

1. General

A: PRECAUTIONS

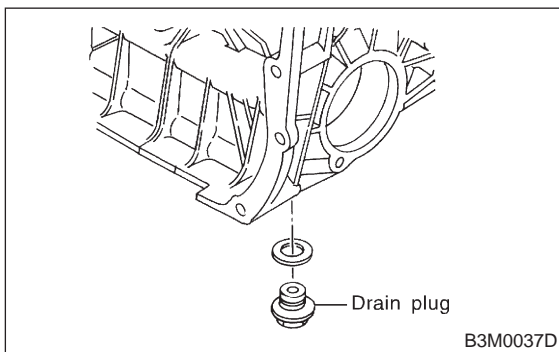
- 1) Clean oil, grease, dirt and dust from transmission.
- 2) Remove drain plug to drain oil. After draining, retighten it as before.

CAUTION:

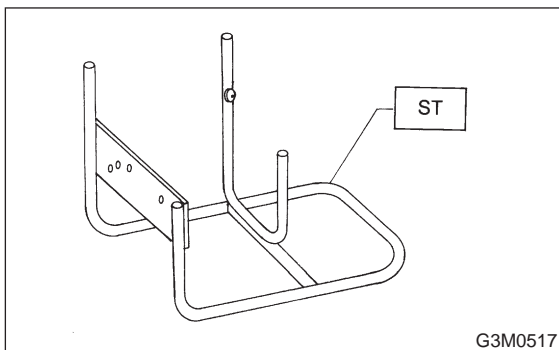
Replace gasket with a new one.

Tightening torque:

44±3 N·m (4.5±0.3 kg·m, 32.5±2.2 ft·lb)



- 3) Attach transmission to ST.
ST 499937100 TRANSMISSION STAND SET



- 4) Rotating parts should be coated with oil prior to assembly.
- 5) All disassembled parts, if to be reused, should be reinstalled in the original positions and directions.
- 6) Gaskets and lock washers must be replaced with new ones.
- 7) Liquid gasket should be used where specified to prevent leakage.
- 8) Fill transmission gear oil through the oil level gauge hole up to upper point level gauge. <Ref. to 1-5 [G9A1].>

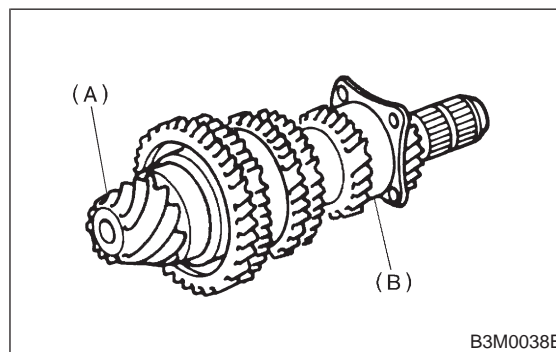
B: INSPECTION

Disassembled parts should be washed clean first and then inspected carefully.

- 1) Bearings

Replace bearings in the following cases:

- Bearings whose balls, outer races and inner races are broken or rusty.
- Worn bearings
- Bearings that fail to turn smoothly or make abnormal noise when turned after gear oil lubrication.
- The ball bearing on the rear side of the drive pinion shaft should be checked for smooth rotation before the drive pinion assembly is disassembled. In this case, because a preload is working on the bearing, its rotation feels like it is slightly dragging unlike the other bearings.

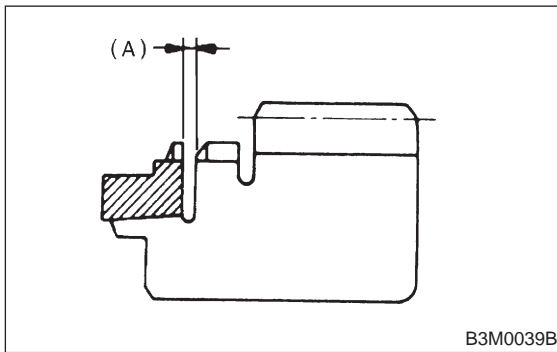


- (A) Drive pinion shaft
- (B) Ball bearing

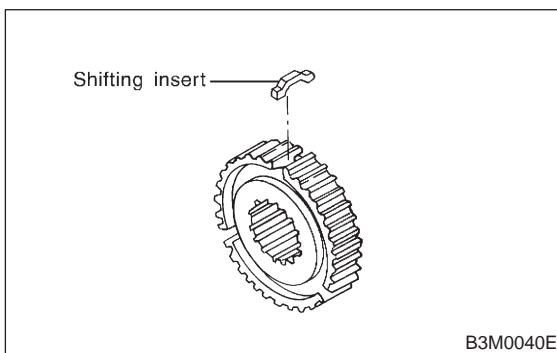
- Bearings having other defects
- 2) Bushing (each gear)
Replace the bushing in the following cases:
 - When the sliding surface is damaged or abnormally worn.
 - When the inner wall is abnormally worn.
 - 3) Gears
 - Replace gears with new ones if their tooth surfaces are broken, damaged, or excessively worn.
 - Correct or replace if the cone that contacts the baulk ring is rough or damaged.
 - Correct or replace if the inner surface or end face is damaged.
 - 4) Baulk ring
Replace the ring in the following cases:
 - When the inner surface and end face are damaged.

- When the ring inner surface is abnormally or partially worn down.
- If the gap between the end faces of the ring and the gear splined part is excessively small when the ring is pressed against the cone.

Clearance (A):
0.5 — 1.0 mm (0.020 — 0.040 in)



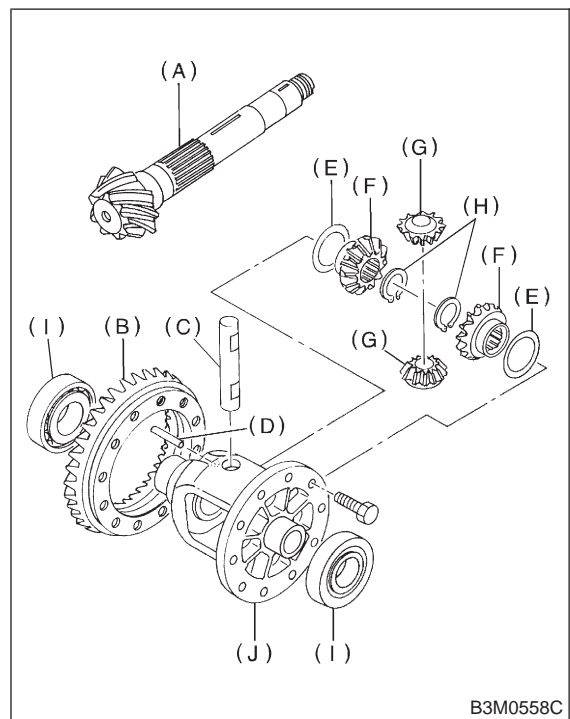
- When the contact surface of the synchronizer ring insert is scored or abnormally worn down.
- 5) Shifting insert
 Replace the insert if deformed, excessively worn, or defective in any way.



- 6) Oil seal
 Replace the oil seal if the lip is deformed, hardened, damaged, worn, or defective in any way.
- 7) O-ring
 Replace the O-ring if the sealing face is deformed, hardened, damaged, worn, or defective in any way.
- 8) Gearshift mechanism
 Repair or replace the gearshift mechanism if excessively worn, bent, or defective in any way.

- 9) Differential gear
 Repair or replace the differential gear in the following cases:

- The hypoid drive gear and drive pinion shaft tooth surface are damaged, excessively worn, or seized.
- The roller bearing on the drive pinion shaft has a worn or damaged roller path.
- There is damage, wear, or seizure of the differential bevel pinion, differential bevel gear, washer, pinion shaft, and straight pin.
- The differential case has worn or damaged sliding surfaces.



- (A) Drive pinion shaft
- (B) Hypoid driven gear
- (C) Pinion shaft
- (D) Straight pin
- (E) Washer
- (F) Differential bevel gear
- (G) Differential bevel pinion
- (H) Snap ring
- (I) Roller bearing
- (J) Differential case