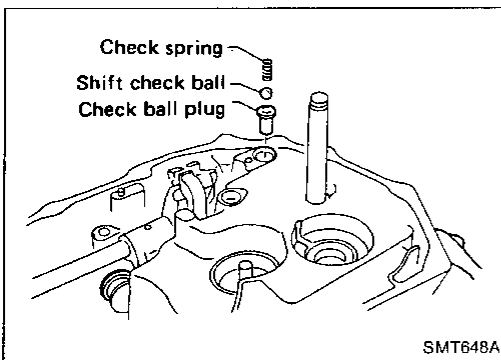
IDX



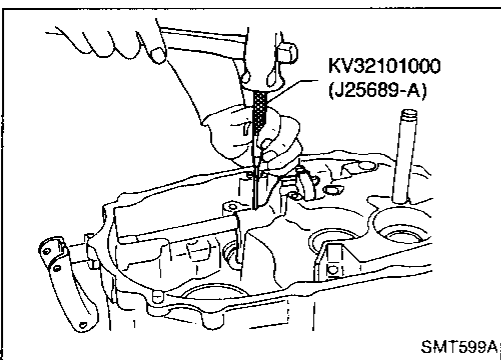
- c. Remove input shaft together with bearing retainer and reverse idler gear by tapping lightly.

**Do not draw out reverse idler shaft from clutch housing because these fittings will be loose.**

**When removing input shaft, be careful not to scratch oil seal lip with shaft spline.**

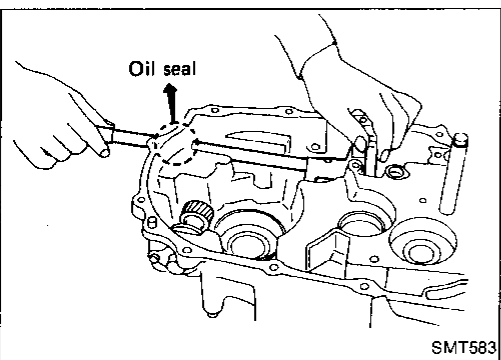


5. Remove oil pocket, shift check ball, check spring and check ball plug.

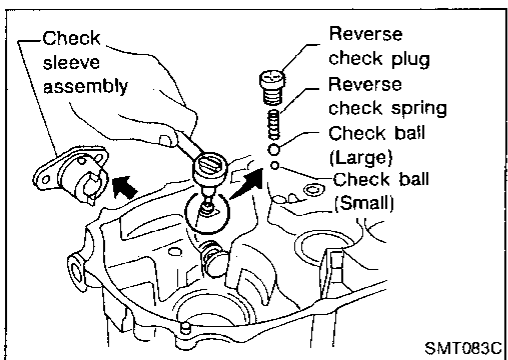


6. Drive retaining pin out of striking lever with Tool, then remove striking rod, striking lever and striking interlock.

- **Select a position where retaining pin does not interfere with clutch housing when removing retaining pin.**

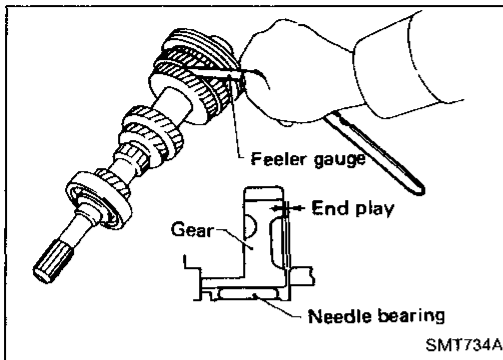


- **Be careful not to damage oil seal lip, when removing striking rod. If necessary, tape edges of striking rod.**



7. Remove reverse check plug, then detach reverse check spring and check balls.

8. Remove check sleeve assembly.



**Input Shaft and Gears**

**DISASSEMBLY**

1. Before disassembly, check 5th input gear end play.

**Gear end play:**

**0.18 - 0.31 mm (0.0071 - 0.0122 in)**

- If not within specification, disassemble and check contact surface of gear, shaft and hub. Then check clearance of snap ring groove — Refer to "Assembly". (MT-16)

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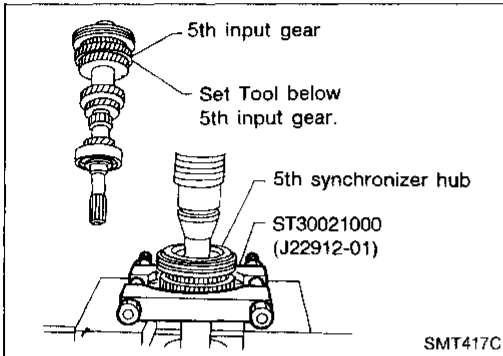
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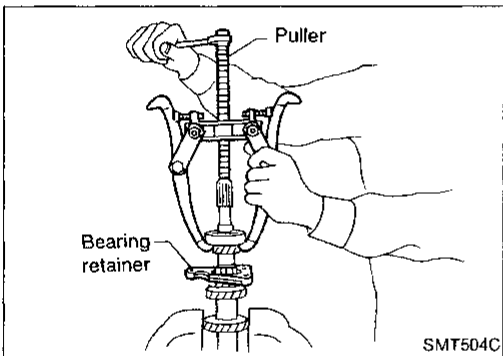
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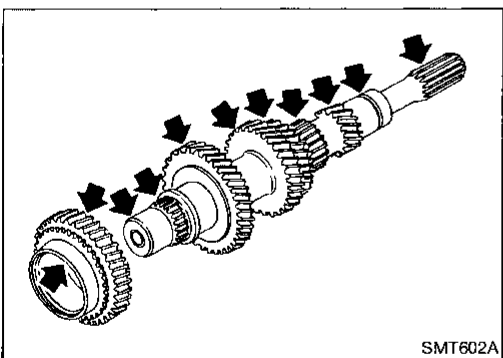
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2. Remove snap ring and 5th stopper.
3. Remove 5th synchronizer, 5th input gear and 5th gear needle bearing with Tool.



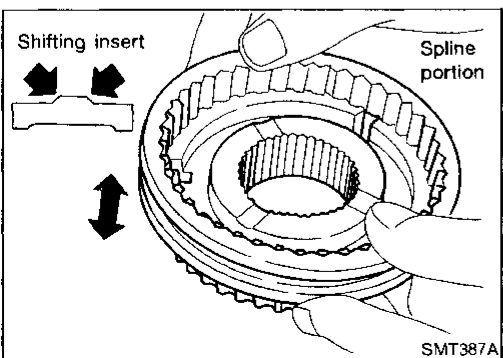
4. Remove snap ring of input shaft front bearing and input gear spacer.
5. Pull out input shaft front bearing.
6. Remove bearing retainer.



**INSPECTION**

**Gear and shaft**

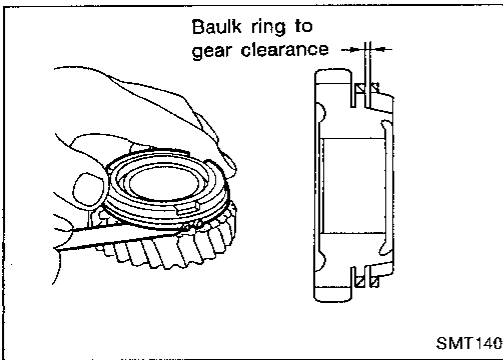
- Check shaft for cracks, wear or bending.
- Check gears for excessive wear, chips or cracks.



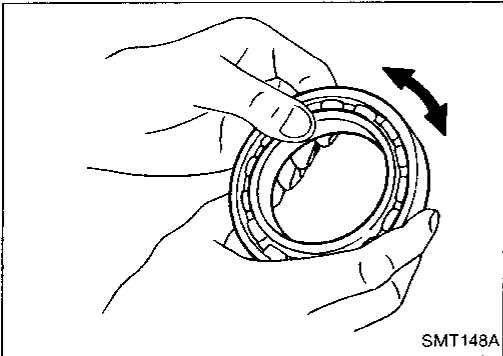
**Synchronizer**

- Check spline portion of coupling sleeves, hubs and gears for wear or cracks.
- Check baulk rings for cracks or deformation.
- Check shifting inserts for wear or deformation.

**Input Shaft and Gears (Cont'd)**

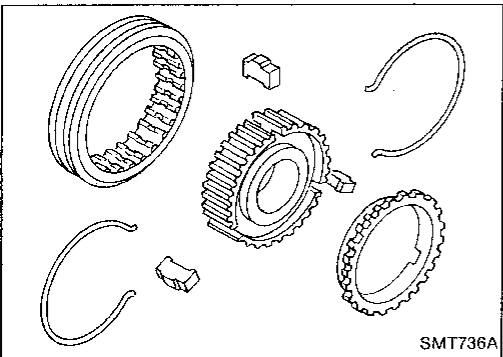


- Measure clearance between baulk ring and gear.  
**Clearance between baulk ring and gear:**  
**Standard**  
 1.0 - 1.35 mm (0.0394 - 0.0531 in)  
**Wear limit**  
 0.7 mm (0.028 in)



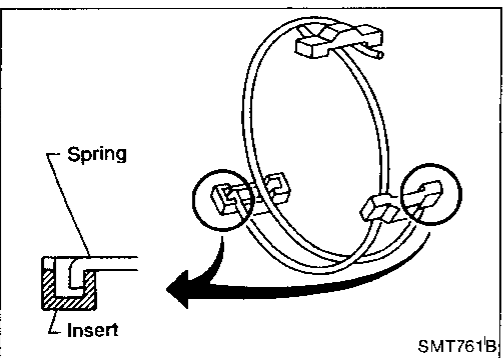
**Bearing**

- Make sure bearings roll freely and are free from noise, cracks, pitting or wear.

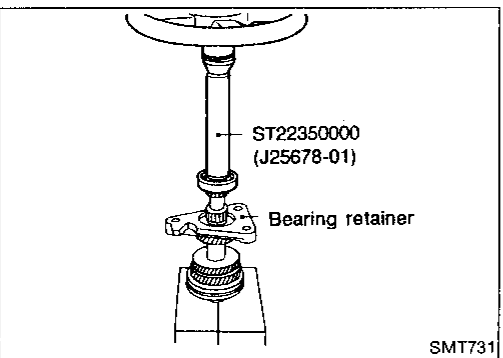


**ASSEMBLY**

1. Assemble 5th synchronizer.



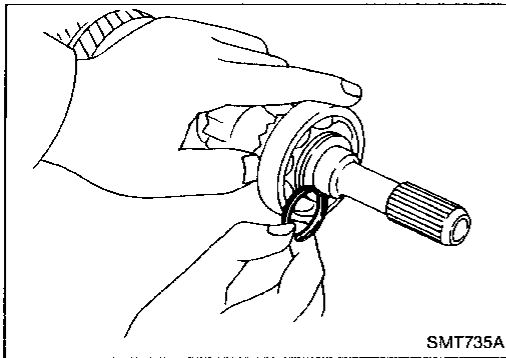
- Be careful not to hook front and rear ends of spread spring to the same insert.



2. Install bearing retainer.
3. Press on input shaft front bearing.
4. Install input gear spacer.



Input Shaft and Gears (Cont'd)



5. Select proper snap ring of input shaft front bearing to minimize clearance of groove in input shaft and then install it.

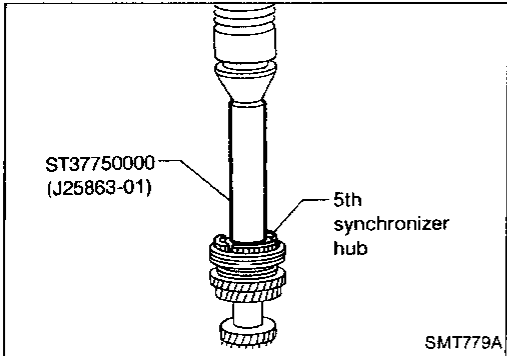
**Allowable clearance of groove:**  
0 - 0.1 mm (0 - 0.004 in)

**Snap ring of input shaft front bearing:**  
Refer to SDS, MT-59.

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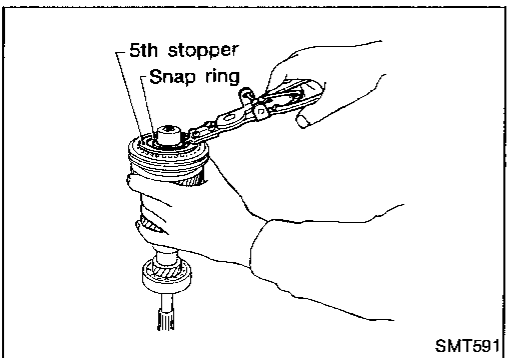
6. Install 5th gear needle bearing, 5th input gear, 5th synchronizer and 5th stopper with Tool.

7. Measure gear end play as the final check — Refer to "Disassembly", MT-15.

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8. Select proper snap ring of 5th synchronizer hub to minimize clearance of groove in input shaft and install it.

**Allowable clearance of groove:**  
0 - 0.1 mm (0 - 0.004 in)

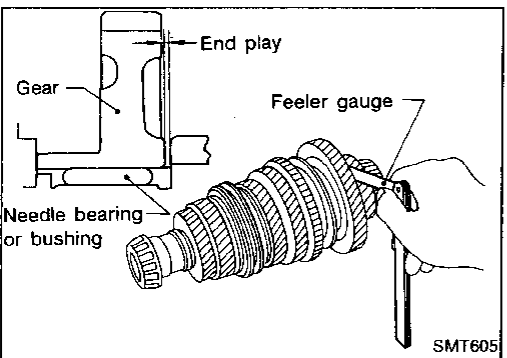
**Snap ring of 5th synchronizer:**  
Refer to SDS, MT-59.

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Mainshaft and Gears

DISASSEMBLY

1. Before disassembly, check 1st, 2nd, 3rd and 4th main gear end plays.

**Gear end play:**  
Refer to SDS, MT-59.

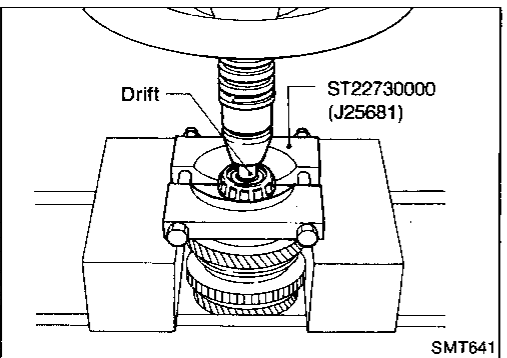
- If not within specification, disassemble and check contact surface of gear, shaft and hub. Then check clearance of C-ring groove — Refer to "Assembly", MT-19.

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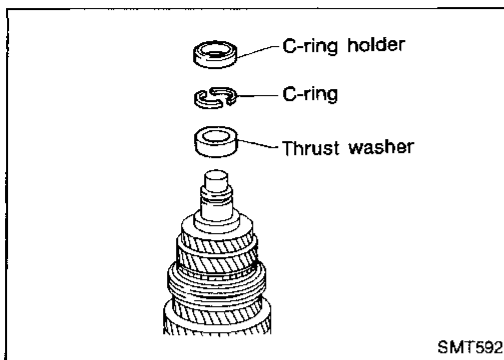
2. Press out mainshaft front and rear bearing with Tool.

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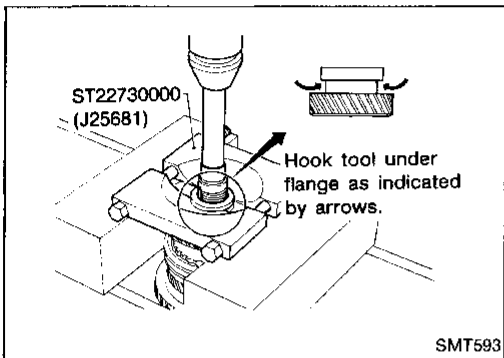
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Mainshaft and Gears (Cont'd)

3. Remove C-rings, C-ring holder and thrust washer.

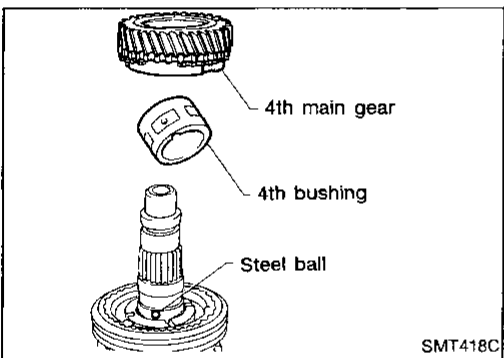


4. Press out 5th main gear with Tool.



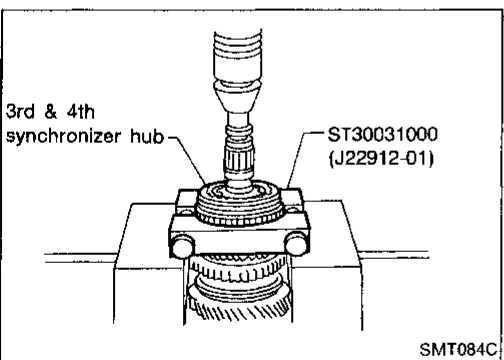
5. Remove 4th main gear, 4th bushing and steel ball.

● Be careful not to lose steel ball.

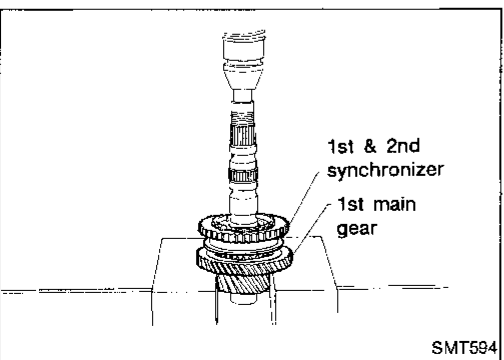


6. Remove 3rd & 4th synchronizer, 3rd main gear, 2nd & 3rd bushing, steel ball and 2nd main gear with Tool.

● Be careful not to lose steel ball.



7. Remove 1st & 2nd synchronizer and 1st main gear, then remove 1st gear needle bearing.



**Mainshaft and Gears (Cont'd)**

**INSPECTION**

**Gear and shaft**

- Check shaft for cracks, wear or bending.
- Check gears for excessive wear, chips or cracks.

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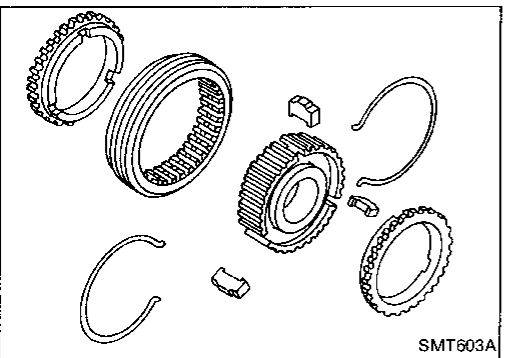
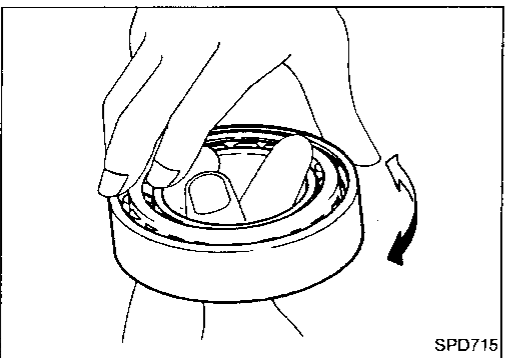
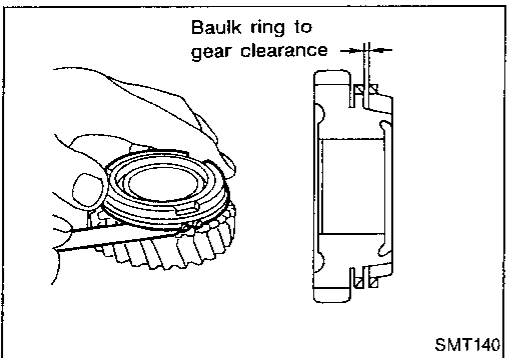
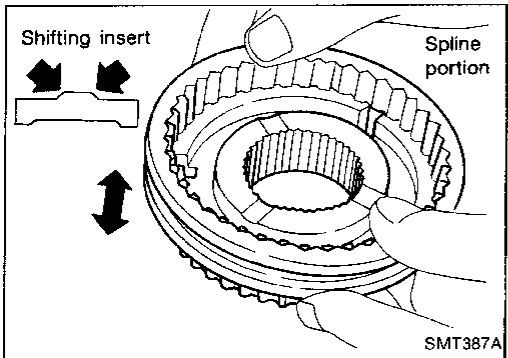
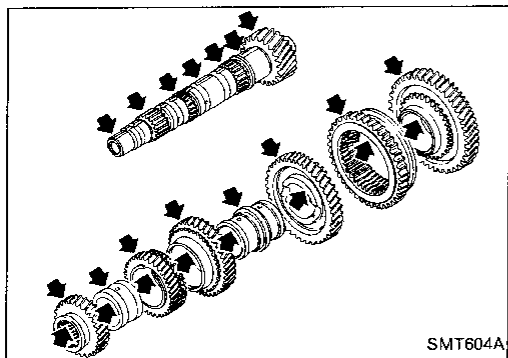
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**Synchronizer**

- Check spline portion of coupling sleeves, hubs and gears for wear or cracks.
- Check baulk rings for cracks or deformation.
- Check shifting inserts for wear or deformation.

- Measure clearance between baulk ring and gear.  
**Clearance between baulk rings and 1st-4th main gears:**  
**Standard**  
 1.0 - 1.35 mm (0.0394 - 0.0531 in)  
**Wear limit**  
 0.7 mm (0.028 in)

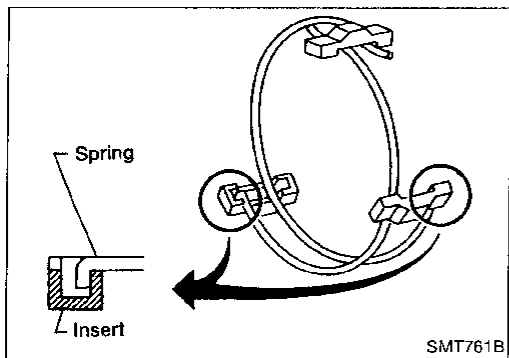
**Bearing**

- Make sure bearings roll freely and are free from noise, cracks, pitting or wear.
- **When replacing tapered roller bearing, replace outer and inner race as a set.**

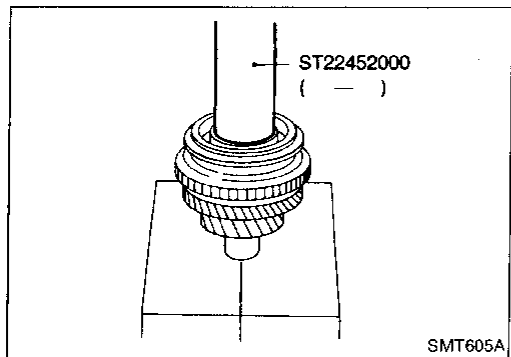
**ASSEMBLY**

1. Assemble 1st & 2nd and 3rd & 4th synchronizers.

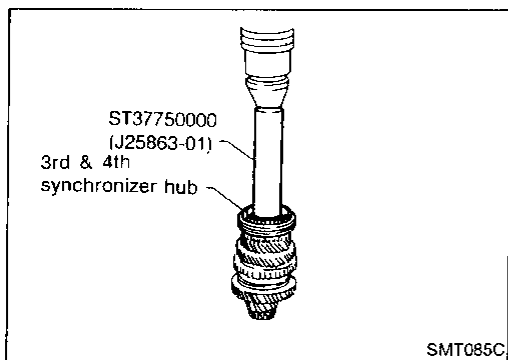
Mainshaft and Gears (Cont'd)



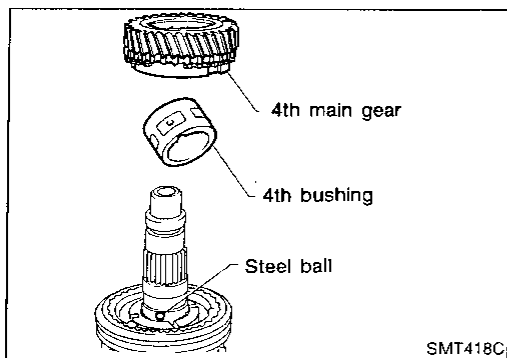
- Be careful not to hook front and rear ends of spread spring to the same insert.



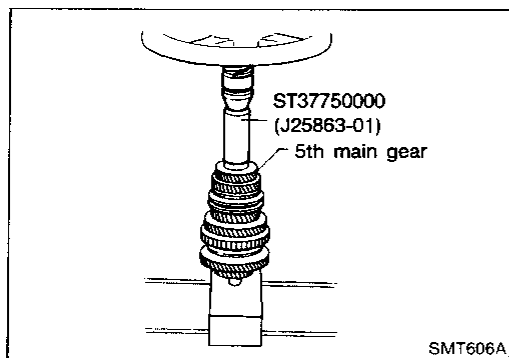
2. Install 1st gear needle bearing and 1st main gear.
3. Press on 1st & 2nd synchronizer.



4. Install steel ball, 2nd main gear, 2nd & 3rd bushing, 3rd main gear and 3rd & 4th synchronizer with Tool.
- Apply multi-purpose grease to steel ball before installing it.
  - 2nd & 3rd bushing has a groove in which steel ball fits.

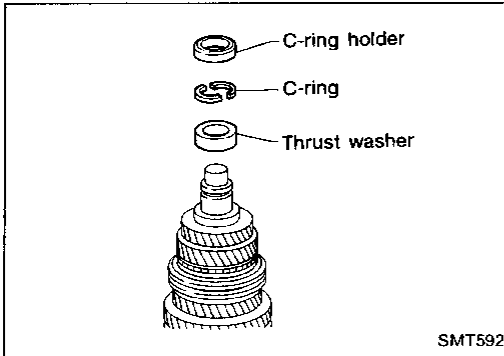


5. Install steel ball, 4th bushing and 4th main gear.
- Apply multi-purpose grease to steel ball before installing it.
  - 4th bushing has a groove in which steel ball fits.



6. Press on 5th main gear.

**Mainshaft and Gears (Cont'd)**

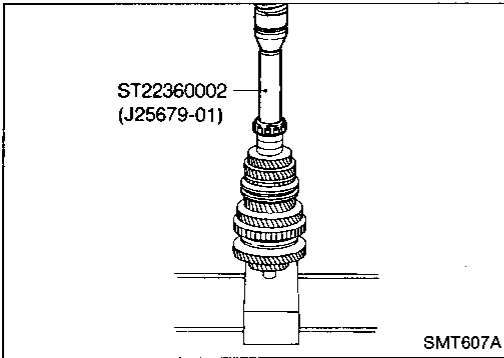


7. Install thrust washer.
8. Select proper C-ring to minimize clearance of groove in mainshaft and install it.

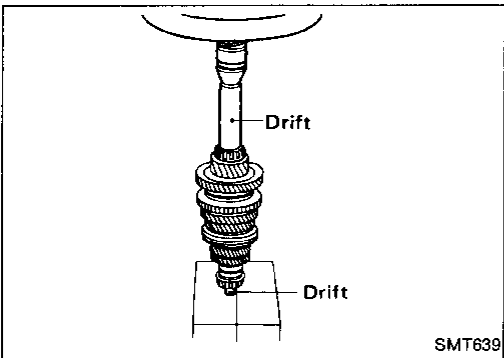
**Allowable clearance of groove:**  
**0 - 0.1 mm (0 - 0.004 in)**

**Mainshaft C-ring:**  
**Refer to SDS, MT-59.**

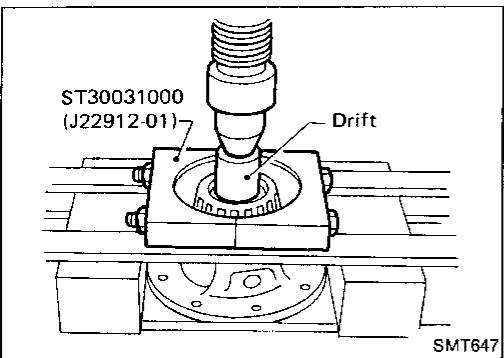
9. Install C-ring holder.



10. Press on mainshaft rear bearing with Tool.



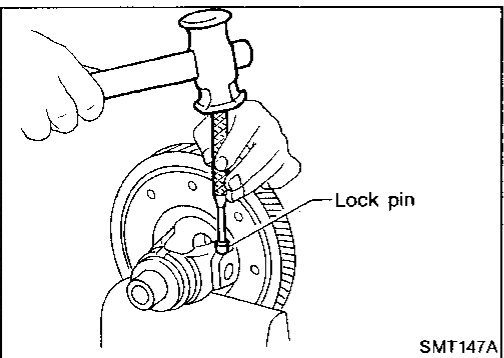
11. Press on mainshaft front bearing.
12. Measure gear end play as the final check — Refer to "Disassembly", MT-17.



**Final Drive**

**DISASSEMBLY**

1. Remove final gear.
  2. Remove speedometer drive gear by cutting it.
  3. Press out differential side bearings with Tool.
- **Be careful not to mix up the right and left bearings.**



4. Drive out retaining pin and draw out pinion mate shaft.
5. Remove pinion mate gears and side gears.

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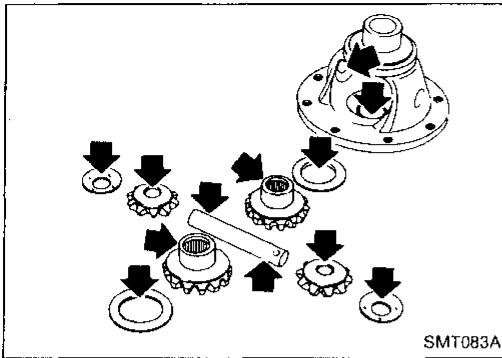
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**Final Drive (Cont'd)**

**INSPECTION**

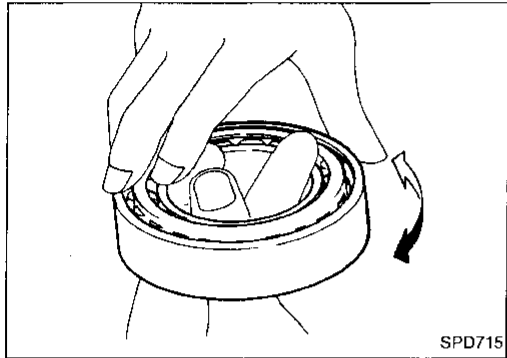
**Gear, washer, shaft and case**

- Check mating surfaces of differential case, side gears and pinion mate gears.
- Check washers for wear.



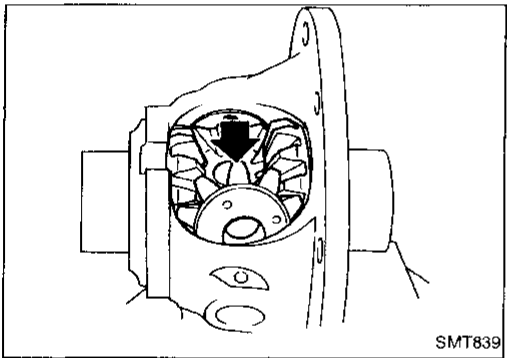
**Bearing**

- Make sure bearings roll freely and are free from noise, cracks, pitting or wear.
- **When replacing tapered roller bearing, replace outer and inner race as a set.**



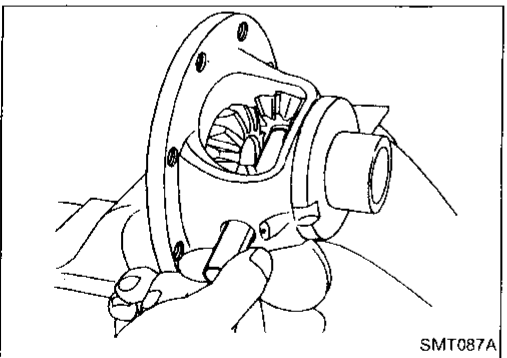
**ASSEMBLY**

1. Attach side gear thrust washers to side gears, then install pinion mate washers and pinion mate gears in place.



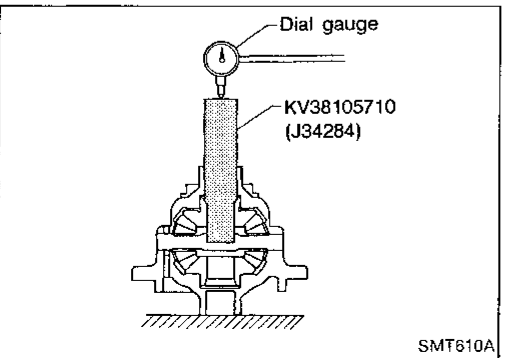
2. Insert pinion mate shaft.

- **When inserting, be careful not to damage pinion mate thrust washers.**

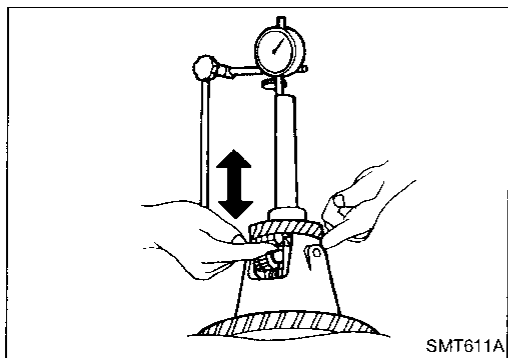


3. Measure clearance between side gear and differential case with washers following the procedure below:

- a. Set Tool and dial indicator on side gear.



**Final Drive (Cont'd)**



- b. Move side gear up and down to measure dial indicator deflection. Always measure indicator deflection on both side gears.

**Clearance between side gear and differential case with washers:**

**0.3 mm (0.012 in) or less**

- c. If not within specification, adjust clearance by changing thickness of side gear thrust washers.

**Side gear thrust washer:**

**Refer to SDS, MT-59.**

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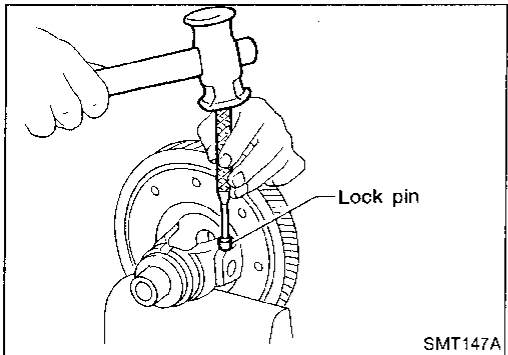
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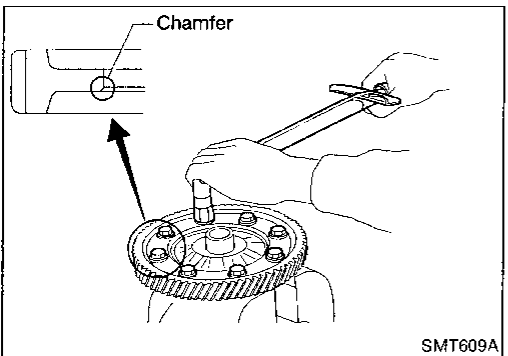
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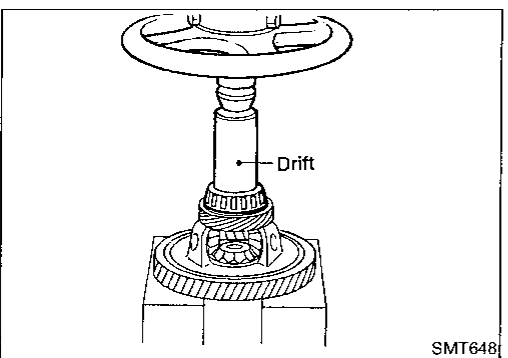
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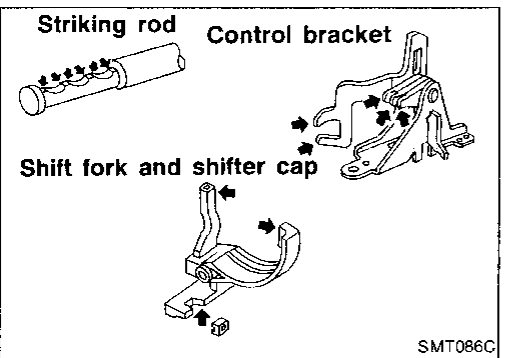
- 4. Install retaining pin.
  - **Make sure that retaining pin is flush with case.**



- 5. Install final gear.
  - **Apply locking sealant to final gear fixing bolts before installing them.**
- 6. Install speedometer drive gear and stopper.



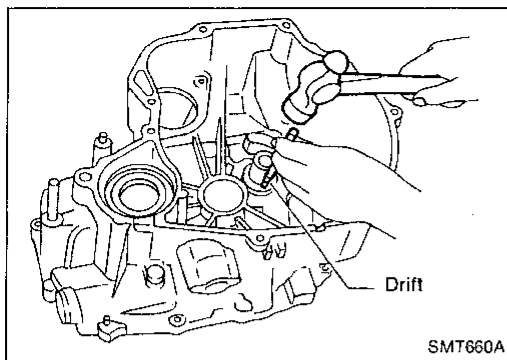
- 7. Press on differential side bearings.



**Shift Control Components**

**INSPECTION**

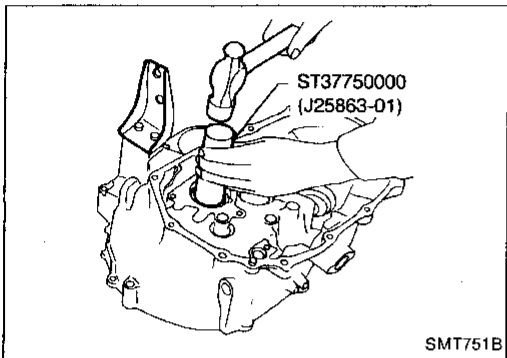
- Check contact surface and sliding surface for wear, scratches, projections or other damage.



**Case Components**

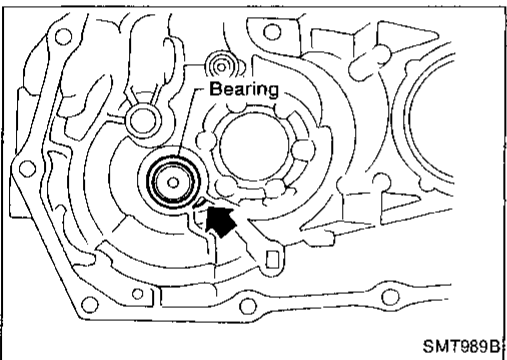
**Input shaft oil seal**

1. Drive out input shaft oil seal.



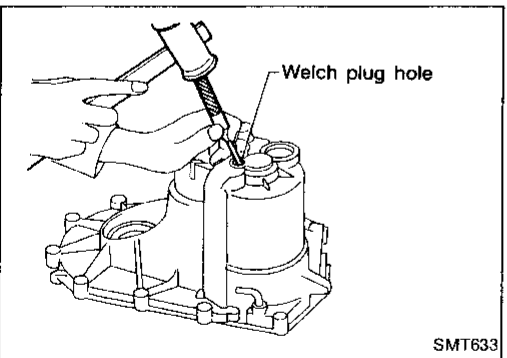
2. Install input shaft oil seal with Tool.

- **Apply multi-purpose grease to seal lip of oil seal before installing.**

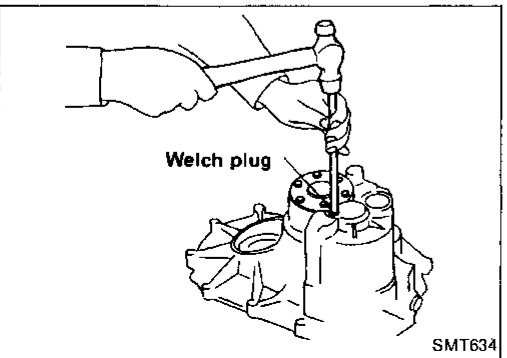


**Input shaft rear bearing**

1. Remove welch plug from transmission case.



2. Remove input shaft rear bearing by tapping it from welch plug hole.



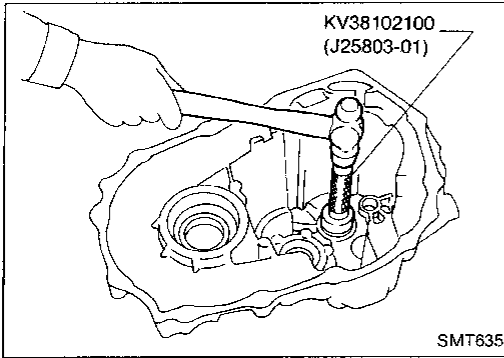
3. Install welch plug.

- **Apply recommended sealant to mating surface of transmission case.**



Case Components (Cont'd)

4. Install input shaft rear bearing with Tool.



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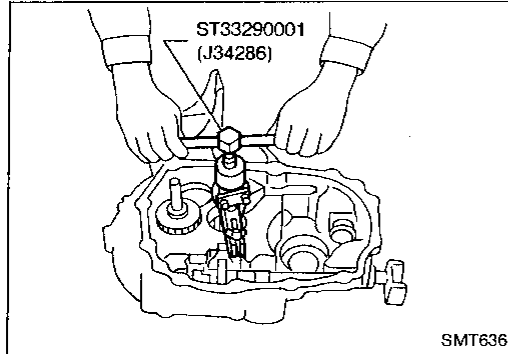
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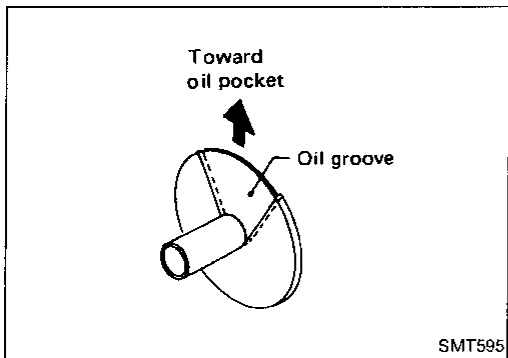
Mainshaft front bearing outer race and oil channel

1. Remove mainshaft front bearing outer race with Tool.
2. Remove oil channel.

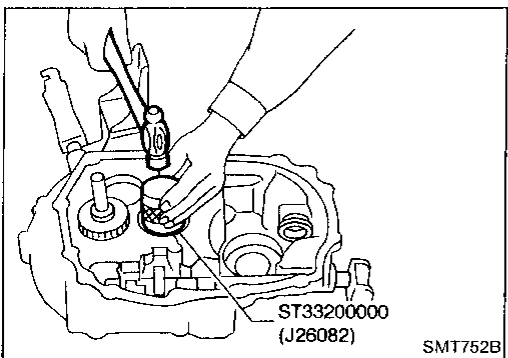


3. Install oil channel.

- Ensure that oil groove in oil channel always faces toward oil pocket when installing it on clutch housing.



4. Install mainshaft front bearing outer race.



Differential side bearing outer race

- Refer to "ADJUSTMENT", MT-26.

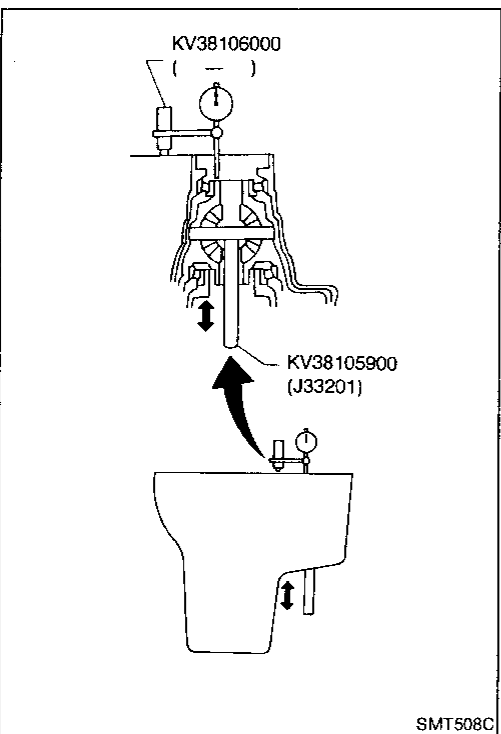
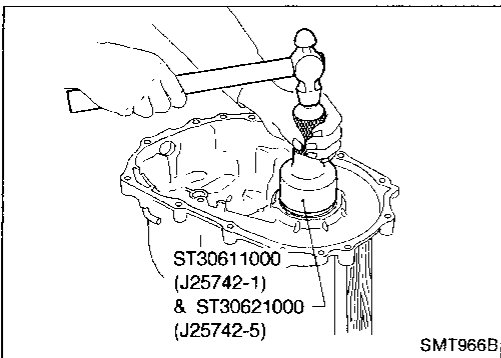
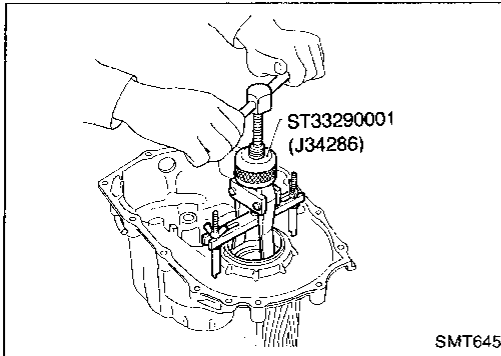
Mainshaft rear bearing outer race

- Refer to "ADJUSTMENT", MT-27.

### Differential Side Bearing Preload

If any of the following parts are replaced, adjust differential side bearing preload.

- Differential case
- Differential side bearing
- Clutch housing
- Transmission case



1. Remove differential side bearing outer race with Tool (transmission case side) and shim.

2. Reinstall differential side bearing outer race without shim on the T/M.

3. Install final drive assembly on clutch housing.

4. Install transmission case on clutch housing.

- Tighten transmission case fixing bolts to the specified torque.

5. Set dial indicator on front end of differential case.

6. Insert Tool all the way into differential side gear.

7. Move Tool up and down and measure dial indicator deflection.

8. Select shim considering bearing preload.

$$\text{Suitable shim thickness} = \text{Dial indicator deflection} + \text{specified bearing preload}$$

**Differential side bearing adjusting shims and preload:**

**Refer to SDS, MT-60.**

9. Install selected shim and differential side bearing outer race.

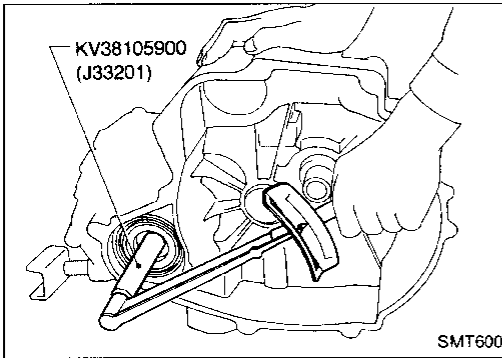
10. Check differential side bearing turning torque.

a. Install final drive assembly on clutch housing.

b. Install transmission case on clutch housing.

- Tighten transmission case fixing bolts to the specified torque.

Differential Side Bearing Preload (Cont'd)



c. Measure turning torque of final drive assembly.

**Turning torque of final drive assembly  
(New bearing):**

**3.9 - 7.8 N·m (40 - 80 kg·cm, 35 - 69 in·lb)**

- When old bearing is used again, turning torque will be slightly less than the above.
- Make sure torque is close to the specified range.
- Changes in turning torque of final drive assembly per revolution should be within 1.0 N·m (10 kg·cm, 8.7 in·lb) without binding.

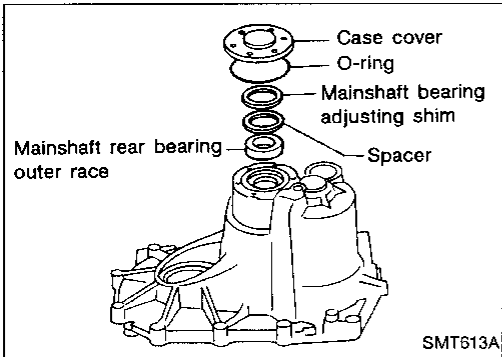
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Mainshaft Bearing Preload

If any of the following parts are replaced, adjust mainshaft bearing preload.

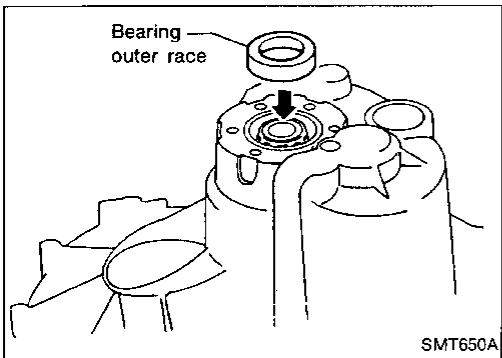
- Mainshaft
- Mainshaft bearings
- Clutch housing
- Transmission case

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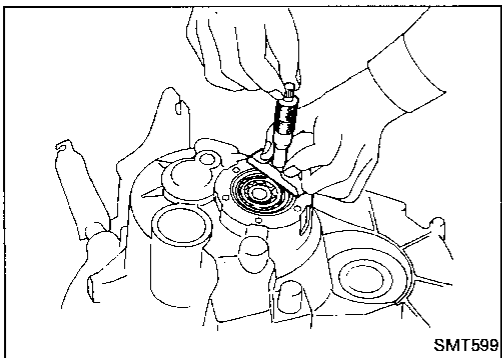
1. Remove case cover, O-ring, mainshaft bearing adjusting shim, spacer and mainshaft rear bearing outer race from transmission case.
2. Install mainshaft assembly on clutch housing.
3. Install transmission case on clutch housing.
- Tighten transmission case fixing bolts to the specified torque.

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4. Reinstall mainshaft rear bearing outer race on inner race.

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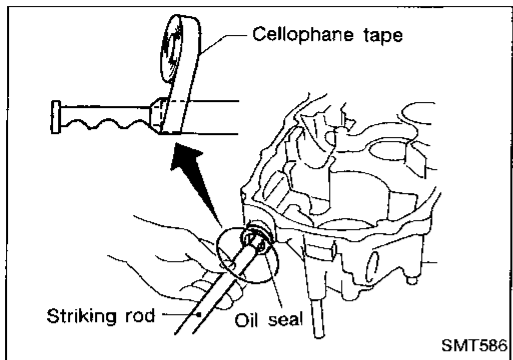
5. Measure distance from transmission case to bearing outer race.

● Make sure that bearing is properly seated.

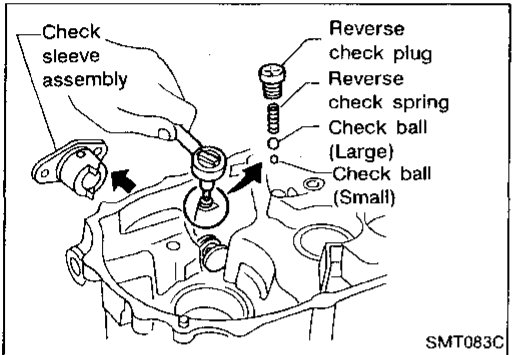
6. Select shim with SDS table as a guide, MT-60.
7. Check total turning torque after assembling — Refer to "ASSEMBLY", MT-28.

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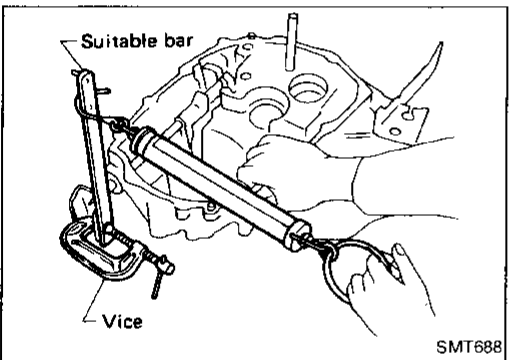
IDX



1. Install striking rod, lever and interlock.
  - **When inserting striking rod into clutch housing, tape edges of striking rod to avoid damaging oil seal lip.**



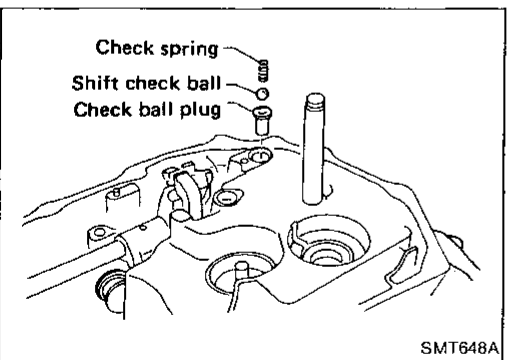
2. Install reverse check sleeve assembly.
3. Install check balls, reverse check spring and check plug.



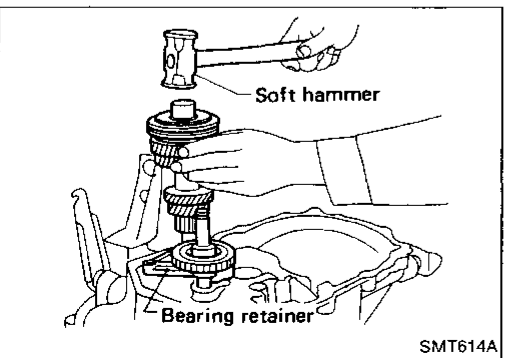
4. Check reverse check force.
  - Reverse check force:**
  - Refer to SDS, MT-59.**
  - If not within specification, select another check plug having a different length and reinstall it.

**Reverse check plug:**  
**Refer to SDS, MT-59.**

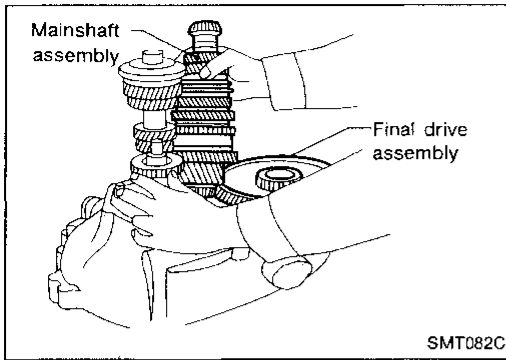
5. Install selected reverse check plug.
  - Apply locking sealant to thread of plug before installing it.**



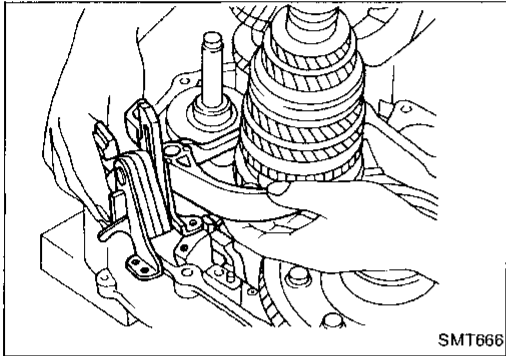
6. Install check ball plug, shift check ball and check spring.
7. Install oil pocket.



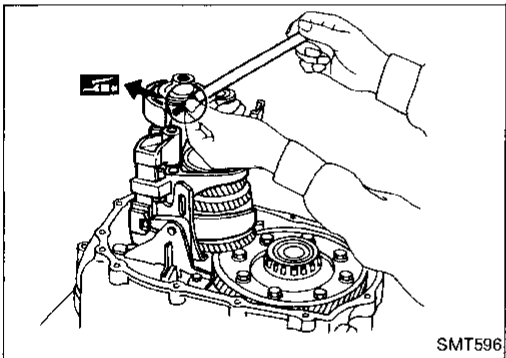
8. Install gear components onto clutch housing.
  - a. Install input shaft assembly and reverse idler gear.
    - **Take care not to damage oil seal lip with splines of input shaft while shaft is being inserted into clutch housing.**



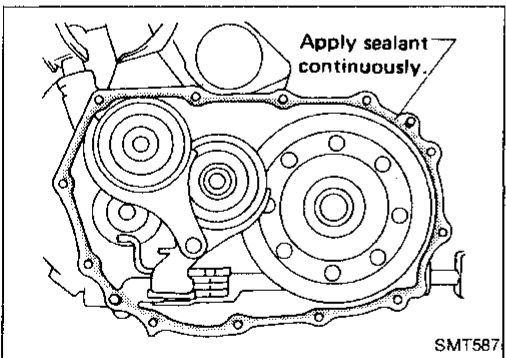
- b. Install final drive assembly.
- c. Install mainshaft assembly.
- **Take care not to damage oil channel when inserting mainshaft into clutch housing.**



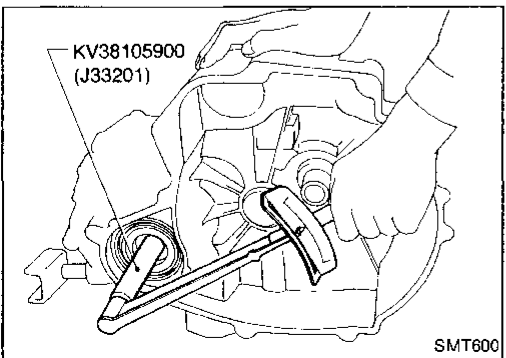
- 9. Apply grease to shifter caps, then install it to control bracket. Install control bracket with 1st & 2nd shift fork.
- 10. Install 3rd & 4th and 5th shift forks.



- 11. Insert fork shaft.
- **Apply multi-purpose grease to support spring before installing.**
- 12. Install reverse idler spacer.



- 13. Apply recommended sealant to mating surface of clutch housing.
- 14. Install transmission case on clutch housing.



- 15. Measure total turning torque.
  - Total turning torque (New bearing):**  
5.9 - 13.7 N·m (60 - 140 kg-cm, 52 - 122 in-lb)
  - **When old bearing is used again, turning torque will be slightly less than the above.**
  - **Make sure torque is close to the specified range.**

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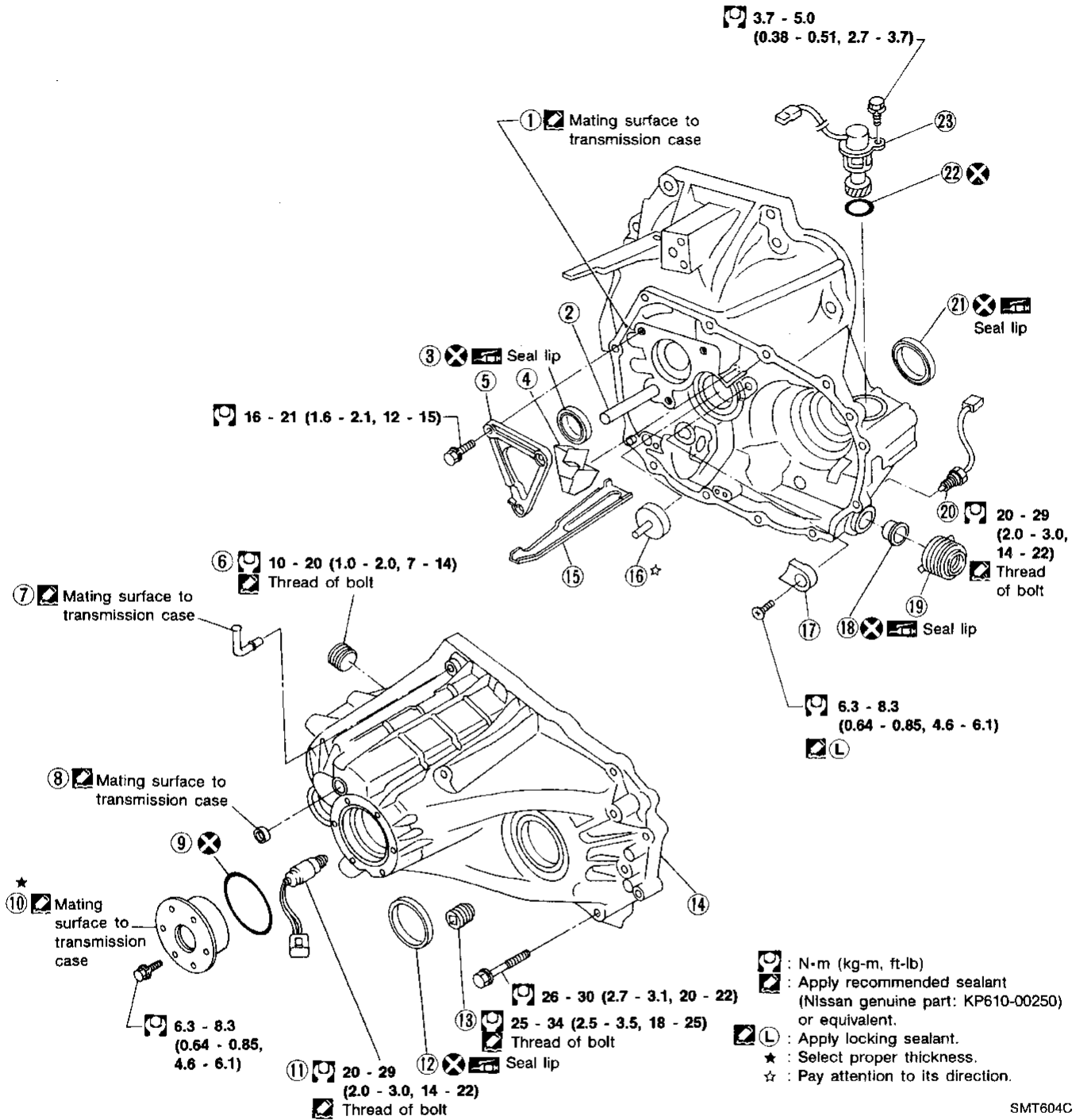
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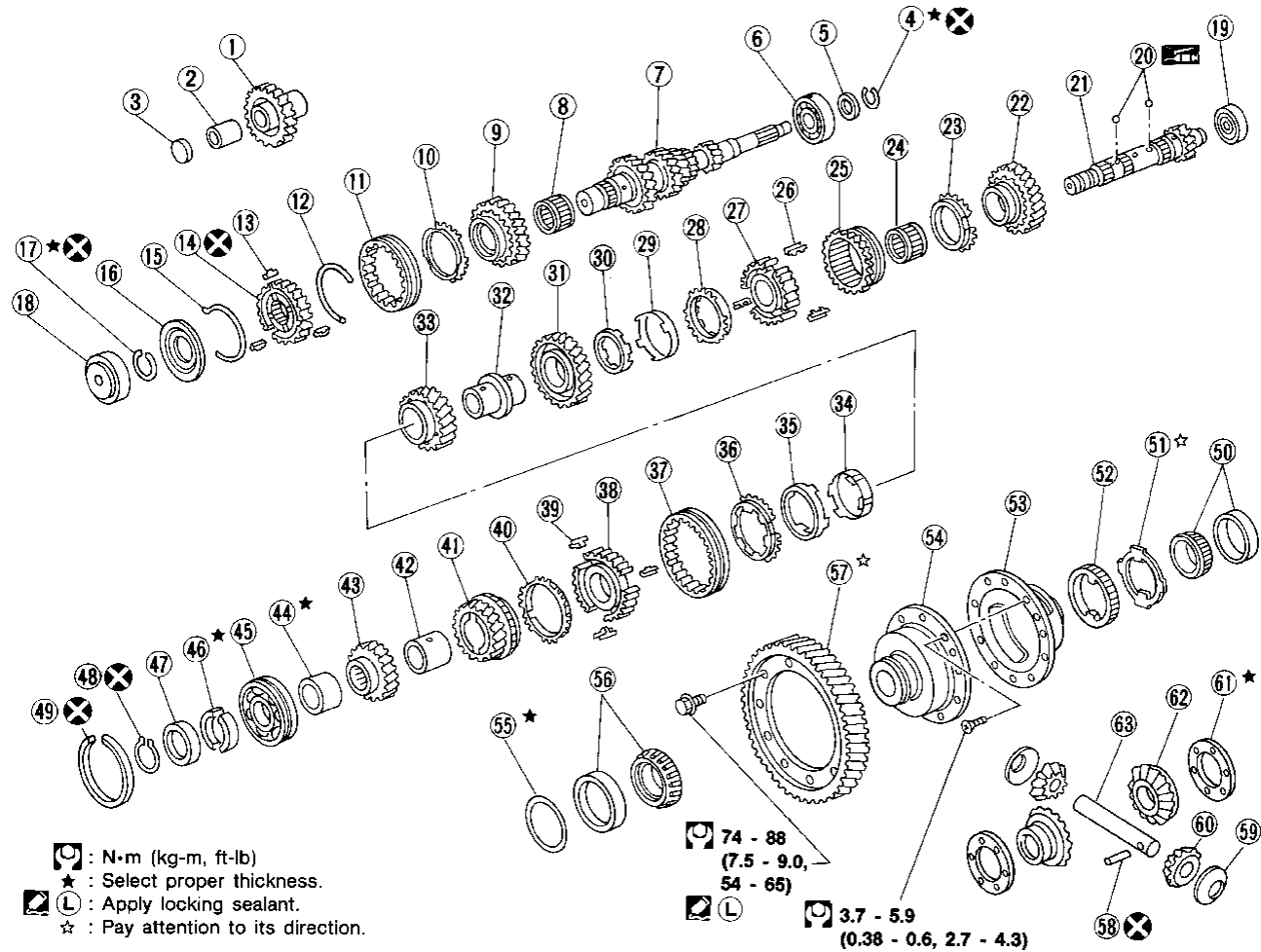
Case Components



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|------------------------|-------------------------|-------------------------------|
| ① Clutch housing       | ⑨ O-ring                | ⑰ Bearing retainer            |
| ② Reverse idler shaft  | ⑩ Case cover            | ⑱ Striking rod oil seal       |
| ③ Input shaft oil seal | ⑪ Reverse lamp switch   | ⑲ Boot                        |
| ④ Oil pocket           | ⑫ Differential oil seal | ⑳ Neutral switch              |
| ⑤ Bearing retainer     | ⑬ Drain plug            | ㉑ Differential oil seal       |
| ⑥ Filler plug          | ⑭ Transmission case     | ㉒ O-ring                      |
| ⑦ Air breather         | ⑮ Oil gutter            | ㉓ Speedometer pinion assembly |
| ⑧ Welch plug           | ⑯ Oil channel           |                               |

Gear Components

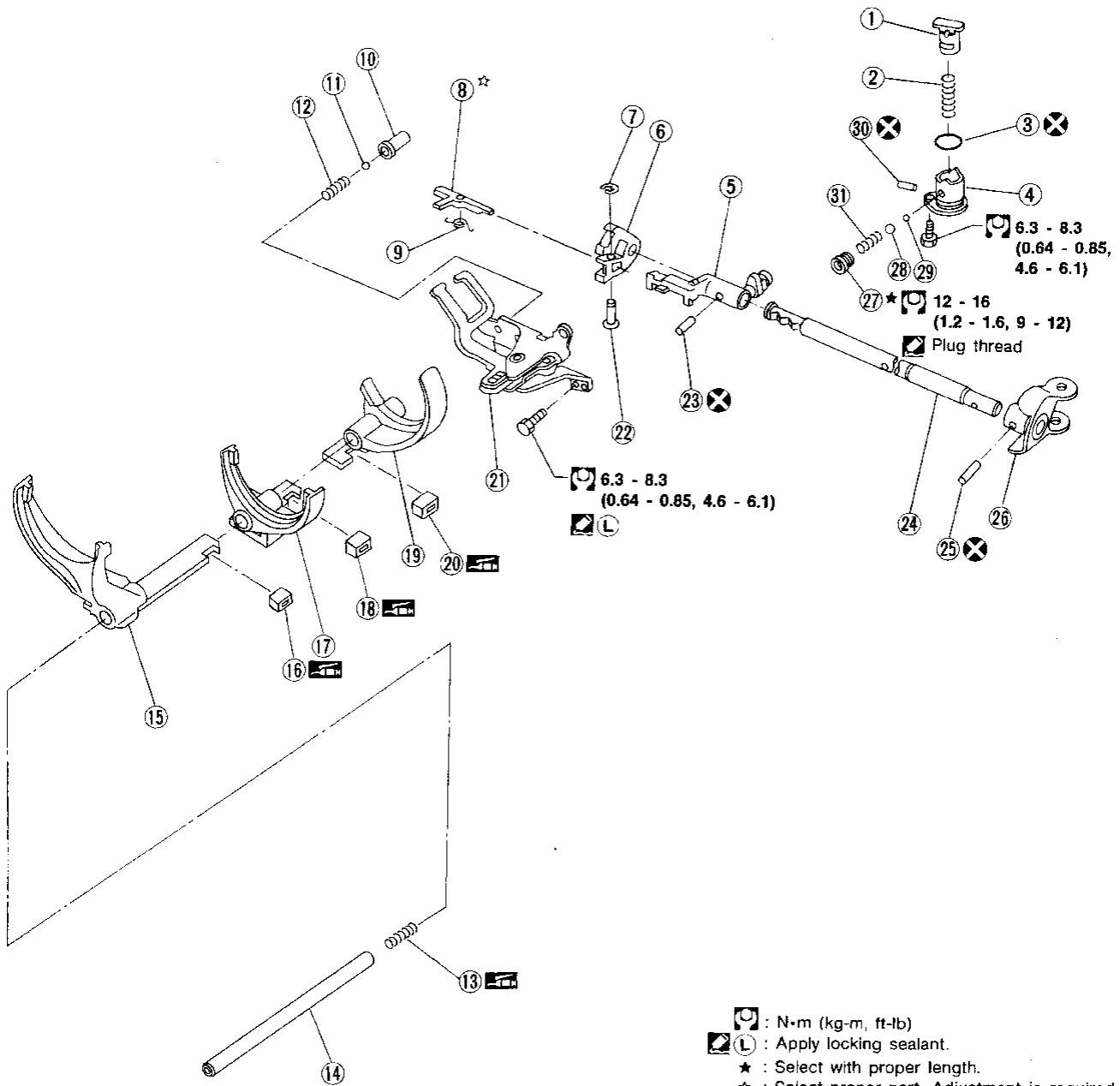


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| ① Reverse idler gear | ② Reverse idler bushing | ③ Reverse idler spacer | ④ Snap ring | ⑤ Spacer | ⑥ Input shaft front bearing | ⑦ Input shaft | ⑧ 5th gear needle bearing | ⑨ 5th input gear | ⑩ Baulk ring | ⑪ Coupling sleeve | ⑫ Spread ring | ⑬ Insert spring | ⑭ 5th gear synchronizer hub | ⑮ Spread ring | ⑯ 5th stopper | ⑰ Snap ring | ⑱ Input shaft bearing | ⑲ Mainshaft front bearing | ⑳ Steel ball | ㉑ Mainshaft | ㉒ 1st main gear | ㉓ Baulk ring | ㉔ 1st gear needle bearing | ㉕ Reverse main gear (Coupling sleeve) | ㉖ Insert spring | ㉗ 1st & 2nd synchronizer hub | ㉘ 2nd outer baulk ring | ㉙ 2nd gear synchronizer cone | ㉚ 2nd inner baulk ring | ㉛ 2nd main gear | ㉜ 2nd & 3rd bushing | ㉝ 3rd main gear | ㉞ 3rd inner baulk ring | ㉟ 3rd gear synchronizer cone | ㊱ 3rd outer baulk ring | ㊲ Coupling sleeve | ㊳ 3rd & 4th synchronizer hub | ㊴ Insert spring | ㊵ Baulk ring | ㊶ 4th main gear | ㊷ 4th gear bushing | ㊸ 5th main gear | ㊹ Baulk ring | ㊺ 1st gear needle bearing | ㊻ Reverse main gear (Coupling sleeve) | ㊼ Insert spring | ㊽ 1st & 2nd synchronizer hub | ㊾ 2nd outer baulk ring | ㊿ 2nd gear synchronizer cone | 1 2nd inner baulk ring | 2 2nd main gear | 3 2nd & 3rd bushing | 4 3rd main gear | 5 3rd inner baulk ring | 6 3rd gear synchronizer cone | 7 3rd outer baulk ring | 8 Coupling sleeve | 9 3rd & 4th synchronizer hub | 10 Insert spring | 11 Baulk ring | 12 4th main gear | 13 4th gear bushing | 14 5th main gear | 15 Baulk ring | 16 1st gear needle bearing | 17 Reverse main gear (Coupling sleeve) | 18 Insert spring | 19 1st & 2nd synchronizer hub | 20 2nd outer baulk ring | 21 2nd gear synchronizer cone | 22 2nd inner baulk ring | 23 2nd main gear | 24 2nd & 3rd bushing | 25 3rd main gear | 26 3rd inner baulk ring | 27 3rd gear synchronizer cone | 28 3rd outer baulk ring | 29 Coupling sleeve | 30 3rd & 4th synchronizer hub | 31 Insert spring | 32 Baulk ring | 33 4th main gear | 34 4th gear bushing | 35 5th main gear | 36 Baulk ring | 37 1st gear needle bearing | 38 Reverse main gear (Coupling sleeve) | 39 Insert spring | 40 1st & 2nd synchronizer hub | 41 2nd outer baulk ring | 42 2nd gear synchronizer cone | 43 2nd inner baulk ring | 44 2nd main gear | 45 2nd & 3rd bushing | 46 3rd main gear | 47 3rd inner baulk ring | 48 3rd gear synchronizer cone | 49 3rd outer baulk ring | 50 Coupling sleeve | 51 3rd & 4th synchronizer hub | 52 Insert spring | 53 Baulk ring | 54 4th main gear | 55 4th gear bushing | 56 5th main gear | 57 Baulk ring | 58 1st gear needle bearing | 59 Reverse main gear (Coupling sleeve) | 60 Insert spring | 61 1st & 2nd synchronizer hub | 62 2nd outer baulk ring | 63 2nd gear synchronizer cone |
|----------------------|-------------------------|------------------------|-------------|----------|-----------------------------|---------------|---------------------------|------------------|--------------|-------------------|---------------|-----------------|-----------------------------|---------------|---------------|-------------|-----------------------|---------------------------|--------------|-------------|-----------------|--------------|---------------------------|---------------------------------------|-----------------|------------------------------|------------------------|------------------------------|------------------------|-----------------|---------------------|-----------------|------------------------|------------------------------|------------------------|-------------------|------------------------------|-----------------|--------------|-----------------|--------------------|-----------------|--------------|---------------------------|---------------------------------------|-----------------|------------------------------|------------------------|------------------------------|------------------------|-----------------|---------------------|-----------------|------------------------|------------------------------|------------------------|-------------------|------------------------------|------------------|---------------|------------------|---------------------|------------------|---------------|----------------------------|--|------------------|-------------------------------|-------------------------|-------------------------------|-------------------------|------------------|----------------------|------------------|-------------------------|-------------------------------|-------------------------|--------------------|-------------------------------|------------------|---------------|------------------|---------------------|------------------|---------------|----------------------------|--|------------------|-------------------------------|-------------------------|-------------------------------|-------------------------|------------------|----------------------|------------------|-------------------------|-------------------------------|-------------------------|--------------------|-------------------------------|------------------|---------------|------------------|---------------------|------------------|---------------|----------------------------|--|------------------|-------------------------------|-------------------------|-------------------------------|

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Shift Control Components

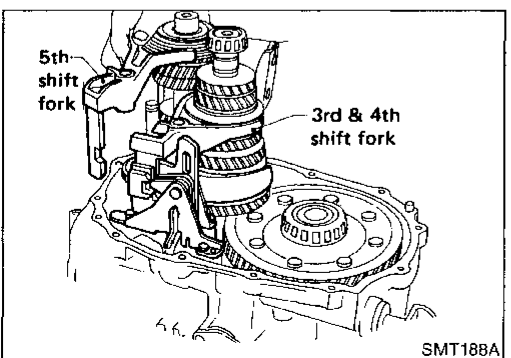
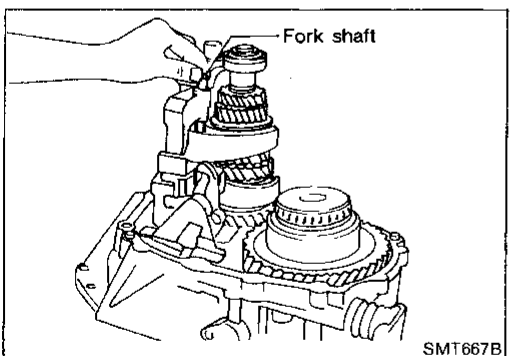
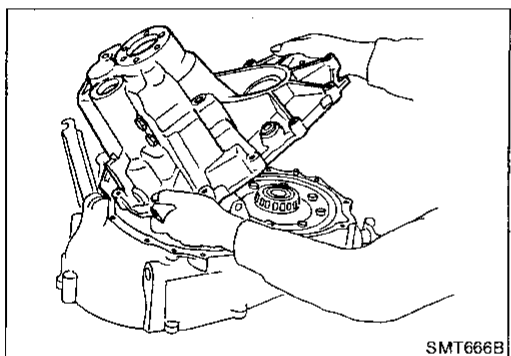
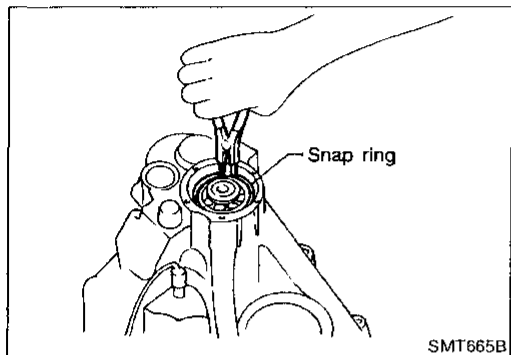
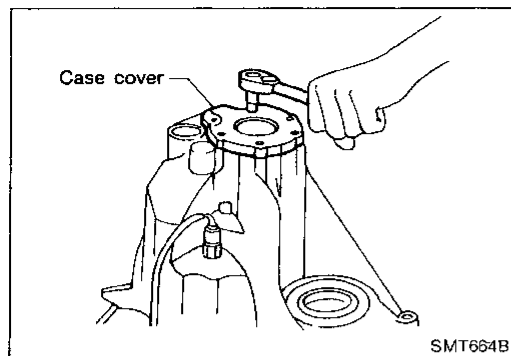


- : N·m (kg·m, ft·lb)
- : Apply locking sealant.
- ★ : Select with proper length.
- ☆ : Select proper part. Adjustment is required.

SMT605C

- |                            |                                |                        |
|----------------------------|--------------------------------|------------------------|
| ① Check plunger            | ⑫ Check spring                 | ⑳ Control bracket pin  |
| ② Select return spring     | ⑬ Fork shaft supporting spring | ㉑ Retaining pin        |
| ③ O-ring                   | ⑭ Fork shaft                   | ㉒ Striking rod         |
| ④ Check sleeve             | ⑮ 5th shift fork               | ㉓ Retaining pin        |
| ⑤ Striking lever           | ⑯ Shifter cap                  | ㉔ Yoke                 |
| ⑥ Striking interlock       | ⑰ 3rd & 4th shift fork         | ㉕ Reverse check plug   |
| ⑦ Snap ring                | ⑱ Shifter cap                  | ㉖ Check ball (Large)   |
| ⑧ Reverse brake cam        | ㉒ 1st & 2nd shift fork         | ㉗ Check ball (Small)   |
| ⑨ Reverse check cam spring | ㉓ Shifter cap                  | ㉘ Stopper pin          |
| ⑩ Check ball plug          | ㉔ Control bracket              | ㉙ Reverse check spring |
| ⑪ Shift check ball         |                                |                        |





**Disassembly**

1. Remove case cover.
2. Remove mainshaft bearing snap ring.
3. Remove transmission case while slightly tilting it to prevent 5th shift fork from interfering with transmission case.
4. Draw out reverse idler spacer and fork shaft.
5. Remove 5th and 3rd & 4th shift forks.
  - Be careful not to lose shifter caps.

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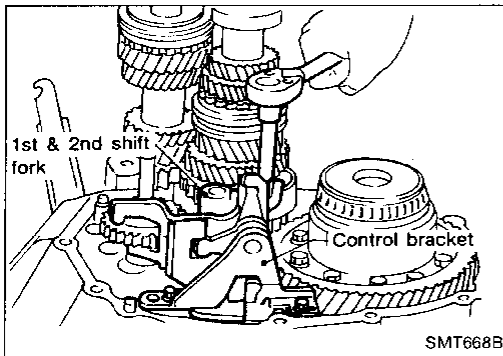
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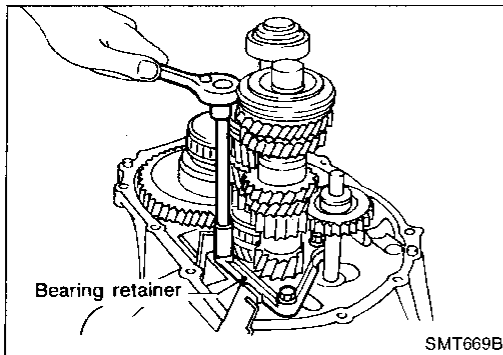
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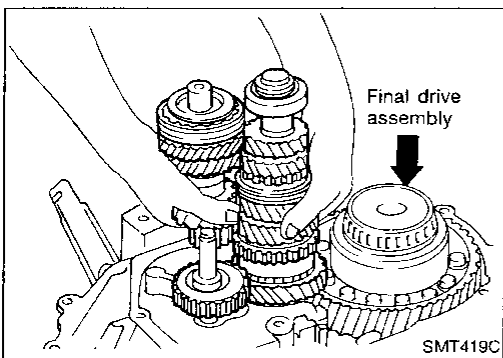
## Disassembly (Cont'd)



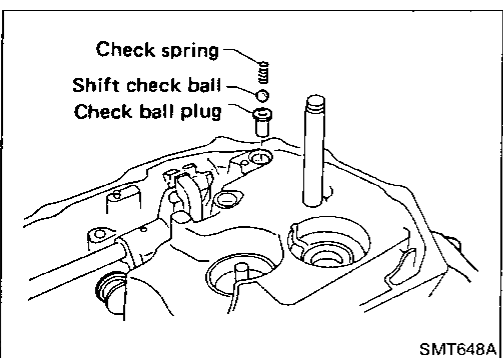
6. Remove control bracket with 1st & 2nd shift fork.



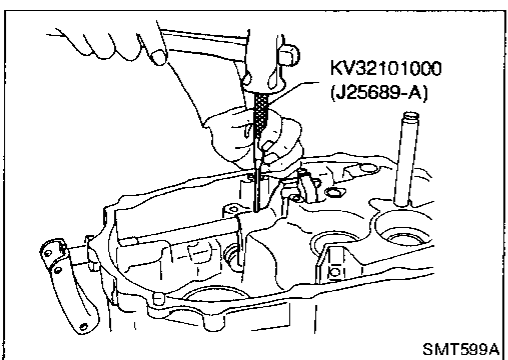
7. Remove gear components from clutch housing.  
a. Remove input shaft front bearing retainer securing bolts.



- b. Remove input shaft with bearing retainer, mainshaft assembly and reverse idler gear.
- **Always withdraw mainshaft straight out. Failure to do so can damage resin oil channel on clutch housing side.**
  - **Do not draw out reverse idler shaft from clutch housing because these fittings will be loose. When removing input shaft, be careful not to scratch oil seal lip with shaft spline.**
- c. Remove final drive assembly.

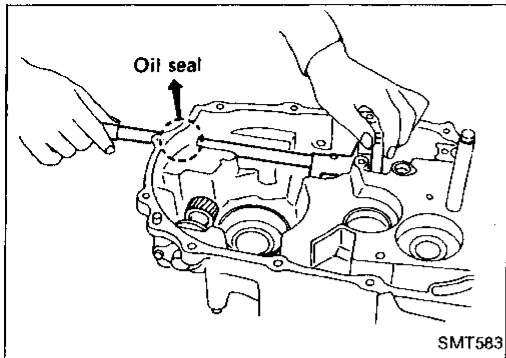


8. Remove oil pocket, shift check ball, check spring and check ball plug.

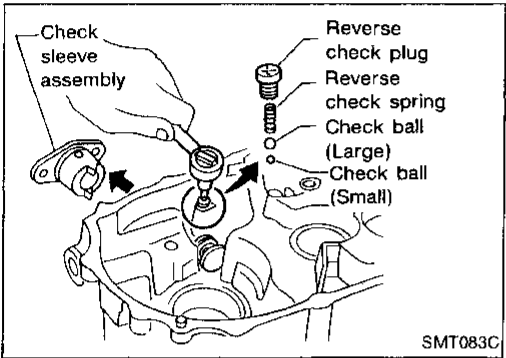


9. Drive retaining pin out of striking lever with Tool, then remove striking rod, striking lever and striking interlock.
- **Select a position where retaining pin does not interfere with clutch housing when removing retaining pin.**

Disassembly (Cont'd)



- Be careful not to damage oil seal lip, when removing striking rod. If necessary, tape edges of striking rod.



10. Remove reverse check plug, then detach reverse check spring and check balls.
  - If the smaller ball does not come out, remove it together with check sleeve assembly.
11. Remove check sleeve assembly.

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**Input Shaft and Gears**

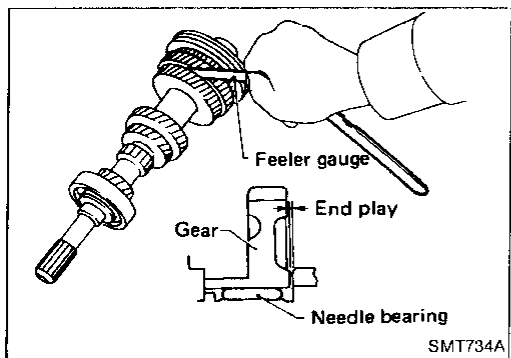
**DISASSEMBLY**

1. Before disassembly, check 5th input gear end play.

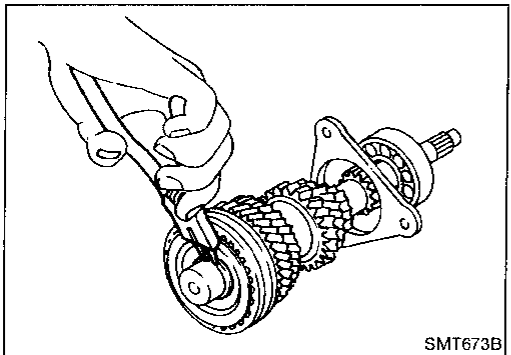
**Gear end play:**

**0.18 - 0.31 mm (0.0071 - 0.0122 in)**

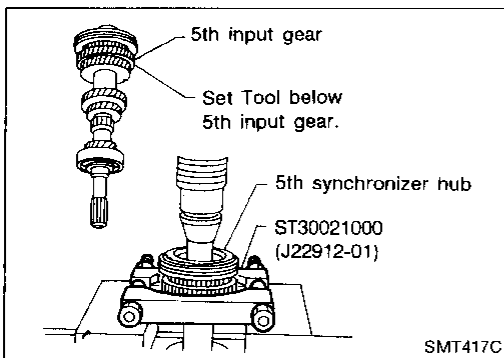
- If not within specification, disassemble and check contact surface of gear, shaft and hub. Then check clearance of snap ring groove — Refer to "Assembly", MT-37.



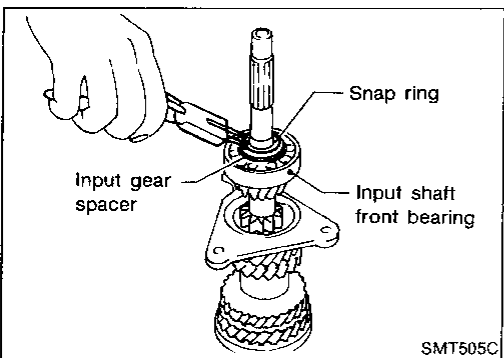
2. Remove snap ring and 5th stopper.



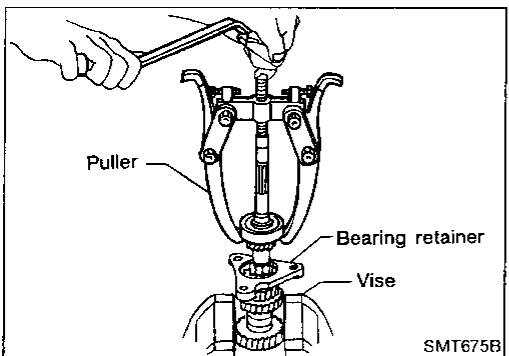
3. Remove 5th synchronizer, 5th input gear and 5th gear needle bearing with Tool.



4. Remove snap ring of input shaft front bearing and input gear spacer.



5. Pull out input shaft front bearing.
6. Remove bearing retainer.



Input Shaft and Gears (Cont'd)

INSPECTION

Gear and shaft

- Check shaft for cracks, wear or bending.
- Check gears for excessive wear, chips or cracks.

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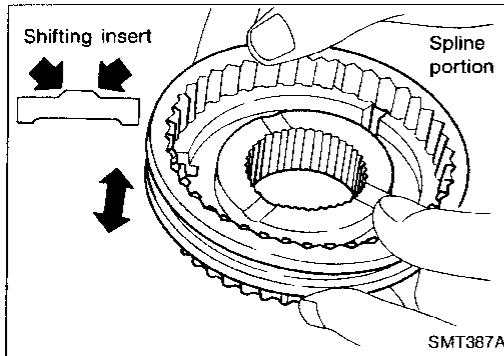
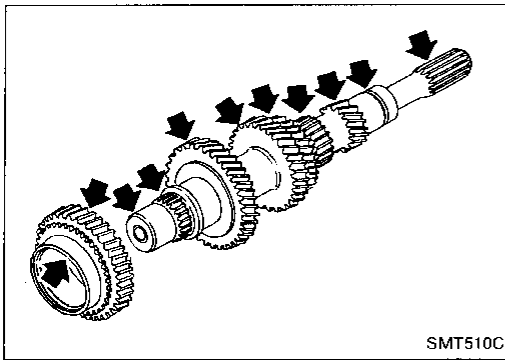
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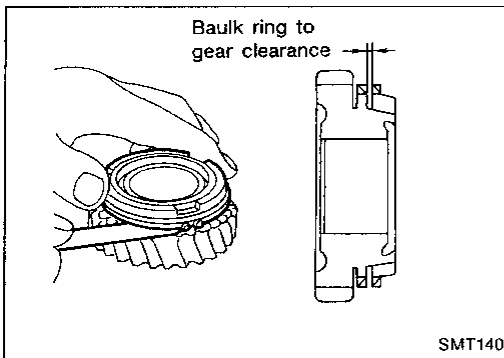
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Synchronizer

- Check spline portion of coupling sleeves, hubs and gears for wear or cracks.
- Check baulk rings for cracks or deformation.
- Check insert springs for wear or deformation.



- Measure clearance between baulk ring and gear.

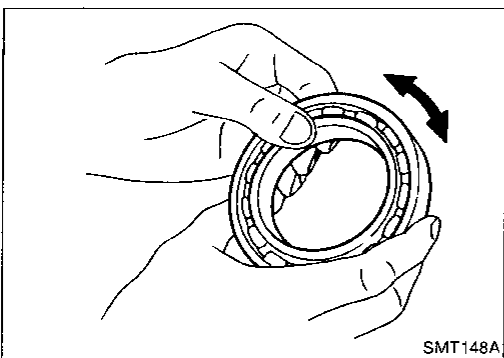
Clearance between baulk ring and gear:

Standard

1.0 - 1.35 mm (0.0394 - 0.0531 in)

Wear limit

0.7 mm (0.028 in)

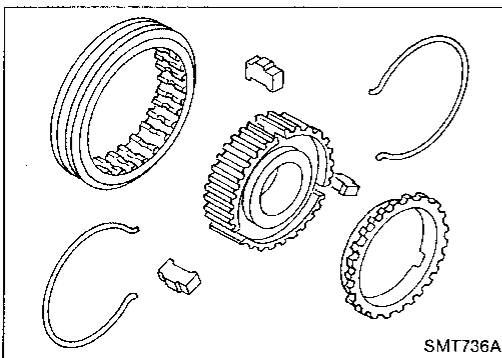


Bearing

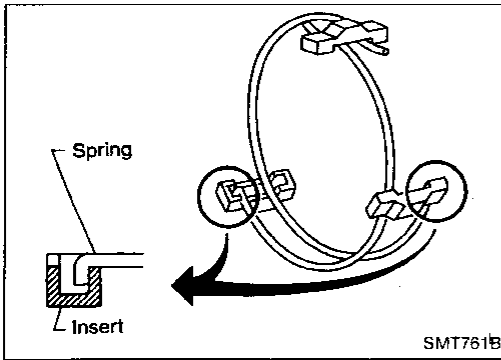
- Make sure bearings roll freely and are free from noise, cracks, pitting or wear.

ASSEMBLY

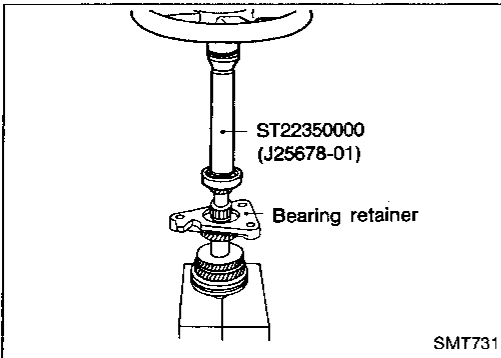
1. Assemble 5th synchronizer.



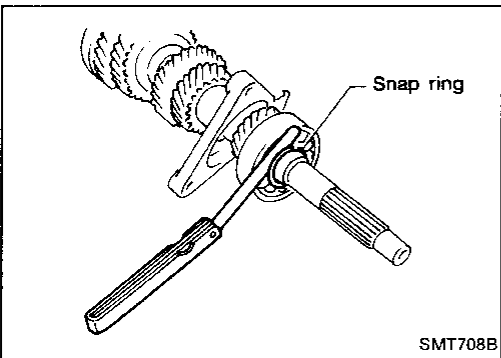
Input Shaft and Gears (Cont'd)



- Be careful not to hook front and rear ends of spread spring to the same insert.



2. Install bearing retainer.
3. Press on input shaft front bearing with Tool.
4. Install input gear spacer.



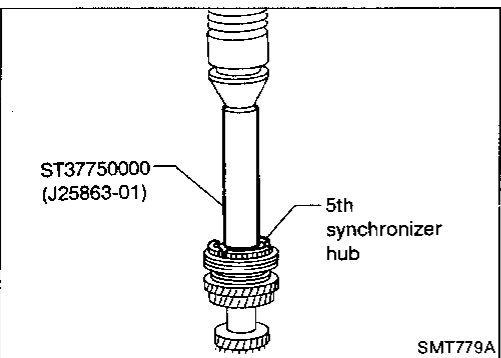
5. Select proper snap ring of input shaft front bearing to minimize clearance of groove in input shaft and install it.

**Allowable clearance of groove:**

**0 - 0.1 mm (0 - 0.004 in)**

**Snap rings of input shaft front bearing:**

Thickness mm (in)	Part number
1.27 (0.0500)	32204-M8004
1.33 (0.0524)	32204-M8005
1.39 (0.0547)	32204-M8006
1.45 (0.0571)	32204-M8007

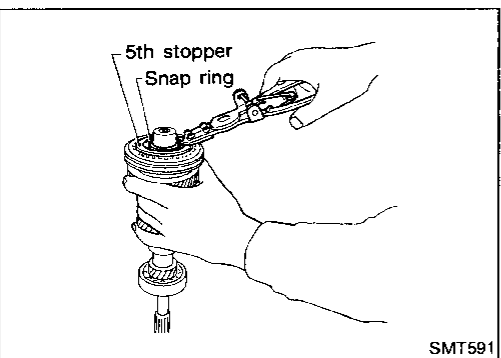


- Be sure to replace 5th gear synchronizer hub with new one when it is removed.

6. Install 5th gear needle bearing, 5th input gear, 5th synchronizer and 5th stopper.

- Be sure to press input shaft in position vertically in relation to synchronizer hub.

7. Measure gear end play as a final check — Refer to "Disassembly", MT-36.



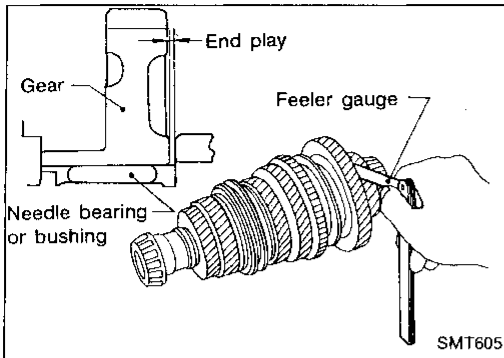
8. Select proper snap ring of 5th synchronizer hub to minimize clearance of groove in input shaft and install it.

**Allowable clearance of groove:**

**0 - 0.1 mm (0 - 0.004 in)**

**Snap ring of 5th synchronizer:**

**Refer to SDS, MT-61.**



**Mainshaft and Gears**

**DISASSEMBLY**

1. Before disassembly, measure gear end play.

**Gear end play:**

**1st main gear**

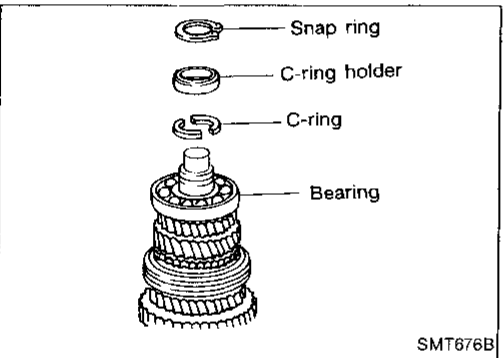
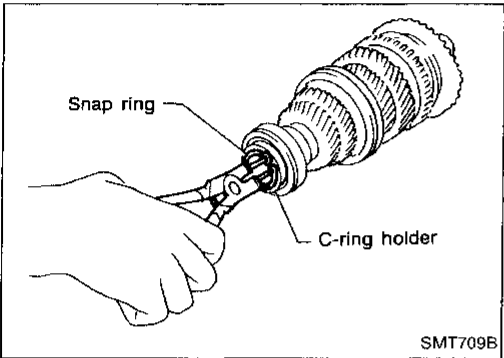
0.18 - 0.31 mm (0.0071 - 0.0122 in)

**2nd - 4th main gear**

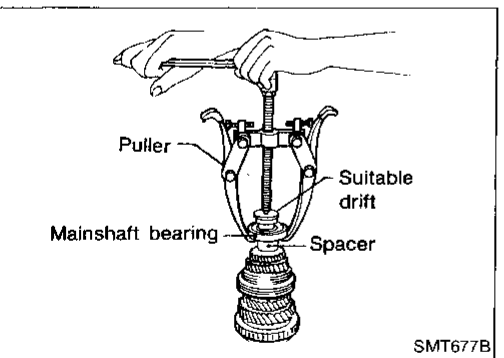
0.20 - 0.30 mm (0.0079 - 0.0118 in)

● If end play is not within the specified limit, disassemble and check the parts.

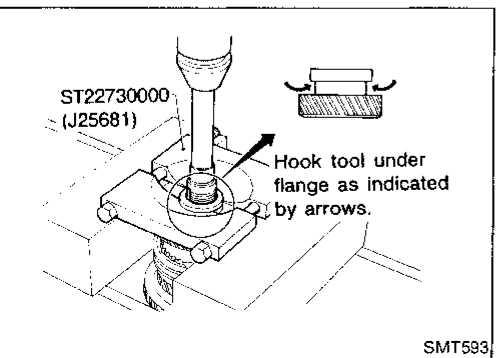
2. Remove mainshaft rear bearing snap ring, C-ring holder and C-rings.



3. Remove mainshaft bearing and spacer.



4. Remove 5th main gear with Tool.



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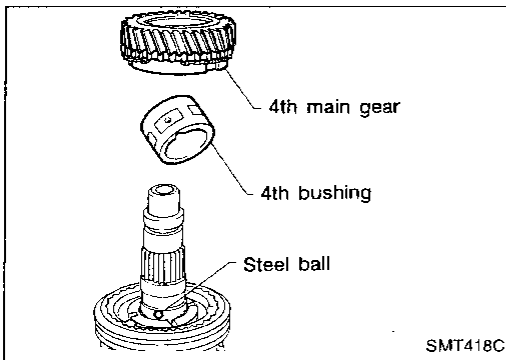
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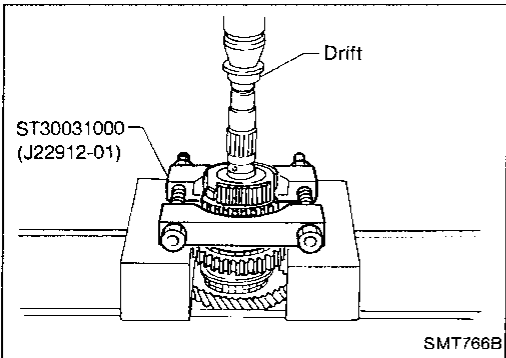
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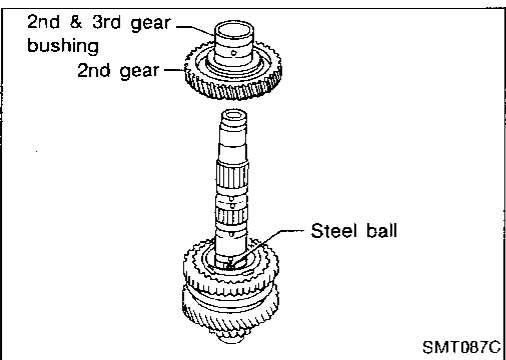
**Mainshaft and Gears (Cont'd)**



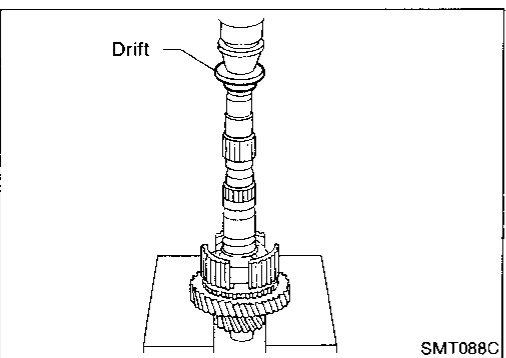
5. Remove 4th main gear, 4th gear bushing and steel ball.
  - Take care not to lose steel ball.



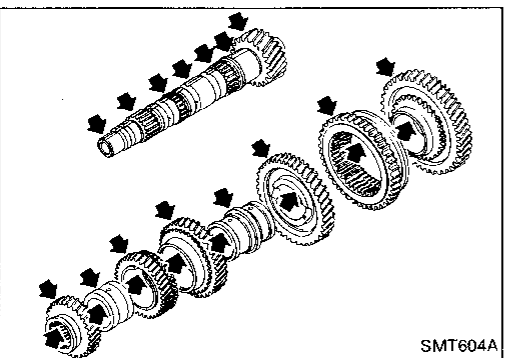
6. Remove 3rd & 4th synchronizer and 3rd main gear with Tool.



7. Remove 2nd & 3rd bushing and 2nd main gear.
  - Take care not to lose the steel ball.



8. Remove 1st & 2nd synchronizer hub and 1st main gear.



**INSPECTION**

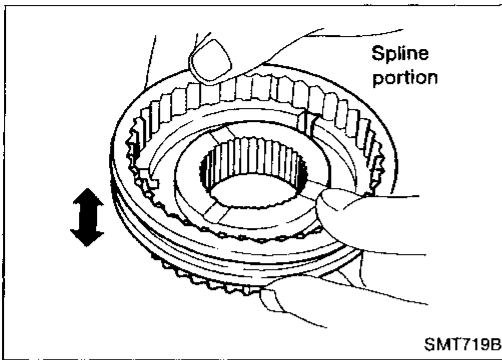
**Gear and shaft**

- Check shaft for cracks, wear or bending.
- Check gears for excessive wear, chips or cracks.



**Mainshaft and Gears (Cont'd)**

**Synchronizer**



- Check spline portion of coupling sleeves, hubs and gears for wear or cracks.
- Check baulk rings for cracks or deformation.
- Check insert springs for deformation.

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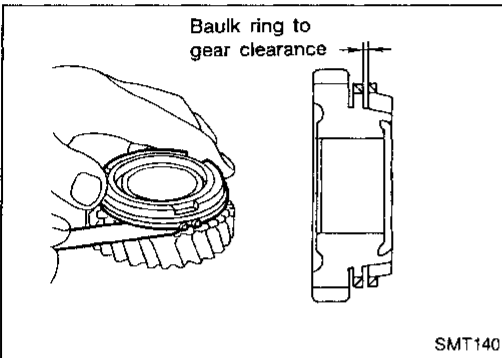
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- Measure clearance between baulk ring and gear.

**Clearance between baulk rings and gears, for 1st and 4th gear only:**

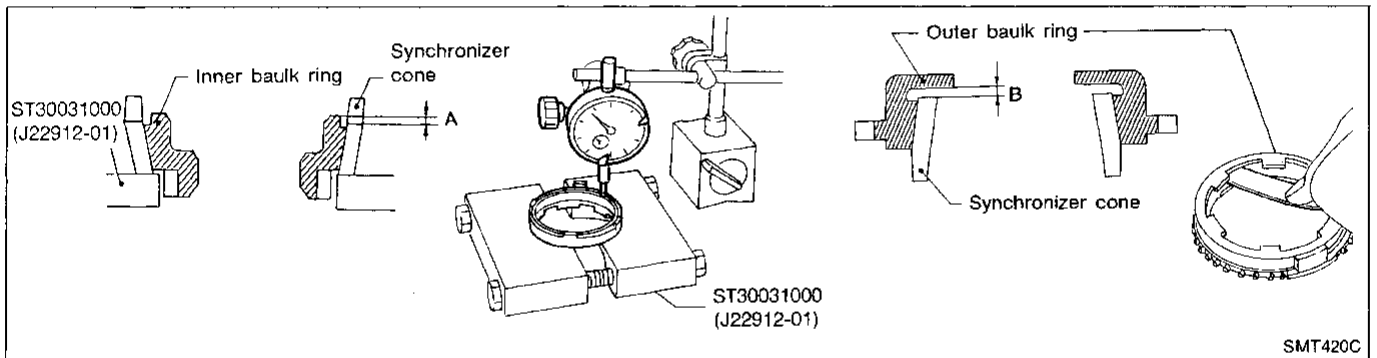
**Standard**

1.0 - 1.35 mm (0.0394 - 0.0531 in)

**Wear limit**

0.7 mm (0.028 in)

- 2nd and 3rd gears have inner and outer baulk rings and so have different measurements.



- Measure wear of 2nd and 3rd baulk ring.
  - Place baulk rings in position on synchronizer cone.
  - While holding baulk ring against synchronizer cone as far as it will go, measure dimensions "A" and "B".

**Standard:**

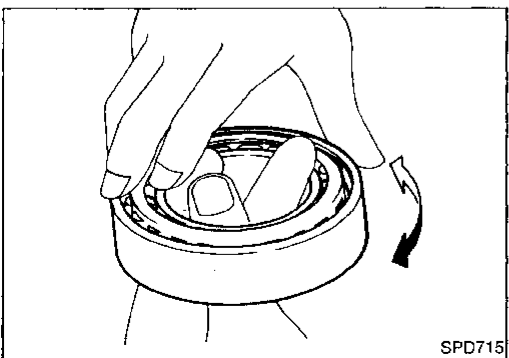
**A** 0.7 - 0.9 mm (0.028 - 0.035 in)

**B** 0.6 - 1.1 mm (0.024 - 0.043 in)

**Wear limit:**

0.2 mm (0.008 in)

- If dimension "A" or "B" is smaller than the wear limit, replace baulk ring.

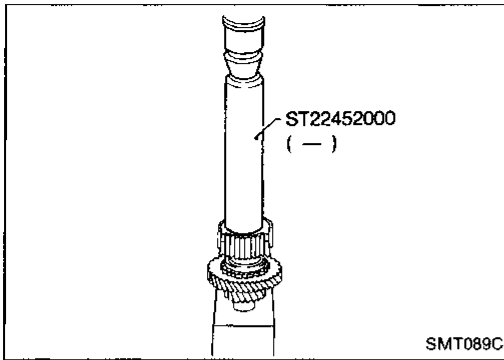


**Bearing**

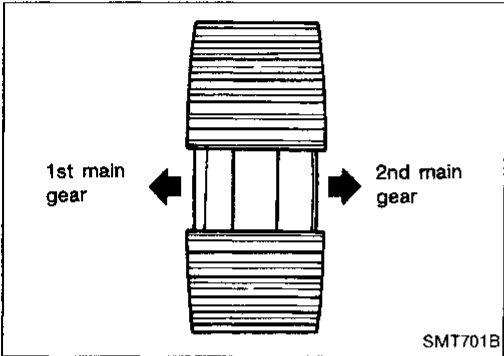
- Make sure bearings roll freely and are free from noise, cracks, pitting or wear.
- **The mainshaft front bearing cannot be re-used. It must be replaced once removed.**

Mainshaft and Gears (Cont'd)

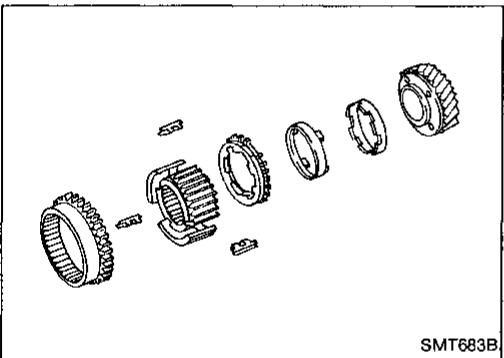
ASSEMBLY



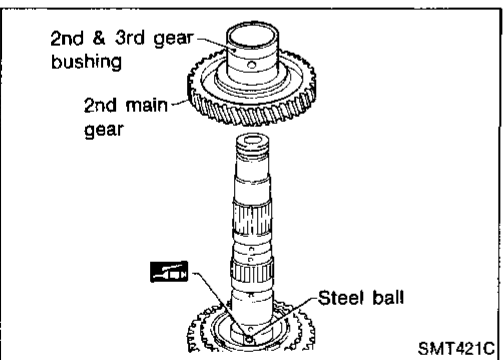
1. Install 1st gear needle bearing, 1st main gear and baulk ring.
2. Press on 1st & 2nd synchronizer hub.



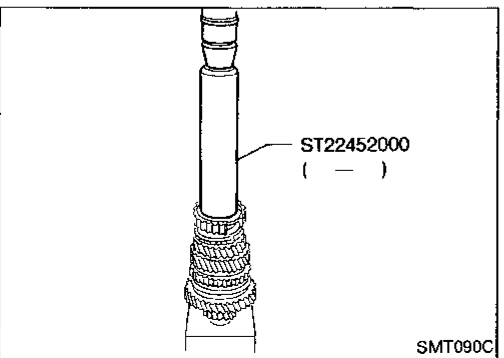
- Ensure correct fitting of 1st & 2nd synchronizer hub.



3. Install 2nd synchronizer cone, outer & inner baulk ring and 1st & 2nd coupling sleeve.

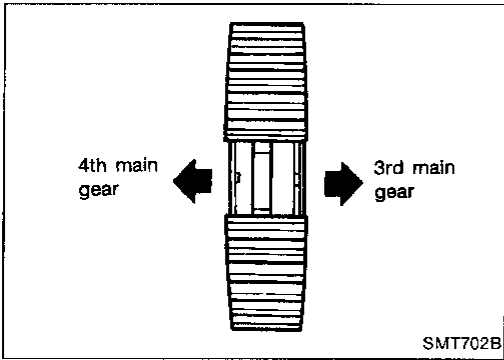


4. Install steel ball, 2nd main gear, 2nd & 3rd bushing.
- Apply gear oil to 2nd & 3rd bushing before installing it.
  - Apply multi-purpose grease to steel ball before installing it.
  - 2nd & 3rd bushing has a groove in which steel ball fits.



5. Install 3rd main gear, synchronizer cone, outer & inner baulk ring.
6. Press on 3rd & 4th synchronizer hub.

Mainshaft and Gears (Cont'd)



- Ensure correct fitting of 3rd & 4th synchronizer hub.
7. Install 3rd & 4th coupling sleeve and 4th baulk ring.

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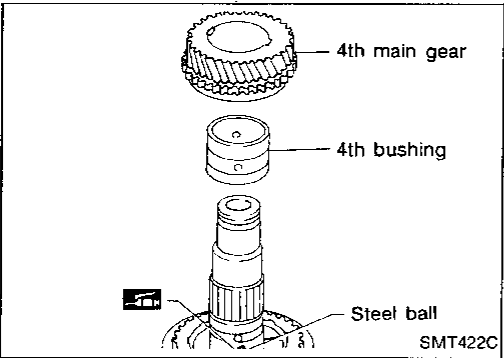
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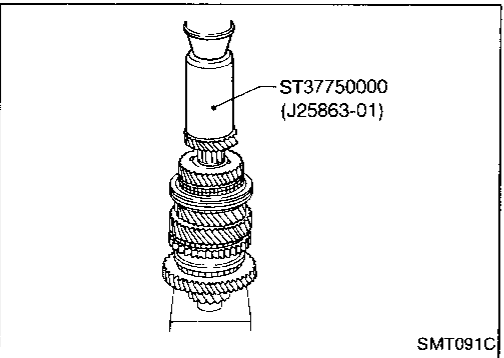
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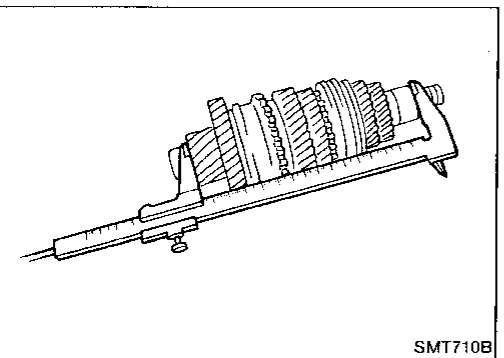
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8. Install steel ball, 4th bushing and 4th main gear.
- Apply multi-purpose grease to steel ball before installing it.
  - 4th bushing has a groove in which steel ball fits.



9. Press on 5th main gear.



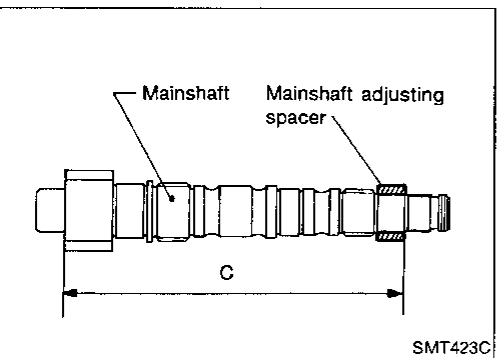
10. Select proper mainshaft bearing spacer to give correct bearing distance.

**Bearing distance "C":**

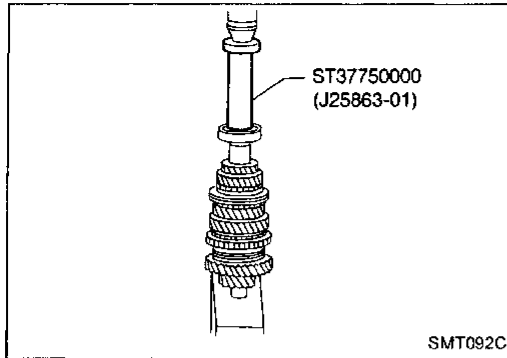
**230.15 - 230.25 mm (9.0610 - 9.0649 in)**

**Spacers available:**

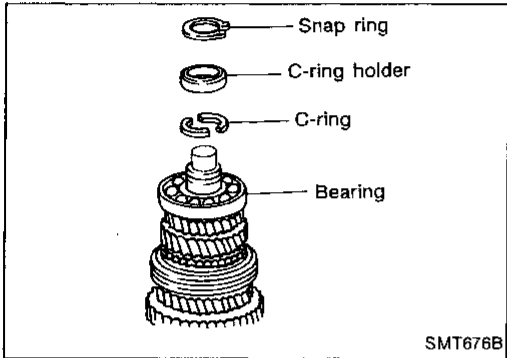
Thickness mm (in)	Part number
18.91 (0.7445)	32347-50J00
18.98 (0.7472)	32347-50J01
19.05 (0.7500)	32347-50J02
19.12 (0.7528)	32347-50J03
19.19 (0.7555)	32347-50J04
19.26 (0.7583)	32347-50J05
19.33 (0.7610)	32347-50J06
19.40 (0.7638)	32347-50J07
19.47 (0.7665)	32347-50J08



**Mainshaft and Gears (Cont'd)**



11. Press on mainshaft rear bearing with Tool.

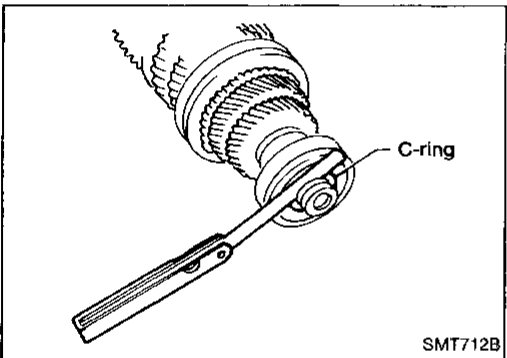


12. Select proper C-ring to minimize clearance of groove in mainshaft and install it.

**Allowable clearance of groove:  
0 - 0.1 mm (0 - 0.004 in)**

**Mainshaft C-rings:**

Thickness mm (in)	Part number
4.45 (0.1752)	32348-50J00
4.52 (0.1780)	32348-50J01
4.59 (0.1807)	32348-50J02
4.66 (0.1835)	32348-50J03
4.73 (0.1862)	32348-50J04
4.80 (0.1890)	32348-50J05
4.87 (0.1917)	32348-50J06
4.94 (0.1945)	32348-50J07



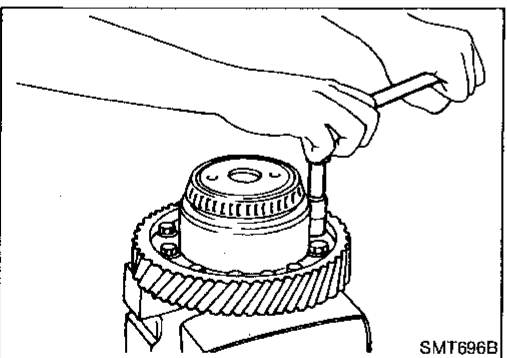
13. Install C-ring holder and snap ring.

14. Measure gear end play as the final check — Refer to "Disassembly", MT-39.

**Final Drive**

**DISASSEMBLY**

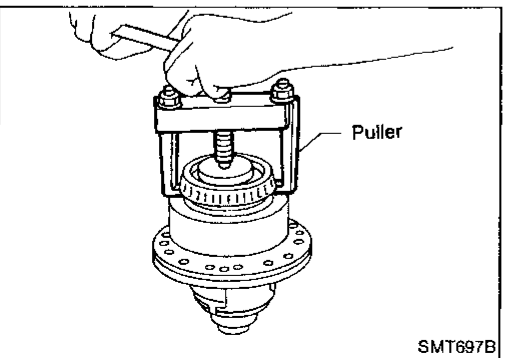
1. Remove final gear.



2. Remove speedometer drive gear by cutting it.

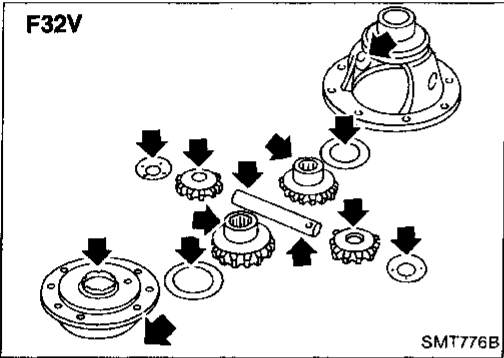
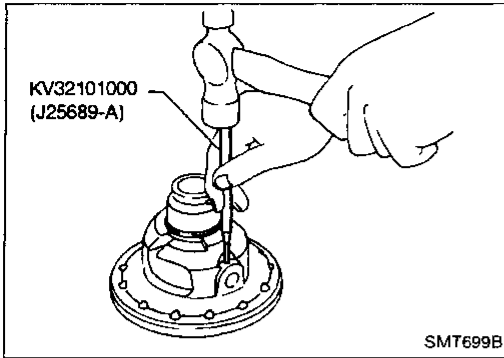
3. Press out differential side bearings.

4. Remove viscous coupling.



**Final Drive (Cont'd)**

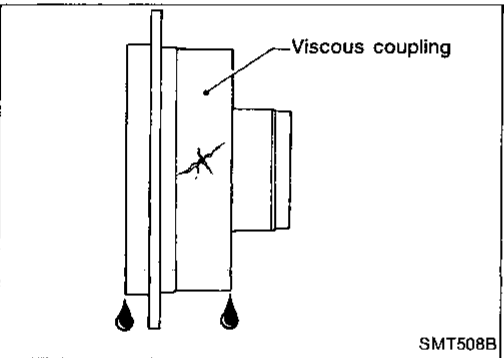
5. Drive out retaining pin with Tool and draw out pinion mate shaft with Tool.
6. Remove pinion mate gears and side gears.



**INSPECTION**

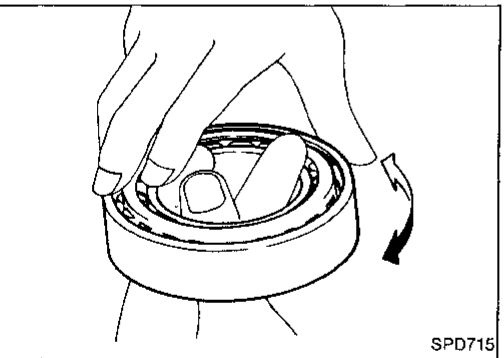
**Gear, washer, shaft and case**

- Check mating surfaces of differential case, side gears and pinion mate gears.
- Check washers for wear.



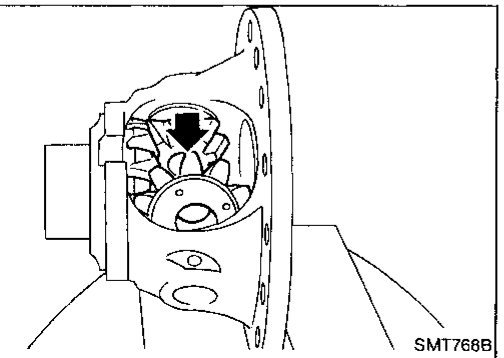
**Viscous coupling**

- Check case for cracks.
- Check silicone oil for leakage.



**Bearing**

- Make sure bearings roll freely and are free from noise, cracks, pitting or wear.
- **When replacing tapered roller bearing, replace outer and inner race as a set.**



**ASSEMBLY**

1. Attach side gear thrust washer to side gear and install them in differential case. Then install pinion mate washers and pinion mate gears in place.

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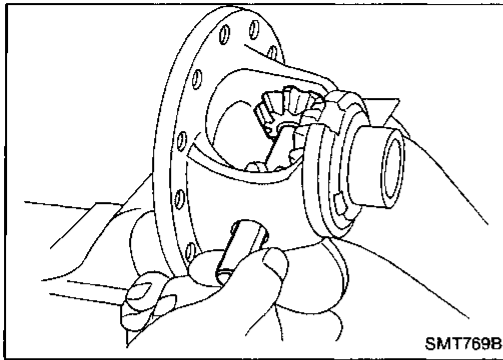
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Final Drive (Cont'd)



2. Insert pinion mate shaft.
  - **When inserting, be careful not to damage pinion mate thrust washers.**
3. Measure clearance between side gear and differential case with washers following the procedure below:
  - a. Set Tool and dial indicator on side gear.
  - b. Move side gear up and down to measure dial indicator deflection.

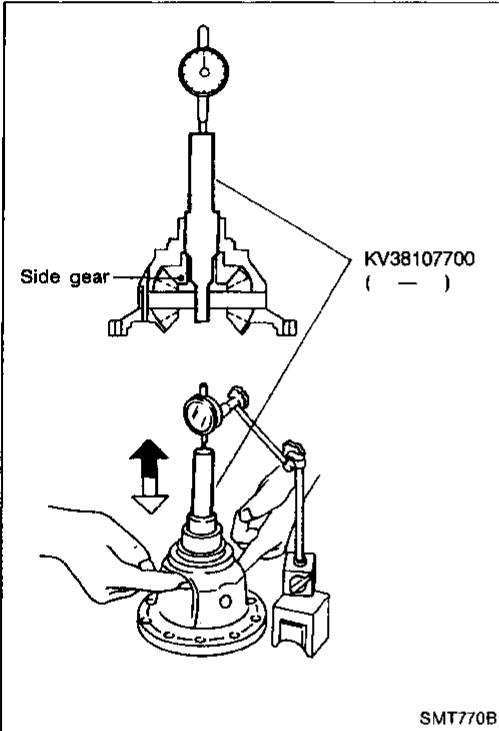
**Clearance between side gear and differential case with washers:**

**0.1 - 0.2 mm (0.004 - 0.008 in)**

- c. If not within specification, adjust clearance by changing thickness of side gear thrust washers.

**Side gear thrust washers for differential case side:**

Thickness mm (in)	Part number
0.75 - 0.80 (0.0295 - 0.0315)	38424-D2111
0.80 - 0.85 (0.0315 - 0.0335)	38424-D2112
0.85 - 0.90 (0.0335 - 0.0354)	38424-D2113
0.90 - 0.95 (0.0354 - 0.0374)	38424-D2114
0.95 - 1.00 (0.0374 - 0.0394)	38424-D2115



4. Measure clearance between side gear and viscous coupling with washers following the procedure below.

- a. Set remaining side gear with washer on pinion mate gears.
- b. Measure distance "X".

- **Side gear might be uneven, so measure it in at least 4 places along the circumference and take an average reading.**

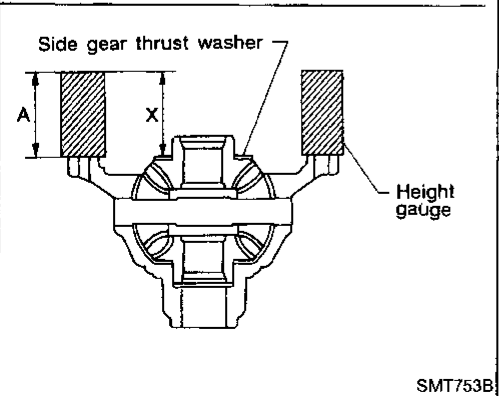
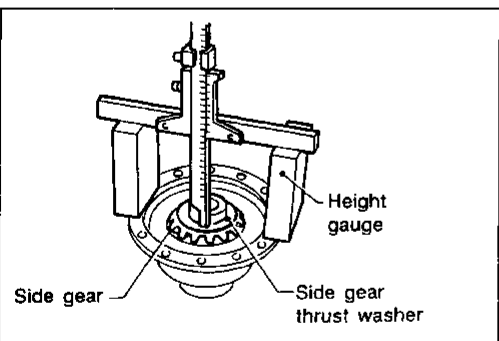
- c. Measure dimension "Y".  
Clearance between side gear and viscous coupling with washers can be obtained by "X + Y - 2A".

**Specification: 0.1 - 0.2 mm (0.004 - 0.008 in)**

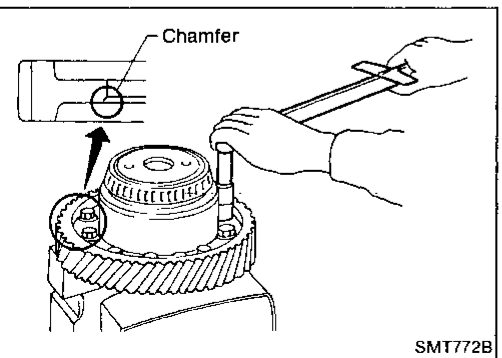
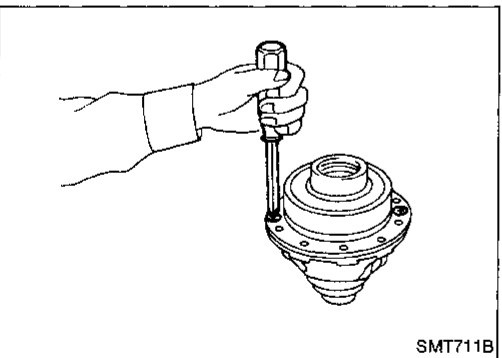
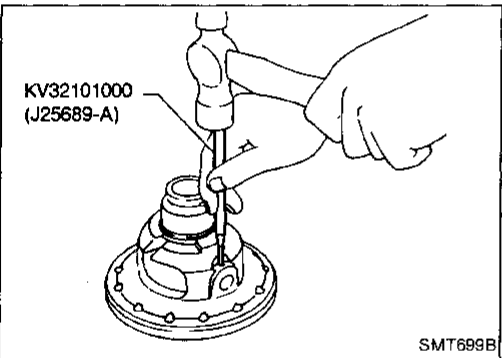
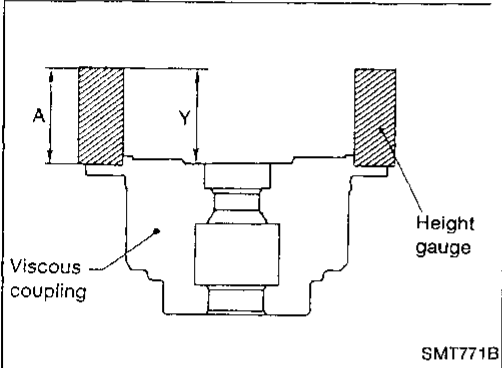
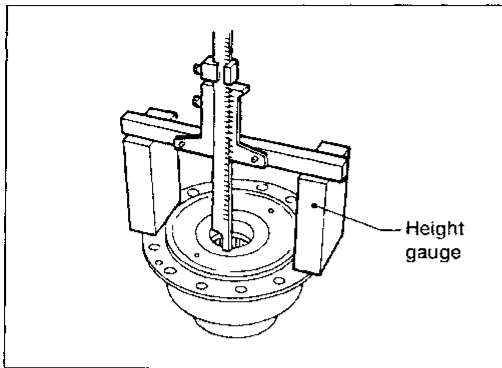
- d. If not within specification, adjust clearance by changing thickness of side gear thrust washer.

**Side gear thrust washers for viscous coupling side:**

Thickness mm (in)	Part number
0.70 - 0.75 (0.0276 - 0.0295)	38424-D2110
0.75 - 0.80 (0.0295 - 0.0315)	38424-D2111
0.80 - 0.85 (0.0315 - 0.0335)	38424-D2112
0.85 - 0.90 (0.0335 - 0.0354)	38424-D2113
0.90 - 0.95 (0.0354 - 0.0374)	38424-D2114
0.95 - 1.00 (0.0374 - 0.0394)	38424-D2115
1.00 - 1.05 (0.0394 - 0.0413)	38424-D2116
1.05 - 1.10 (0.0413 - 0.0433)	38424-D2117
1.10 - 1.15 (0.0433 - 0.0453)	38424-D2118
1.15 - 1.20 (0.0453 - 0.0472)	38424-D2119
1.20 - 1.25 (0.0472 - 0.0492)	38424-D2120
1.25 - 1.30 (0.0492 - 0.0512)	38424-D2121
1.30 - 1.35 (0.0512 - 0.0531)	38424-D2122



Final Drive (Cont'd)



5. Install retaining pin with Tool.
  - Make sure that retaining pin is flush with case.

6. Install viscous coupling.

7. Install final gear.
  - Apply locking sealant to final gear fixing bolts before installing them.
8. Install speedometer drive gear.

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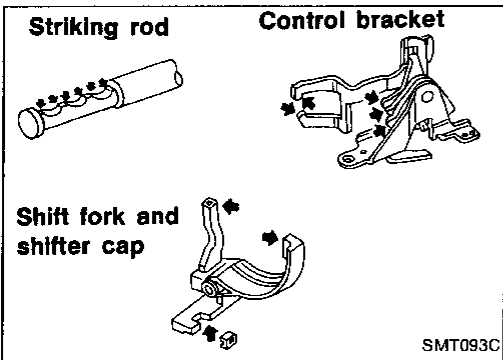
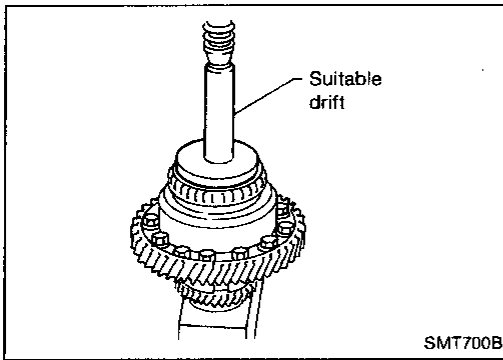
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**Final Drive (Cont'd)**

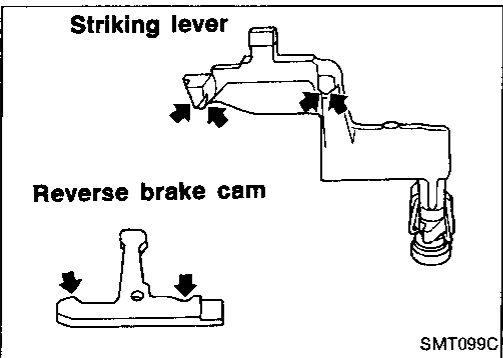
9. Press on differential side bearings.



**Shift Control Components**

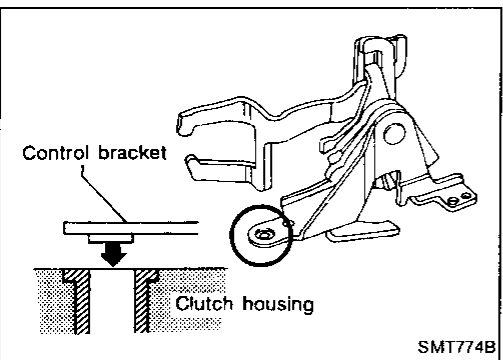
**INSPECTION**

- Check contact surface and sliding surface for wear, scratches, projections or other damage.



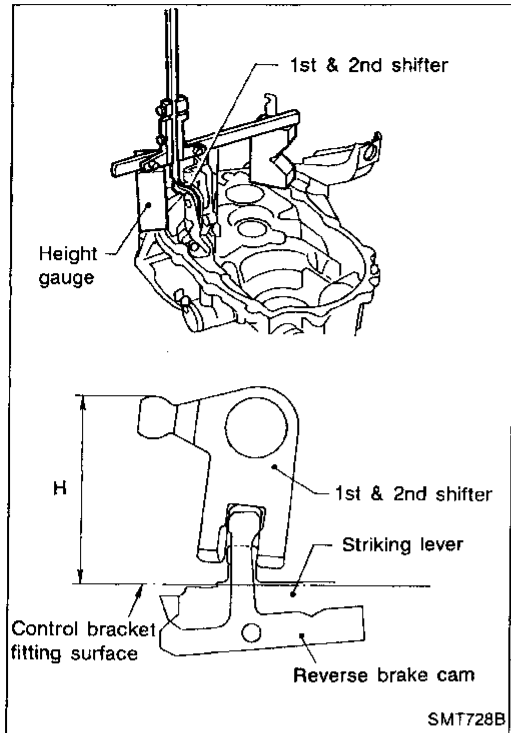
**ADJUSTMENT OF INPUT SHAFT BRAKING MECHANISM**

1. Install striking lever & rod, striking interlock assembly and control bracket on clutch housing exactly.
  - When installing control bracket on clutch housing, assure protrusion beneath bracket is correctly seated.





Shift Control Components (Cont'd)



2. Measure maximum height "H" while shifting from neutral to reverse position.

**Maximum height "H":**

**67.16 - 67.64 mm (2.6441 - 2.6630 in)**

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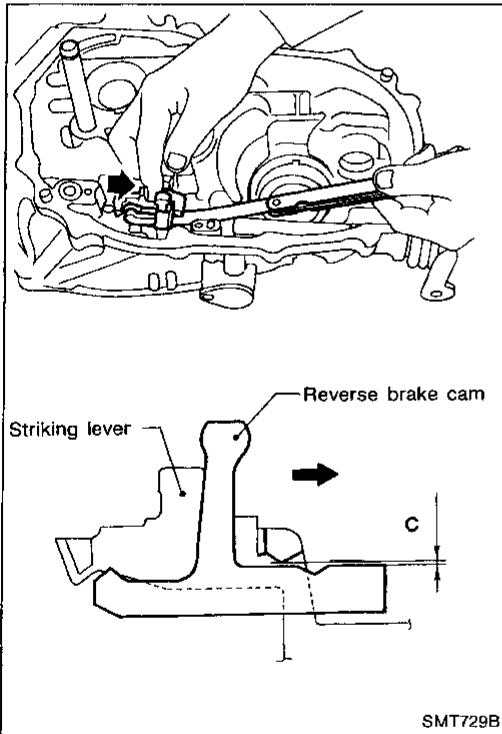
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3. Measure clearance "C" between reverse brake cam and striking lever while shifting to reverse position.

**Clearance "C":**

**0.05 - 0.20 mm (0.0020 - 0.0079 in)**

**If "H" or "C" is not within specification, replace the following parts as a set.**

- Striking lever assembly
- Striking interlock assembly (This includes reverse brake cam.)
- Control bracket assembly

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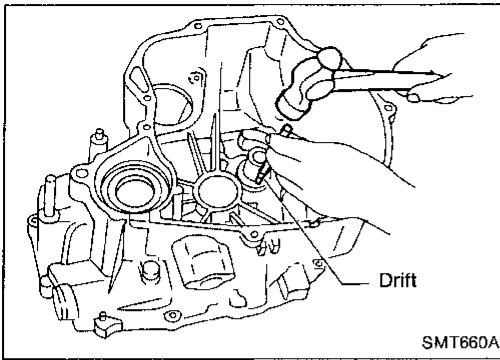
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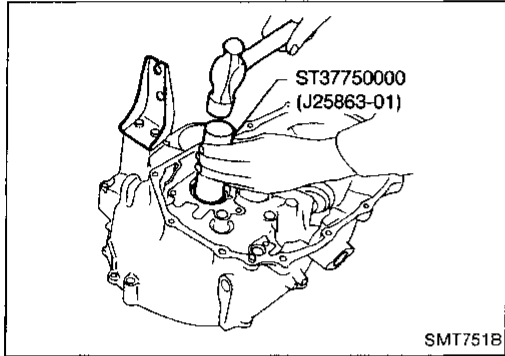
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**Case Components**

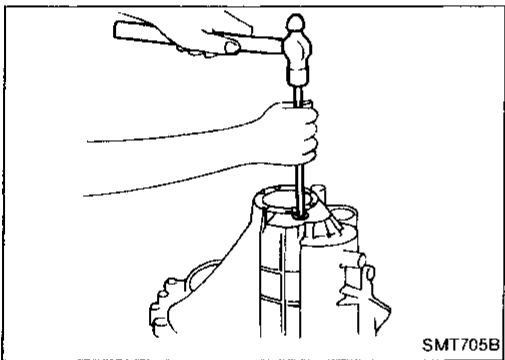
**Input shaft oil seal**

1. Drive out input shaft oil seal.



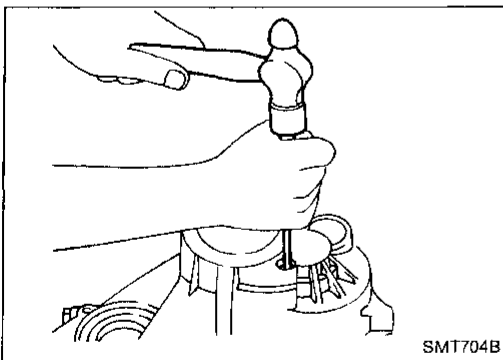
2. Install input shaft oil seal.

- Apply multi-purpose grease to seal lip of oil seal before installing.

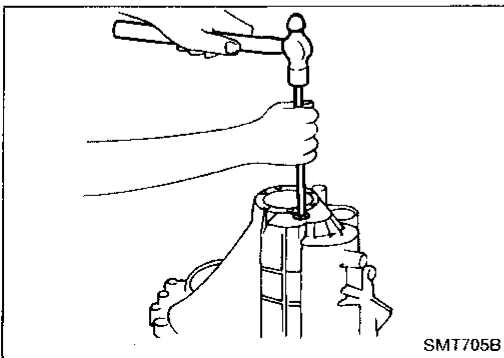


**Input shaft rear bearing**

1. Remove welch plug from transmission case.



2. Remove input shaft rear bearing by tapping it from welch plug hole.

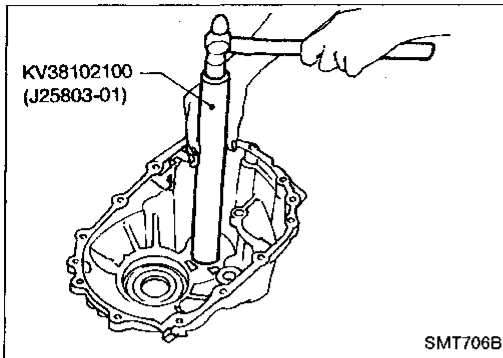


3. Install welch plug.

- Apply recommended sealant to mating surface of transmission case.

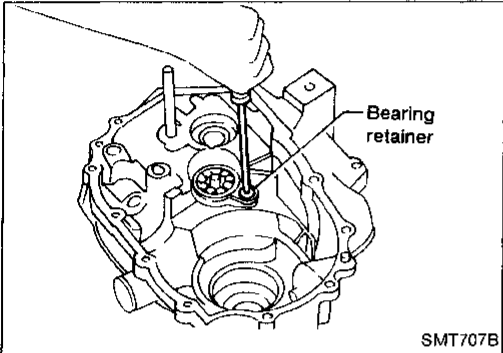
Case Components (Cont'd)

4. Install input shaft rear bearing.



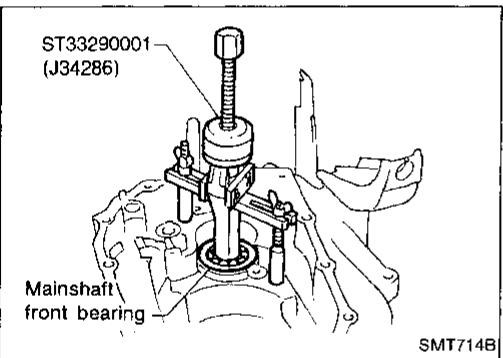
Mainshaft front bearing and oil channel

1. Remove mainshaft front bearing retainer.



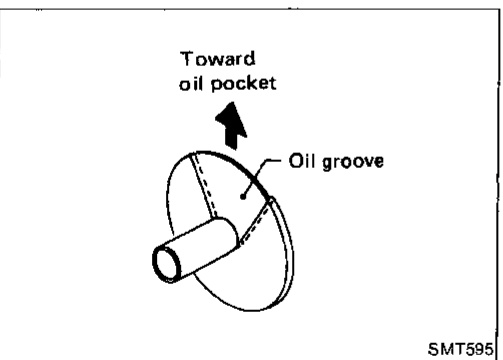
2. Remove mainshaft front bearing.

3. Remove oil channel.



4. Install oil channel.

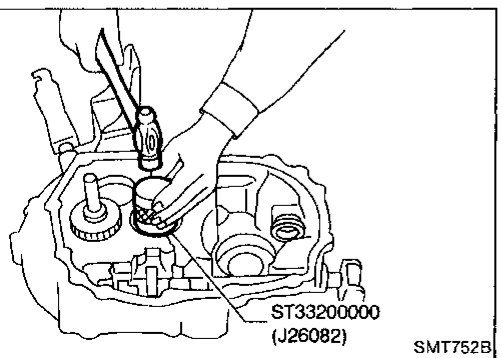
● Ensure that oil groove in oil channel always faces toward oil pocket when installing it on clutch housing.



5. Install mainshaft front bearing with Tool.

6. Install mainshaft front bearing retainer.

Apply locking sealant to thread of screw before installation.



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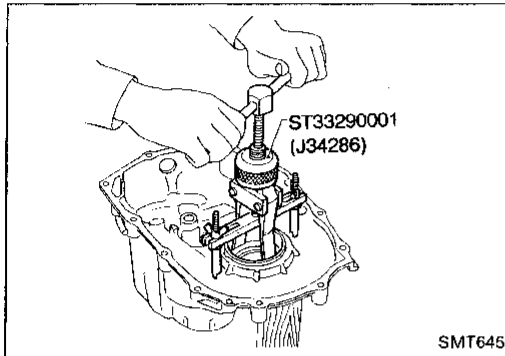
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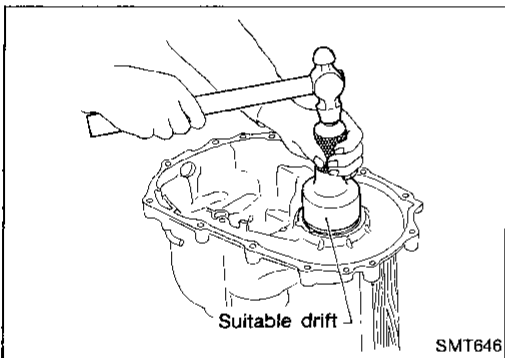
### Differential Side Bearing Preload

If any of the following parts are replaced, adjust differential side bearing preload.

- Differential case
- Differential side bearing
- Clutch housing
- Transmission case

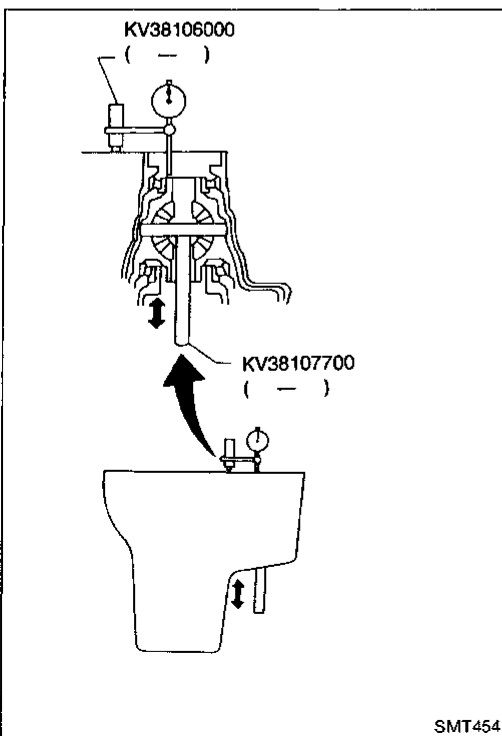


1. Remove differential side bearing outer race (transmission case side) and shim.



2. Reinstall differential side bearing outer race without shim.
3. Install final drive assembly on clutch housing.
4. Install transmission case on clutch housing.

- Tighten transmission case fixing bolts to the specified torque.



5. Set dial indicator on front end of differential case.
6. Insert Tool all the way into differential side gear.
7. Move Tool up and down and measure dial indicator deflection.
8. Select shim considering bearing preload.

**Suitable shim thickness = dial indicator deflection + specified bearing preload**

**Differential side bearing adjusting shims:**

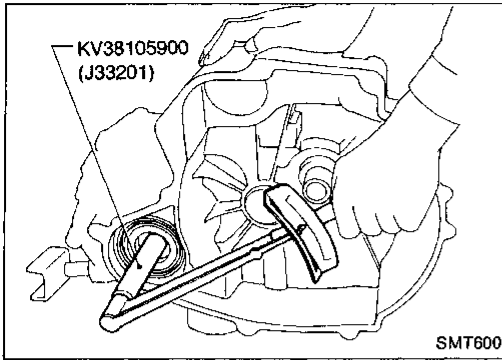
Refer to SDS, MT-63.

**Bearing preload:**

0.25 - 0.30 mm (0.0098 - 0.0118 in)

9. Install selected shim and differential side bearing outer race on transmission case.
10. Check differential side bearing turning torque.
  - a. Install final drive assembly on clutch housing.
  - b. Install transmission case on clutch housing.
- Tighten transmission case fixing bolts to the specified torque.

Differential Side Bearing Preload (Cont'd)



c. Measure turning torque of final drive assembly with Tool.

**Turning torque of final drive assembly**

**(New bearing):**

**2.9 - 6.9 N·m (30 - 70 kg·cm, 26 - 61 in·lb)**

- When old bearing is used again, turning torque will be slightly less than the above.
- Make sure torque is close to the specified range.
- Changes in turning torque of final drive assembly per revolution should be within 1.0 N·m (10 kg·cm, 8.7 in·lb) without binding.

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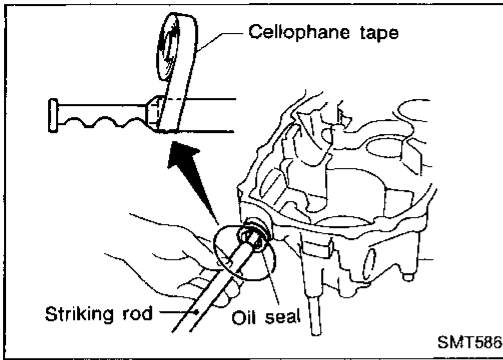
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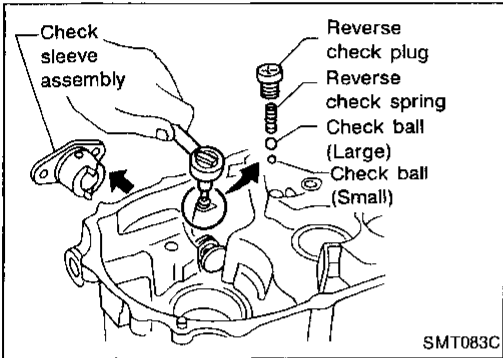
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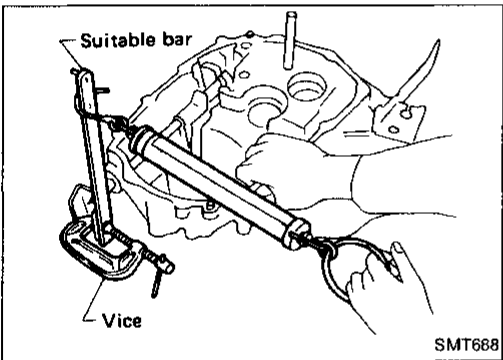
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1. Install striking rod, lever and interlock.
  - **When inserting striking rod into clutch housing, tape edges of striking rod to avoid damaging oil seal lip.**



2. Install reverse check sleeve assembly.
3. Install check balls, reverse check spring and check plug.



4. Check reverse check force.

**Reverse check force:**

**4.9 - 7.4 N·m (50 - 75 kg-cm, 43 - 65 in-lb)**

- If not within specification, select another check plug having a different length and reinstall it.

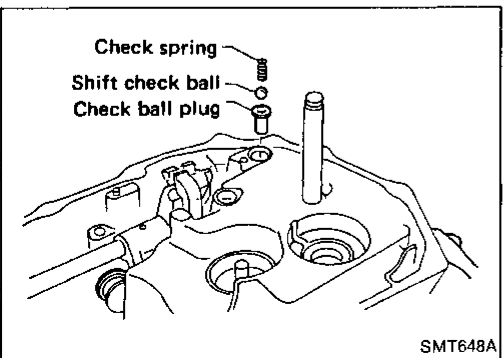
**Available reverse check plugs:**

Thickness mm (in)	Part number
7.1 (0.280)	32188-M8002
7.7 (0.303)	32188-M8003
8.3 (0.327)	32188-M8001*
8.9 (0.350)	32188-M8004

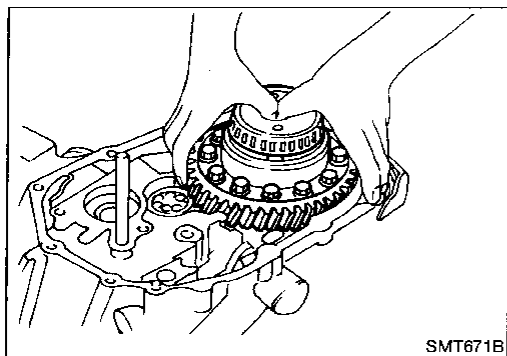
\*Standard size check plug.

5. Install selected reverse check plug.

**Apply locking sealant to thread of plug before installing it.**



6. Install check ball plug, shift check ball and check spring.
7. Install oil pocket.



8. Install gear components onto clutch housing.
- a. Install final drive assembly.

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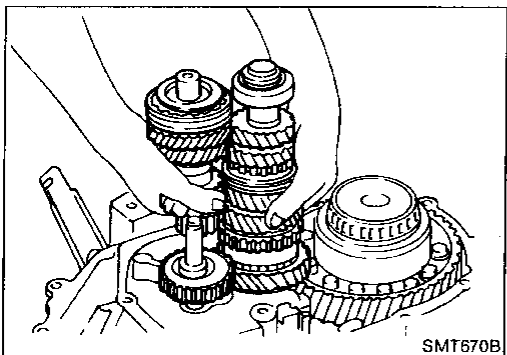
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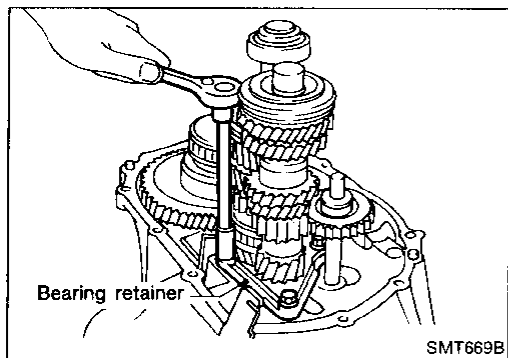
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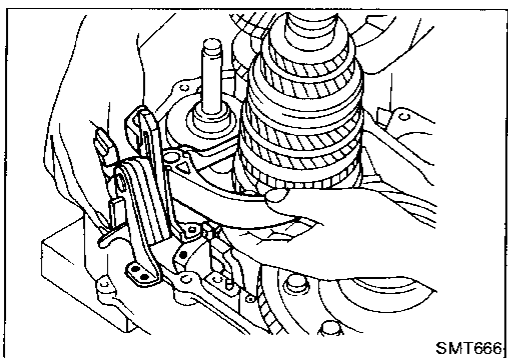
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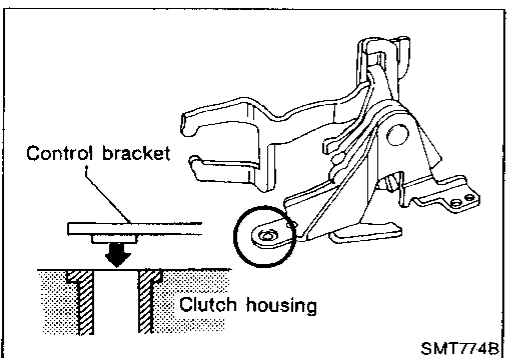
- b. Install input shaft assembly with bearing retainer, main-shaft assembly and reverse idler gear.
  - Be careful not to damage oil seal lip with splines of input shaft while shaft is being inserted into clutch housing.
  - Be careful not to damage oil channel when inserting main-shaft into clutch housing.



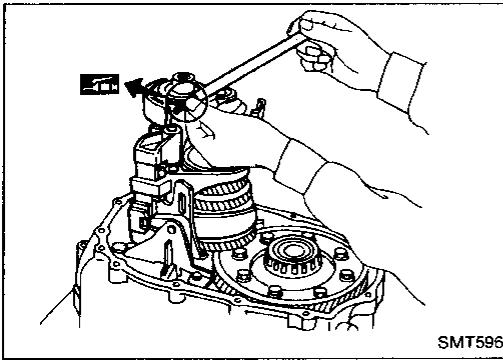
- c. Install input shaft front bearing retainer.



9. Apply grease to shifter caps, then install it to control bracket. Install control bracket with 1st & 2nd shift fork.



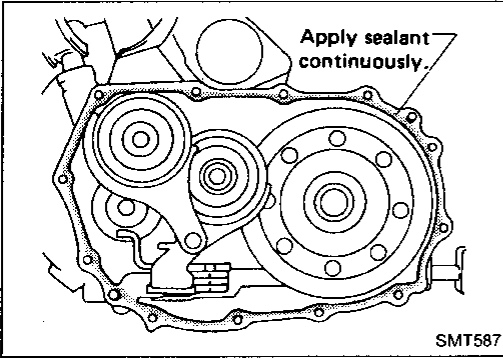
- When installing control bracket on clutch housing, ensure protrusion beneath bracket is correctly seated.
10. Install 3rd & 4th and 5th shift forks.



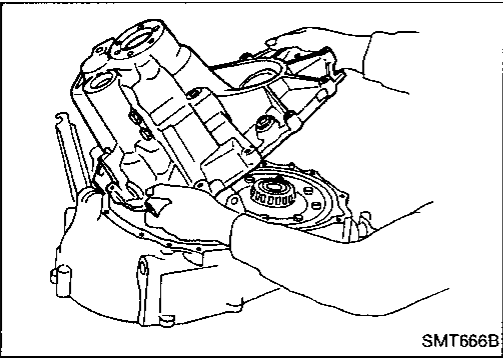
11. Insert fork shaft.

- Apply multi-purpose grease to support spring before installing.

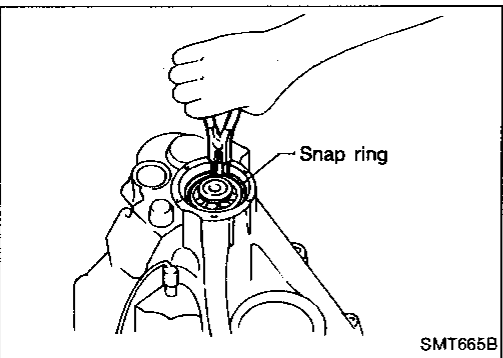
12. Install reverse idler spacer.



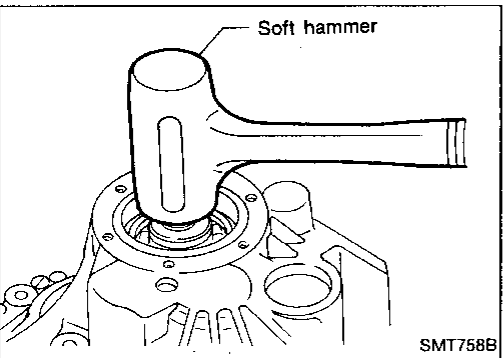
13. Apply recommended sealant to mating surface of clutch housing.



14. Install transmission case on clutch housing.

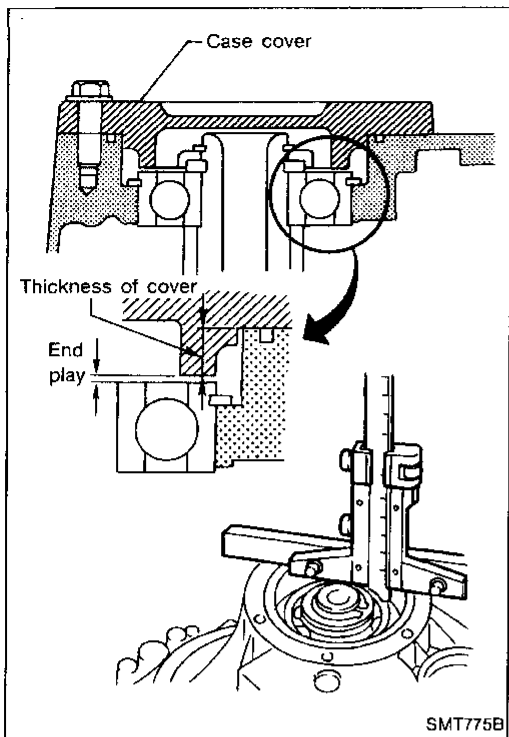


15. Install mainshaft front bearing snap ring.



16. Tap mainshaft with a soft hammer to ensure mainshaft is properly seated.





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17. Check mainshaft bearing end play.

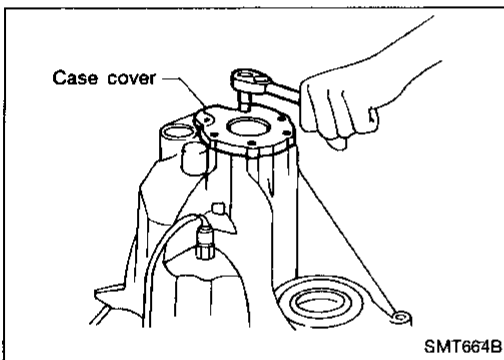
**Mainshaft bearing end play:**

**0 - 0.1 mm (0 - 0.004 in)**

- If not within specification, select another case cover having a different thickness.

**Available case covers:**

**Refer to SDS, MT-61.**



SMT664B

18. Install O-ring and case cover on transmission case.

**Apply recommended sealant to mating surface of transmission case.**

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# SERVICE DATA AND SPECIFICATIONS (SDS)

## General Specifications

### TRANSAXLE

Engine		GA16DE	SR20DE	
Transaxle model		RS5F31A	RS5F32V	
Synchromesh type		Warner		
Shift pattern				
Vehicle body		Sedan		
Gear ratio	1st	3.333	3.063	
	2nd	1.955	1.826	
	3rd	1.286	1.286	
	4th	0.926	0.975	
	5th	0.733	0.756	
	Reverse	3.417	3.153	
Number of teeth	Input gear	1	15	16
		2	22	23
		3	28	28
		4	41	40
		5	45	45
		Rev.	12	13
	Main gear	1	50	49
		2	43	42
		3	36	36
		4	38	39
		5	33	34
		Rev.	41	41
	Reverse idler gear		30	31
	Oil capacity		ℓ (US pt, Imp pt)	
		2.9 (6-1/8, 5-1/8)	3.5 - 3.7 (7-3/8 - 7-7/8, 6-1/8 - 6-1/2)	

### FINAL GEAR

Engine		GA16DE	SR20DE
Vehicle model		Sedan 5 speeds	
Final gear ratio		3.895	4.176
Number of teeth	Final gear/Pinion	74/19	71/17
	Side gear/Pinion mate gear	16/10	14/10

Inspection and Adjustment — GA16DE engine models

GEAR END PLAY

Gear	End play mm (in)
1st main gear	0.18 - 0.31 (0.0071 - 0.0122)
2nd main gear	0.20 - 0.30 (0.0079 - 0.0118)
3rd main gear	0.20 - 0.30 (0.0079 - 0.0118)
4th main gear	0.20 - 0.30 (0.0079 - 0.0118)
5th input gear	0.18 - 0.31 (0.0071 - 0.0122)

CLEARANCE BETWEEN BAULK RING AND GEAR

Unit: mm (in)

	Standard	Wear limit
1st & 2nd	1.0 - 1.35 (0.0394 - 0.0531)	0.7 (0.028)
3rd & 4th	1.0 - 1.35 (0.0394 - 0.0531)	0.7 (0.028)
5th	1.0 - 1.35 (0.0394 - 0.0531)	0.7 (0.028)

AVAILABLE CHECK PLUGS

Reverse check turning torque (At striking rod) N·m (kg·cm, in·lb)	4.9 - 7.4 (50 - 75, 43 - 65)
Thickness mm (in)	Part number
8.3 (0.327)	32188-M8001*
7.1 (0.280)	32188-M8002
7.7 (0.303)	32188-M8003
8.9 (0.350)	32188-M8004

\* Standard check plug

AVAILABLE SNAP RINGS

Input shaft front bearing

Allowable clearance	0 - 0.1 mm (0 - 0.004 in)
Thickness mm (in)	Part number
1.27 (0.0500)	32204-M8004
1.33 (0.0524)	32204-M8005
1.39 (0.0547)	32204-M8006
1.45 (0.0571)	32204-M8007

Input shaft 5th synchronizer hub

Allowable clearance	0 - 0.1 mm (0 - 0.004 in)
Thickness mm (in)	Part number
2.00 (0.0787)	32311-M8812
2.05 (0.0807)	32311-M8813
2.10 (0.0827)	32311-M8814
2.15 (0.0846)	32311-M8815
2.20 (0.0866)	32311-M8816
2.25 (0.0886)	32311-M8817
2.30 (0.0906)	32311-M8818

AVAILABLE C-RINGS

Mainshaft C-ring

Allowable clearance		0 - 0.1 mm (0 - 0.004 in)	
Thickness mm (in)	Part number	Thickness mm (in)	Part number
3.63 (0.1429)	32348-M8800	4.12 (0.1622)	32348-M8807
3.70 (0.1457)	32348-M8801	4.19 (0.1650)	32348-M8808
3.77 (0.1484)	32348-M8802	4.26 (0.1677)	32348-M8809
3.84 (0.1512)	32348-M8803	4.33 (0.1705)	32348-M8810
3.91 (0.1539)	32348-M8804	4.40 (0.1732)	32348-M8811
3.98 (0.1567)	32348-M8805	4.47 (0.1760)	32348-M8812
4.05 (0.1594)	32348-M8806	4.54 (0.1787)	32348-M8813

AVAILABLE WASHERS

Differential side gear thrust washer

Allowable clearance between side gear and differential case with washer	0.1 - 0.2 mm (0.004 - 0.008 in) or less
Thickness mm (in)	Part number
0.75 - 0.80 (0.0295 - 0.0315)	38424-D2111
0.80 - 0.85 (0.0315 - 0.0335)	38424-D2112
0.85 - 0.90 (0.0335 - 0.0354)	38424-D2113
0.90 - 0.95 (0.0354 - 0.0374)	38424-D2114
0.95 - 1.00 (0.0374 - 0.0394)	38424-D2115

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**Inspection and Adjustment — GA16DE engine models (Cont'd)**

**AVAILABLE SHIMS  
— MAINSHAFT AND DIFFERENTIAL SIDE BEARING PRELOAD AND ADJUSTING SHIM**

**Bearing preload**

Unit: mm (in)

Mainshaft bearing	Differential side bearing
0.18 - 0.27 (0.0071 - 0.0106)	0.24 - 0.32 (0.0094 - 0.0126)

**Turning torque**

Unit: N·m (kg-cm, in-lb)

Final drive only	Total
2.0 - 7.8 (20 - 80, 17 - 69)	3.9 - 13.7 (40 - 140, 35 - 122)

**Mainshaft bearing adjusting shims**

Thickness mm (in)	Part number
0.10 (0.0039)	32137-M8000
0.15 (0.0059)	32137-M8001
0.20 (0.0079)	32137-M8002
0.25 (0.0098)	32137-M8003
0.30 (0.0118)	32137-M8004
0.35 (0.0138)	32137-M8005
0.40 (0.0157)	32137-M8006
0.45 (0.0177)	32137-M8007
0.50 (0.0197)	32137-M8008
0.55 (0.0217)	32137-M8009
0.60 (0.0236)	32137-M8010
0.65 (0.0256)	32137-M8011
0.70 (0.0276)	32137-M8012
0.75 (0.0295)	32137-M8013
0.80 (0.0315)	32137-M8014
0.85 (0.0335)	32137-M8015
0.90 (0.0354)	32137-M8016
0.95 (0.0374)	32137-M8017
1.00 (0.0394)	32137-M8018

**Table for selecting mainshaft bearing adjusting shim**

Unit: mm (in)

Measured distance	Suitable shim thickness
2.35 - 2.40 (0.0925 - 0.0945)	0.10 (0.0039)
2.40 - 2.45 (0.0945 - 0.0965)	0.15 (0.0059)
2.45 - 2.50 (0.0965 - 0.0984)	0.20 (0.0079)
2.50 - 2.55 (0.0984 - 0.1004)	0.25 (0.0098)
2.55 - 2.60 (0.1004 - 0.1024)	0.30 (0.0118)
2.60 - 2.65 (0.1024 - 0.1043)	0.35 (0.0138)
2.65 - 2.70 (0.1043 - 0.1063)	0.40 (0.0157)
2.70 - 2.75 (0.1063 - 0.1083)	0.45 (0.0177)
2.75 - 2.80 (0.1083 - 0.1102)	0.50 (0.0197)
2.80 - 2.85 (0.1102 - 0.1122)	0.55 (0.0217)
2.85 - 2.90 (0.1122 - 0.1142)	0.60 (0.0236)
2.90 - 2.95 (0.1142 - 0.1161)	0.65 (0.0256)
2.95 - 3.00 (0.1161 - 0.1181)	0.70 (0.0276)
3.00 - 3.05 (0.1181 - 0.1201)	0.75 (0.0295)
3.05 - 3.10 (0.1201 - 0.1220)	0.80 (0.0315)
3.10 - 3.15 (0.1220 - 0.1240)	0.85 (0.0335)
3.15 - 3.20 (0.1240 - 0.1260)	0.90 (0.0354)
3.20 - 3.25 (0.1260 - 0.1280)	0.95 (0.0374)
3.25 - 3.30 (0.1280 - 0.1299)	1.00 (0.0394)

**Differential side bearing adjusting shims**

Thickness mm (in)	Part number
0.44 (0.0173)	38454-M8000
0.48 (0.0189)	38454-M8001
0.56 (0.0220)	38454-M8003
0.60 (0.0236)	38454-M8004
0.64 (0.0252)	38454-M8005
0.68 (0.0268)	38454-M8006
0.72 (0.0283)	38454-M8007
0.76 (0.0299)	38454-M8008
0.80 (0.0315)	38454-M8009
0.84 (0.0331)	38454-M8010
0.88 (0.0346)	38454-M8011

Inspection and Adjustment — SR20DE engine models

**GEAR END PLAY**

Gear	End play mm (in)
1st main gear	0.18 - 0.31 (0.0071 - 0.0122)
2nd main gear	0.20 - 0.30 (0.0079 - 0.0118)
3rd main gear	0.20 - 0.30 (0.0079 - 0.0118)
4th main gear	0.20 - 0.30 (0.0079 - 0.0118)
5th input gear	0.18 - 0.31 (0.0071 - 0.0122)

**CLEARANCE BETWEEN BAULK RING AND GEAR**

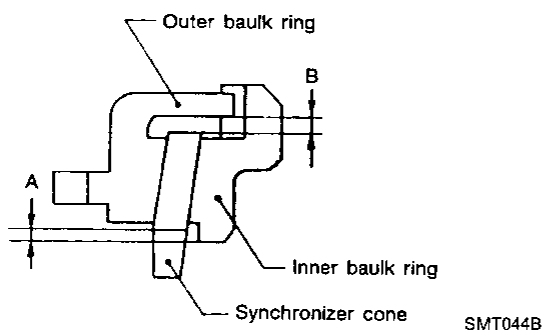
**1st, 4th, 5th baulk ring**

Unit: mm (in)

	Standard	Wear limit
1st	0.95 - 1.45 (0.0374 - 0.0571)	
4th	0.9 - 1.45 (0.0354 - 0.0571)	
5th	0.9 - 1.5 (0.035 - 0.059)	

**2nd and 3rd baulk ring**

Unit: mm (in)



Dimension	Standard	Wear limit
A	0.7 - 0.9 (0.028 - 0.035)	0.2 (0.008)
B	0.6 - 1.1 (0.024 - 0.043)	

**AVAILABLE REVERSE CHECK PLUGS AND CASE COVERS**

**Reverse check plug**

Reverse check turning torque (At striking rod)	4.9 - 7.4 N·m (50 - 75 kg·cm, 43 - 65 in·lb)
Length mm (in)	Part number
7.1 (0.280)	32188-M8002
7.7 (0.303)	32188-M8003
8.3 (0.327)	32188-M8001*
8.9 (0.350)	32188-M8004

\* Standard check plug

**Case cover**

Main shaft bearing end play	0 - 0.1 mm (0 - 0.004 in)
Thickness mm (in)	Part number
10.78 (0.4244)	32131-50J00
10.83 (0.4264)	32131-50J01
10.88 (0.4283)	32131-50J02
10.93 (0.4303)	32131-50J03
10.98 (0.4323)	32131-50J04
11.03 (0.4343)	32131-50J05

**AVAILABLE SNAP RINGS**

**Input shaft front bearing**

Allowable clearance	0 - 0.1 mm (0 - 0.004 in)
Thickness mm (in)	Part number
1.27 (0.0500)	32204-M8004
1.33 (0.0524)	32204-M8005
1.39 (0.0547)	32204-M8006
1.45 (0.0571)	32204-M8007

**Input shaft 5th synchronizer hub**

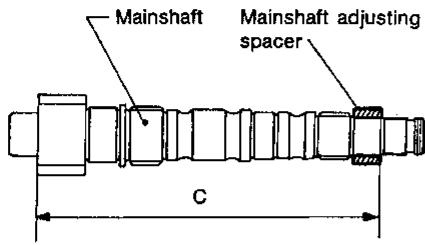
Allowable clearance	0 - 0.1 mm (0 - 0.004 in)
Thickness mm (in)	Part number
2.00 (0.0787)	32311-M8812
2.05 (0.0807)	32311-M8813
2.10 (0.0827)	32311-M8814
2.15 (0.0846)	32311-M8815
2.20 (0.0866)	32311-M8816
2.25 (0.0886)	32311-M8817
2.30 (0.0906)	32311-M8818

**MAINSHAFT C-RING**

Allowable clearance	0 - 0.1 mm (0 - 0.004 in)
Thickness mm (in)	Part number
4.45 (0.1752)	32348-50J00
4.52 (0.1780)	32348-50J01
4.59 (0.1807)	32348-50J02
4.66 (0.1835)	32348-50J03
4.73 (0.1862)	32348-50J04
4.80 (0.1890)	32348-50J05
4.87 (0.1917)	32348-50J06
4.94 (0.1945)	32348-50J07

Inspection and Adjustment — SR20DE engine models (Cont'd)

**MAINSHAFT BEARING ADJUSTING SPACER**



SMT693B

Bearing distance "C"	230.15 - 230.25 mm (9.0610 - 9.0649 in)
Thickness mm (in)	Part number
18.91 (0.7445)	32347-50J00
18.98 (0.7472)	32347-50J01
19.05 (0.7500)	32347-50J02
19.12 (0.7528)	32347-50J03
19.19 (0.7555)	32347-50J04
19.26 (0.7583)	32347-50J05
19.33 (0.7610)	32347-50J06
19.40 (0.7638)	32347-50J07
19.47 (0.7665)	32347-50J08

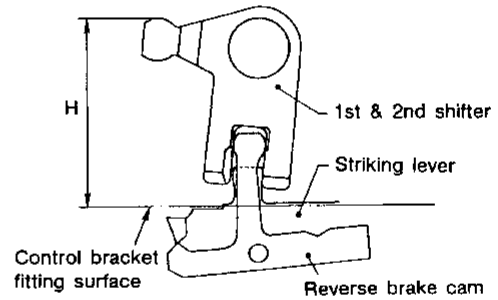
	Thickness mm (in)	Part number
Viscous coupling side	0.90 - 0.95 (0.0354 - 0.0374)	38424-D2114
	0.95 - 1.00 (0.0374 - 0.0394)	38424-D2115
	1.00 - 1.05 (0.0394 - 0.0413)	38424-D2116
	1.05 - 1.10 (0.0413 - 0.0433)	38424-D2117
	1.10 - 1.15 (0.0433 - 0.0453)	38424-D2118
	1.15 - 1.20 (0.0453 - 0.0472)	38424-D2119
	1.20 - 1.25 (0.0472 - 0.0492)	38424-D2120
	1.25 - 1.30 (0.0492 - 0.0512)	38424-D2121
	1.30 - 1.35 (0.0512 - 0.0531)	38424-D2122

**DIFFERENTIAL SIDE GEAR THRUST WASHER**

Allowable clearance between side gear and differential case or viscous coupling with washer	0.1 - 0.2 mm (0.004 - 0.008 in)	
Thickness mm (in)	Part number	
Differential case side	0.75 - 0.80 (0.0295 - 0.0315)	38424-D2111
	0.80 - 0.85 (0.0315 - 0.0335)	38424-D2112
	0.85 - 0.90 (0.0335 - 0.0354)	38424-D2113
	0.90 - 0.95 (0.0354 - 0.0374)	38424-D2114
	0.95 - 1.00 (0.0374 - 0.0394)	38424-D2115
Viscous coupling side	0.70 - 0.75 (0.0276 - 0.0295)	38424-D2110
	0.75 - 0.80 (0.0295 - 0.0315)	38424-D2111
	0.80 - 0.85 (0.0315 - 0.0335)	38424-D2112
	0.85 - 0.90 (0.0335 - 0.0354)	38424-D2113

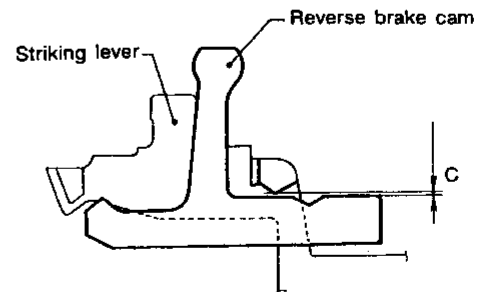
**INPUT SHAFT BRAKING MECHANISM**

**Reverse brake cam**



SMT735B

Maximum height "H" between the control bracket fitting surface and 1-2 shifter	67.16 - 67.64 (0.6441 - 2.6630)
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SMT736B

Clearance "C" between reverse brake cam and striking lever	0.05 - 0.20 (0.0020 - 0.0079)
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**Inspection and Adjustment — SR20DE engine models (Cont'd)**

**AVAILABLE SHIMS**

**— DIFFERENTIAL SIDE BEARING PRELOAD AND ADJUSTING SHIM**

**Bearing preload**

Unit: mm (in)

Differential side bearing	0.25 - 0.30 (0.0098 - 0.0118)
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**Turning torque (New bearing)**

Unit: N·m (kg-cm, in-lb)

Final drive	2.9 - 6.9 (30 - 70, 26 - 61)
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**Differential side bearing adjusting shims**

Thickness mm (in)	Part number
0.28 (0.0110)	31439-31X00
0.32 (0.0126)	31439-31X01
0.36 (0.0142)	31439-31X02
0.40 (0.0157)	31439-31X03
0.44 (0.0173)	31439-31X04
0.48 (0.0189)	31439-31X05
0.52 (0.0205)	31439-31X06
0.56 (0.0220)	31439-31X07
0.60 (0.0236)	31439-31X08
0.64 (0.0252)	31439-31X09
0.68 (0.0268)	31439-31X10
0.72 (0.0283)	31439-31X11
0.76 (0.0299)	31439-31X12
0.80 (0.0315)	31439-31X13
0.84 (0.0331)	31439-31X14
0.88 (0.0346)	31439-31X15
0.92 (0.0362)	31439-31X16
0.96 (0.0378)	31439-31X17
1.44 (0.0567)	31439-31X18

GI

MA

EM

LC

EF &  
EC

FE

CL

**MT**

AT

FA

RA

BR

ST

BF

HA

EL

IDX

**Inspection and Adjustment — SR20DE engine models (Cont'd)**

**Table for selecting differential side bearing adjusting shims**

Unit: mm (in)

Dial indicator deflection	Suitable shim thickness	Appropriate shim(s) (Examples)
0 - 0.02 (0 - 0.0008)	0.28 (0.0110)	0.28 (0.0110)
0.02 - 0.06 (0.0008 - 0.0024)	0.32 (0.0126)	0.32 (0.0126)
0.06 - 0.10 (0.0024 - 0.0039)	0.36 (0.0142)	0.36 (0.0142)
0.10 - 0.14 (0.0039 - 0.0055)	0.40 (0.0157)	0.40 (0.0157)
0.14 - 0.18 (0.0055 - 0.0071)	0.44 (0.0173)	0.44 (0.0173)
0.18 - 0.22 (0.0071 - 0.0087)	0.48 (0.0189)	0.48 (0.0189)
0.22 - 0.26 (0.0087 - 0.0102)	0.52 (0.0205)	0.52 (0.0205)
0.26 - 0.30 (0.0102 - 0.0118)	0.56 (0.0220)	0.56 (0.0220)
0.30 - 0.34 (0.0118 - 0.0134)	0.60 (0.0236)	0.60 (0.0236)
0.34 - 0.38 (0.0134 - 0.0150)	0.64 (0.0252)	0.64 (0.0252)
0.38 - 0.42 (0.0150 - 0.0165)	0.68 (0.0268)	0.68 (0.0268)
0.42 - 0.46 (0.0165 - 0.0181)	0.72 (0.0283)	0.72 (0.0283)
0.46 - 0.50 (0.0181 - 0.0197)	0.76 (0.0299)	0.76 (0.0299)
0.50 - 0.54 (0.0197 - 0.0213)	0.80 (0.0315)	0.80 (0.0315)
0.54 - 0.58 (0.0213 - 0.0228)	0.84 (0.0331)	0.84 (0.0331)
0.58 - 0.62 (0.0228 - 0.0244)	0.88 (0.0346)	0.88 (0.0346)
0.62 - 0.66 (0.0244 - 0.0260)	0.92 (0.0362)	0.92 (0.0362)
0.66 - 0.70 (0.0260 - 0.0276)	0.96 (0.0378)	0.96 (0.0378)
0.70 - 0.74 (0.0276 - 0.0291)	1.00 (0.0394)	0.48 (0.0189) + 0.52 (0.0205)
0.74 - 0.78 (0.0291 - 0.0307)	1.04 (0.0409)	0.52 (0.0205) + 0.52 (0.0205)
0.78 - 0.82 (0.0307 - 0.0323)	1.08 (0.0425)	0.52 (0.0205) + 0.56 (0.0220)
0.82 - 0.86 (0.0323 - 0.0339)	1.12 (0.0441)	0.56 (0.0220) + 0.56 (0.0220)
0.86 - 0.90 (0.0339 - 0.0354)	1.16 (0.0457)	0.56 (0.0220) + 0.60 (0.0236)
0.90 - 0.94 (0.0354 - 0.0370)	1.20 (0.0472)	0.60 (0.0236) + 0.60 (0.0236)
0.94 - 0.98 (0.0370 - 0.0386)	1.24 (0.0488)	0.60 (0.0236) + 0.64 (0.0252)
0.98 - 1.02 (0.0386 - 0.0402)	1.28 (0.0504)	0.64 (0.0252) + 0.64 (0.0252)
1.02 - 1.06 (0.0402 - 0.0417)	1.32 (0.0520)	0.64 (0.0252) + 0.68 (0.0268)
1.06 - 1.10 (0.0417 - 0.0433)	1.36 (0.0535)	0.68 (0.0268) + 0.68 (0.0268)
1.10 - 1.14 (0.0433 - 0.0449)	1.40 (0.0551)	0.68 (0.0268) + 0.72 (0.0283)
1.14 - 1.18 (0.0449 - 0.0465)	1.44 (0.0567)	1.44 (0.0567)
1.18 - 1.22 (0.0465 - 0.0480)	1.48 (0.0583)	0.72 (0.0283) + 0.76 (0.0299)
1.22 - 1.26 (0.0480 - 0.0496)	1.52 (0.0598)	0.76 (0.0299) + 0.76 (0.0299)
1.26 - 1.30 (0.0496 - 0.0512)	1.56 (0.0614)	0.76 (0.0299) + 0.80 (0.0315)
1.30 - 1.34 (0.0512 - 0.0528)	1.60 (0.0630)	0.80 (0.0315) + 0.80 (0.0315)
1.34 - 1.38 (0.0528 - 0.0543)	1.64 (0.0646)	0.80 (0.0315) + 0.84 (0.0331)
1.38 - 1.42 (0.0543 - 0.0559)	1.68 (0.0661)	0.84 (0.0331) + 0.84 (0.0331)
1.42 - 1.46 (0.0559 - 0.0575)	1.72 (0.0677)	0.84 (0.0331) + 0.88 (0.0346)
1.46 - 1.50 (0.0575 - 0.0591)	1.76 (0.0693)	0.88 (0.0346) + 0.88 (0.0346)