

**SECTION** **MT**  
**MANUAL TRANSMISSION**

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# PRECAUTIONS

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## PRECAUTIONS

PFP:00001

### Precautions for Battery Service

ACS004NG

Before disconnecting the battery, lower both the driver and passenger windows. This will prevent any interference between the window edge and the vehicle when the door is opened/closed. During normal operation, the window slightly raises and lowers automatically to prevent any window to vehicle interference. The automatic window function will not work with the battery disconnected.

### Caution

ACS004NF

- Do not reuse transmission oil, once it has been drained.
- Check oil level or replace oil with vehicle on level ground.
- During removal or installation, keep inside of transmission clear of dust or dirt.
- Check for the correct installation status prior to removal or disassembly. If mating marks are required, be certain they do not interfere with the function of the parts they are applied to.
- In principle, tighten bolts or nuts gradually in several steps working diagonally from inside to outside. If tightening sequence is specified, observe it.
- Be careful not to damage sliding surfaces and mating surfaces.

# PREPARATION

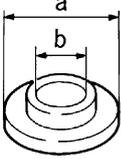
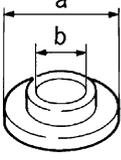
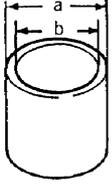
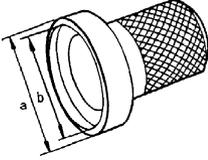
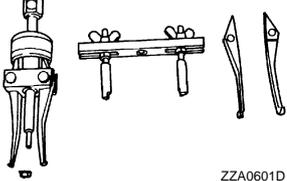
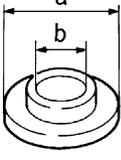
## PREPARATION

PFP:00002

### Special Service Tools

ACS004NH

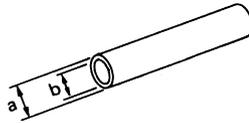
The actual shapes of Kent-Moore tools may differ from those of special service tools illustrated here.

Tool number (Kent-Moore No.) Tool name	Description
ST30911000 ( — ) a: 98 mm (3.86 in) dia. b: 40 mm (1.57 in) dia. Inserter	 <p style="text-align: center;">ZZA0920D</p> <ul style="list-style-type: none"> <li>● Main shaft bearing installation</li> <li>● 5th-6th synchronizer assembly installation</li> <li>● Reverse main gear bushing installation</li> <li>● 3rd gear bushing installation</li> <li>● 3rd-4th synchronizer assembly installation</li> </ul>
ST30022000 ( — ) a: 110 mm (4.33 in) dia. b: 46 mm (1.81 in) dia. Inserter	 <p style="text-align: center;">ZZA0920D</p> <ul style="list-style-type: none"> <li>● 3rd main gear installation</li> <li>● 4th main gear installation</li> </ul>
ST27861000 ( — ) a: 62 mm (2.44 in) dia. b: 52 mm (2.05 in) dia. Support ring	 <p style="text-align: center;">ZZA0832D</p> <ul style="list-style-type: none"> <li>● 1st-2nd synchronizer assembly installation</li> <li>● 1st gear bushing installation</li> </ul>
ST33400001 (J26082) a: 60 mm (2.36 in) dia. b: 47 mm (1.85 in) dia. Drift	 <p style="text-align: center;">ZZA0814D</p> <p>Rear oil seal installation</p>
KV381054S0 ( — ) Oil seal puller	 <p style="text-align: center;">ZZA0601D</p> <p>Remove rear oil seal</p>
ST30032000 (J26010-01) a: 80 mm (3.15 in) dia. b: 31 mm (1.22 in) dia. Inserter	 <p style="text-align: center;">ZZA0920D</p> <p>Counter rear bearing inner race installation</p>

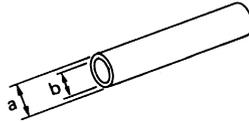
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# PREPARATION

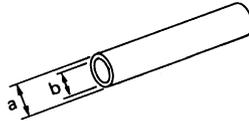
Tool number (Kent-Moore No.) Tool name	Description
KV32102700 ( — ) a: 48 mm (1.89 in) dia. b: 41 mm (1.61 in) dia. Drift	Main drive gear bearing installation
ST23860000 ( — ) a: 38 mm (1.50 in) dia. b: 33 mm (1.30 in) dia. Drift	Reverse counter gear installation
ST01530000 ( — ) a: 50 mm (1.97 in) dia. b: 41 mm (1.61 in) dia. Drift	Reverse synchronizer assembly installation
ST35291000 ( — ) a: 40 mm (1.57 in) dia. b: 29.5 mm (1.161 in) dia. c: 22.5 mm (0.886 in) dia. Drift	Striking rod oil seal installation
KV40100630 (J26092) a: 67 mm (2.64 in) dia. b: 38 mm (1.50 in) dia. Inserter	4th counter gear thrust washer installation
KV38102100 (J25803-01) a: 44 mm (2.36 in) dia. b: 28 mm (1.10 in) dia. Drift	Front cover oil seal installation
KV32103300 (J46529) Press plate	Reverse synchronizer assembly installation



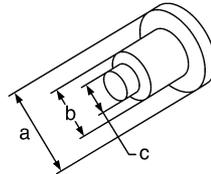
ZZA0534D



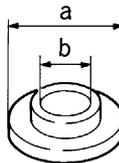
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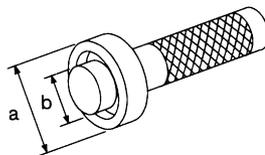
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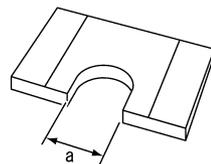
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ZZA0920D

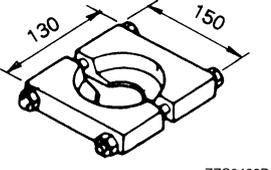
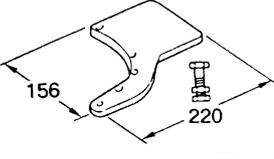


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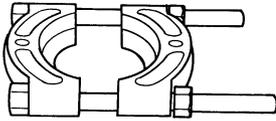
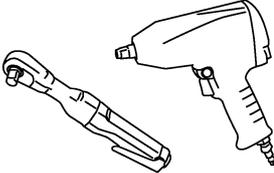
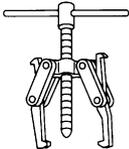
# PREPARATION

Tool number (Kent-Moore No.) Tool name	Description	
ST30031000 (J22912-01) Puller	 <p>Inner baulk ring support</p>	A B MT
ST224490000 ( — ) Adapter setting plate	 <p>Hold a adapter plate</p>	D E F

# PREPARATION

## Commercial Service Tools

ACS004NI

Tool name	Description
<p>Puller</p>  <p>ZZB0823D</p>	<p>Each bearing, gear and bushing removal</p>
<p>Pin punch Tip diameter: 6.0 mm (0.24 in) dia.</p>  <p>ZZA0815D</p>	<p>Each retaining pin removal and installation</p>
<p>Power tool</p>  <p>PBIC0190E</p>	<p>Loosening bolts and nuts</p>
<p>Puller</p>  <p>NT077</p>	<p>Reverse synchronizer assembly removal Reverse counter gear removal Reverse main gear removal</p>

# NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

## NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

PDF:00003

### NVH Troubleshooting Chart

ACS004NJ

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

### MANUAL TRANSMISSION

Reference page	<a href="#">MT-10</a>	<a href="#">MT-10</a>	<a href="#">MT-10</a>	<a href="#">MT-22</a>	<a href="#">MT-22</a>	<a href="#">MT-13</a>	<a href="#">MT-25</a>	<a href="#">MT-25</a>	<a href="#">MT-25</a>	<a href="#">MT-25</a>	<a href="#">MT-25</a>	<a href="#">MT-25</a>
SUSPECTED PARTS (Possible cause)	OIL (Oil level is low.)	OIL (Wrong oil.)	OIL (Oil level is high.)	GASKET (Damaged)	OIL SEAL (Worn or damaged)	SHIFT CONTROL LINKAGE (Worn)	CHECK PLUG RETURN SPRING AND CHECK BALL (Worn or damaged)	SHIFT FORK (Worn)	GEAR (Worn or damaged)	BEARING (Worn or damaged)	BAULK RING (Worn or damaged)	INSERT SPRING (Damaged)
Symptoms	Noise	1	2						3	3		
	Oil leakage		3	1	2	2						
	Hard to shift or will not shift		1	1		2					2	2
	Jumps out of gear					1	1	2	2			

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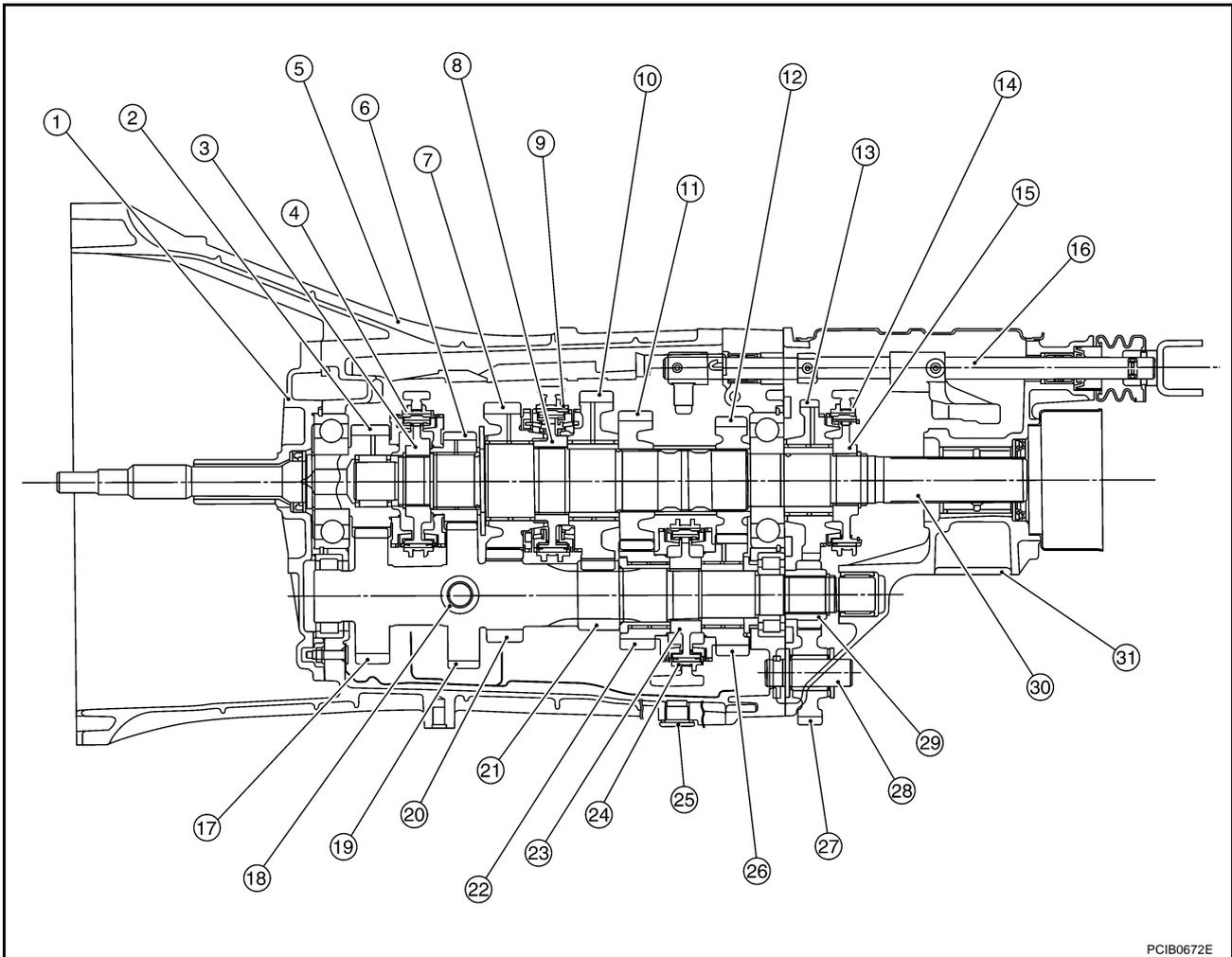
# DESCRIPTION

## DESCRIPTION

PFP:00000

### Cross-Sectional View

ACS004NK



PCIB0672E

- |                            |                              |                              |
|----------------------------|------------------------------|------------------------------|
| 1. Front cover             | 2. Main drive gear           | 3. 5th-6th synchronizer hub  |
| 4. 5th-6th coupling sleeve | 5. Transmission case         | 6. 6th main gear             |
| 7. 2nd main gear           | 8. 1st-2nd synchronizer hub  | 9. 1st-2nd coupling sleeve   |
| 10. 1st main gear          | 11. 3rd main gear            | 12. 4th main gear            |
| 13. Reverse main gear      | 14. Reverse coupling sleeve  | 15. Reverse synchronizer hub |
| 16. Striking rod           | 17. Counter shaft            | 18. Filler plug              |
| 19. 6th counter gear       | 20. 2nd counter gear         | 21. 1st counter gear         |
| 22. 3rd counter gear       | 23. 3rd-4th synchronizer hub | 24. 3rd-4th coupling sleeve  |
| 25. Drain plug             | 26. 4th counter gear         | 27. Reverse idler gear       |
| 28. Reverse idler shaft    | 29. Reverse counter gear     | 30. Main shaft               |
| 31. Rear extension         |                              |                              |

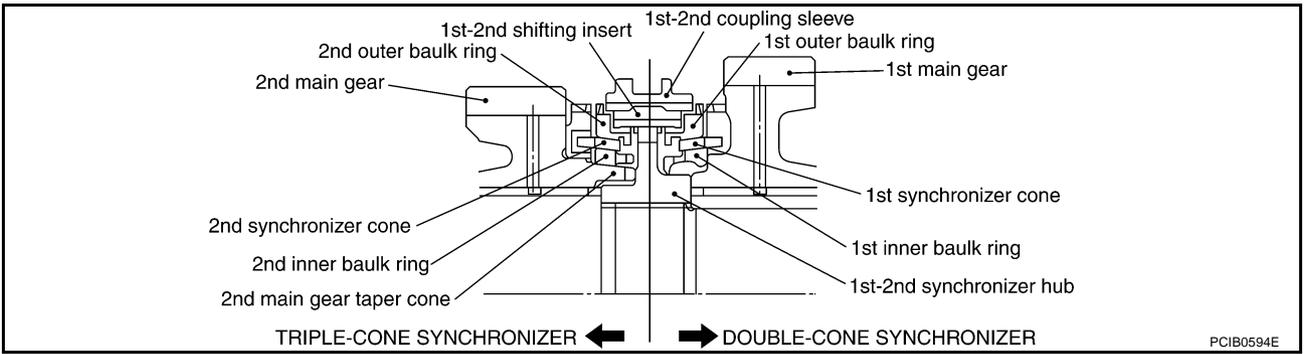
### DOUBLE-CONE SYNCHRONIZER

The 1st and 3rd, 4th gears is equipped with a double-cone synchronizer to reduce the operating force of the shift lever as shown.

# DESCRIPTION

## TRIPLE-CONE SYNCHRONIZER

The 2nd gear is equipped with a triple-cone synchronizer to reduce the operating force of the shift lever as shown.



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## M/T OIL

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### Replacement DRAINING

ACS004NL

1. Start the engine and warm up the transmission unit sufficiently.
2. After stopping engine, remove filler plug and drain plug and then drain fluid.
3. After replace a new gasket on drain plug, screw drain plug into transmission body and tighten to the specified torque. Refer to [MT-22, "CASE COMPONENTS"](#) .

**CAUTION:**

**Gaskets are not reusable. Never reuse them.**

### FILLING

1. Remove filler plug. Fill new oil into the transmission to the level of the filler plug mounting hole.

**Oil grade:** API GL-4

**Viscosity:** Refer to [MA-12, "Fluids and Lubricants"](#) .

**Oil capacity:** Approx. 2.9 ℓ (3-1/8 US qt, 2-1/2 Imp qt)

2. After filling, check fluid level, replace a new gasket on filler plug, screw filler plug into transmission body, and tighten to the specified torque. Refer to [MT-22, "CASE COMPONENTS"](#) .

**CAUTION:**

**Gaskets are not reusable. Never reuse them.**

### Checking

#### OIL LEAKAGE AND OIL LEVEL

ACS004NM

- Check if oil is leaking from transmission or around it.
- Check oil level from filler plug mounting hole as shown in the figure.

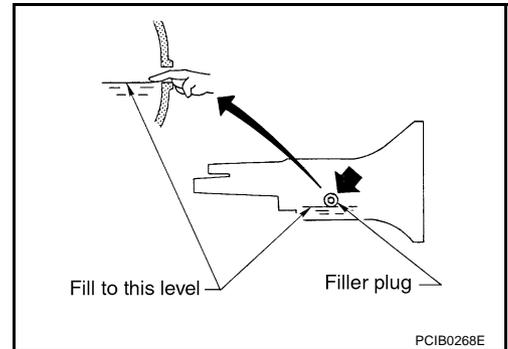
**CAUTION:**

**Never start engine while checking oil level.**

- When screwing in filler plug with a new gasket, first screw into the transmission by hand, then tighten to the specified torque. Refer to [MT-22, "CASE COMPONENTS"](#) .

**CAUTION:**

**Gaskets are not reusable. Never reuse them.**



# REAR OIL SEAL

## REAR OIL SEAL

PFP:33140

### Removal and Installation

ACS004NN

#### REMOVAL

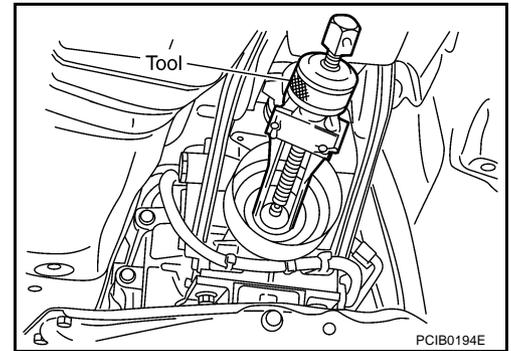
1. Remove propeller shaft. Refer to [PR-7, "REMOVAL"](#) .

**CAUTION:**

**Do not impact or damage propeller shaft tube.**

2. Using oil seal puller, remove rear oil seal.

**Tool number** : KV381054S0 ( — )



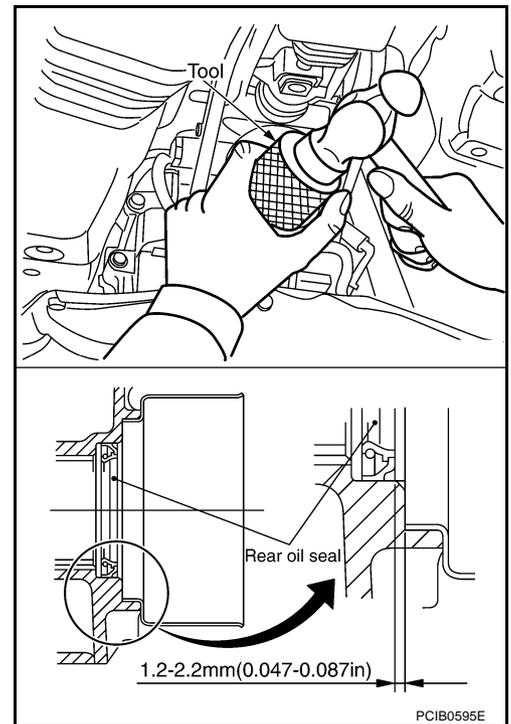
#### INSTALLATION

1. Apply multi-purpose grease to rear oil seal lip. Using a drift, drive in rear oil seal until the edge is approximately 1.2 - 2.2 mm (0.047 - 0.087 in) above the boss edge.

**Tool number** : ST33400001 (J26082)

**CAUTION:**

- Rear oil seals are not reusable. Never reuse them.
- When installing, do not incline the rear oil seal.



2. Install propeller shaft. Refer to [PR-8, "INSTALLATION"](#) .

**CAUTION:**

- Do not impact or damage propeller shaft tube.
- If lubricant leak has occurred, after finishing work, check oil level. Refer to [MT-10, "Checking"](#) .

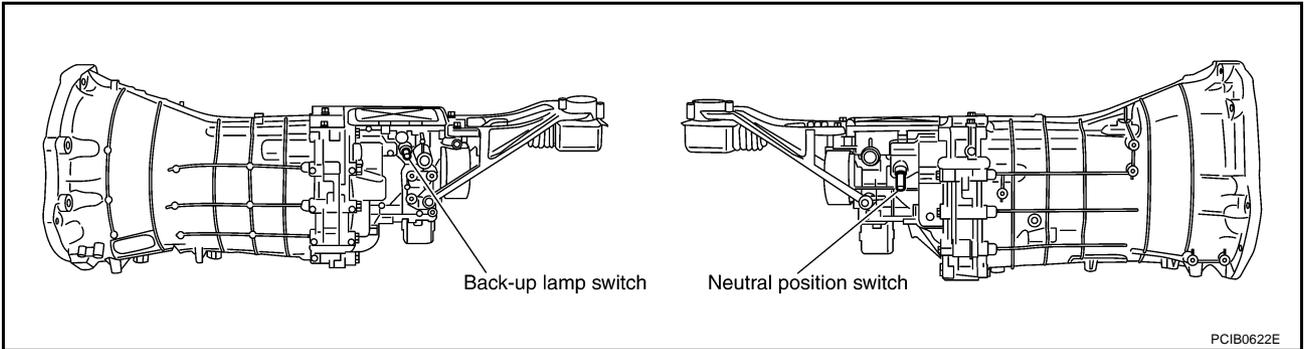
# POSITION SWITCH

PFP:32005

ACS004NO

## POSITION SWITCH

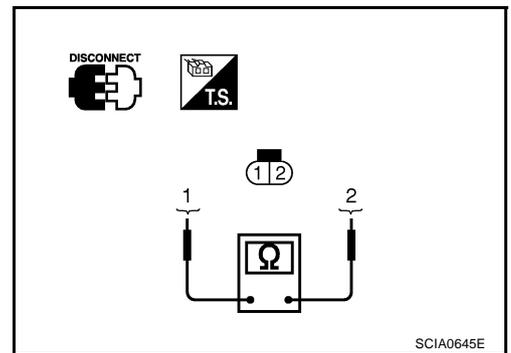
### Checking COMPONENT LOCATION



### BACK-UP LAMP SWITCH

- Check continuity.

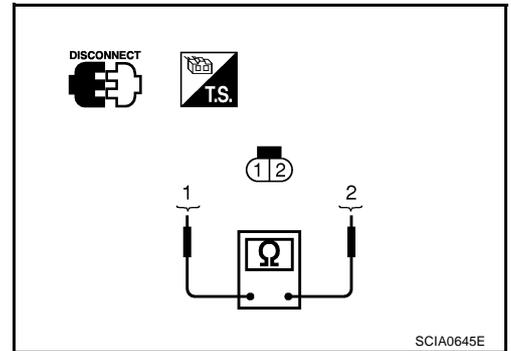
Gear position	Continuity
Reverse	Yes
Except reverse	No



### NEUTRAL POSITION SWITCH

- Check continuity.

Gear position	Continuity
Neutral	Yes
Except neutral	No



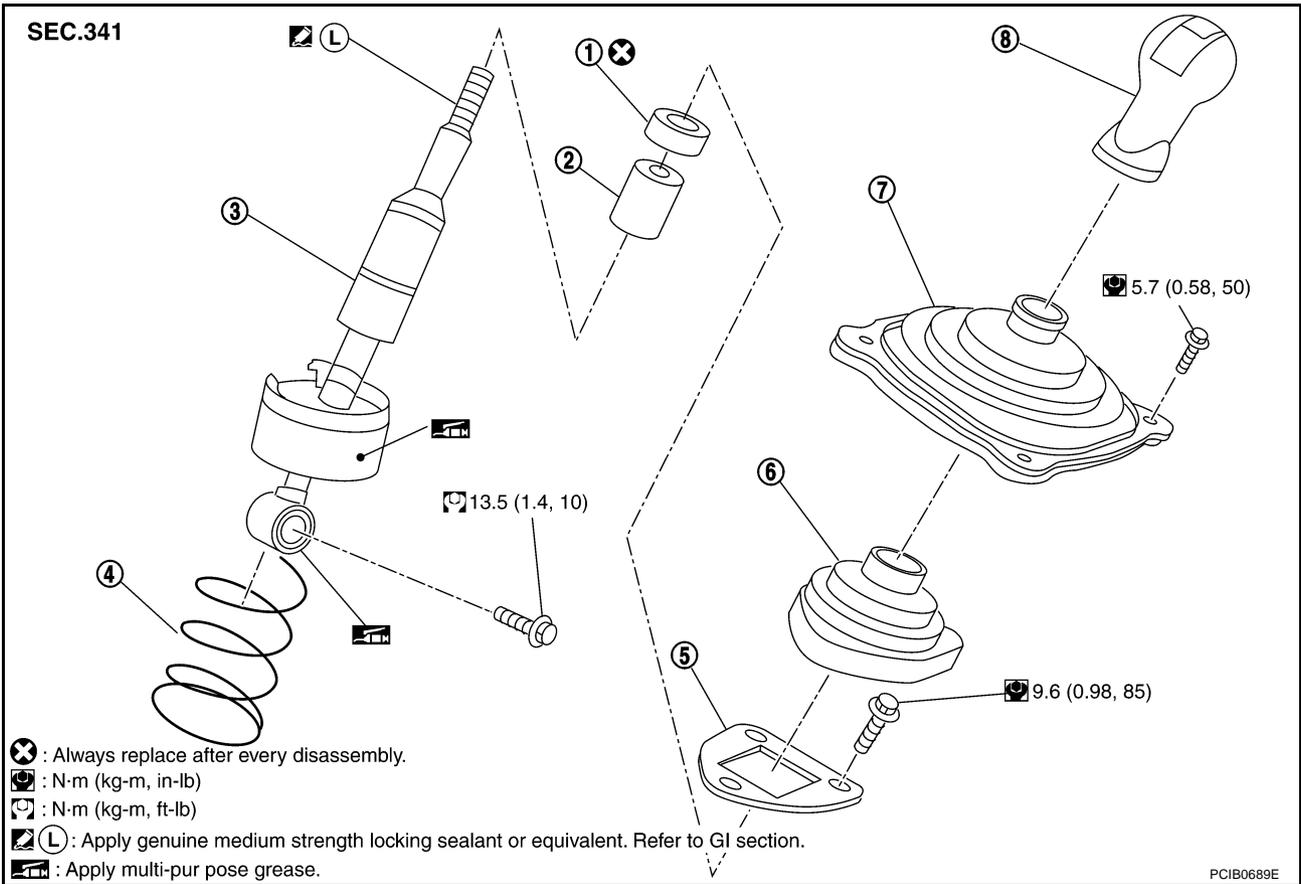
# SHIFT CONTROL

## SHIFT CONTROL

PFP:34103

### Removal and Installation

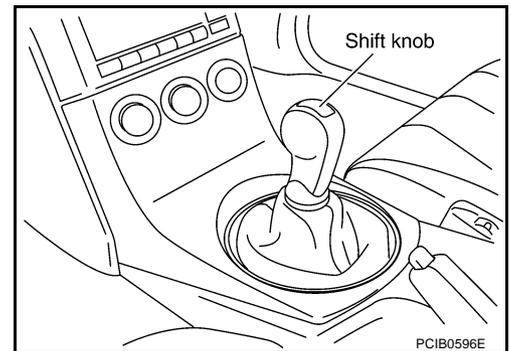
ACS004NP



- |                         |                |                       |
|-------------------------|----------------|-----------------------|
| 1. Insulator            | 2. Seat        | 3. Control lever      |
| 4. Control lever spring | 5. Guide plate | 6. Control lever boot |
| 7. Hole cover           | 8. Shift knob  |                       |

### REMOVAL

1. Remove the shift knob with the following procedure.
  - a. Disconnect console boot from center console. Refer to [IP-11, "Removal and Installation"](#).



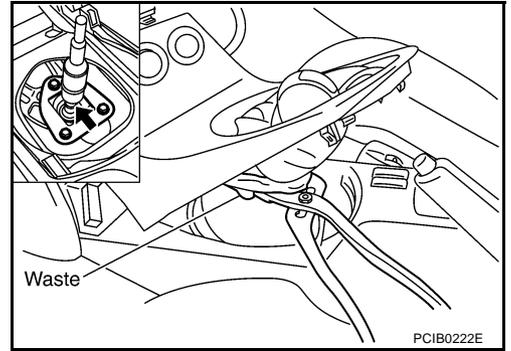
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# SHIFT CONTROL

- b. Lift console boot, and push down hole cover. Set water pump plier and others to control lever assembly.

**CAUTION:**

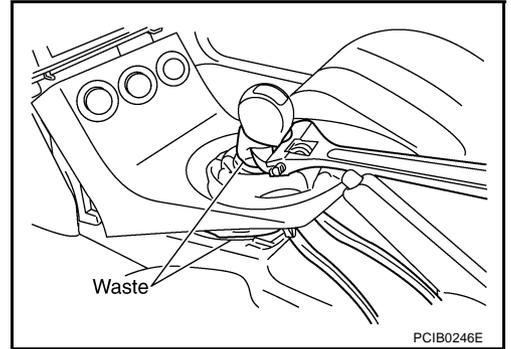
Put waste cloth between water pump plier and control lever assembly to avoid damaging control lever assembly.



- c. Set monkey wrench to shift knob.

**CAUTION:**

Put waste cloth between shift knob and suitable plier to avoid damaging shift knob.

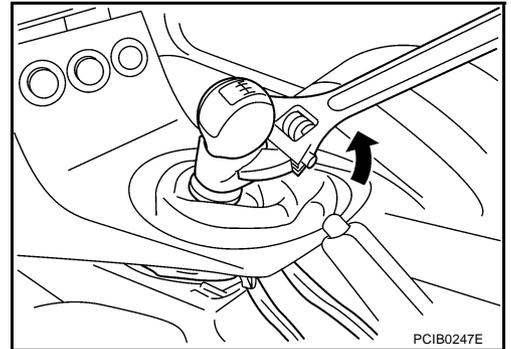


- d. Turn monkey wrench with water pump plier and others fixed. Loosen shift knob, and remove shift knob from control lever assembly.

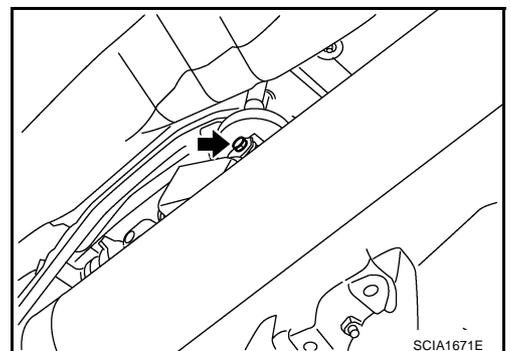
**NOTE:**

Remove shift knob from control assembly with water pump plier and others fixed. Because a certain power to turn shift knob is necessary even after adhesive is peeled.

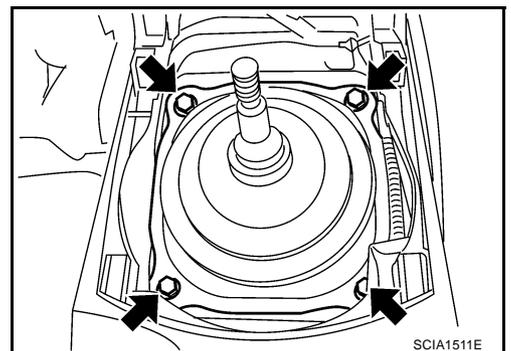
2. Loosen the shift knob to remove the control lever.  
3. Remove console boot. Refer to [IP-11. "Removal and Installation"](#).



4. Push back the boot, remove control lever assembly mounting bolt, and separate control lever and control rod assembly.

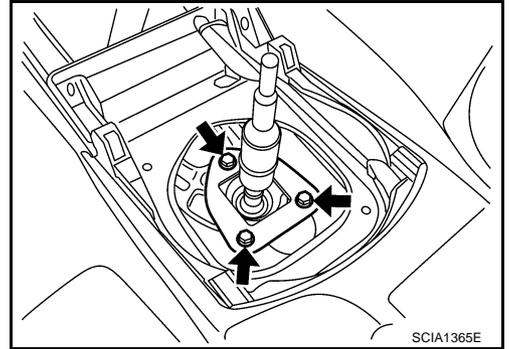


5. Remove the mounting bolts to remove the hole cover.  
6. Remove the control lever boot.



# SHIFT CONTROL

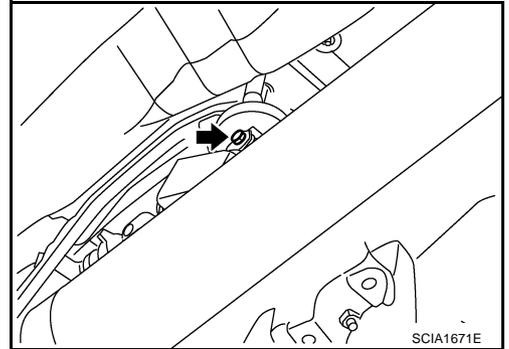
7. Remove guide plate mounting bolts, and then remove control lever assembly and control lever spring.



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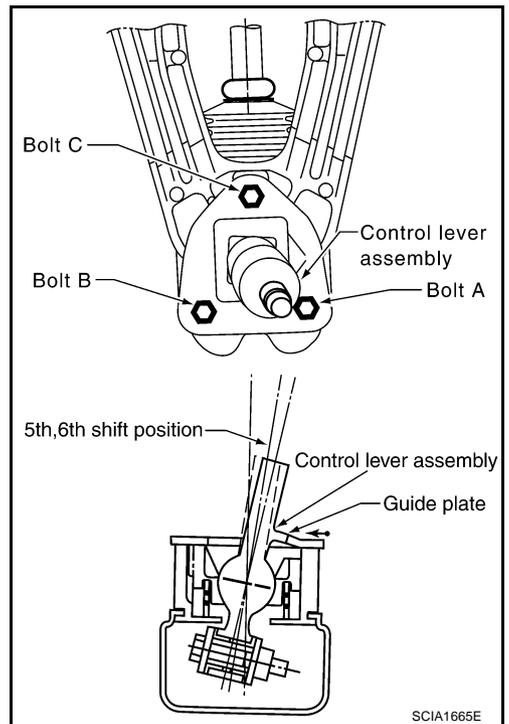
## INSTALLATION

1. Set control lever assembly and control lever spring in the control lever housing assembly and loosely mount the guide plate.
2. After installing control lever assembly in the control rod assembly, tighten bolts to the specified torque. Refer to [MT-13, "Removal and Installation"](#).



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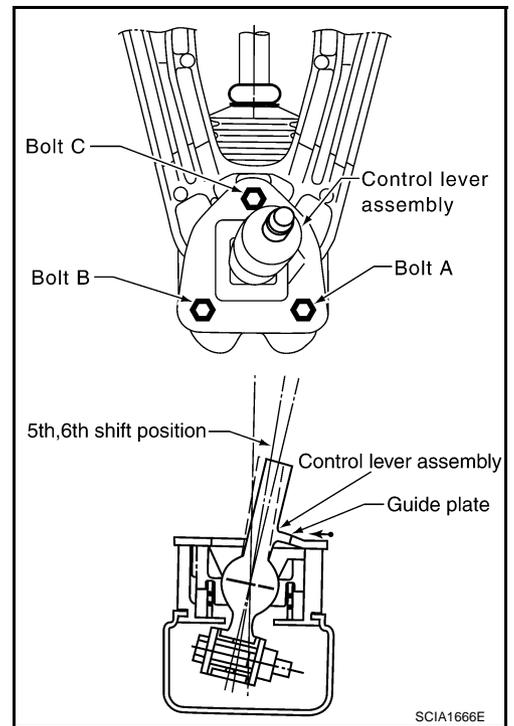
3. Shifting control lever assembly to 6th gear, the control lever assembly is light pressed to the reverse side.
4. At the point where the control lever assembly stops, bring the guide plate closer until guide plate stopper contacts control lever assembly claw, and then loosely tighten mounting bolt A.



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## SHIFT CONTROL

5. Shifting control lever assembly to 5th gear, the control lever assembly light pressed to the reverse side.
6. At the point where control lever assembly stops, bring guide plate closer until the guide plate stopper contacts control lever assembly claw, and then loosely tighten mounting bolt C. Refer to [MT-13, "Removal and Installation"](#).
7. Tighten guide plate bolts A and B to the specified torque. Refer to [MT-13, "Removal and Installation"](#).
8. Install control lever boot.
9. Install hole cover and tighten bolt to the specified torque. Refer to [MT-13, "Removal and Installation"](#).
10. Install console boot. Refer to [IP-11, "Removal and Installation"](#).



11. As shown in the figure, assemble seat and insulator to control lever assembly.

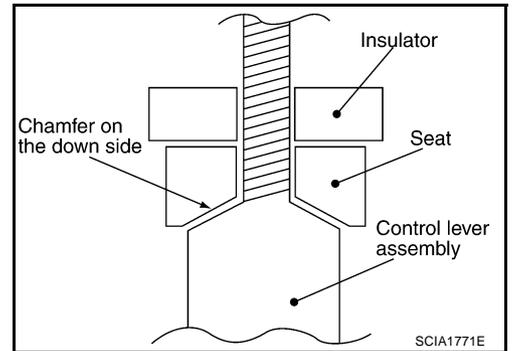
**CAUTION:**

**Do not reuse the insulator.**

12. Apply locking sealant to control lever threads, install shift knob.

**CAUTION:**

**Remove the remaining adhesive on control lever and shift knob threads.**



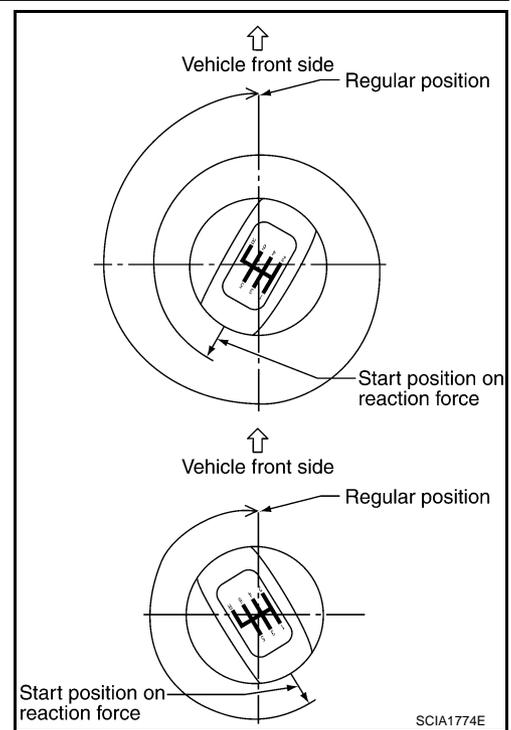
13. Put the shift knob in the correct position as the following indicates.

# SHIFT CONTROL

- When tightening shift knob, if shift knob position is the correct position a less than 1/2 rotation from starting resistance, tighten 1 more rotation and set the correct position again.
- If shift knob position is the correct position more than 1/2 rotation from starting resistance, tighten and set the correct position.

## CAUTION:

- Do not adjust the knob with loosing.
- After adjusting to regular position, until 30 minute passes since a locking sealant because stiff. Do not operate the shift intensely such as screwing or turning the shift knob to opposite direction.



## INSPECTION AFTER INSTALLATION

After installing, confirm the following items:

- When control lever assembly is shifted to each position, make sure there is no binding or disconnection in each boot.
- When shifted to each position, make sure there is no noise, bending, and backlash. Especially when control lever assembly is shifted to 5th, 6th without pressing downward, check for bending.
- When control lever assembly is shifted to 1st, 2nd side and 5th, 6th side, confirm control lever assembly returns to neutral position smoothly.
- In any position other than reverse, confirm that control lever assembly can be pressed downward.
- With control lever assembly pressed downward, confirm that it can be shifted to reverse.
- When shifted from reverse to neutral position, confirm control lever assembly returns to neutral position smoothly with spring power.
- Without control lever assembly pressed downward, confirm that it cannot be shifted to reverse.

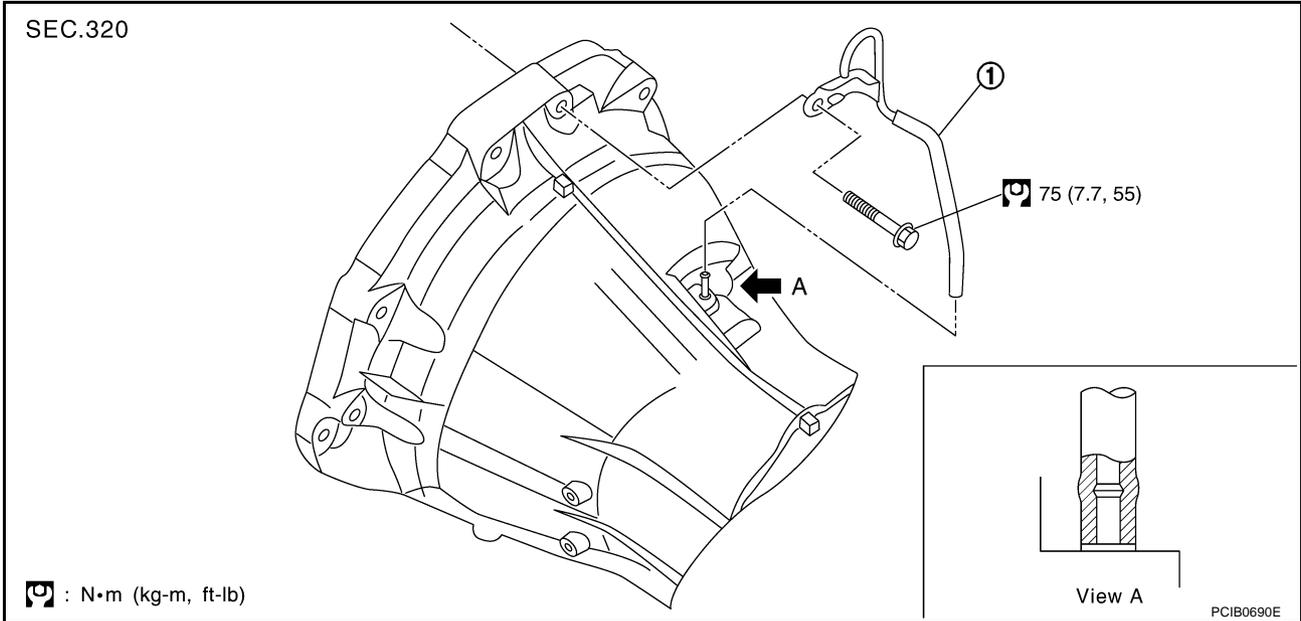
# AIR BREATHER HOSE

PFP:31098

ACS004N0

## AIR BREATHER HOSE Removal and Installation

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



1. Air breather hose

### CAUTION:

- Make sure there are no pinched or blocked areas on the air breather hose caused by bending or winding when installing it.
- Insert overlap width of air breather hose as far as it will go.

# TRANSMISSION ASSEMBLY

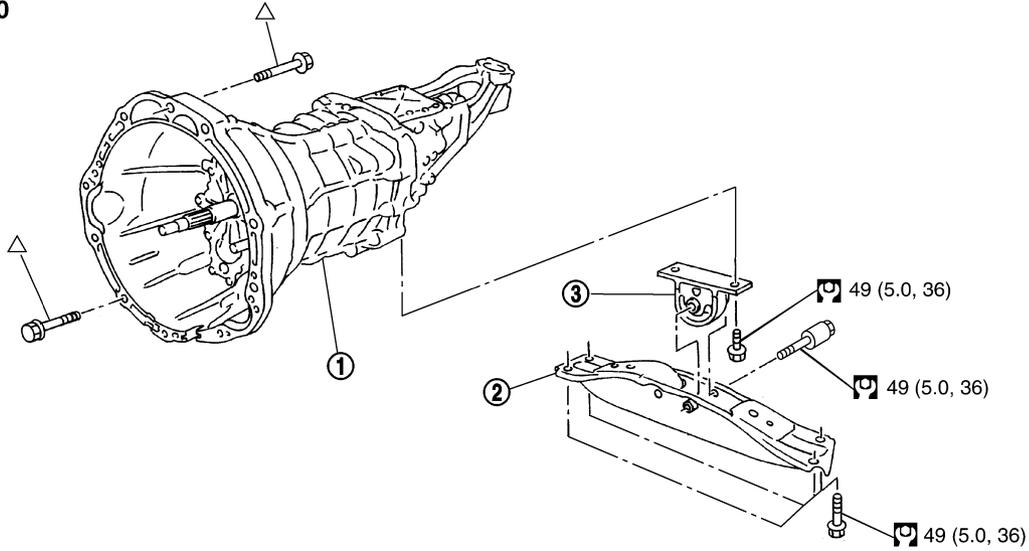
## TRANSMISSION ASSEMBLY

PFP:32010

### Removal and Installation from Vehicle

ACS004NR

SEC.112·320



: N·m (kg·m, ft·lb)

: For tightening torque, refer to "Installation".

PCIB0691E

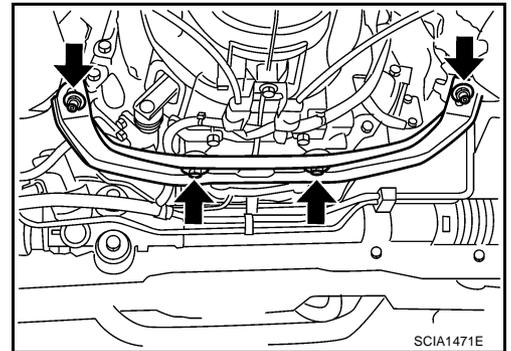
1. Transmission case

2. Rear engine mounting member

3. Insulator

### REMOVAL

1. Disconnect battery negative cable.
2. Remove tower bar.
3. Remove front cross bar with power tool. Refer to [FSU-9, "REMOVAL"](#).
4. Remove catalytic converter stay mounting nuts and bolts, and then remove catalytic converter bracket. Refer to [EX-3, "Removal and Installation"](#).



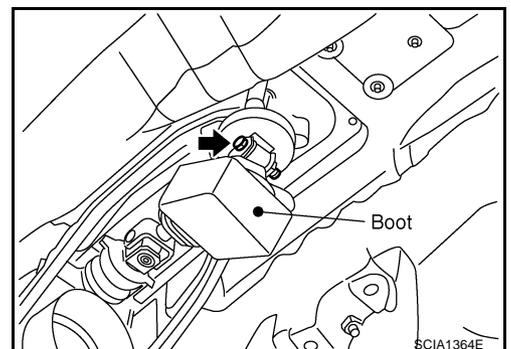
SCIA1471E

5. Remove nut connecting catalytic converter to exhaust manifold, and then remove catalytic converter and exhaust front tube as one unit.
6. Remove propeller shaft. Refer to [PR-7, "Removal and Installation"](#).

### CAUTION:

**Do not impact or damage propeller shaft tube.**

7. Remove control rod mounting bolts and then separate shift lever assembly from the control rod assembly.

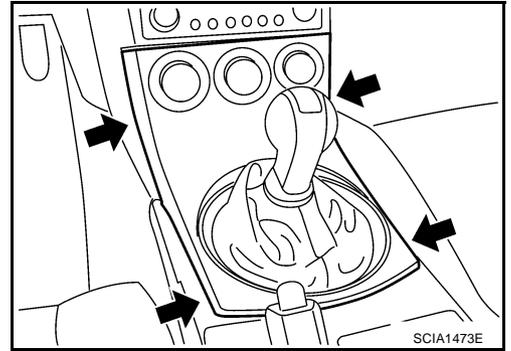


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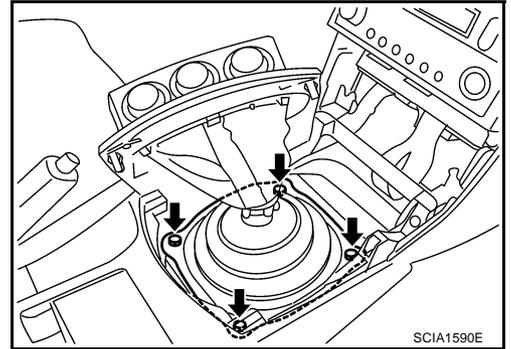
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# TRANSMISSION ASSEMBLY

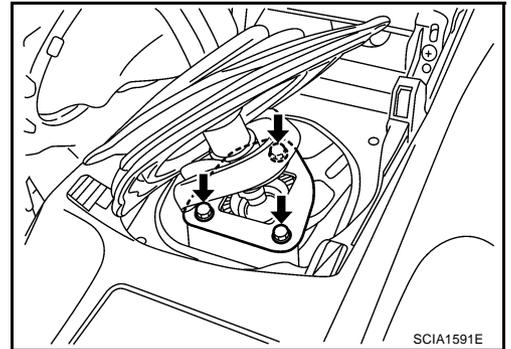
8. Using a screwdriver wrapped in tape to remove claw and then separate console boot from the center console. Refer to [IP-11, "Removal and Installation"](#).



9. Remove hole cover mounting bolts and then separate hole cover from the floor panel.  
10. Separate control lever boot from the guide plate.



11. Remove guide plate mounting bolts and then separate shift lever assembly from the shift lever housing assembly.



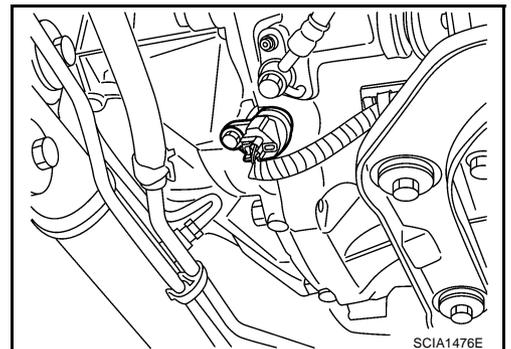
12. Remove clutch operating cylinder mounting bolts and then separate heat insulator and clutch operating cylinder from the transmission case. Refer to [CL-11, "Removal and Installation"](#).

13. Remove crankshaft position sensor (POS).

**CAUTION:**

- Do not subject it to impact by dropping or hitting.
- Do not disassemble.
- Do not allow metal filings, etc., to get on the sensor's front edge magnetic area.
- Do not place in an area affected by magnetism.

14. Disconnect neutral position switch and back-up lamp switch.  
15. Separate heated oxygen sensor 2 wire harness, crankshaft position sensor (POS), wire harness, back-up lamp switch wire harness and PNP switch wire harness from the transmission.



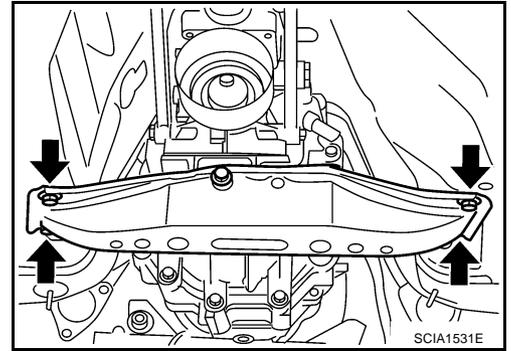
16. Remove starter motor. Refer to [SC-19, "Removal and Installation"](#).  
17. Remove rear cover plate. Refer to [EM-27, "Removal and Installation"](#).  
18. Set transmission jack to the transmission.

**CAUTION:**

When setting transmission jack, be careful not to contact with the switch.

# TRANSMISSION ASSEMBLY

19. Remove rear engine mounting member. Refer to [EM-105, "Removal and Installation"](#).
20. Remove engine and transmission mounting bolts with power tool.
21. Remove transmission from the vehicle.



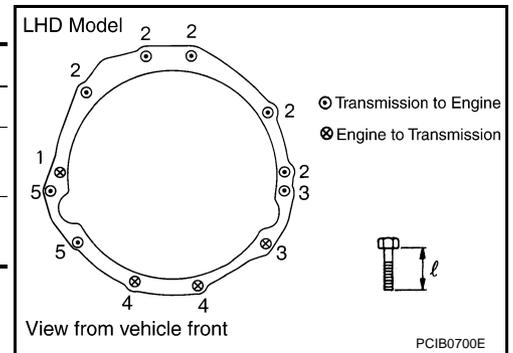
## INSTALLATION

Install in the reverse order of removal procedure, following the cautions below:

- When installing transmission to the engine, install mounting bolts in accordance with the standards below.

### LHD Model

Bolt No.	1	2	3	4	5
Quantity	1	5	2	2	2
" $l$ " mm (in)	55 (2.17)	65 (2.56)	50 (1.97)	35 (1.38)	65 (2.56)
Tightening torque N·m (kg·m, ft·lb)	75 (7.7, 55)		55.4 (5.7, 41)	46.6 (4.8, 34)	55.4 (5.7, 41)



### CAUTION:

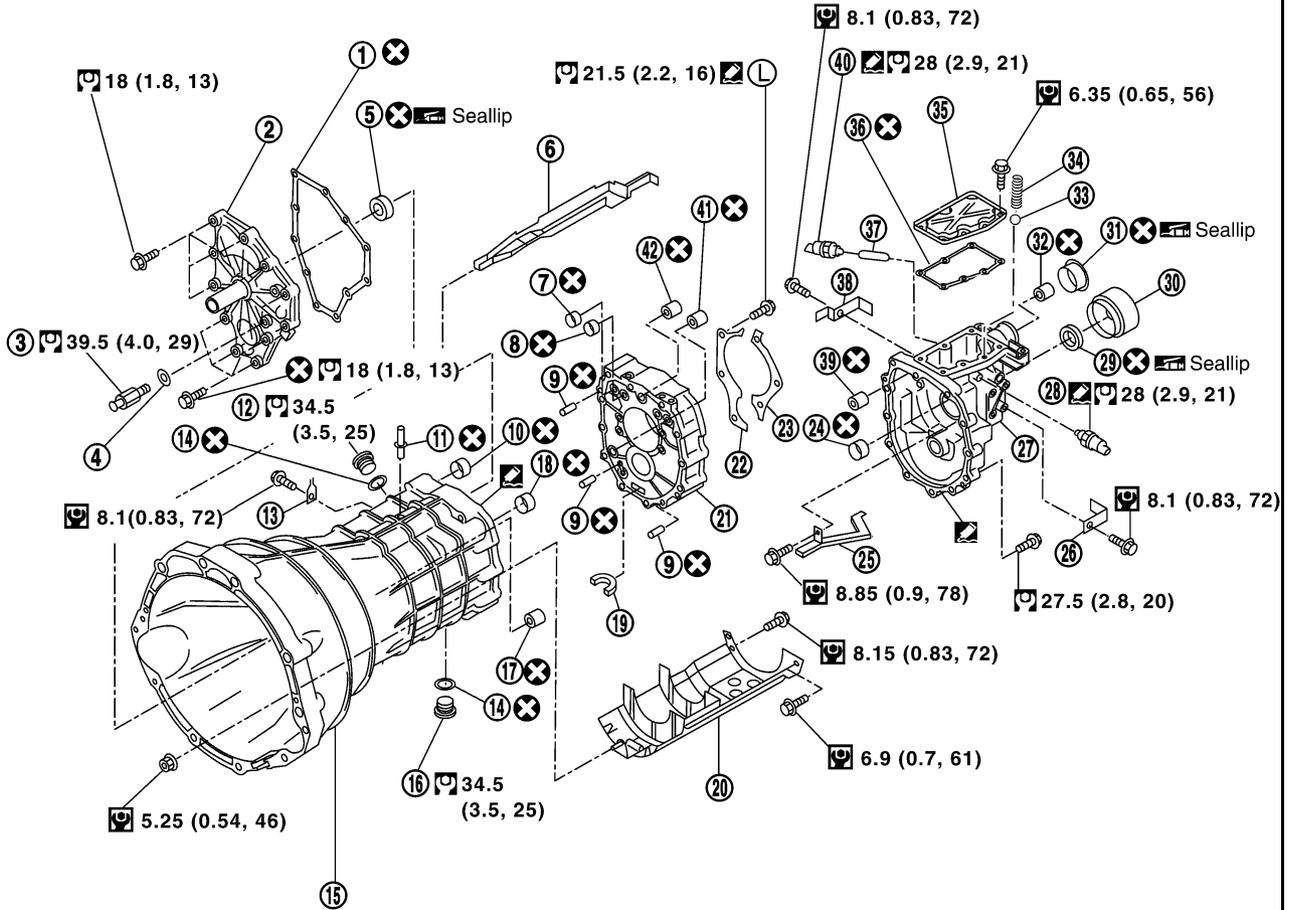
- When installing, be careful to avoid interference between transmission main drive shaft and clutch cover.
- Do not impact or damage propeller shaft tube.
- Refer to [MT-15, "INSTALLATION"](#) and [MT-17, "INSPECTION AFTER INSTALLATION"](#) for control lever installation information.
- After installation, check oil level, and oil leaks and loose mechanisms.

# TRANSMISSION ASSEMBLY

ACS004NS

## Component Parts Drawing CASE COMPONENTS

SEC.321



- : N•m (kg-m, in-lb)
- : N•m (kg-m, ft-lb)
- : Apply Genuine Anaerobic Liquid Gasket, or equivalent. Refer to GI section.
- (L) : Apply Genuine Medium Strength Locking Sealant or equivalent locking sealant. Refer to GI section.
- ☆ : Pay attention to its direction.
- : Apply multi-purpose grease.
- ⊗ : Always replace after every disassembly.

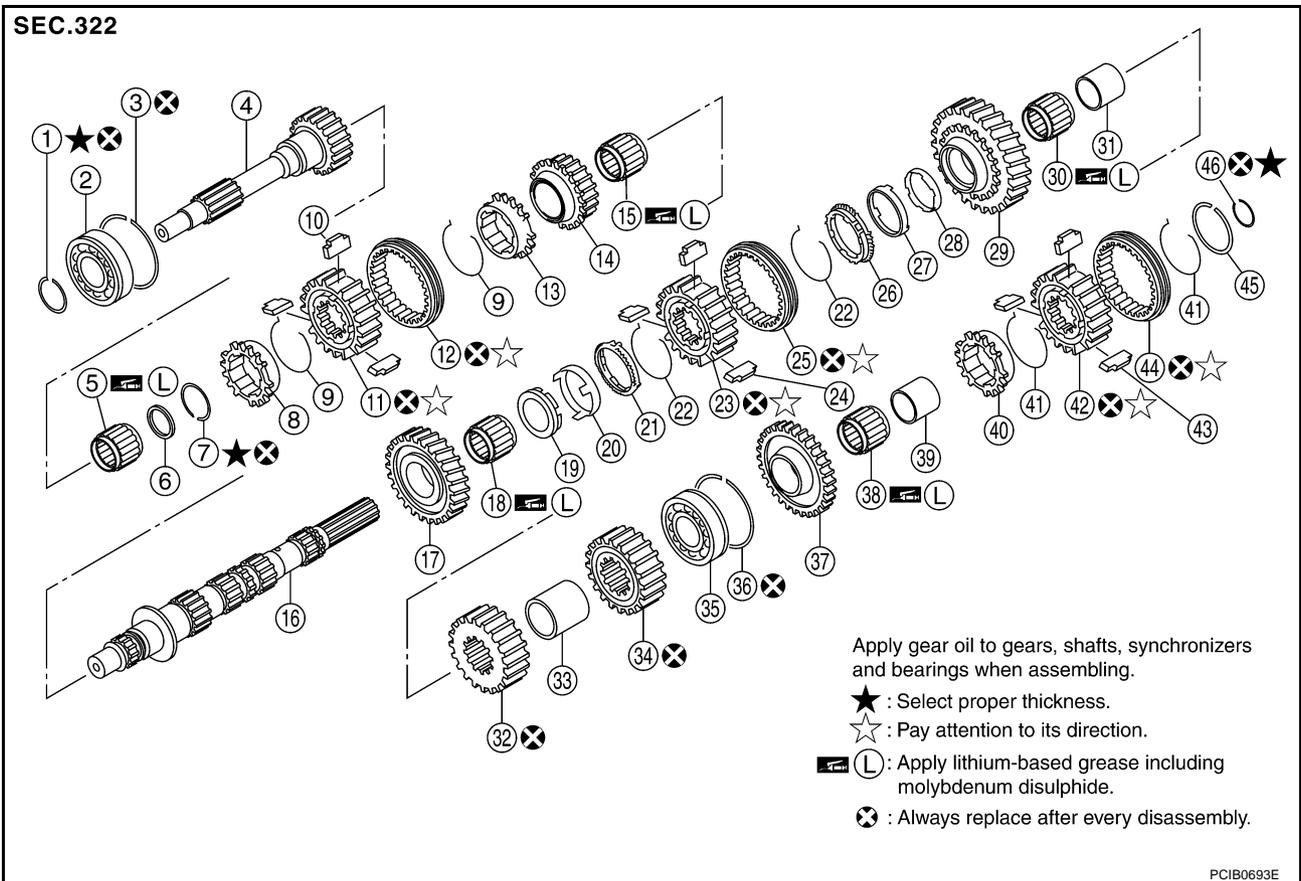
PCIB0692E

- |                                 |                                 |                               |
|---------------------------------|---------------------------------|-------------------------------|
| 1. Front cover gasket           | 2. Front cover                  | 3. Withdrawal lever ball pin  |
| 4. Washer                       | 5. Front cover oil seal         | 6. Oil gutter                 |
| 7. Bushing                      | 8. Bushing                      | 9. Dowel pin                  |
| 10. Bushing                     | 11. Breather                    | 12. Filler plug               |
| 13. Bracket                     | 14. Gasket                      | 15. Transmission case         |
| 16. Drain plug                  | 17. Sliding ball bearing        | 18. Bushing                   |
| 19. Magnet                      | 20. Baffle plate                | 21. Adapter plate             |
| 22. Main shaft bearing retainer | 23. Main shaft bearing retainer | 24. Bushing                   |
| 25. Rear extension oil gutter   | 26. Bracket                     | 27. Rear extension            |
| 28. Back-up lamp switch         | 29. Rear oil seal               | 30. Rear extension dust cover |
| 31. Striking rod oil seal       | 32. Sliding ball bearing        | 33. Check ball                |

# TRANSMISSION ASSEMBLY

- |                             |                                |                                       |
|-----------------------------|--------------------------------|---------------------------------------|
| 34. Check select spring     | 35. Rear extension upper cover | 36. Rear extension upper cover gasket |
| 37. Plunger                 | 38. Bracket                    | 39. Sliding ball bearing              |
| 40. Neutral position switch | 41. Sliding ball bearing       | 42. Sliding ball bearing              |

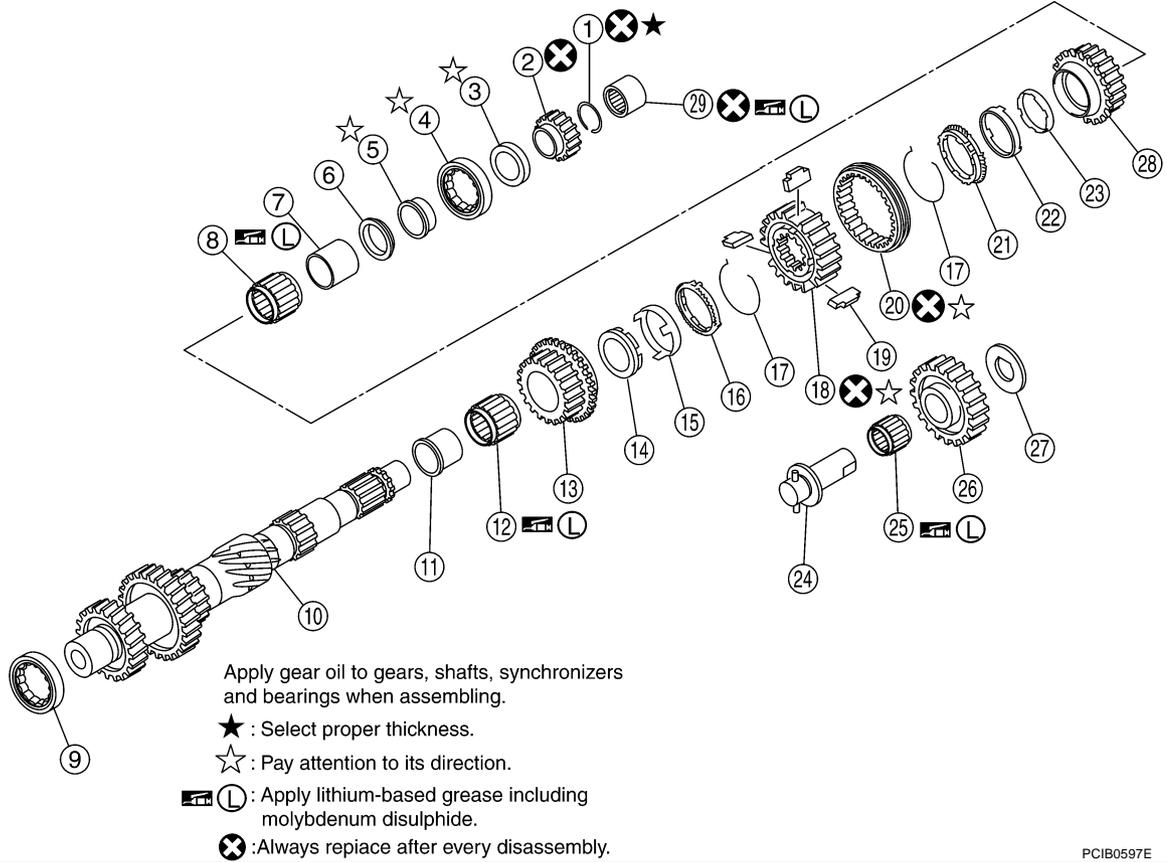
## GEAR COMPONENTS



- |                               |                                 |                               |
|-------------------------------|---------------------------------|-------------------------------|
| 1. Snap ring                  | 2. Main drive gear bearing      | 3. Snap ring                  |
| 4. Main drive gear            | 5. Main pilot bearing           | 6. Pilot bearing spacer       |
| 7. Snap ring                  | 8. 5th baulk ring               | 9. 5th - 6th spread spring    |
| 10. 5th-6th shifting insert   | 11. 5th-6th synchronizer hub    | 12. 5th - 6th coupling sleeve |
| 13. 6th baulk ring            | 14. 6th main gear               | 15. 6th needle bearing        |
| 16. Main shaft                | 17. 2nd main gear               | 18. 2nd needle bearing        |
| 19. 2nd inner baulk ring      | 20. 2nd synchronizer cone       | 21. 2nd outer baulk ring      |
| 22. 1st-2nd spread spring     | 23. 1st - 2nd synchronizer hub  | 24. 1st - 2nd shifting insert |
| 25. 1st - 2nd coupling sleeve | 26. 1st outer baulk ring        | 27. 1st synchronizer cone     |
| 28. 1st inner baulk ring      | 29. 1st main gear               | 30. 1st needle bearing        |
| 31. 1st gear bushing          | 32. 3rd main gear               | 33. 3rd - 4th main spacer     |
| 34. 4th main gear             | 35. Main shaft bearing          | 36. Snap ring                 |
| 37. Reverse main gear         | 38. Reverse main needle bearing | 39. Reverse main gear bushing |
| 40. Reverse baulk ring        | 41. Reverse spread spring       | 42. Reverse synchronizer hub  |
| 43. Reverse shifting insert   | 44. Reverse coupling sleeve     | 45. Snap ring                 |
| 46. Snap ring                 |                                 |                               |

# TRANSMISSION ASSEMBLY

SEC.322

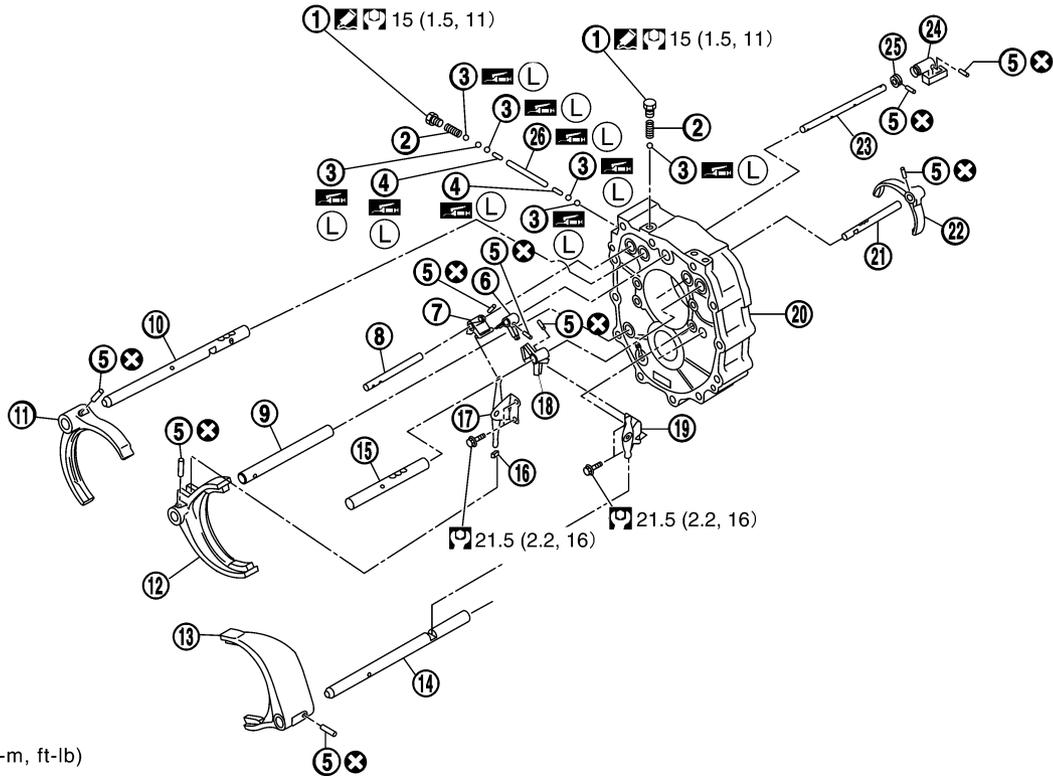


- |                                  |                                    |                                   |
|----------------------------------|------------------------------------|-----------------------------------|
| 1. Snap ring                     | 2. Reverse counter gear            | 3. Counter rear bearing spacer    |
| 4. Counter rear bearing          | 5. Counter rear bearing inner race | 6. 4th counter gear thrust washer |
| 7. 4th gear bushing              | 8. 4th needle bearing              | 9. Counter front bearing          |
| 10. Counter shaft                | 11. 3rd gear bushing               | 12. 3rd needle bearing            |
| 13. 3rd counter gear             | 14. 3rd inner baulk ring           | 15. 3rd synchronizer cone         |
| 16. 3rd outer baulk ring         | 17. 3rd - 4th spread spring        | 18. 3rd - 4th synchronizer hub    |
| 19. 3rd - 4th shifting insert    | 20. 3rd - 4th coupling sleeve      | 21. 4th outer baulk ring          |
| 22. 4th synchronizer cone        | 23. 4th inner baulk ring           | 24. Reverse idler shaft           |
| 25. Reverse idler needle bearing | 26. Reverse idler gear             | 27. Reverse idler thrust washer   |
| 28. 4th counter gear             | 29. Counter end bearing            |                                   |

# TRANSMISSION ASSEMBLY

## SHIFT CONTROL COMPONENTS

SEC.322



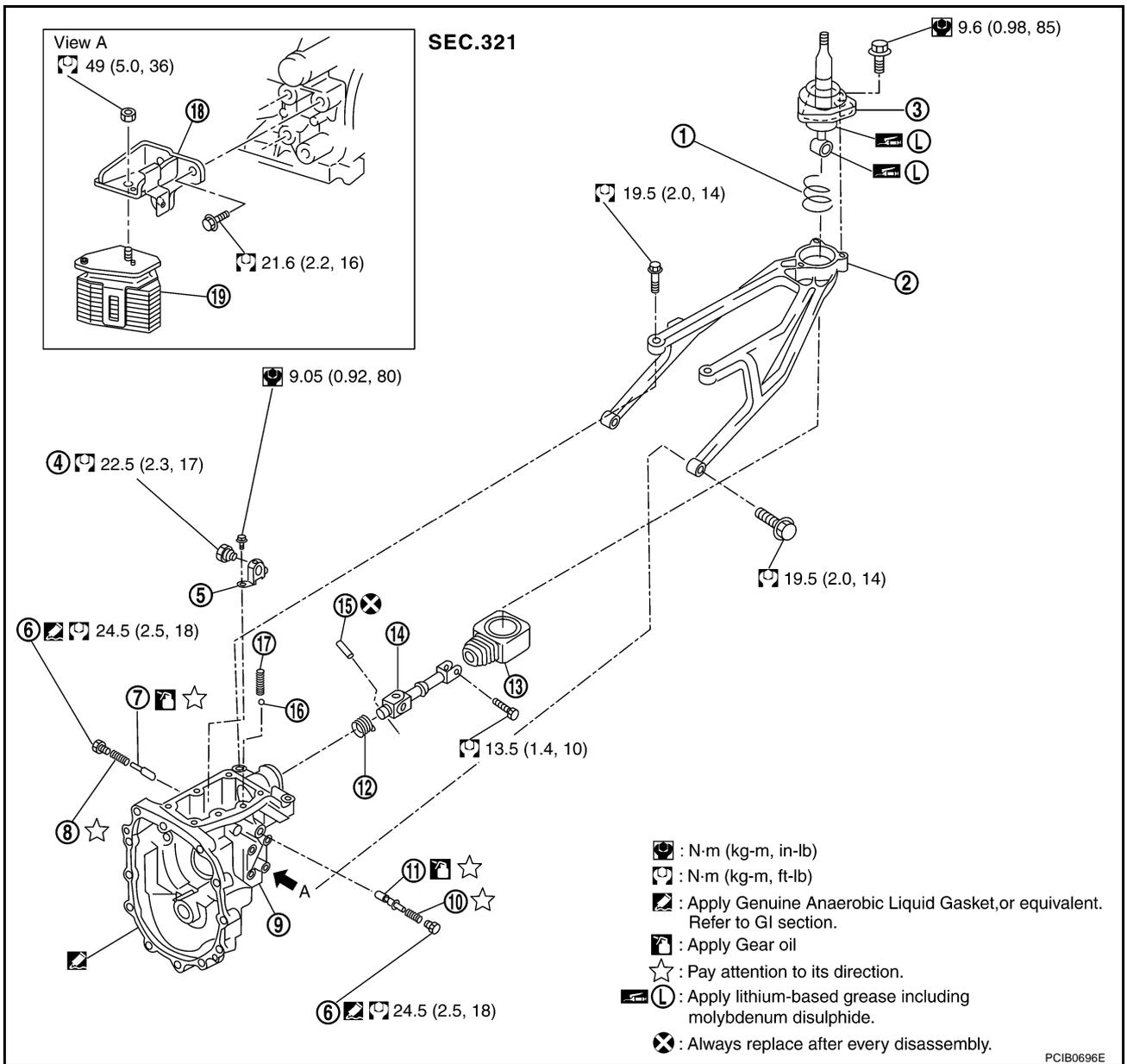
- :N·m (kg-m, ft-lb)
- : Apply Genuine Anaerobic Liquid Gasket, or equivalent. Refer to GI section.
- (L) : Apply lithium-based grease including molybdenum disulphide.
- : Always replace after every disassembly.

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- |                             |                                      |                                       |
|-----------------------------|--------------------------------------|---------------------------------------|
| 1. Check ball plug          | 2. Check ball spring                 | 3. Check ball                         |
| 4. Interlock pin            | 5. Retaining pin                     | 6. Striking lever                     |
| 7. 3rd-4th fork rod bracket | 8. 3rd-4th fork rod                  | 9. 3rd - 4th fork rod (reversal side) |
| 10. 1st-2nd fork rod        | 11. 1st-2nd shift fork               | 12. 3rd-4th shift fork                |
| 13. 5th-6th shift fork      | 14. 5th-6th fork rod (reversal side) | 15. 5th-6th fork rod                  |
| 16. Shifter cap             | 17. 3rd-4th control lever            | 18. 5th-6th fork rod bracket          |
| 19. 5th-6th control lever   | 20. Adapter plate                    | 21. Reverse fork rod                  |
| 22. Reverse shift fork      | 23. Striking rod                     | 24. Low/high control lever            |
| 25. Stopper ring            | 26. Interlock plunger                |                                       |

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# TRANSMISSION ASSEMBLY



- |                          |                           |                            |
|--------------------------|---------------------------|----------------------------|
| 1. Control lever spring  | 2. Control lever housing  | 3. Control lever           |
| 4. Check shift pin       | 5. Control bracket        | 6. Return spring plug      |
| 7. Return spring plunger | 8. Return spring          | 9. Rear extension          |
| 10. Return spring        | 11. Return spring plunger | 12. Boot                   |
| 13. Boot                 | 14. Control rod           | 15. Retaining pin          |
| 16. Check ball           | 17. Check select spring   | 18. Dynamic damper bracket |
| 19. Dynamic damper       |                           |                            |

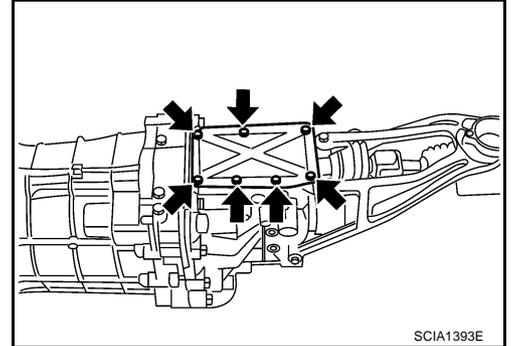
# TRANSMISSION ASSEMBLY

## Disassembly and Assembly DISASSEMBLY

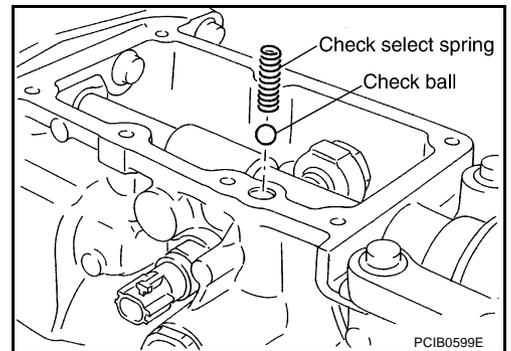
ACS004NT

### Case Components

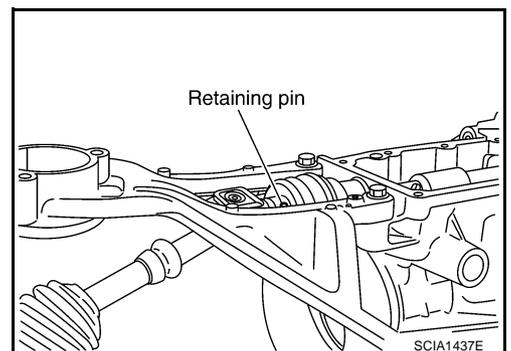
1. Remove rear extension upper cover mounting bolts.
2. Remove rear extension upper cover and rear extension upper cover gasket from the rear extension.



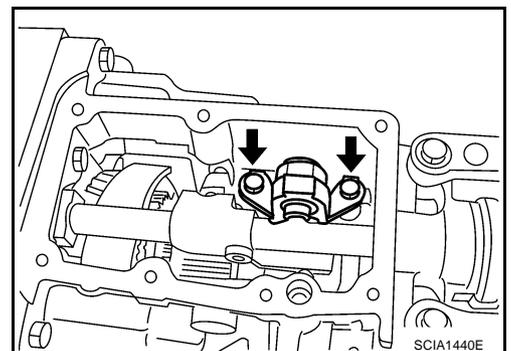
3. Remove check select spring and check ball from the rear extension.



4. Remove retaining pin using a pin punch [6 mm (0.24 in) dia.], and remove control rod.
5. Remove neutral position switch, plunger and back-up lamp switch from the rear extension.



6. Remove control bracket mounting bolts. Then remove check shift pin and control bracket as one unit from the rear extension.



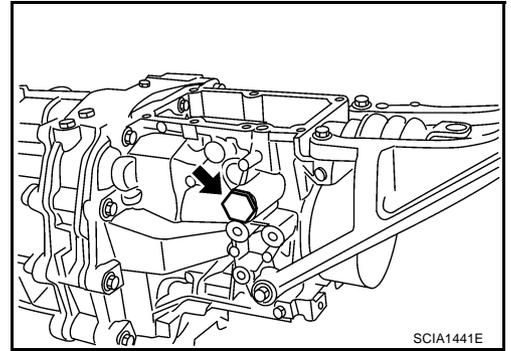
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# TRANSMISSION ASSEMBLY

7. Remove right and left return spring plug. Then remove return spring and return spring plunger from the rear extension.

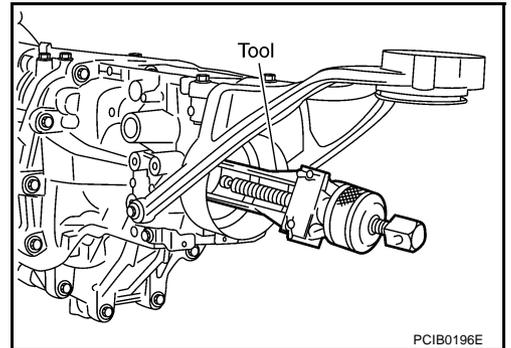
**CAUTION:**

Return spring and return spring plunger have different lengths for right and left sides. Identify right and left side and then store.

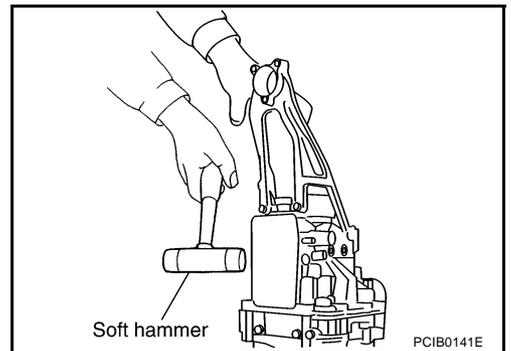


8. Remove rear oil seal from the rear extension using an oil seal puller.

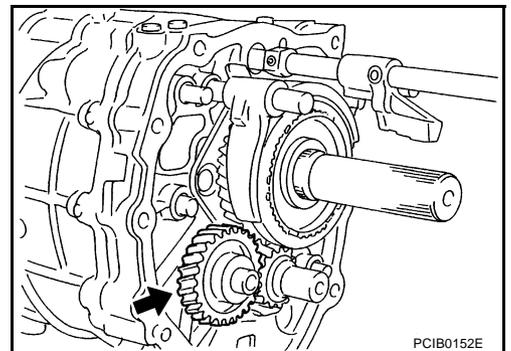
Tool number : KV381054S0 ( - )



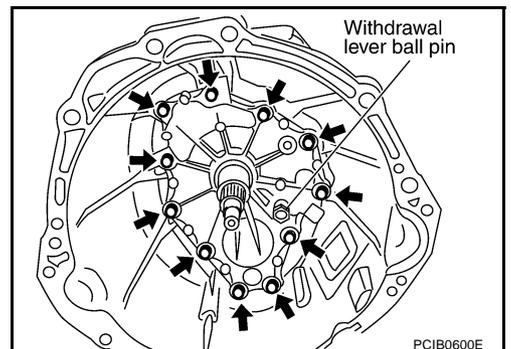
9. Remove rear extension mounting bolts. Using a soft hammer, tap rear extension assembly to remove.
10. Remove control lever housing mounting bolts, and remove control lever housing from the rear extension.
11. Remove striking rod oil seal from the rear extension. Refer to [MT-22, "CASE COMPONENTS"](#).
12. Remove rear extension oil gutter from the rear extension. Refer to [MT-22, "CASE COMPONENTS"](#).



13. Remove reverse idler thrust washer, reverse idler gear, and reverse idler needle bearing from the reverse idler shaft.
14. Remove reverse idler shaft from the adapter plate.



15. Remove withdrawal lever ball pin and washer from the front cover.
16. Remove front cover mounting bolts, then remove front cover assembly and front cover gasket from the transmission case.

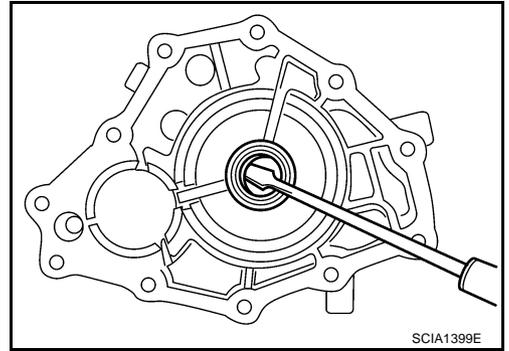


# TRANSMISSION ASSEMBLY

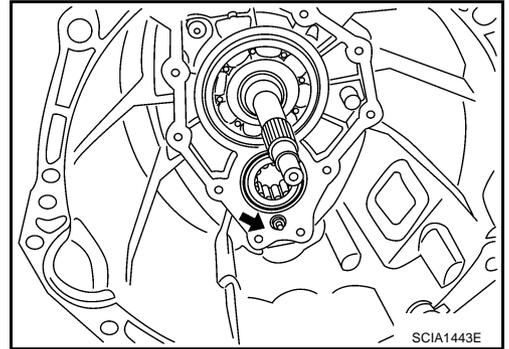
17. Remove front cover oil seal from the front cover assembly, using a flat-bladed screwdriver.

**CAUTION:**

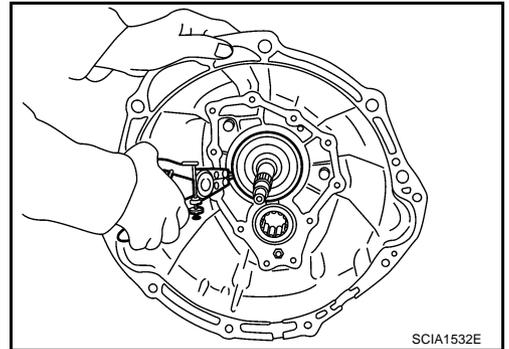
**Be careful not to damage front cover mating surface.**



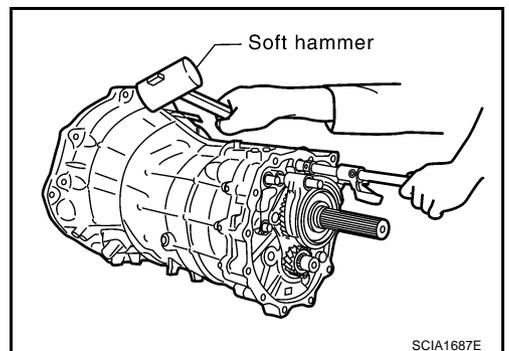
18. Remove baffle plate mounting nut from the transmission case.



19. Remove snap ring from the main drive gear bearing, using snap ring pliers.

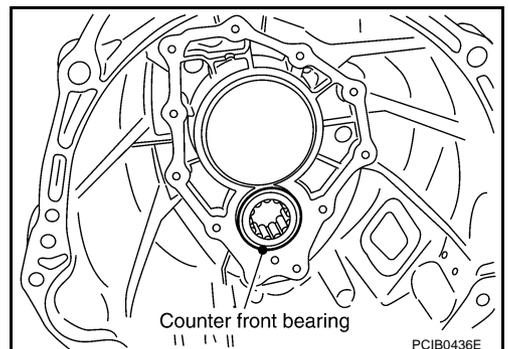


20. Using a soft hammer to carefully tap main shaft and counter shaft from the transmission case side, and then separate adapter plate and transmission case.



21. Remove counter front bearing from the transmission case.

22. Remove oil gutter from the transmission case.



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# TRANSMISSION ASSEMBLY

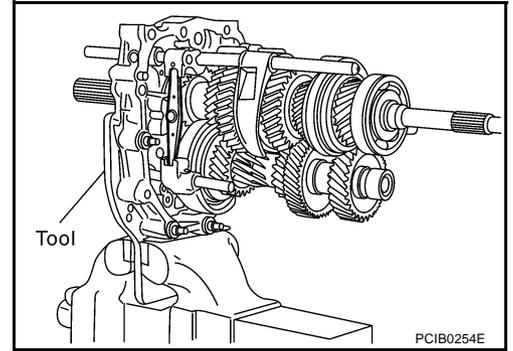
## Shift Control Components

1. Install adapter setting plate to the adapter plate and then fixing in adapter setting plate using a vise.

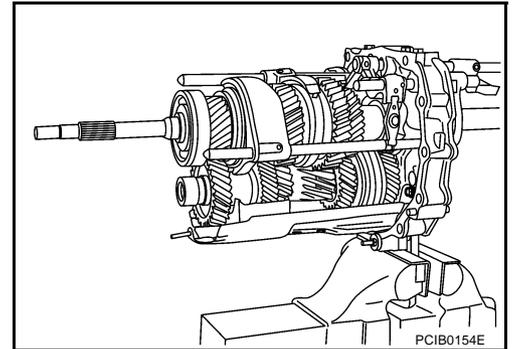
**Tool number** : ST224490000 ( - )

**CAUTION:**

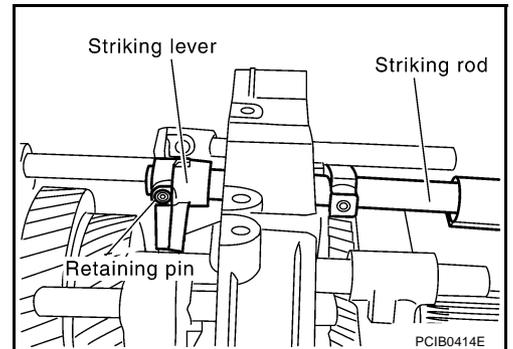
**Do not directly secure the surface in a vise.**



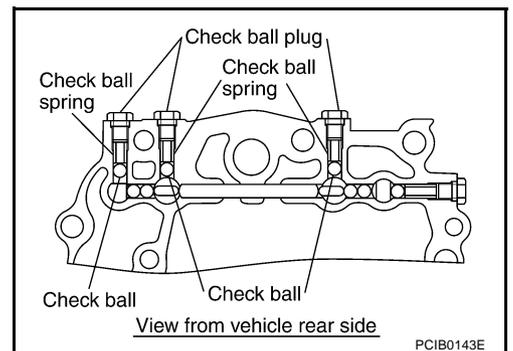
2. Remove baffle plate mounting bolts, and remove baffle plate from the adapter plate.



3. Remove magnet from the adapter plate.
4. Remove retaining pin using a pin punch [6 mm (0.24 in) dia.], and remove striking lever and striking rod.

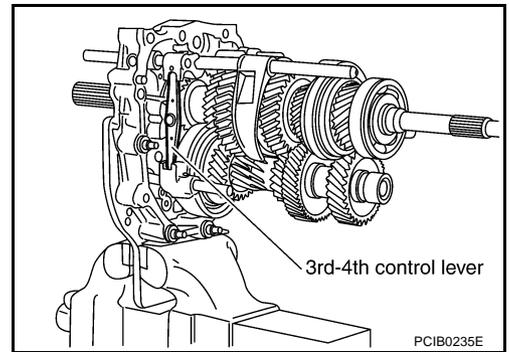


5. Remove check ball plug and then remove check ball spring and check ball from the adapter plate.



# TRANSMISSION ASSEMBLY

6. Remove 3rd - 4th control lever mounting bolts and then remove 3rd - 4th control lever and shifter cap.

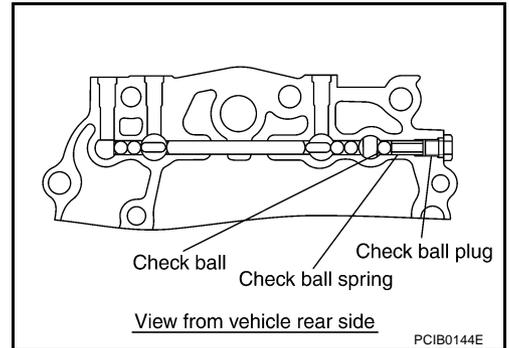


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7. Remove check ball plug and then remove check ball spring and check ball from the adapter plate.



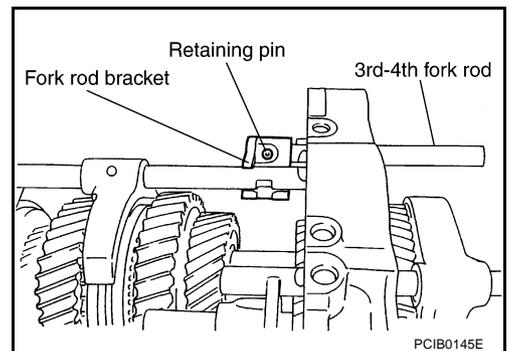
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8. Using a pin punch [6 mm (0.24 in) dia.] to knock out retaining pin, and then remove 3rd - 4th fork rod bracket and 3rd - 4th fork rod.



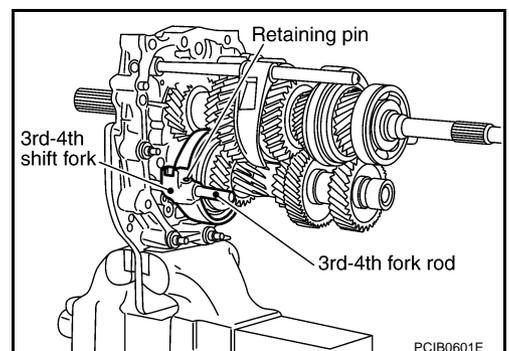
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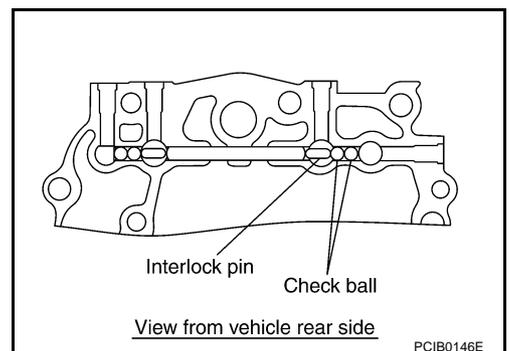
9. Using a pin punch [6 mm (0.24 in) dia.] to knock out retaining pin, and then remove 3rd - 4th shift fork and 3rd - 4th fork rod (reversal side).



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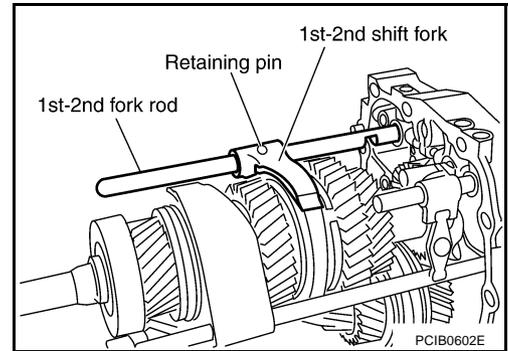
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10. Remove check ball and interlock pin from the adapter plate.

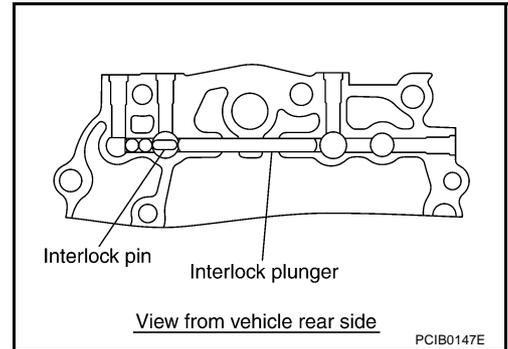


# TRANSMISSION ASSEMBLY

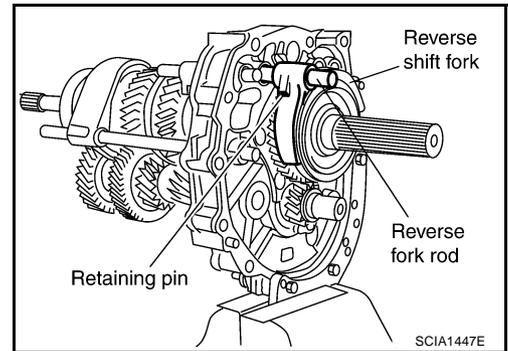
11. Using a pin punch [6 mm (0.24 in) dia.] to knock out retaining pin, and then remove 1st - 2nd shift fork and 1st - 2nd fork rod.



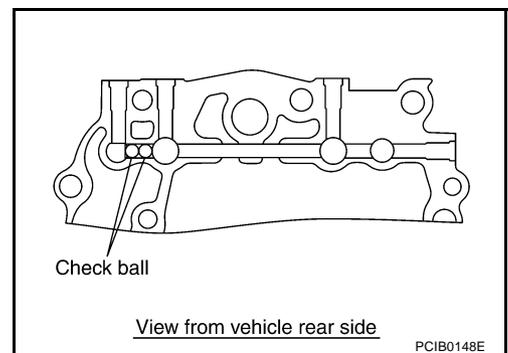
12. Remove interlock plunger and interlock pin from the adapter plate.



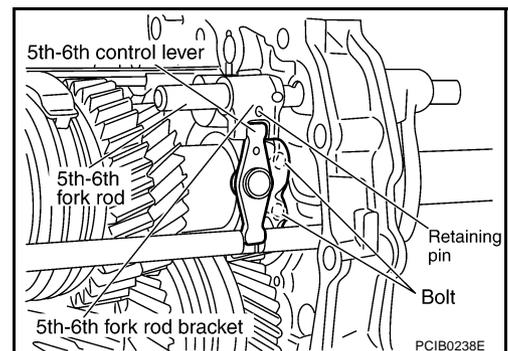
13. Using a pin punch [6 mm (0.24 in) dia.] to knock out retaining pin, and then remove reverse shift fork and reverse fork rod.



14. Remove check ball from the adapter plate.

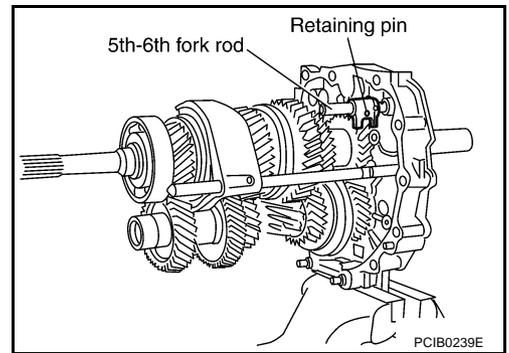


15. Remove 5th - 6th control lever mounting bolts and then remove 5th - 6th control lever from the adapter plate.

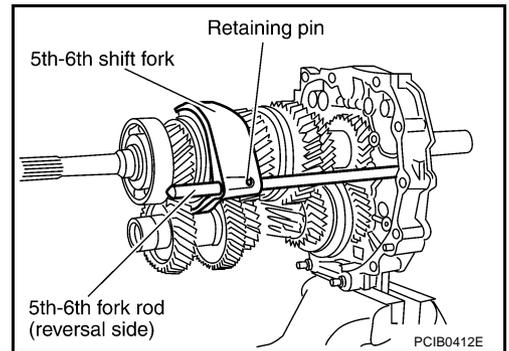


# TRANSMISSION ASSEMBLY

16. Using a pin punch [6 mm (0.24 in) dia.] to knock out retaining pin, and then remove 5th - 6th fork rod bracket and 5th - 6th fork rod.



17. Using a pin punch [6 mm (0.24 in) dia.] to knock out retaining pin, and then remove 5th - 6th fork rod (reversal side) and 5th - 6th shift fork.

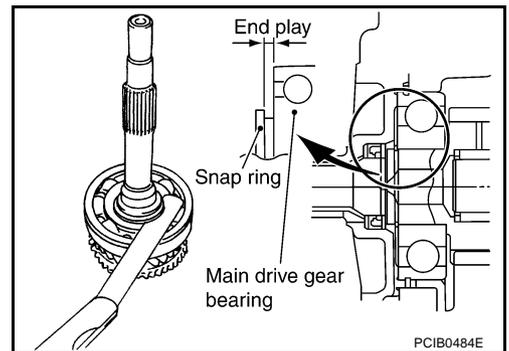


## Gear Components

- Before disassembly, measure end play for each position. If the end play is outside the standards, disassemble and inspect.

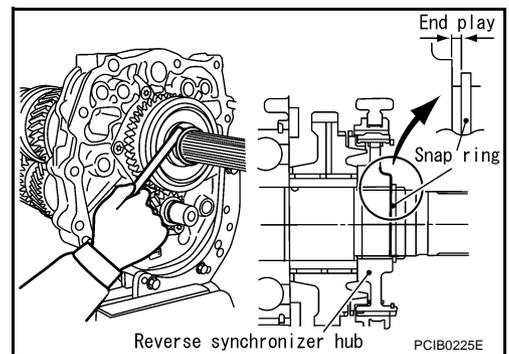
- Main drive gear

**End play** : 0 - 0.10mm (0 - 0.004in)



- Main shaft

**End play** : 0 - 0.10mm (0 - 0.004in)

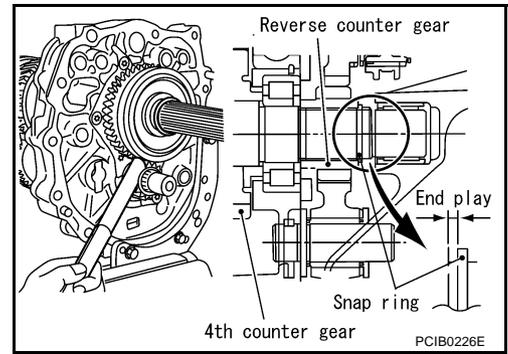


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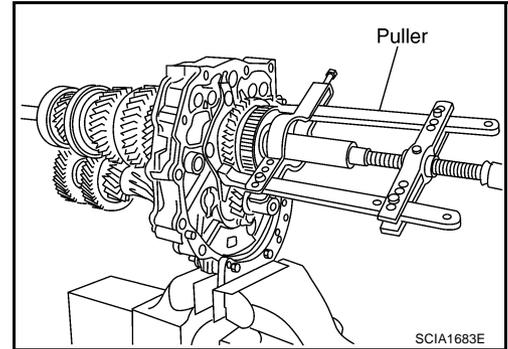
# TRANSMISSION ASSEMBLY

- Counter shaft

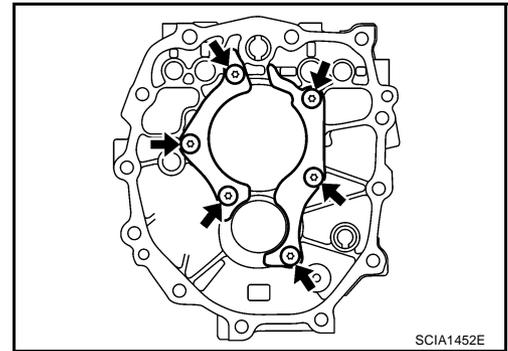
**End play : 0 - 0.10mm (0 - 0.004in)**



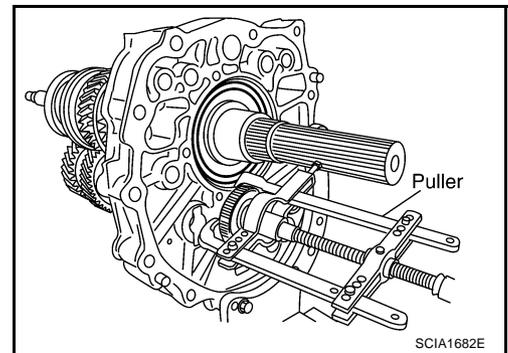
1. After removing snap ring and reverse coupling snap ring, using puller to remove reverse main gear and reverse synchronizer assembly.
2. Remove reverse main needle bearing.



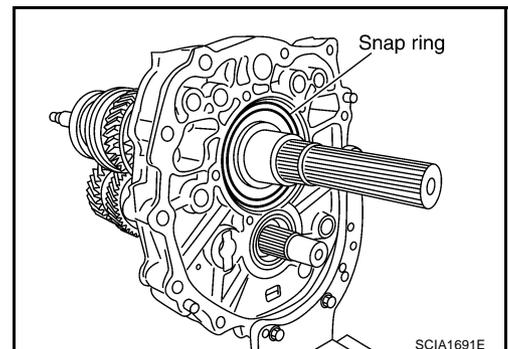
3. Remove main shaft bearing retainer mounting bolts and then remove main shaft bearing retainer.



4. After removing snap ring, using the puller to remove reverse counter gear and counter rear bearing spacer.

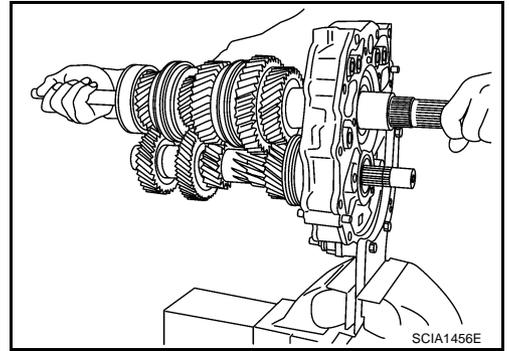


5. Remove snap ring from the main shaft bearing.

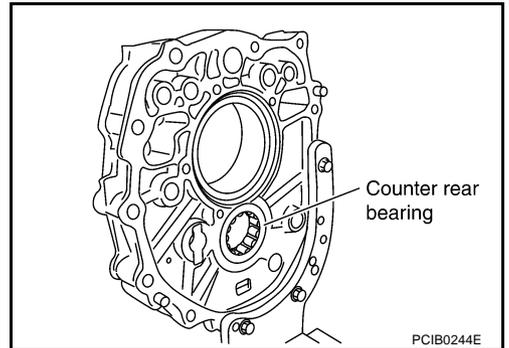


# TRANSMISSION ASSEMBLY

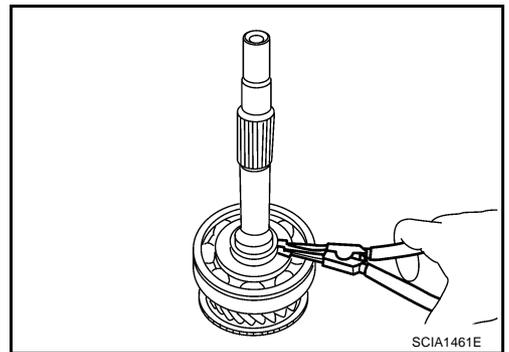
- Carefully tap main shaft with a plastic hammer and then remove main shaft, main drive gear, and counter shaft from adapter plate.
- Remove pilot bearing spacer and main pilot bearing.



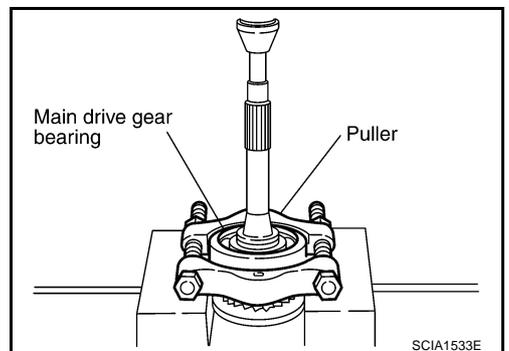
- Remove counter rear bearing from the adapter plate.



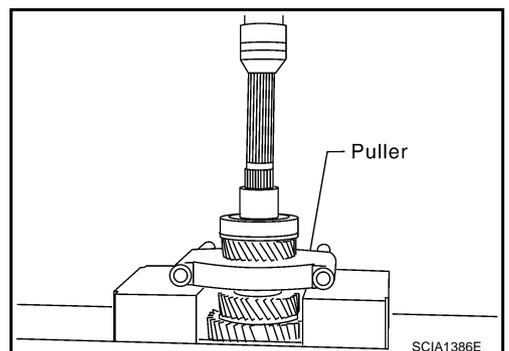
- Remove snap ring from the main drive gear using snap ring pliers.



- Set the suitable puller on the main drive gear and then using a press to remove main drive gear bearing from the main drive gear.



- Using a press to remove the reverse main gear bushing, main shaft bearing and 4th main gear.



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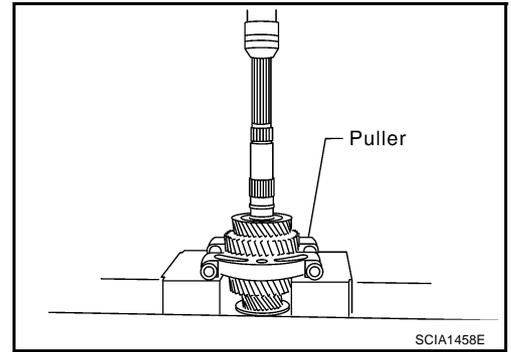
# TRANSMISSION ASSEMBLY

12. Remove 3rd - 4th main spacer.
13. Using a press to remove 1st main gear and 3rd main gear.

**CAUTION:**

**Be careful not to damage the baulk ring.**

14. Remove 1st needle bearing.

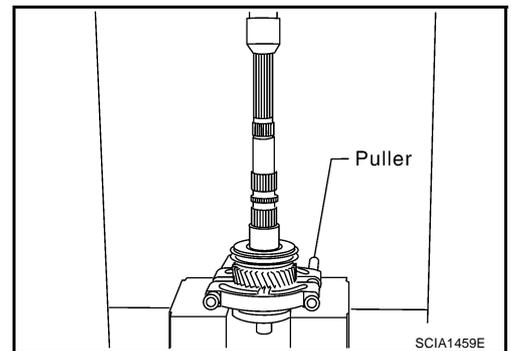


15. Using a press to remove 1st gear bushing, 1st - 2nd synchronizer assembly, and 2nd main gear.

**CAUTION:**

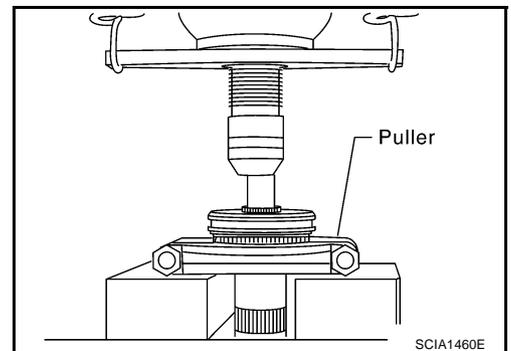
**Be aware that when using the press, if the main shaft gear positioner catches on the V-block, etc., the main shaft could be damaged.**

16. Remove 2nd needle bearing.



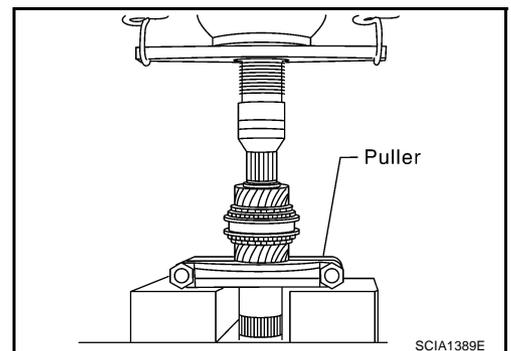
17. After removing snap ring, using a press to remove 6th main gear and 5th - 6th synchronizer assembly.

18. Remove 6th needle bearing.



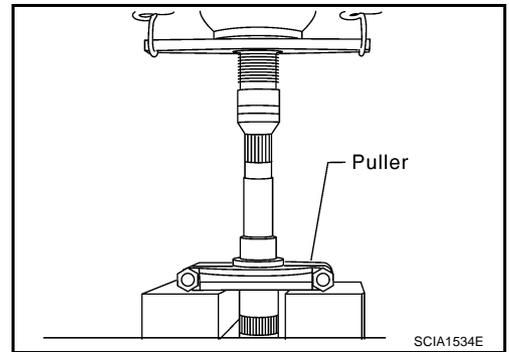
19. Using a press to remove the 3rd counter gear, 3rd - 4th synchronizer assembly, 4th counter gear, 4th needle bearing, 4th gear bushing, 4th counter gear thrust washer, and counter rear bearing inner race.

20. Remove 3rd needle bearing.



# TRANSMISSION ASSEMBLY

21. Using a press to remove the 3rd gear bushing.

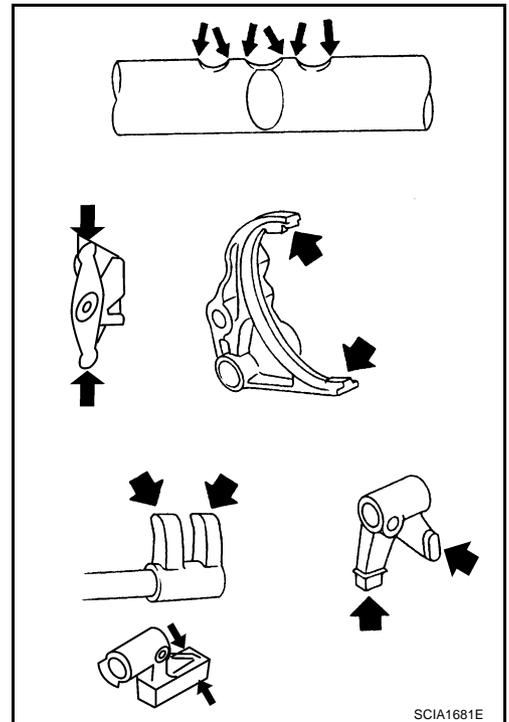


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## INSPECTION AFTER DISASSEMBLY

### Shift Control

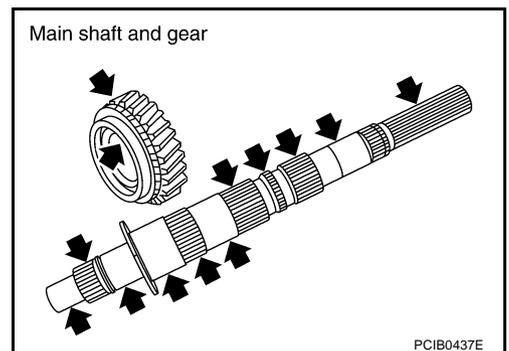
If the contact surface on striking lever, fork rod, shift fork, etc. has excessive wear, abrasion, bend, or any other damage, replace the components.



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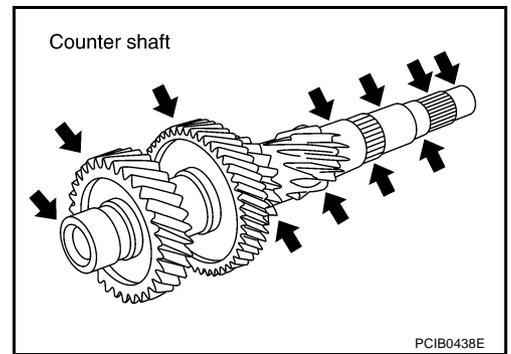
### Gear and Shaft

If the contact surface on each gear, main shaft, main drive gear, and counter shaft, etc. has damage, peeling, abrasion, dent, bent, or any other damage, replace the components.



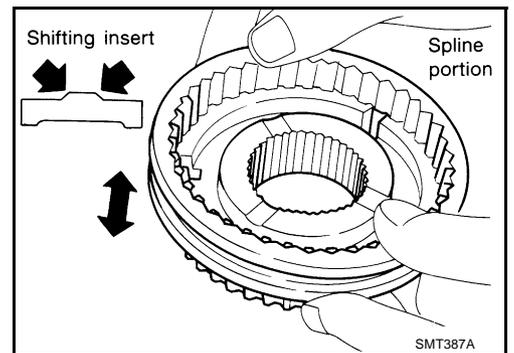
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# TRANSMISSION ASSEMBLY

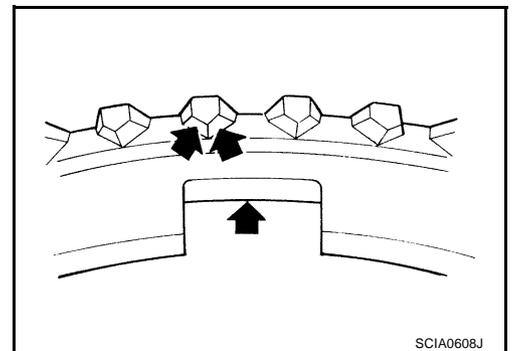


## Synchronizer

- If the contact surface on coupling sleeve, synchronizer hub, and shifting insert has damage or abrasion, replace the components.
- Coupling sleeve and synchronizer hub shall move smoothly.



- If the cam surface on baulk ring or contact surface on insert has damage or excessive wear, replace with a new one.
- If spread spring damaged, replace with a new one.



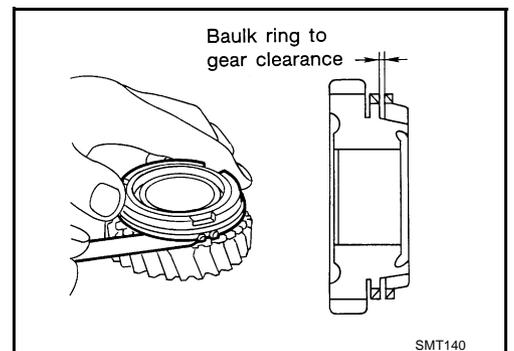
## Baulk Ring Clearance

- Single Cone Synchronizer (5th & 6th)  
Push baulk ring on the cone and measure baulk ring back surface clearance at two locations or more on opposite sides, find the average value, and replace it if it is outside the limit value.

### Clearance

**Standard** : 0.70 - 1.25 mm (0.028 - 0.049 in)

**Limit value** : 0.5 mm (0.020 in) or less



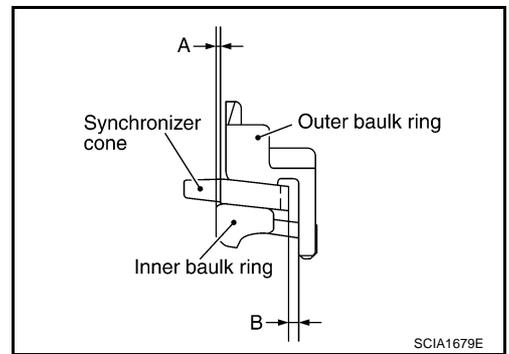
- Double Cone Synchronizer (1st & 3rd & 4th)

# TRANSMISSION ASSEMBLY

Follow the instructions below and inspect the clearance of the outer baulk ring, synchronizer cone, inner baulk ring.

**CAUTION:**

**Clearances "A" and "B" of the outer baulk ring, synchronizer cone, and inner baulk ring are controlled as a set, so if the clearance is outside the limit value, replace the synchronizer assembly.**



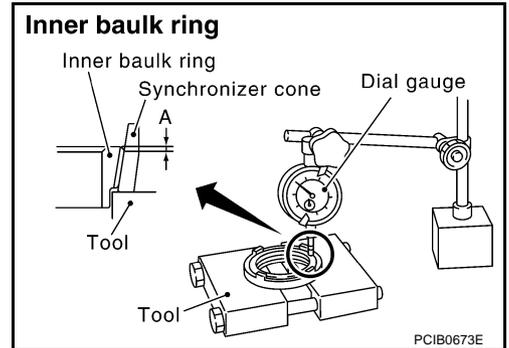
- Using a dial gauge, measure clearance A at 2 or more points diagonally opposite, and calculate mean value.

**Clearance A**

**Standard : 0.5 - 0.7 mm (0.020 - 0.028 in)**

**Limit value : 0.3 mm (0.012 in) or less**

**Tool number : ST30031000 (J22912 - 01)**



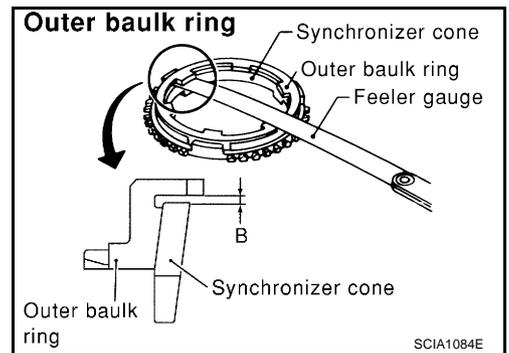
- Using a feeler gauge, measure clearance B at 2 or more points diagonally opposite, and calculate mean value.

**Clearance B**

**Standard(1st) : 1.0 - 1.5mm(0.039 - 0.059 in)**

**Standard(3rd,4th) : 0.85 - 1.35mm (0.033 - 0.053 in)**

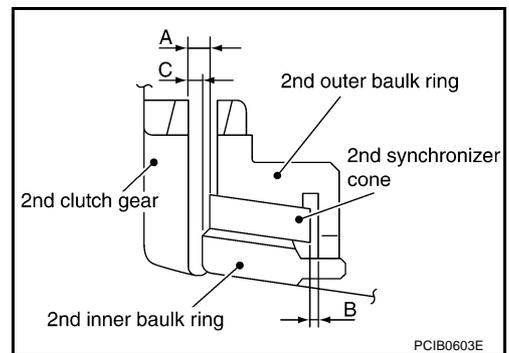
**Limit value : 0.7mm(0.028 in) or less**



- Triple cone synchronizer (2nd)  
Check clearance for 2nd outer baulk ring, 2nd synchronizer cone, and 2nd inner baulk ring of triple cone synchronizer following the direction.

**NOTE:**

2nd outer baulk ring, 2nd synchronizer cone, and 2nd inner baulk ring, three control "clearance A, B and C" as a three-piece suite. If the value exceeds the limit value, replace them as a three-piece suite.

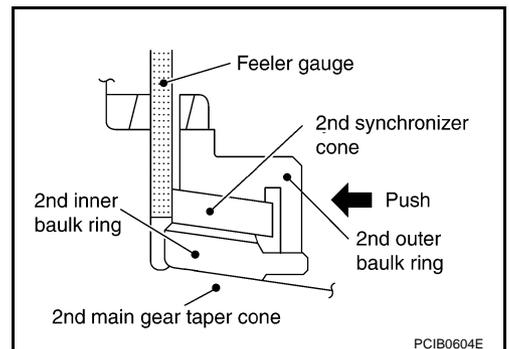


- Using feeler gauge put and press baulk ring on 2nd main gear taper cone, and then measure "clearance A" at more than 2 diagonal points, and calculate the average.

**Clearance A**

**Reference value : 0.6-1.3 mm (0.024 - 0.051in)**

**Limit value : 0.3mm (0.012 in) or less**



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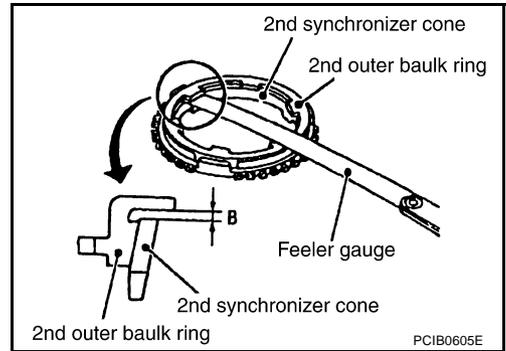
# TRANSMISSION ASSEMBLY

2. Using feeler gauge measure "clearance B" at more than 2 diagonal positions, and calculate the average.

## Clearance B

**Reference value** : 0.85 - 1.35 mm (0.033 - 0.053in)

**Limit value** : 0.7mm (0.028 in) or less

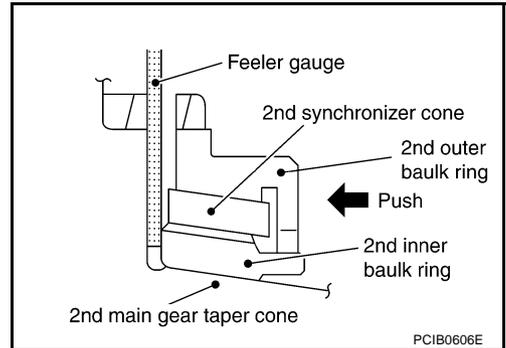


3. Using filler gauge put and press baulk ring on 2nd main gear taper cone, and then measure "clearance C" at more than 2 diagonal points, and calculate the average.

## Clearance C

**Reference value** : 0.7-1.25 mm (0.028 - 0.049in)

**Limit value** : 0.3mm (0.012 in) or less

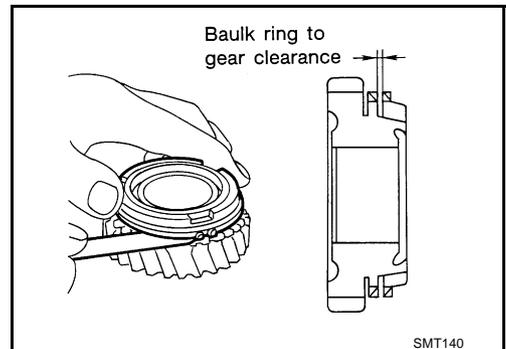


- Reverse Synchronizer  
Push baulk ring on the cone and measure baulk ring back surface clearance at two locations or more on opposite sides, find the average value, and replace if it is outside the limit value.

## Clearance

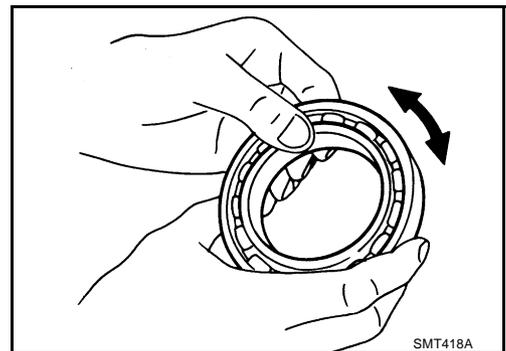
**Standard** : 0.75-1.2 mm (0.030 - 0.047 in)

**Limit value** : 0.5 mm (0.020 in) or less



## Bearing

If the bearing does not rotate smoothly or the contact surface on ball or race is damaged or peeled, replace with new ones.



# TRANSMISSION ASSEMBLY

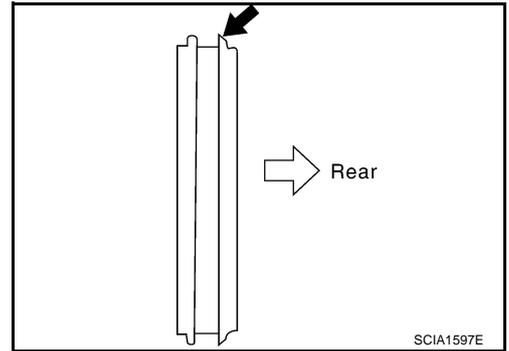
## ASSEMBLY

### Gear Components

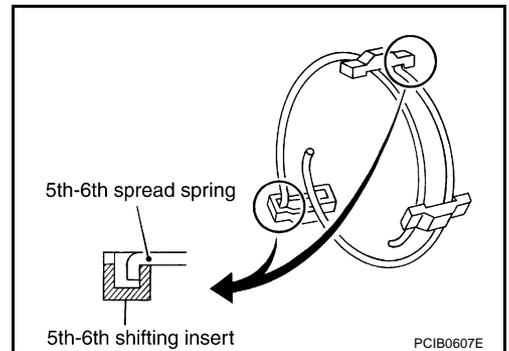
1. Install 5th - 6th coupling sleeve and 5th - 6th shifting insert in the 5th - 6th synchronizer hub.

**CAUTION:**

**Install 5th - 6th coupling sleeve with the larger chamfer on the rear side.**

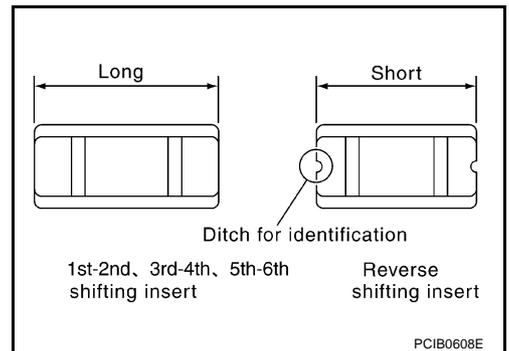


2. Install 5th - 6th spread spring in the 5th - 6th shifting insert.



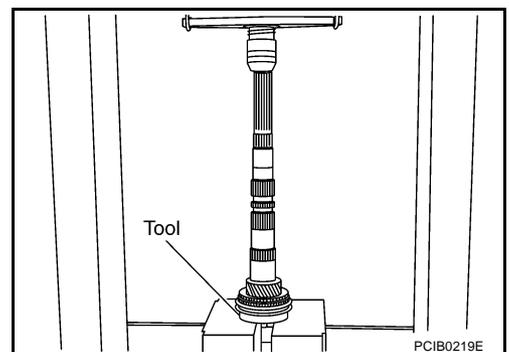
**CAUTION:**

- Do not install 5th - 6th spread spring hook onto the same 5th - 6th shifting insert.
- Be careful with the shape of reserve shifting insert to avoid misassembly.



3. Install 6th needle bearing, 6th main gear and 6th baulk ring on the main shaft and then using an inserter and a press to press fit the 5th - 6th synchronizer assembly.

**Tool number : ST30911000 (—)**

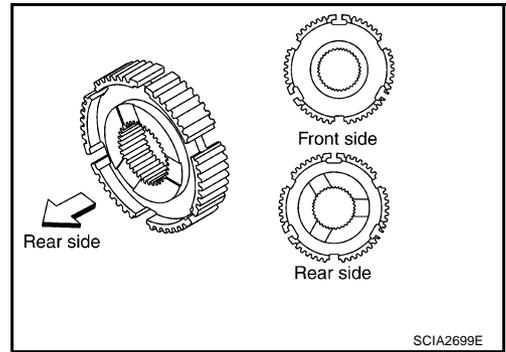


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# TRANSMISSION ASSEMBLY

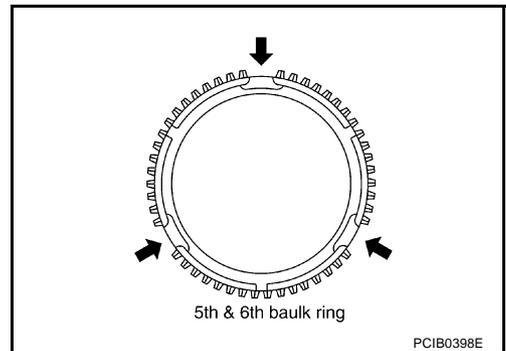
## CAUTION:

- The 5th - 6th synchronizer hub is not reusable. Never reuse it.
- When press fitting, install with the side having the three boss edge oil grooves facing the rear side.



## NOTE:

5th and 6th baulk rings have three spaces that two gear teeth are missing as shown in the figure.

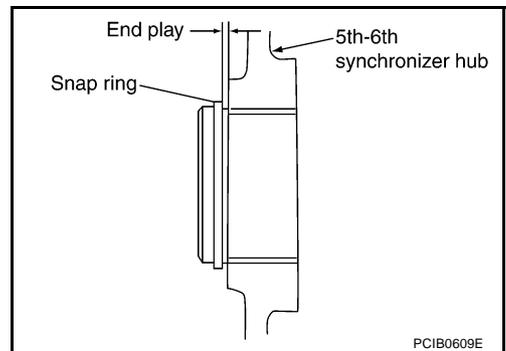


4. Select and install a snap ring so that the end play comes within the standard value. Refer to [MT-59, "Snap Rings"](#).

**End play** : 0 - 0.10 mm (0 - 0.004 in)

## CAUTION:

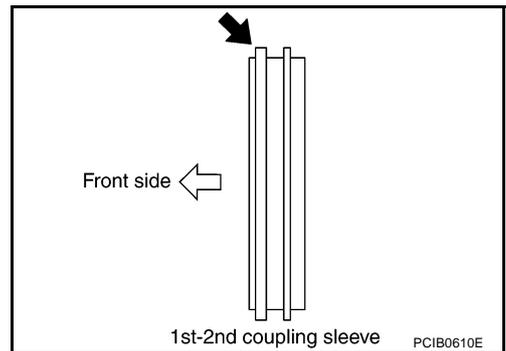
Snap rings are not reusable. Never reuse them.



5. Install 1st - 2nd coupling sleeve and 1st - 2nd shifting insert into the 1st - 2nd synchronizer hub.

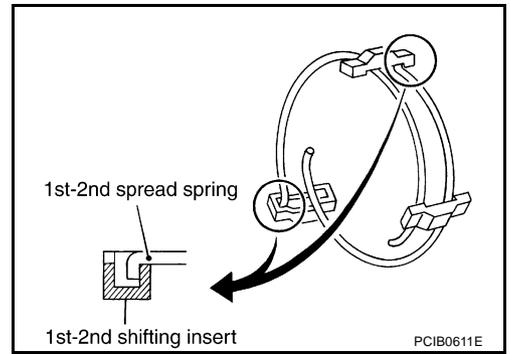
## CAUTION:

Install 1st - 2nd coupling sleeve with the thicker flange faced the front side.



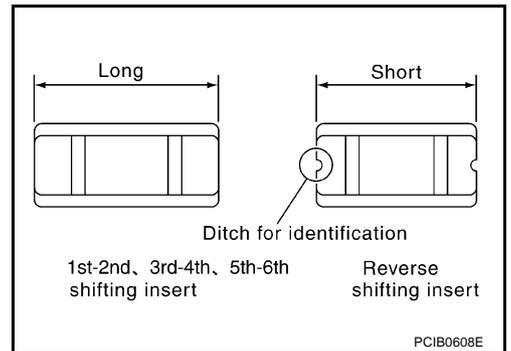
# TRANSMISSION ASSEMBLY

6. Install 1st - 2nd spread spring in the 1st - 2nd shifting insert.



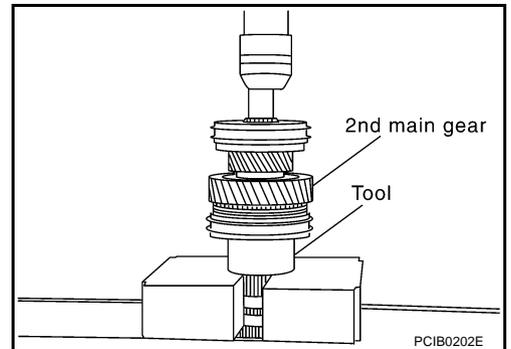
**CAUTION:**

- Do not install 1st - 2nd spread spring hook onto the same 1st - 2nd shifting insert.
- Be careful with the shape of reverse shifting insert to avoid misassembly.



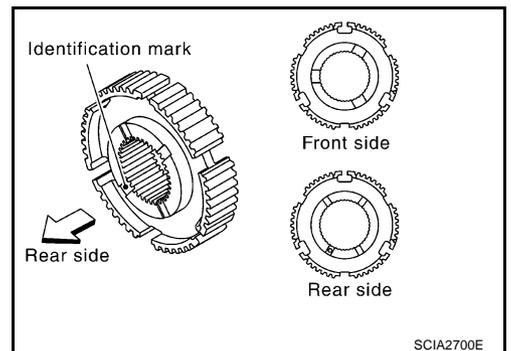
7. Install 2nd main gear, 2nd needle bearing, 2nd inner baulk ring, 2nd synchronizer cone, 2nd outer baulk ring on the main shaft and then using a support ring and a press to press fit the 1st - 2nd synchronizer assembly.

**Tool number** : ST27861000 ( — )



**CAUTION:**

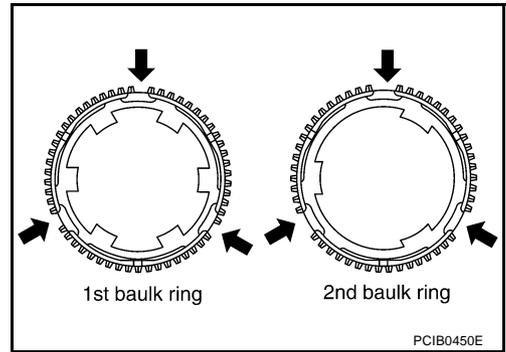
- The 1st - 2nd synchronizer hub is not reusable. Never reuse it.
- When press fitting, install with the side having the three boss edge oil grooves facing the front side.



# TRANSMISSION ASSEMBLY

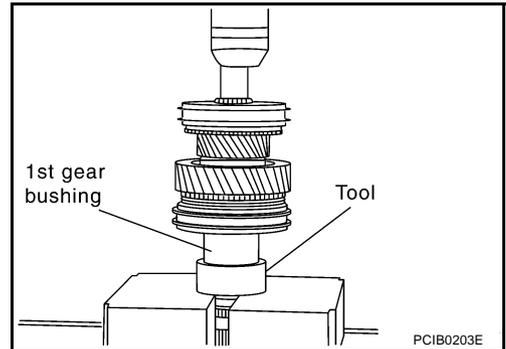
**NOTE:**

1st baulk ring has three spaces that one gear tooth is missing and 2nd baulk ring has three spaces that two gear teeth are missing.



8. Using a support ring and a press to press fit the 1st gear bushing.

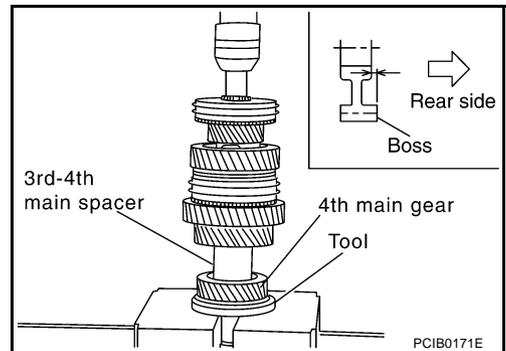
**Tool number** : ST27861000 ( — )



9. Install 1st outer baulk ring, 1st synchronizer cone, 1st inner baulk ring, 1st needle bearing, and 1st main gear on the main shaft and then using the inserter and a press to press fit the 3rd main gear.

**Tool number** : ST30022000 ( — )

**CAUTION:**  
3rd main gear is not reusable. Never reuse it.

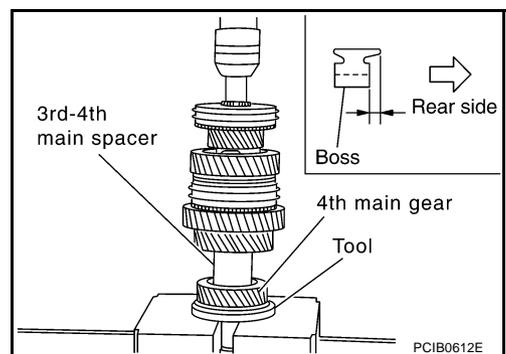


10. Install 3rd - 4th main spacer on the main shaft and then using the inserter and a press to press fit the 4th main gear.

**Tool number** : ST30022000 ( — )

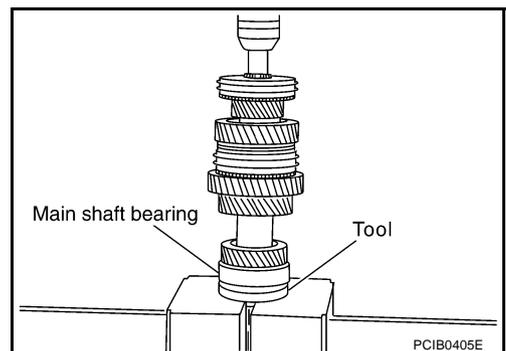
**CAUTION:**

- 4th main gear is not reusable. Never reuse it.
- When installing, set boss to rear side.



11. Using the inserter and a press to press fit the main shaft bearing onto the main shaft.

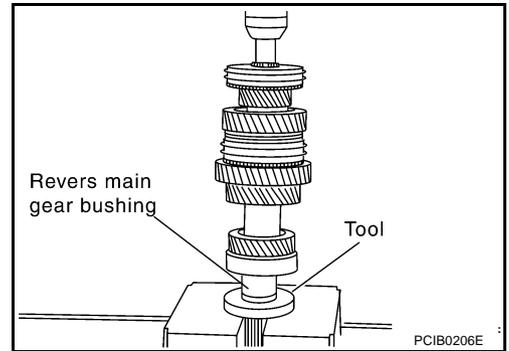
**Tool number** : ST30911000 ( — )



# TRANSMISSION ASSEMBLY

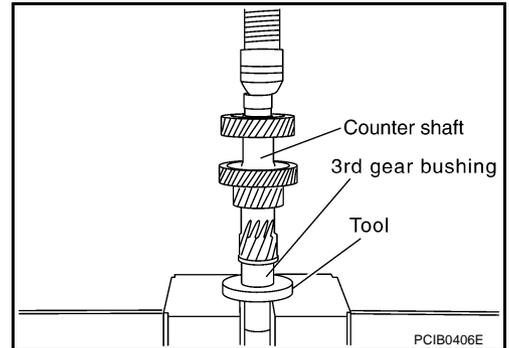
12. Using the inserter and a press to press fit the reverse main gear bushing onto the main shaft.

**Tool number** : ST30911000 ( — )



13. Using the inserter and a press to press fit the 3rd gear bushing onto the counter shaft.

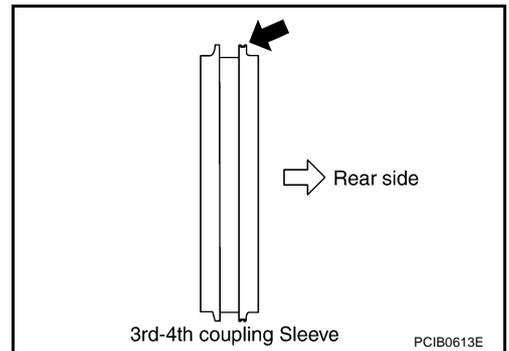
**Tool number** : ST30911000 ( — )



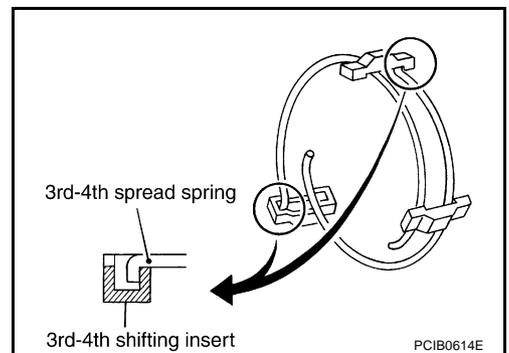
14. Install 3rd - 4th coupling sleeve and 3rd - 4th shifting insert into the 3rd - 4th synchronizer hub.

**CAUTION:**

**Install 3rd - 4th coupling sleeve with the thicker flange faced the front side.**



15. Install 3rd - 4th spread spring in the 3rd - 4th shifting insert.

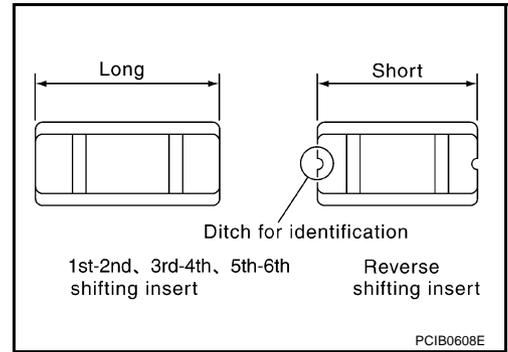


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# TRANSMISSION ASSEMBLY

## CAUTION:

- Do not install 3rd- 4th spread spring hook onto the same 3rd- 4th shifting insert.
- Be careful with the shape of reverse shifting insert to avoid misassembly.

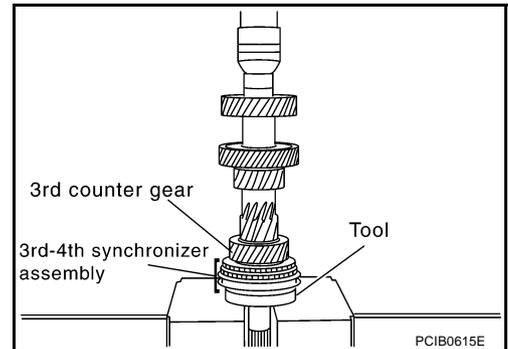


16. Install 3rd needle bearing, 3rd counter gear, 3rd inner baulk ring, 3rd synchronizer cone, and 3rd outer baulk ring on the counter shaft and then using the inserter and a press to press fit the 3rd - 4th synchronizer assembly.

Tool number : ST30911000 ( — )

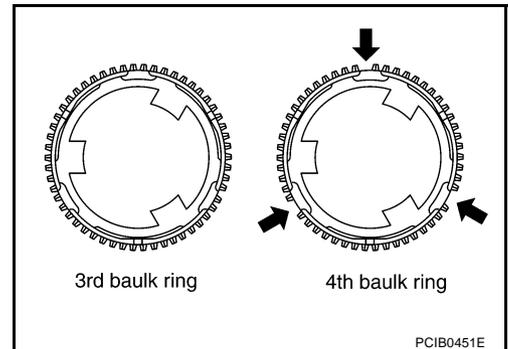
## CAUTION:

- The 3rd - 4th synchronizer hub is not reusable. Never reuse it.



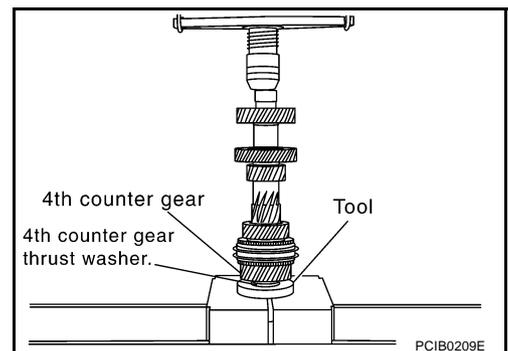
## NOTE:

4th baulk ring has three spaces that one gear tooth is missing but 3rd baulk ring doesn't.



17. Install 4th outer baulk ring, 4th synchronizer cone, 4th inner baulk ring, 4th needle bearing, and 4th counter gear onto the counter shaft and then using the inserter and a press to press fit the 4th gear bushing and 4th counter gear thrust washer.

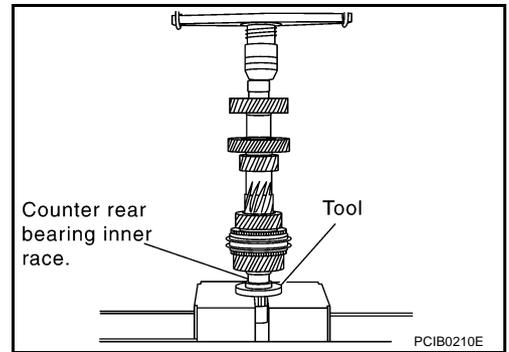
Tool number : KV40100630 (J26092)



# TRANSMISSION ASSEMBLY

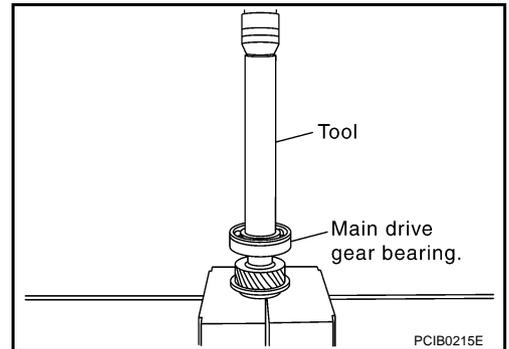
18. Using the inserter and a press to press fit the counter rear bearing inner race onto the counter shaft.

**Tool number** : ST30032000 (J26010-01)



19. Using the drift and a press to press fit the main drive gear bearing onto the main drive gear.

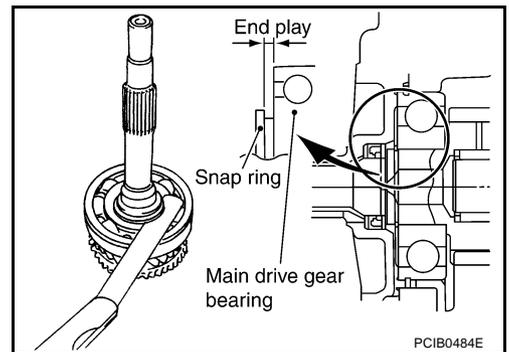
**Tool number** : KV32102700 ( — )



20. Select and install a snap ring to the main drive gear bearing so that the end play comes within the standard value. Refer to [MT-59. "Snap Rings"](#).

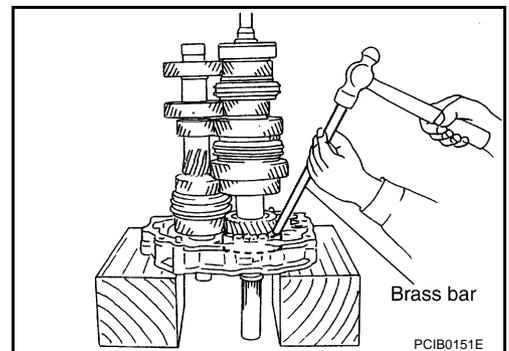
**End play** : 0 - 0.10 mm (0 - 0.004 in)

**CAUTION:**  
Snap rings are not reusable. Never reuse them.

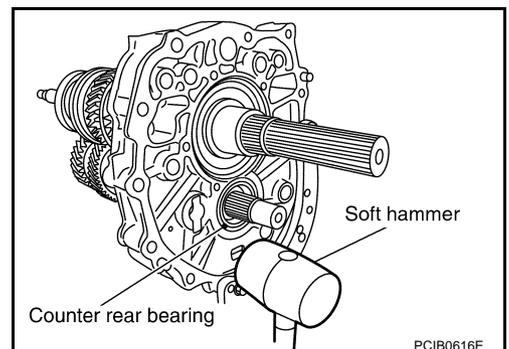


21. Install main shaft and counter shaft combined in one unit to adapter plate, and fix bearing with snap ring.

**CAUTION:**  
Snap rings are not reusable. Never reuse them.



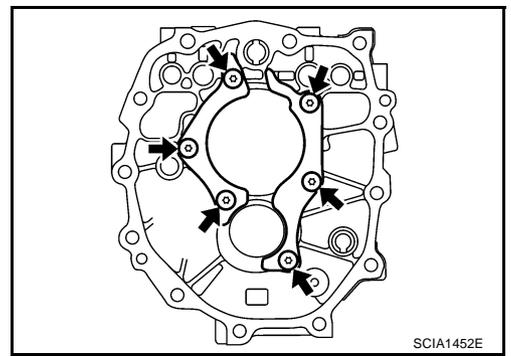
22. Install counter rear bearing onto the adapter plate using soft hammer or the equivalent.



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# TRANSMISSION ASSEMBLY

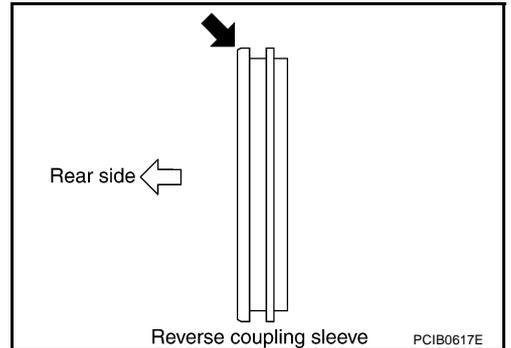
23. Apply genuine medium strength locking sealant or equivalent refer to GI section to the end of the bolt (first 3 to 4 threads), screw the bolt into the main shaft bearing retainer, and tighten it to the specified torque. Refer to [MT-22. "CASE COMPONENTS"](#)



24. Install reverse coupling sleeve and reverse shifting insert into the reverse synchronizer hub.

**CAUTION:**

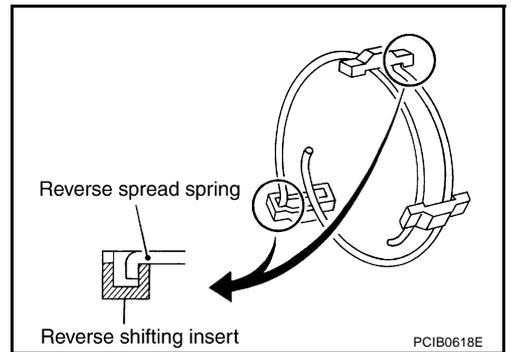
**Install reverse coupling sleeve with the flat flange on the rear side.**



25. Install reverse spread spring in the reverse shifting insert.

**CAUTION:**

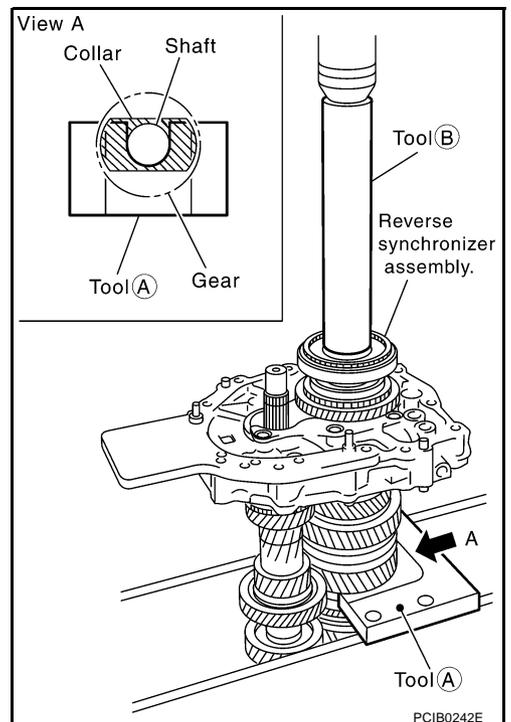
**Do not install reverse spread spring hook onto the same reverse shifting insert.**



26. After installing reverse main gear bushing, reverse main needle bearing, reverse main gear, and reverse baulk ring onto the main shaft, using the drift and press plate and a press to press fit the reverse synchronizer assembly.

**Tool number (A) : KV32103300 (J46529)**

**Tool number (B) : ST01530000 (—)**

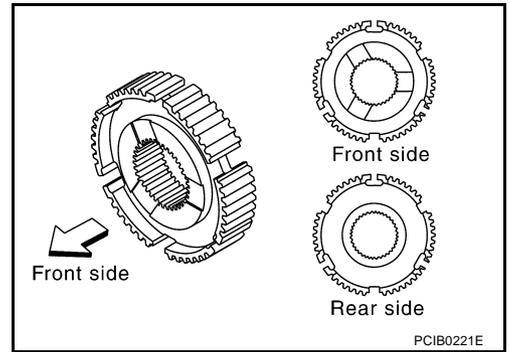


# TRANSMISSION ASSEMBLY

## CAUTION:

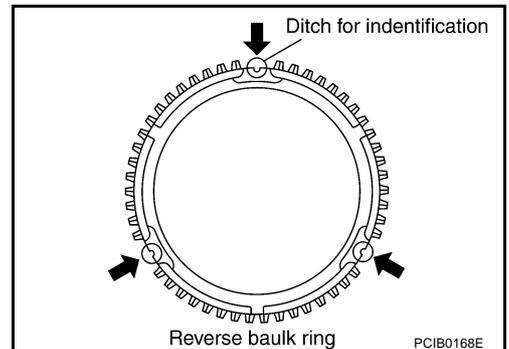
- The reverse synchronizer hub is not reusable. Never reuse it.
- When installing, face the side with three ditches to the front side.

27. Install reverse coupling snap ring.



## NOTE:

Reverse baulk ring has three spaces that two gear teeth are missing, and each space has small ditch for identification as shown in the figure.

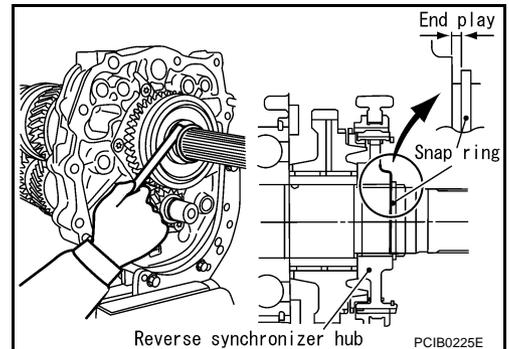


28. Select and install a snap ring so that the end play comes within the standard value. Refer to [MT-59. "Snap Rings"](#).

**End play** : 0 - 0.10 mm (0 - 0.004 in)

## CAUTION:

Snap rings are not reusable. Never reuse them.

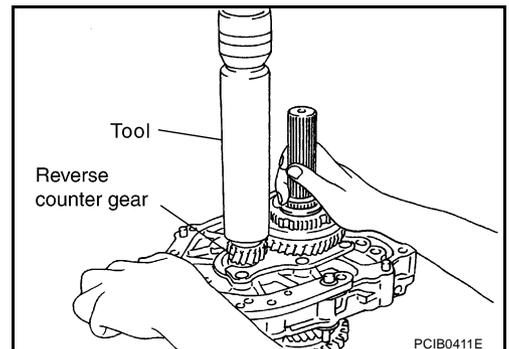


29. After installing counter rear bearing spacer, press and fit reverse counter gear onto counter shaft with drift and press.

**Tool number** : ST23860000 ( — )

## CAUTION:

- Reverse counter gear is not reusable. Never reuse it.
- When installing counter rear bearing spacer, maker's stamp should face to the rear

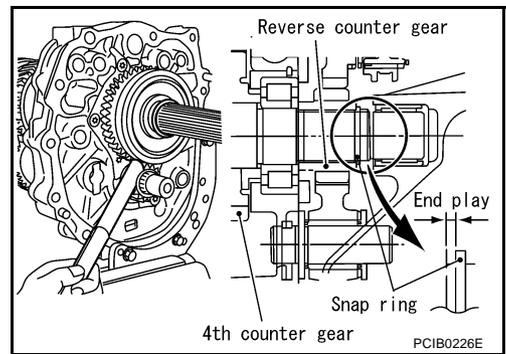


# TRANSMISSION ASSEMBLY

30. Select and install a snap ring so that the end play comes within the standard value. Refer to [MT-59, "Snap Rings"](#).

**End play** : 0 - 0.10 mm (0 - 0.004 in)

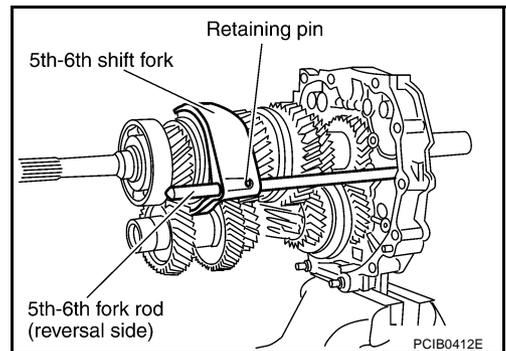
**CAUTION:**  
Snap rings are not reusable. Never reuse them.



## Shift Control Components

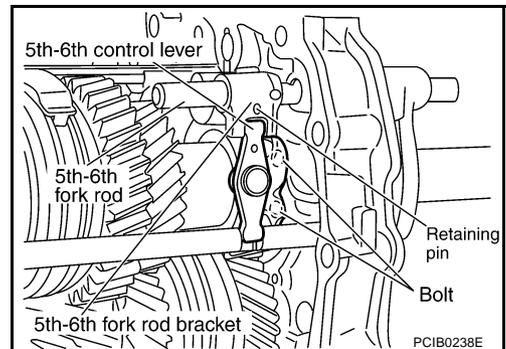
1. Install 5th-6th shift fork to the 5th - 6th coupling sleeve.
2. Install 5th-6th fork rod (reversal side) to the 5th - 6th shift fork.
3. Using a pin punch [6 mm (0.24in) dia.] to tap the retaining pin into the 5th - 6th shift fork.

**CAUTION:**  
Retaining pins are not reusable. Never reuse them.



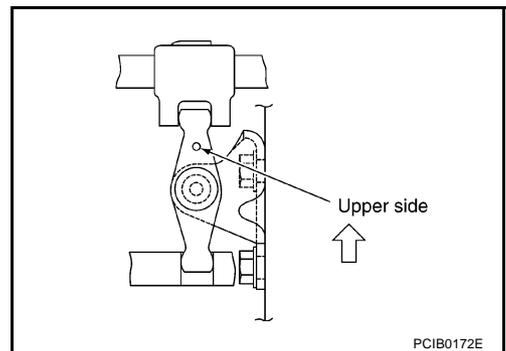
4. Install 5th - 6th fork rod to the adapter plate.
5. Install 5th - 6th fork rod bracket to the 5th - 6th fork rod.
6. Using a pin punch [6 mm (0.24in) dia.] to tap the retaining pin into the 5th - 6th fork rod bracket.

**CAUTION:**  
Retaining pins are not reusable. Never reuse them.



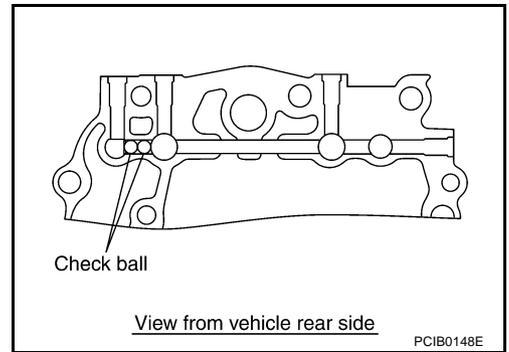
7. Install 5th - 6th control lever to the adapter plate and then tighten mounting bolts to the specified torque. Refer to [MT-25, "SHIFT CONTROL COMPONENTS"](#).

**CAUTION:**  
Set the projection upward.



# TRANSMISSION ASSEMBLY

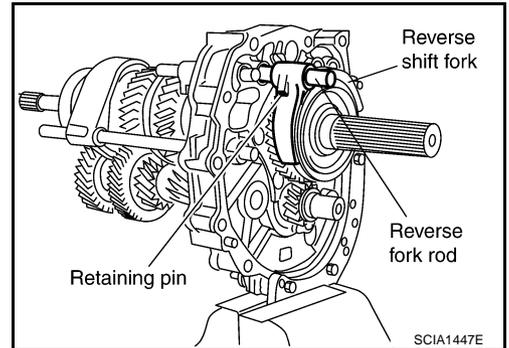
8. Install check ball to the adapter plate.



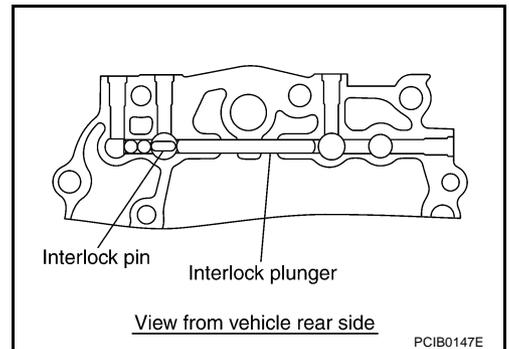
9. Install reverse shift fork to the reverse coupling sleeve.  
10. Install reverse fork rod to the reverse shift fork.  
11. Using a pin punch [6 mm (0.24 in) dia.] to tap the retaining pin into the reverse shift fork.

**CAUTION:**

**Retaining pins are not reusable. Never reuse them.**



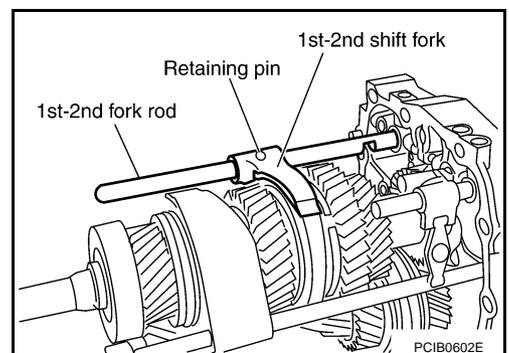
12. Install interlock pin and interlock plunger to the adapter plate.



13. Install 1st-2nd shift fork to the 1st - 2nd coupling sleeve.  
14. Install 1st-2nd fork rod to the 1st - 2nd shift fork.  
15. Using a pin punch [6 mm (0.24 in) dia.] to tap the retaining pin into the 1st - 2nd shift fork.

**CAUTION:**

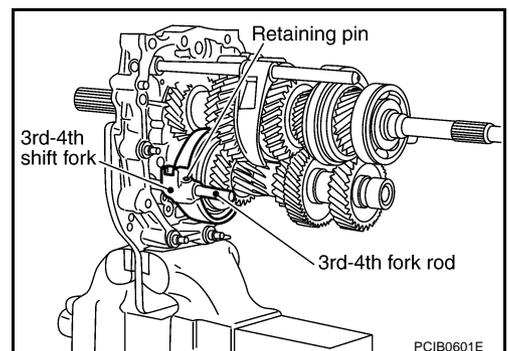
**Retaining pins are not reusable. Never reuse them.**



16. Install 3rd-4th shift fork to the 3rd - 4th coupling sleeve.  
17. Install 3rd-4th fork rod (reversal side) to the 3rd - 4th shift fork.  
18. Using a pin punch [6 mm (0.24 in) dia.] to tap the retaining pin into the 3rd - 4th shift fork (reversal side).

**CAUTION:**

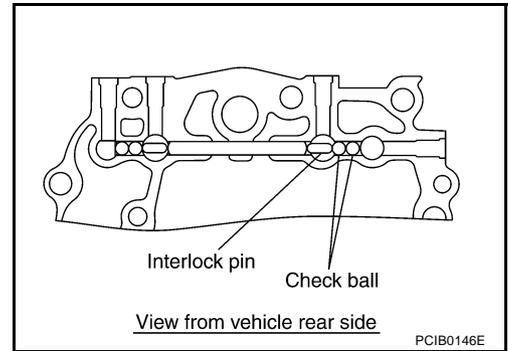
**Retaining pins are not reusable. Never reuse them.**



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# TRANSMISSION ASSEMBLY

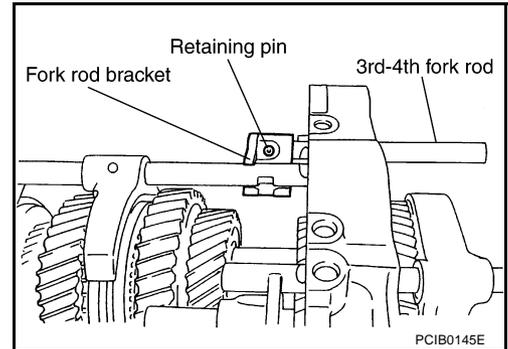
19. Install interlock pin and check ball to the adapter plate.



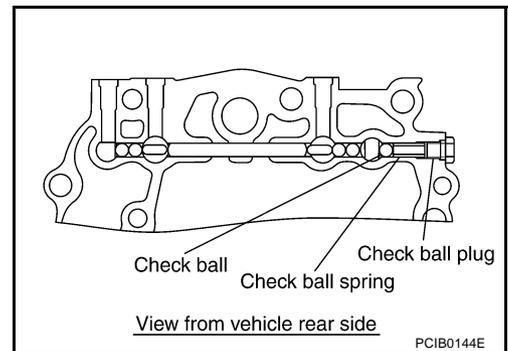
20. Install 3rd-4th fork rod to the adapter plate.  
21. Install 3rd-4th fork rod bracket to the 3rd - 4th fork rod.  
22. Using a pin punch [6 mm (0.24 in) dia.] to tap the retaining pin into the 3rd - 4th fork rod bracket.

**CAUTION:**

**Retaining pins are not reusable. Never reuse them.**



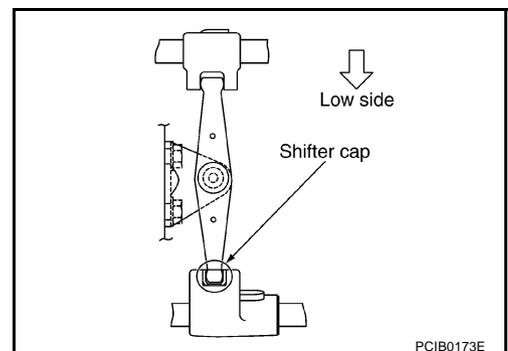
23. Install check ball, check ball spring into the adapter plate, apply genuine anaerobic liquid gasket or equivalent refer to GI section to the check ball plug threads, and tighten check ball plug to the specified torque. Refer to [MT-25, "SHIFT CONTROL COMPONENTS"](#) .



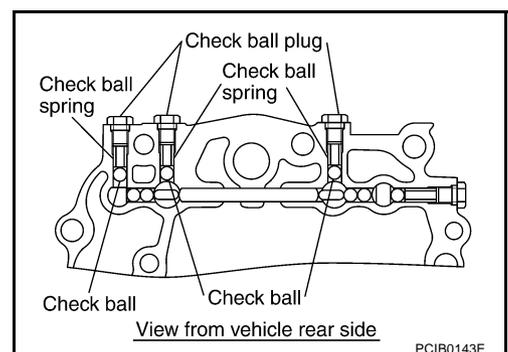
24. Install 3rd - 4th control lever to the adapter plate, and then tighten mounting bolts to the specified torque. Refer to [MT-25, "SHIFT CONTROL COMPONENTS"](#) .

**CAUTION:**

**Make sure the top and bottom are oriented correctly.**



25. Install check ball, check ball spring into the adapter plate, apply genuine anaerobic liquid gasket or equivalent refer to GI section to the check ball plug threads, and tighten check ball plug to the specified torque. Refer to [MT-25, "SHIFT CONTROL COMPONENTS"](#) .

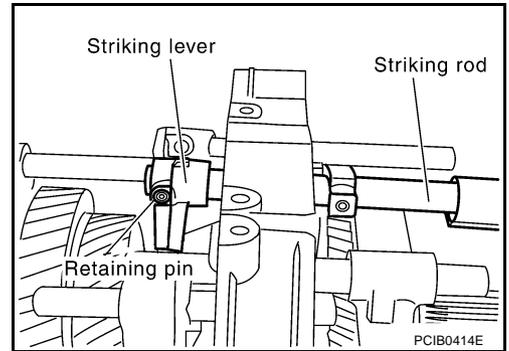


# TRANSMISSION ASSEMBLY

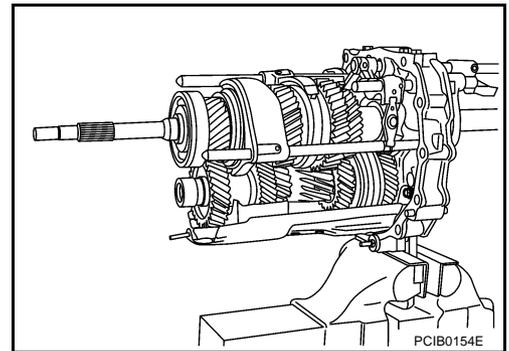
26. Install striking rod to the adapter plate.
27. Install striking lever to the striking rod.
28. Using a pin punch [6 mm (0.24 in) dia.] to tap the retaining pin into the striking lever.

**CAUTION:**

Retaining pins are not reusable. Never reuse them.

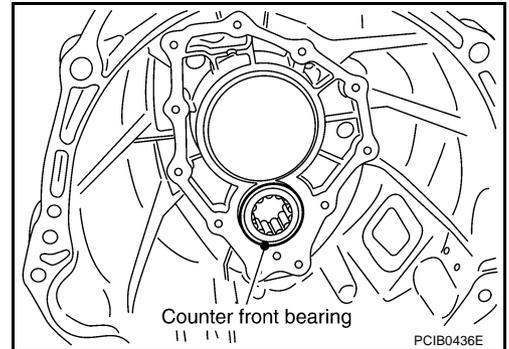


29. Install magnet to the adapter plate.
30. Install baffle plate to the adapter plate, and then tighten mounting bolts to the specified torque.



## Case Components

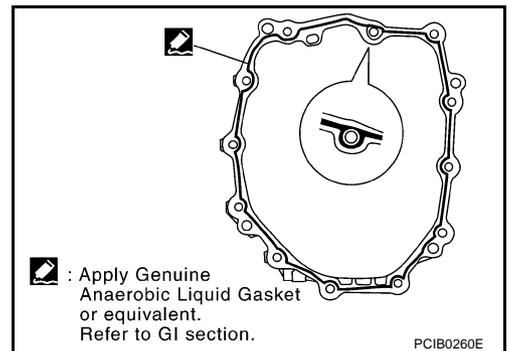
1. Install counter front bearing to the transmission case.
2. Install oil gutter to transmission case.



3. Apply genuine anaerobic liquid gasket or equivalent refer to GI section to the transmission case adapter plate mounting surface as shown in the figure.

**CAUTION:**

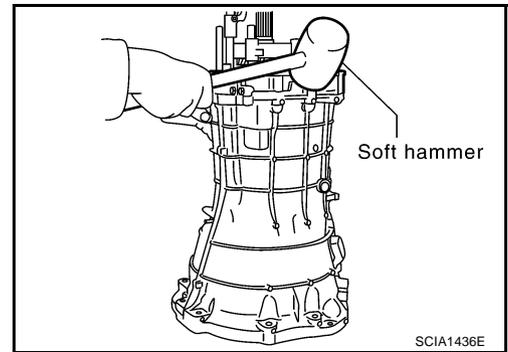
Complete remove all moisture and oil, etc., from the transmission case and adapter plate mounting surfaces.



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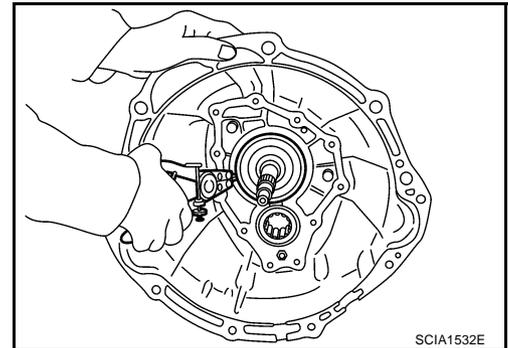
# TRANSMISSION ASSEMBLY

4. Place the adapter plate in the transmission case, using soft hammer to tap the adapter plate to install it into the transmission case.

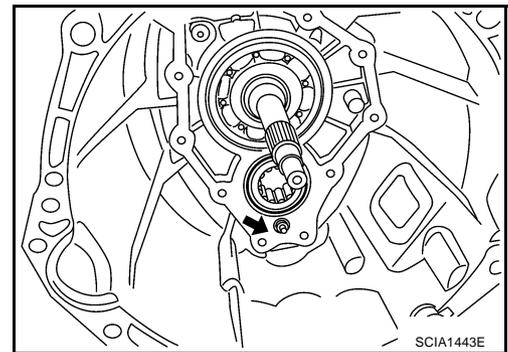


5. Install snap ring to main drive gear bearing, using snap ring pliers.

**CAUTION:**  
Snap rings are not reusable. Never reuse them.



6. Tighten baffle plate mounting nut to the specified torque. Refer to [MT-22, "CASE COMPONENTS"](#).

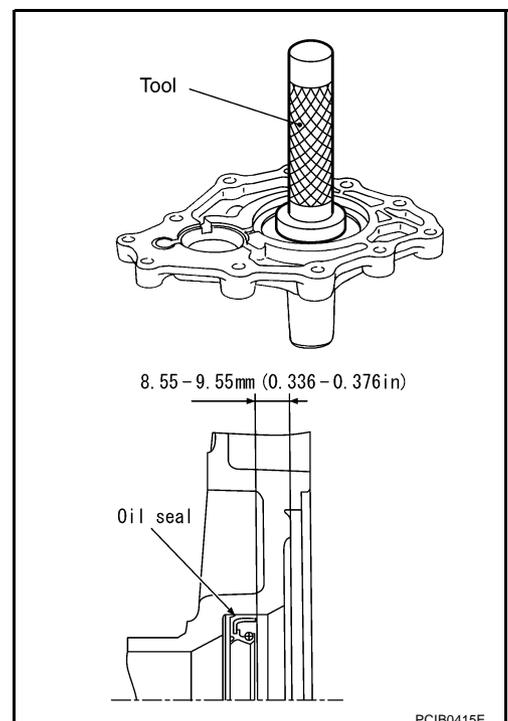


7. Apply multi-purpose grease to the lip of the front cover oil seal. Using a drift, to install oil seal approx. 8.55-9.55 mm (0.336-0.376 in) above from the front cover edge surface.

**Tool number : KV38102100 (J25803-01)**

**CAUTION:**

- Front cover oil seals are not reusable. Never reuse them.
- When installing, do not incline the front cover oil seal.



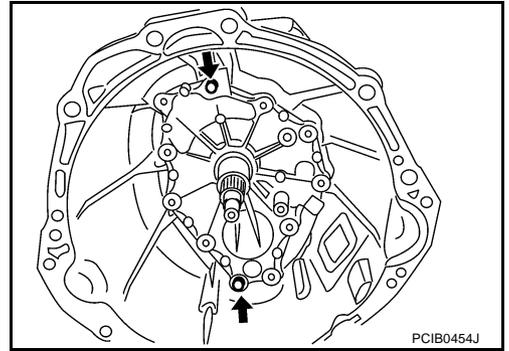
# TRANSMISSION ASSEMBLY

8. Install front cover gasket and front cover to the transmission case.

**CAUTION:**

**Gasket is not reusable, Never reuse them.**

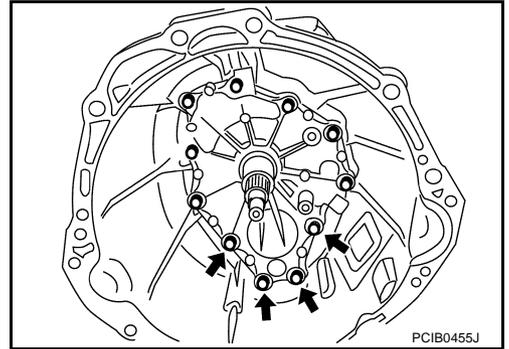
9. Temporary tightening 2 bolts in the positions shown in the figure.



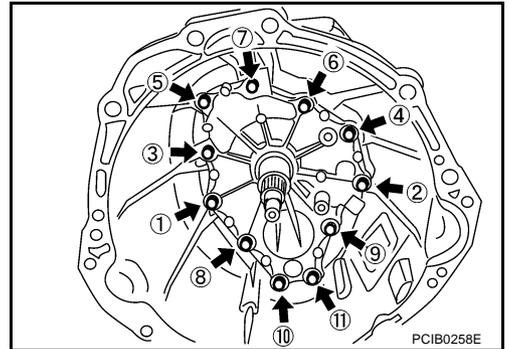
10. Temporary tightening remaining 9 bolts, tighten bolts to the specified torque. Refer to [MT-22, "CASE COMPONENTS"](#).

**CAUTION:**

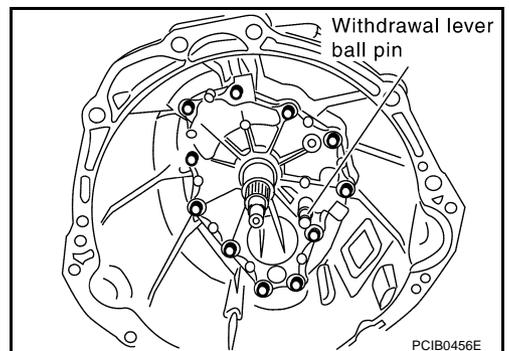
**Four bolts pointed by arrows in the figure are not reusable.**



11. Tighten bolts to the specified torque in order as shown on the figure.



12. Install washer to the withdrawal lever ball pin and then install it to front cover. Tighten withdrawal lever ball pin to the specified torque. Refer to [MT-22, "CASE COMPONENTS"](#).



13. Install rear extension oil gutter to rear extension, and then tighten bolt to specified torque. Refer to [MT-22, "CASE COMPONENTS"](#).

14. Install reverse idler shaft, reverse idler needle bearing, reverse idler gear, and reverse idler thrust washer to the adapter plate.

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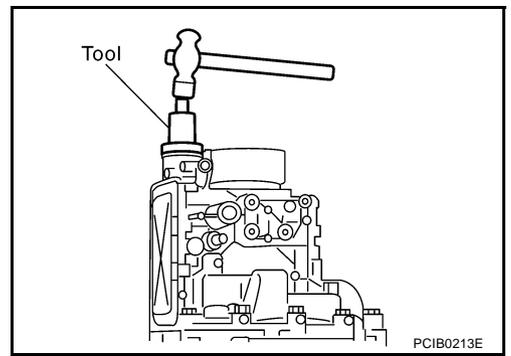
# TRANSMISSION ASSEMBLY

15. Apply multi -purpose grease to the striking rod oil seal lip, and then using the drift to install striking rod oil seal.

**Tool number** : ST35291000 ( — )

**CAUTION:**

- Striking rod oil seal are not reusable. Never reuse them.
- When installing, do not incline the striking rod oil seal.

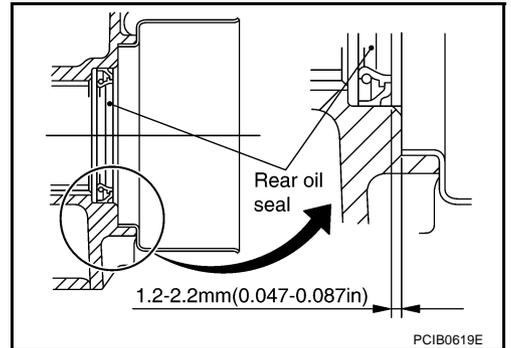


16. Apply multi - purpose grease to the lip of the rear oil seal. Using a drift to install rear oil seal. 1.2-2.2 mm (0.047-0.87 in) above from the rear extension edge surface.

**Tool number** : ST33400001 (J26082)

**CAUTION:**

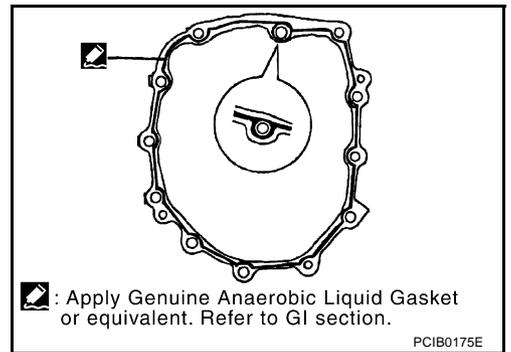
- Rear oil seal are not reusable. Never reuse them.
- When installing, do not incline the rear oil seal.



17. Apply genuine anaerobic liquid gasket or equivalent refer to GI section to the adapter plate rear extension mounting surface as shown in the figure.

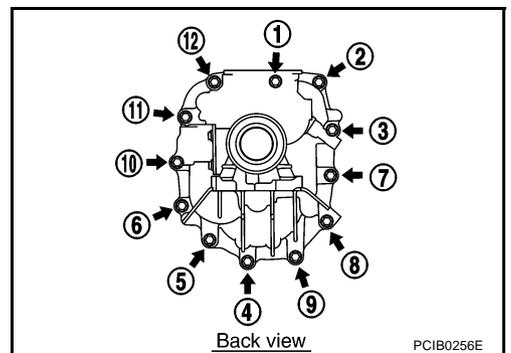
**CAUTION:**

**Completely remove all moisture, oil, etc., from the adapter plate and rear extension mounting surfaces.**



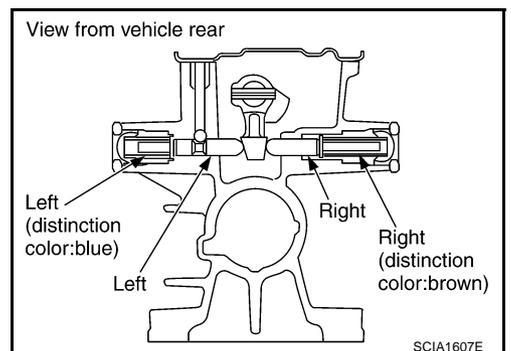
18. Install rear extension to the adapter plate and then tighten mounting bolts to the specified torque in order as shown on the figure. Refer to [MT-22. "CASE COMPONENTS"](#) .

19. Install control lever housing to the rear extension and then tighten mounting bolts to the specified torque. Refer to [MT-25. "SHIFT CONTROL COMPONENTS"](#) .



20. Install return spring plunger and return spring into the rear extension, apply genuine anaerobic liquid gasket or equivalent refer to GI section to the return spring plug threads, and then tighten return spring plug to the specified torque. Refer to [MT-25. "SHIFT CONTROL COMPONENTS"](#) .

	Return spring identification mark	Plunger notch
RH	Brown	No
LH	Blue	Yes

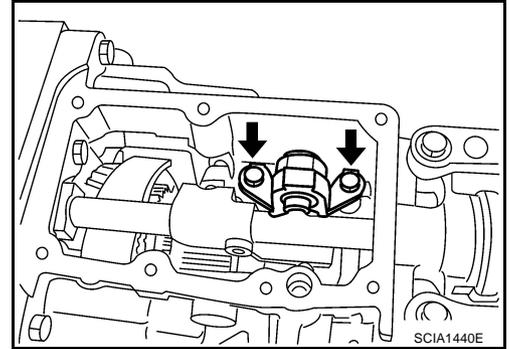


# TRANSMISSION ASSEMBLY

## CAUTION:

The right and left return springs and return spring plungers are different, so make sure they are installed correctly.

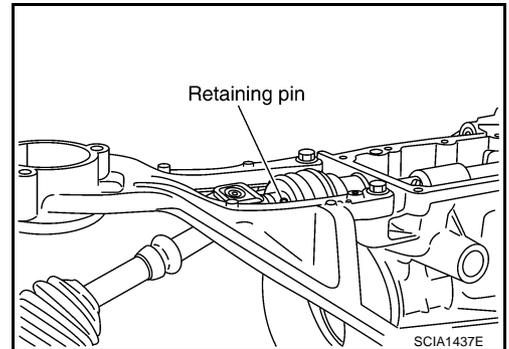
21. Install shift check pin as a one unit with the control bracket to rear extension and then tighten mounting bolts to the specified torque. Refer to [MT-25, "SHIFT CONTROL COMPONENTS"](#) .
22. Install plunger to the rear extension, and then screwing neutral position switch and back-up lamp switch to the rear extension with 1-2 pitches. Apply genuine anaerobic liquid gasket or equivalent refer to GI section to the switch threads, and tighten switch to the specified torque. Refer to [MT-22, "CASE COMPONENTS"](#) .



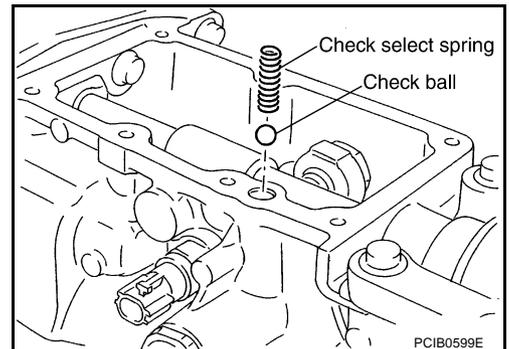
23. Install retaining pin into the control rod, using a pin punch [6 mm (0.24 in) dia.].

## CAUTION:

Retaining pins are not reusable. Never reuse them.



24. Install check ball and check select spring into the rear extension.

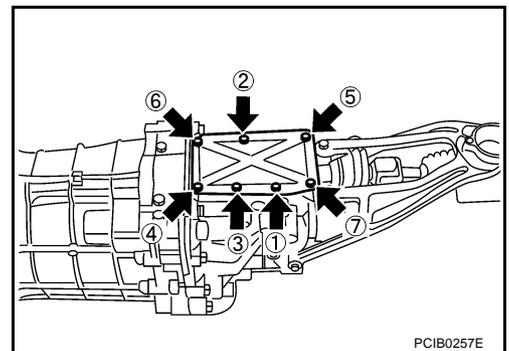


25. Install rear extension upper cover gasket and rear extension upper cover to rear extension.

## CAUTION:

- Rear extension upper cover gaskets are not reusable. Never reuse them.
- Avoid tangling check select spring.

26. Tighten rear extension upper cover bolts to the specified torque in order as shown on the figure. Refer to [MT-22, "CASE COMPONENTS"](#) .



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# SERVICE DATA AND SPECIFICATIONS (SDS)

## SERVICE DATA AND SPECIFICATIONS (SDS)

PFP:00030

### General Specifications

ACS004NU

Applied model		VQ35DE
Transmission		FS6R31A
Number of speed		6
Shift pattern		<p style="text-align: center;">SCIA0955E</p>
Synchronmesh type		Warner
Gear ratio	1st	3.794
	2nd	2.324
	3rd	1.624
	4th	1.271
	5th	1.000
	6th	0.794
	Reverse	3.446
Main gear (Number of teeth)	Drive	26
	1st	37
	2nd	34
	3rd	33
	4th	31
	6th	31
	Reverse	42
Counter gear (Number of teeth)	Drive	32
	1st	12
	2nd	18
	3rd	25
	4th	30
	6th	48
	Reverse	15
Reverse idler gear (Number of teeth)		26
Oil capacity ℓ (Imp pt)		Approx. 2.9 (3-1/8US qt, 2-1/2 Imp qt)
Remarks	Reverse synchronizer	Installed
	Double cone synchronizer	1st & 3rd & 4th
	Triple cone synchronizer	2nd

### End Play

ACS004NV

Unit: mm (in)

Item	Standard
Counter gear	0 - 0.10 (0 - 0.004)
Main drive gear	0 - 0.10 (0 - 0.004)
Main shaft	0 - 0.10 (0 - 0.004)

# SERVICE DATA AND SPECIFICATIONS (SDS)

## Snap Rings

ACS004NW

Unit: mm (in)

Selective parts	Thickness	Part No.	
Main drive gear	1.89 (0.0744)	32204 01G60	
	1.95 (0.0768)	32204 01G61	
	1.99 (0.0783)	32204 01G62	
	2.03 (0.0799)	32204 01G63	
	2.07 (0.0815)	32204 01G64	
	2.11 (0.0831)	32204 01G65	
Counter shaft	1.96 (0.0772)	32236 CD000	
	2.02 (0.0795)	32236 CD001	
	2.08 (0.0819)	32236 CD002	
	2.14 (0.0843)	32236 CD003	
	2.20 (0.0866)	32236 CD004	
	2.26 (0.0890)	32236 CD005	
	2.32 (0.0913)	32236 CD006	
	2.38 (0.0937)	32236 CD007	
	2.44 (0.0961)	32236 CD008	
	2.50 (0.0984)	32236 CD009	
	2.56 (0.1008)	32236 CD010	
	2.62 (0.1031)	32236 CD011	
Main shaft	Front side	2.08 (0.0819)	32204 CD000
		2.14 (0.0843)	32204 CD001
		2.20 (0.0866)	32204 CD002
		2.26 (0.0890)	32204 CD003
	Shaft rear end	2.08 (0.0819)	32204 CD000
		2.14 (0.0843)	32204 CD001
		2.20 (0.0866)	32204 CD002
		2.26 (0.0890)	32204 CD003
		2.32 (0.0913)	32204 CD004
		2.38 (0.0937)	32204 CD005
		2.44 (0.0961)	32204 CD006
		2.50 (0.0984)	32204 CD007
		2.56 (0.1008)	32204 CD008
		2.62 (0.1031)	32204 CD009
		2.68 (0.1055)	32204 CD010
2.74 (0.1079)	32204 CD011		
2.80 (0.1102)	32204 CD012		
2.86 (0.1126)	32204 CD013		
2.92 (0.1150)	32204 CD014		
2.98 (0.1173)	32204 CD015		

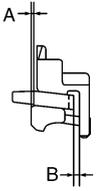
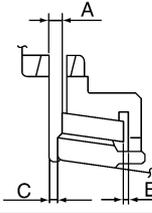
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# SERVICE DATA AND SPECIFICATIONS (SDS)

## Baulk Ring Clearance

ACS004NX

Unit: mm (in)

Measurement point	Standard	Limit value
1st & 3rd & 4th (Double - cone synchronizer) <ul style="list-style-type: none"> <li>● Clearance between synchronizer cone and inner baulk ring end face "A"</li> <li>● Clearance between outer baulk ring pawl and synchronizer cone "B"</li> </ul>  <p style="text-align: right; margin-right: 50px;">PCIB0249E</p>	A: 0.50 - 0.70(0.020 - 0.028) B(1st): 1.00 - 1.50(0.039 - 0.059) B(3rd,4th):0.85 - 1.35(0.033 - 0.053)	0.3(0.012) 0.7(0.028) 0.7(0.028)
2nd (Triple - cone synchronizer) <ul style="list-style-type: none"> <li>● Clearance between synchronizer and clutch gear end face "A"</li> <li>● Clearance between outer baulk ring pawl and synchronizer cone "B"</li> <li>● Clearance between inner baulk ring and clutch gear end face "C"</li> </ul>  <p style="text-align: right; margin-right: 50px;">PCIB0835J</p>	A: 0.60 - 1.30 (0.024 - 0.051) B: 0.85 - 1.35 (0.033 - 0.053) C: 0.70 - 1.25 (0.028 - 0.049)	0.3 (0.012) 0.7 (0.028) 0.3 (0.012)
5th & 6th	0.70 - 1.25 (0.028 - 0.049)	0.5 (0.020)
Reverse	0.75 - 1.20 (0.030 - 0.047)	0.5 (0.020)