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SECTION **MT**

MANUAL TRANSMISSION

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PRECAUTIONS

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 matching mark 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.
- Do not hold control lever housing to prevent bushing of control lever housing from deformation when moving transmission assembly.

PREPARATION

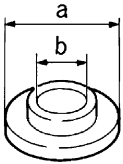
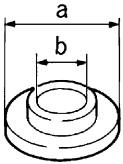

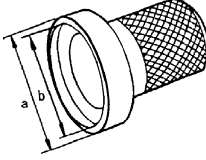
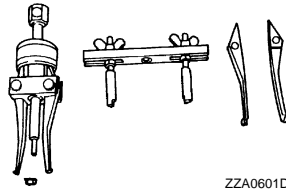
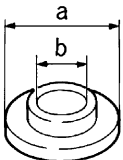
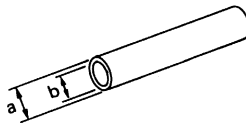
PREPARATION

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Special Service Tools

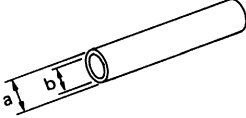
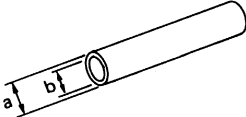
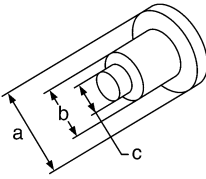
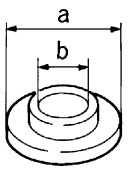
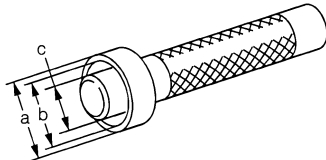
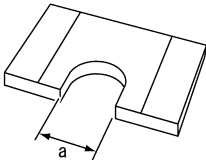
ACS004NH

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 (—) Inserter a: 98 mm (3.86 in) dia. b: 40 mm (1.57 in) dia.	 <p style="text-align: center;">ZZA0920D</p> <ul style="list-style-type: none"> ● Main shaft bearing installation ● 5th-6th synchronizer assembly installation ● Reverse main gear bushing installation ● 3rd gear bushing installation ● 3rd-4th synchronizer assembly installation
ST30022000 (—) Inserter a: 110 mm (4.33 in) dia. b: 46 mm (1.81 in) dia.	 <p style="text-align: center;">ZZA0920D</p> <ul style="list-style-type: none"> ● 3rd main gear installation ● 4th main gear installation
ST27861000 (—) Support ring a: 62 mm (2.44 in) dia. b: 52 mm (2.05 in) dia.	 <p style="text-align: center;">ZZA0832D</p> <ul style="list-style-type: none"> ● 1st-2nd synchronizer assembly installation ● 1st gear bushing installation
ST33400001 (J-26082) Drift a: 60 mm (2.36 in) dia. b: 47 mm (1.85 in) dia.	 <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 (J-26010-01) Inserter a: 80 mm (3.15 in) dia. b: 31 mm (1.22 in) dia.	 <p style="text-align: center;">ZZA0920D</p> <p>Counter rear bearing inner race installation</p>
KV32102700 (—) Drift a: 48 mm (1.89 in) dia. b: 41 mm (1.61 in) dia.	 <p style="text-align: center;">ZZA0534D</p> <p>Main drive gear bearing installation</p>

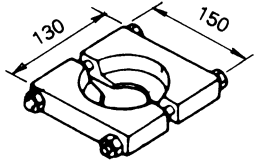
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PREPARATION

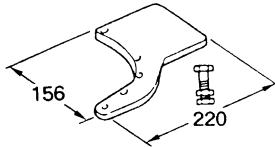
Tool number (Kent-Moore No.) Tool name	Description
ST23860000 (—) Drift a: 38 mm (1.50 in) dia. b: 33 mm (1.30 in) dia.	Reverse counter gear installation
 <p style="text-align: right; margin-right: 50px;">ZZA0534D</p>	
ST01530000 (—) Drift a: 50 mm (1.97 in) dia. b: 41 mm (1.61 in) dia.	Reverse synchronizer assembly installation
 <p style="text-align: right; margin-right: 50px;">ZZA0534D</p>	
ST35291000 (—) Drift a: 40 mm (1.57 in) dia. b: 29.5 mm (1.161 in) dia. c: 22.5 mm (0.886 in) dia.	Striking rod oil seal installation
 <p style="text-align: right; margin-right: 50px;">SCIA1575E</p>	
KV40100630 (J-26092) Inserter a: 67 mm (2.64 in) dia. b: 38 mm (1.50 in) dia.	4th counter gear thrust washer installation
 <p style="text-align: right; margin-right: 50px;">ZZA0920D</p>	
KV38102100 (J-25803-01) Drift a: 44 mm (2.36 in) dia. b: 36 mm (1.42 in) dia. c: 24.5 mm (0.965 in) dia.	Front cover oil seal installation
 <p style="text-align: right; margin-right: 50px;">ZZA1046D</p>	
KV32103300 (J-46529) Press plate	Reverse synchronizer assembly installation
 <p style="text-align: right; margin-right: 50px;">PCIB0165J</p>	

PREPARATION

Tool number (Kent-Moore No.) Tool name	Description
ST30031000 (J-22912-01) Puller	Inner baulk ring support
ST22490000 (—) Adapter setting plate	Hold adapter plate



ZZC0499D

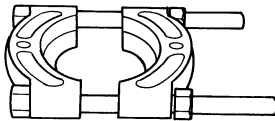


ZZC0465D

Commercial Service Tools

ACS004NI

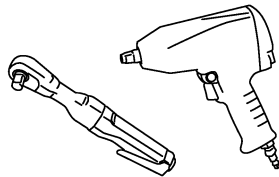
Tool name	Description
Puller	Removing each bearing, gear and bushing
Pin punch Tip diameter: 6.0 mm (0.24 in) dia.	Removing and installing each retaining pin
Power tool	Loosening bolts and nuts
Puller	<ul style="list-style-type: none"> ● Removing reverse synchronizer assembly ● Removing reverse counter gear ● Removing reverse main gear



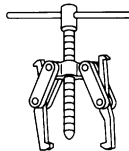
ZZB0823D



ZZA0815D



PBIC0190E



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NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

PF0:00003

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.

Reference page		MT-9	MT-9	MT-9	MT-21	MT-21	MT-12	MT-24	MT-24	MT-22	MT-22	MT-22	MT-22
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			

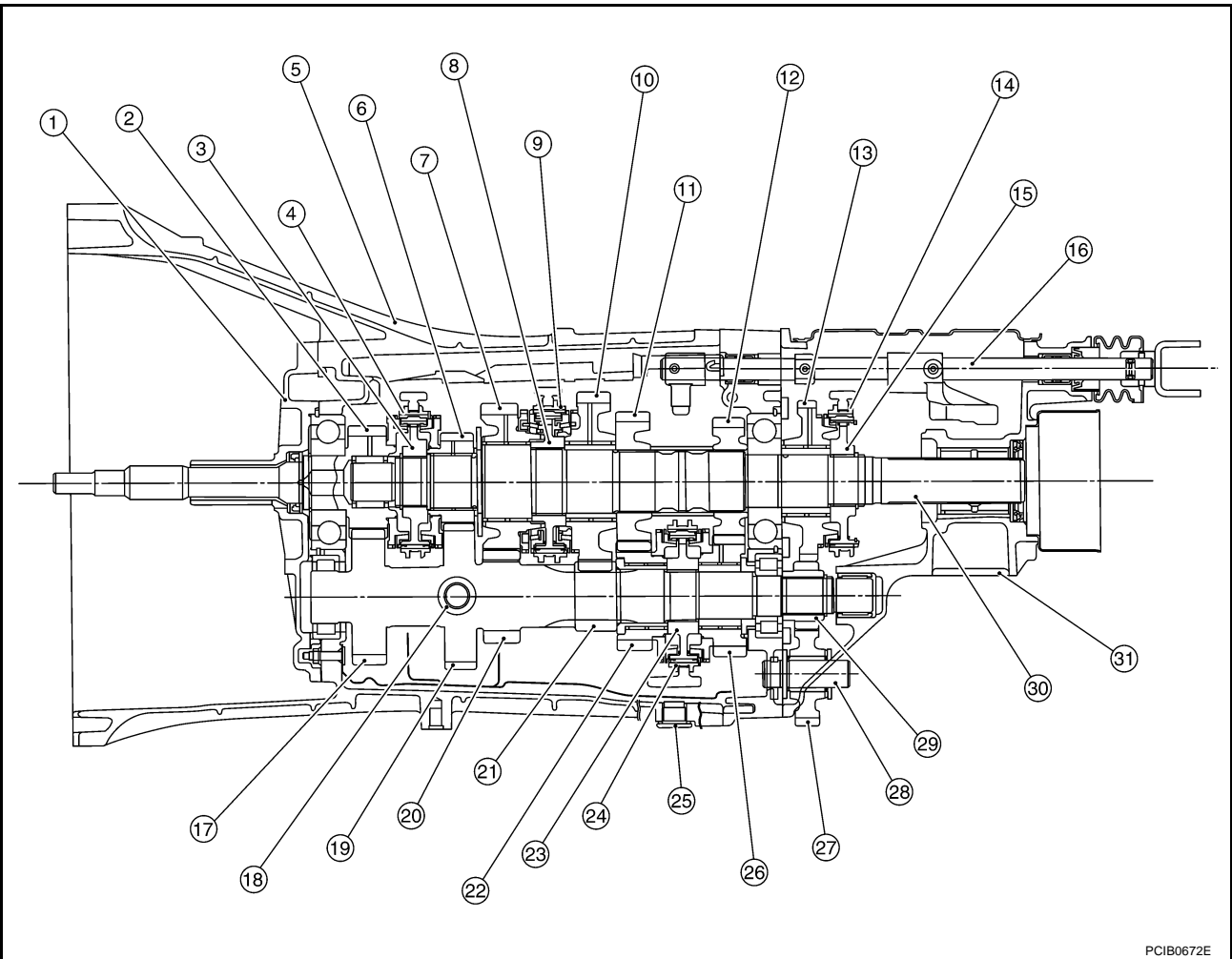
DESCRIPTION

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 | | |

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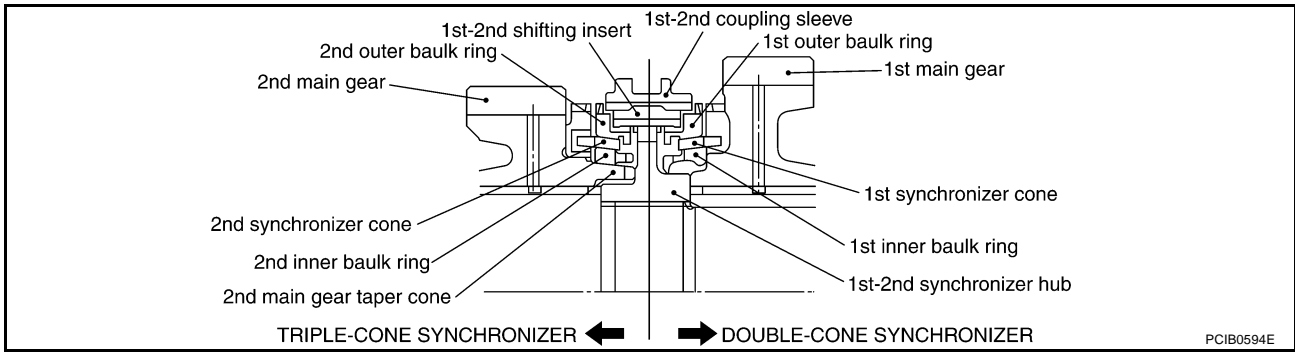
DESCRIPTION

DOUBLE-CONE SYNCHRONIZER

- The 1st, 3rd and 4th gears is equipped with a double-cone synchronizer to reduce the operating force of the shift lever as shown. (For model code number: CD008)
- The 4th gear is equipped with a double-cone synchronizer to reduce the operating force of the shift lever. (For model code number: CD009)

TRIPLE-CONE SYNCHRONIZER

- The 2nd gear is equipped with a triple-cone synchronizer to reduce the operating force of the shift lever as shown. (For model code number: CD008)



- The 1st, 2nd and 3rd gears is equipped with a triple-cone synchronizer to reduce the operating force of the shift lever. (For model code number: CD009)

M/T OIL

PFP:KLD20

Replacement DRAINING

ACS004NL

1. Start the engine and warm up the transmission unit sufficiently.
2. After stopping engine, remove filler plug and drain plug to drain oil.
3. Replace gasket on drain plug with new one. Screw drain plug into transmission case, and tighten to the specified torque. Refer to [MT-21, "CASE COMPONENTS"](#) .

CAUTION:

Do not reuse gasket.

FILLING

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

Oil grade and 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. Replace gasket on filler plug with new one. Screw filler plug into transmission case, and tighten to the specified torque. Refer to [MT-21, "CASE COMPONENTS"](#) .

CAUTION:

Do not reuse gasket.

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.

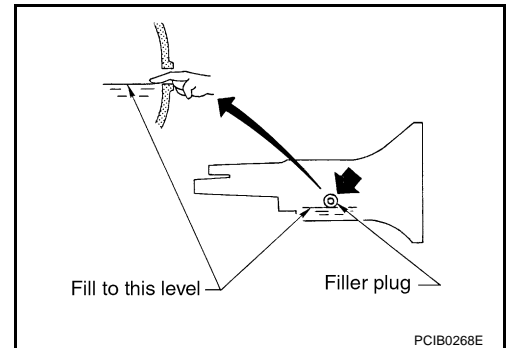
CAUTION:

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-21, "CASE COMPONENTS"](#) .

CAUTION:

Do not reuse gasket.



REAR OIL SEAL

PFP:33140

ACS004NN

REAR OIL SEAL

Removal and Installation

REMOVAL

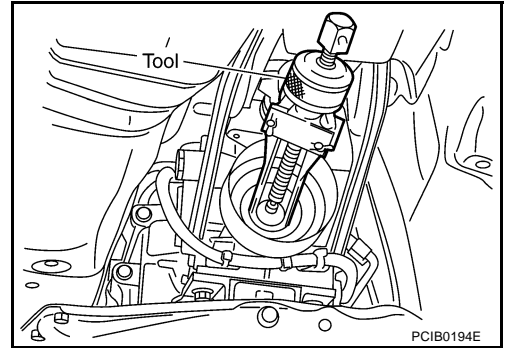
1. Remove propeller shaft. Refer to [PR-6, "Removal and Installation"](#).

CAUTION:

Do not impact or damage propeller shaft tube.

2. Remove rear oil seal using oil seal puller.

Tool number : KV381054S0 (—)



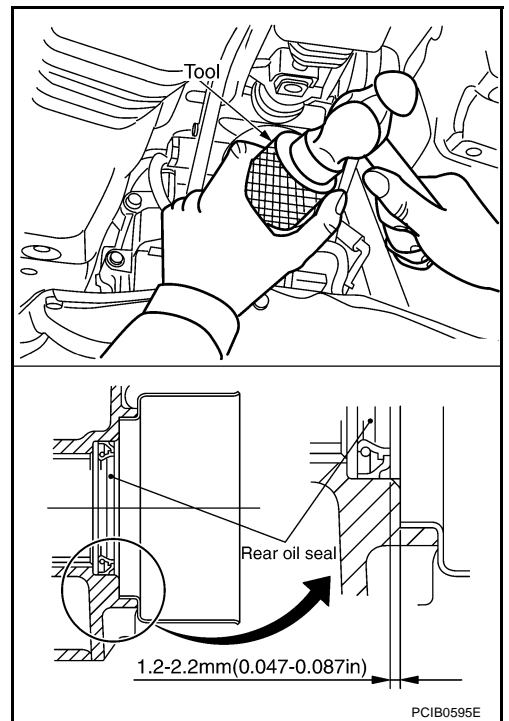
INSTALLATION

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

Tool number : ST33400001 (J-26082)

CAUTION:

- Do not reuse rear oil seal.
- When installing, do not incline the rear oil seal.



2. Install propeller shaft. Refer to [PR-6, "Removal and Installation"](#).

CAUTION:

- Do not impact or damage propeller shaft tube.
- If lubricant leak has occurred, after finishing work, check oil level. Refer to [MT-9, "Checking"](#).

POSITION SWITCH

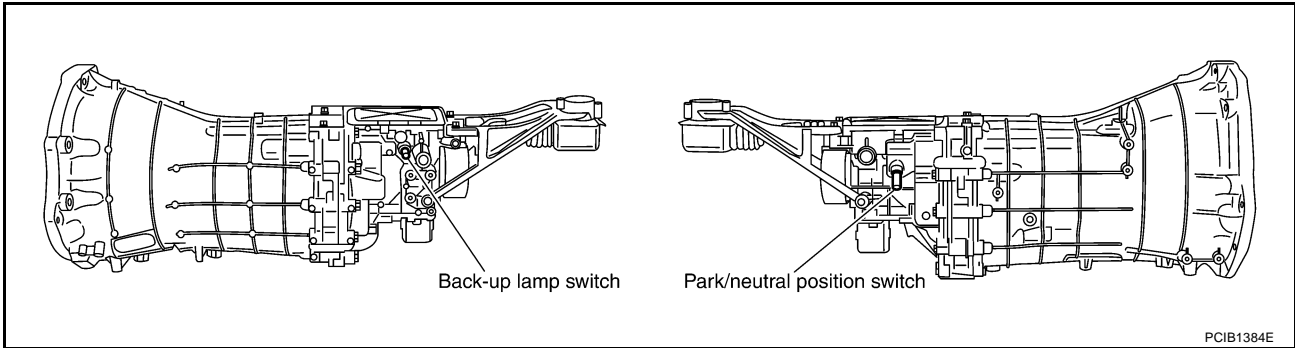
POSITION SWITCH

PFP:32005

Checking COMPONENT LOCATION

ACS004NO

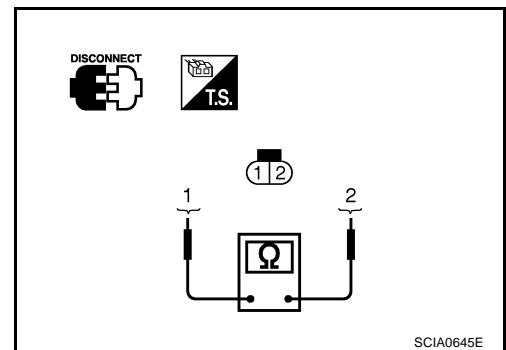
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BACK-UP LAMP SWITCH

- Check continuity.

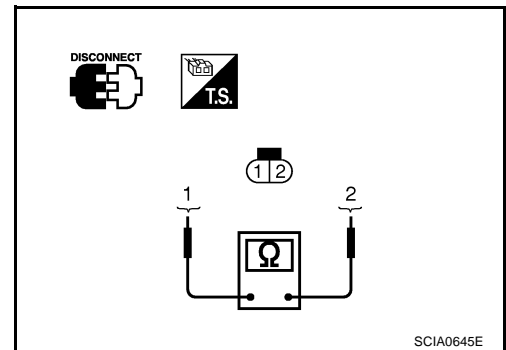
Gear position	Continuity
Reverse	Yes
Except reverse	No



PARK/NEUTRAL POSITION SWITCH

- Check continuity.

Gear position	Continuity
Neutral	Yes
Except neutral	No



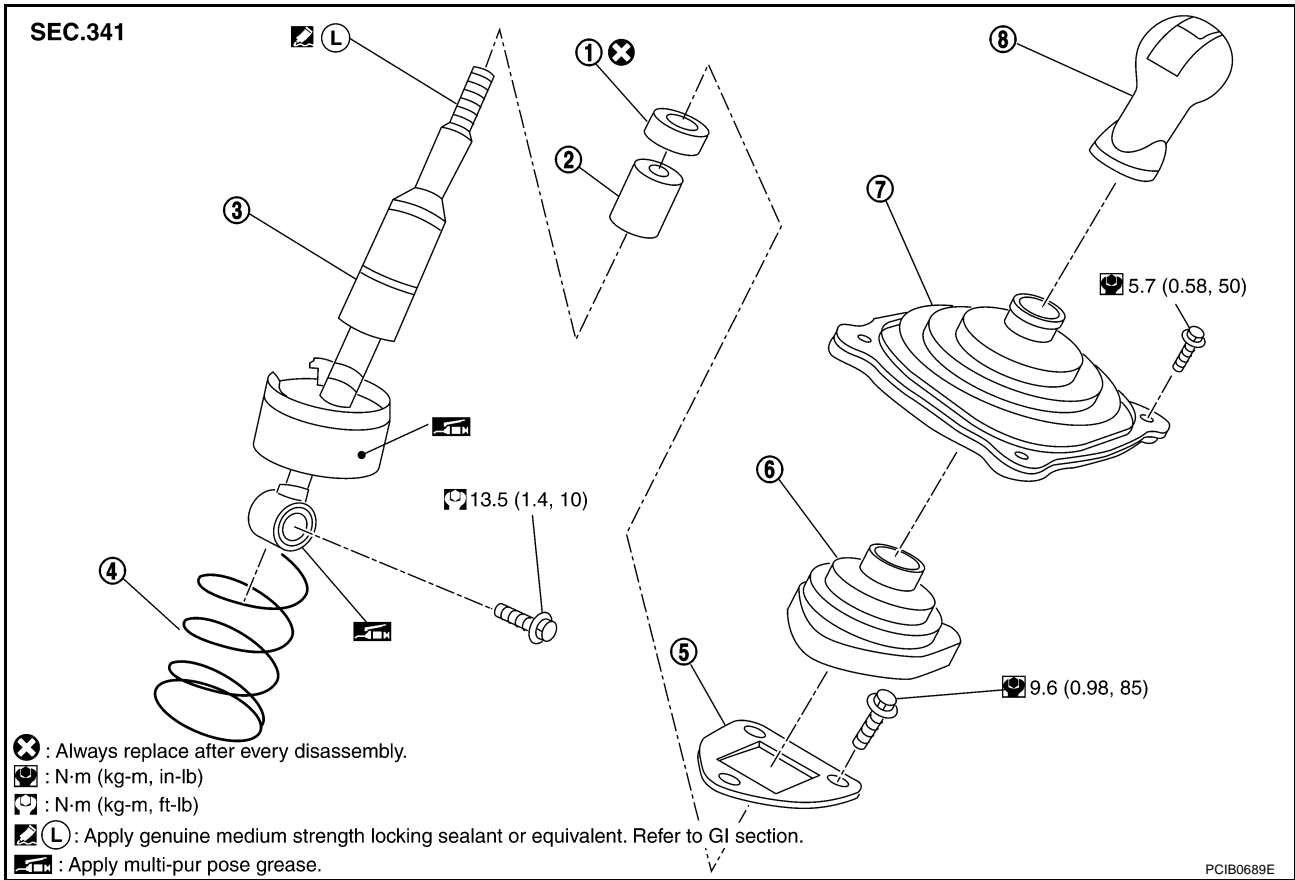
SHIFT CONTROL

SHIFT CONTROL

PFP:34103

Removal and Installation

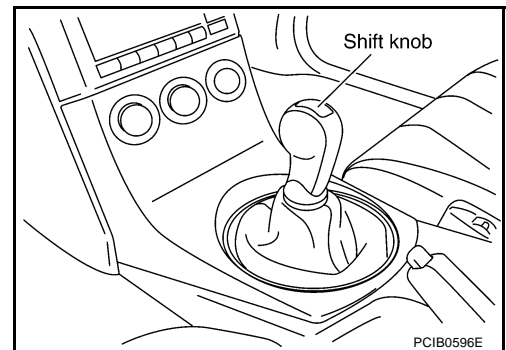
ACS004NP



- | | | |
|-------------------------|----------------|---------------------------|
| 1. Insulator | 2. Seat | 3. Control lever assembly |
| 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. Release metal clips on console boot from center console. Refer to [IP-11, "Removal and Installation"](#).

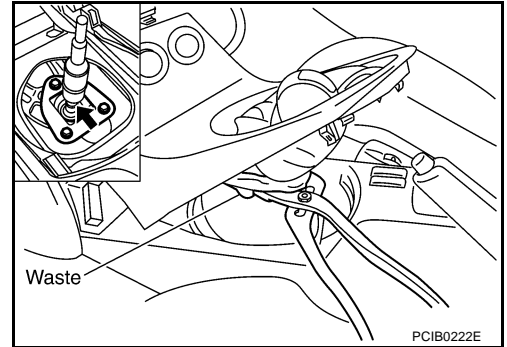


SHIFT CONTROL

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

CAUTION:

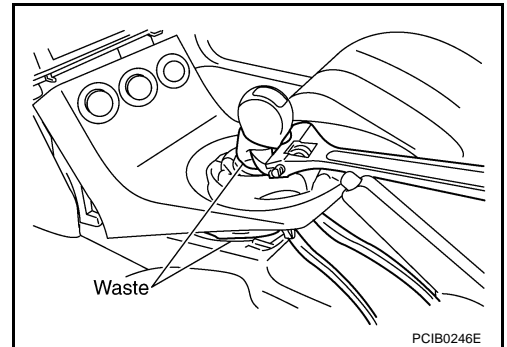
Put waste cloth between water pump pliers and control lever assembly to avoid damaging control lever assembly.



- c. Set monkey wrench to shift knob.

CAUTION:

Put waste cloth between shift knob and monkey wrench to avoid damaging shift knob.

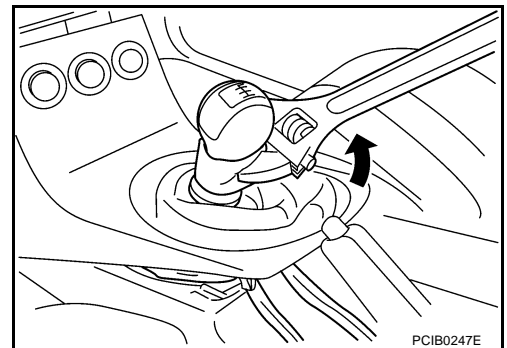


- d. Keeping control lever in place with water pump pliers, turn monkey wrench counterclockwise to loosen shift knob.

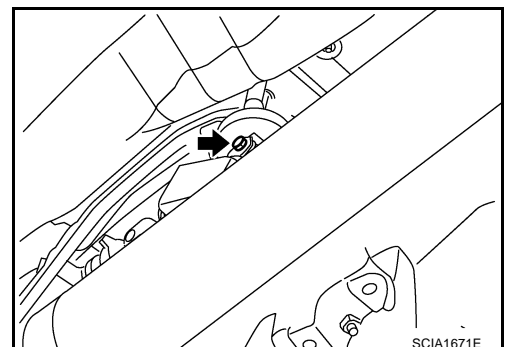
NOTE:

Remove shift knob from control lever keeping water pump pliers in place because a certain power to turn shift knob is still necessary even after adhesive is peeled.

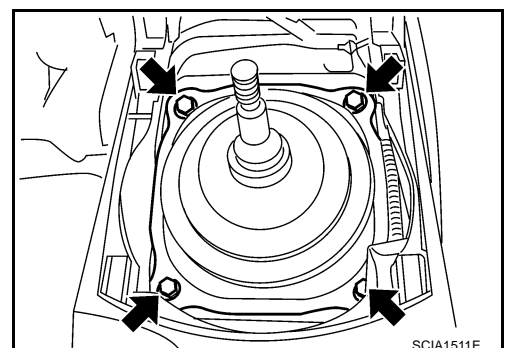
2. Remove insulator and seat from control lever.
3. Remove console boot. Refer to [IP-11, "Removal and Installation"](#).



4. Release the boot, remove control rod mounting bolt, and separate control lever and control rod.



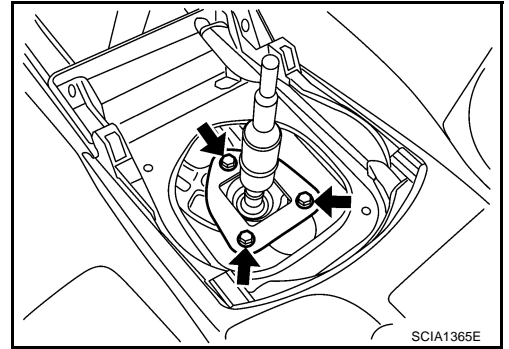
5. Remove the mounting bolts to remove the hole cover.
6. Remove the control lever boot.



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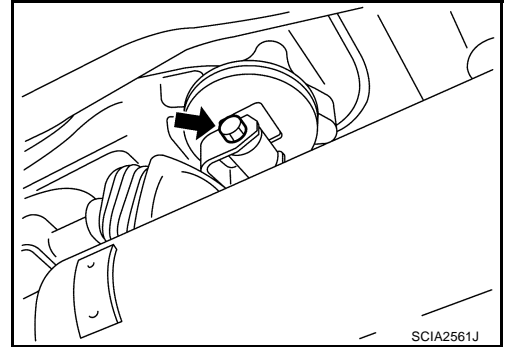
SHIFT CONTROL

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

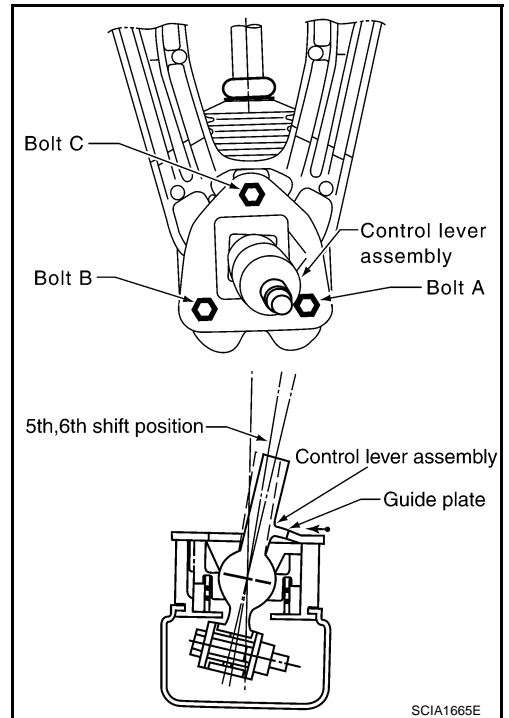


INSTALLATION

1. Set control lever assembly and control lever spring in the control lever housing and loosely mount the guide plate.
2. After installing control lever assembly in the control rod, tighten bolt to the specified torque. Refer to [MT-12, "Removal and Installation"](#).

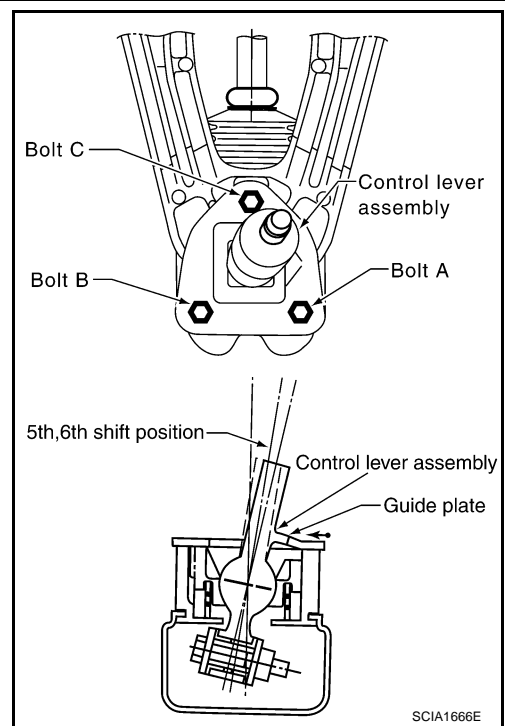


3. After shifting control lever assembly into 6th gear, push it toward reverse gear (to the right) until it comes to a stop.
4. At the point where the control lever assembly stops, bring the guide plate closer until guide plate stopper contacts control lever assembly claw, and then loosely tighten mounting bolt A.



SHIFT CONTROL

5. After shifting control lever assembly into 5th gear, push it toward reverse gear (to the right) until it comes to a stop.
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 tighten mounting bolt C to the specified torque. Refer to [MT-12, "Removal and Installation"](#) .
7. Tighten guide plate bolts A and B to the specified torque. Refer to [MT-12, "Removal and Installation"](#) .
8. Install control lever boot.
9. Install hole cover and tighten bolts to the specified torque. Refer to [MT-12, "Removal and Installation"](#) .
10. Install console boot to center console. Refer to [IP-11, "Removal and Installation"](#) .

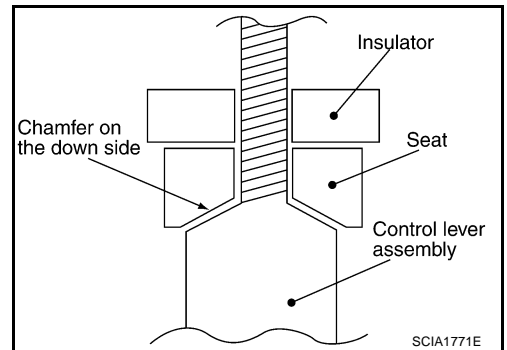


11. As shown in the figure, assemble seat and insulator to control lever assembly.

CAUTION:
Do not reuse insulator.

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

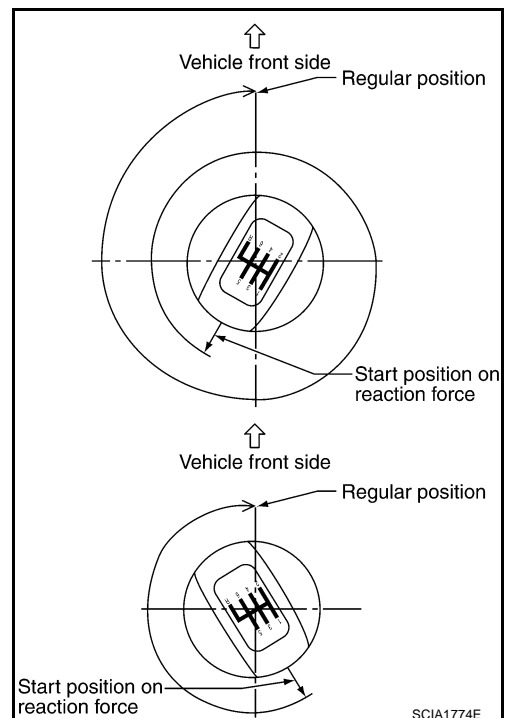
CAUTION:
Remove the remaining adhesive on control lever and shift knob threads.



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

- a. When tightening shift knob, if shift knob comes to the proper position within 1/2 turn from the position at which resistance begins to be felt, tighten it 1 more turn to set it in the proper position.
- b. If it takes more than 1/2 turn from the position at which resistance begins to be felt, tighten it to set it in the proper position.

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



SHIFT CONTROL

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.

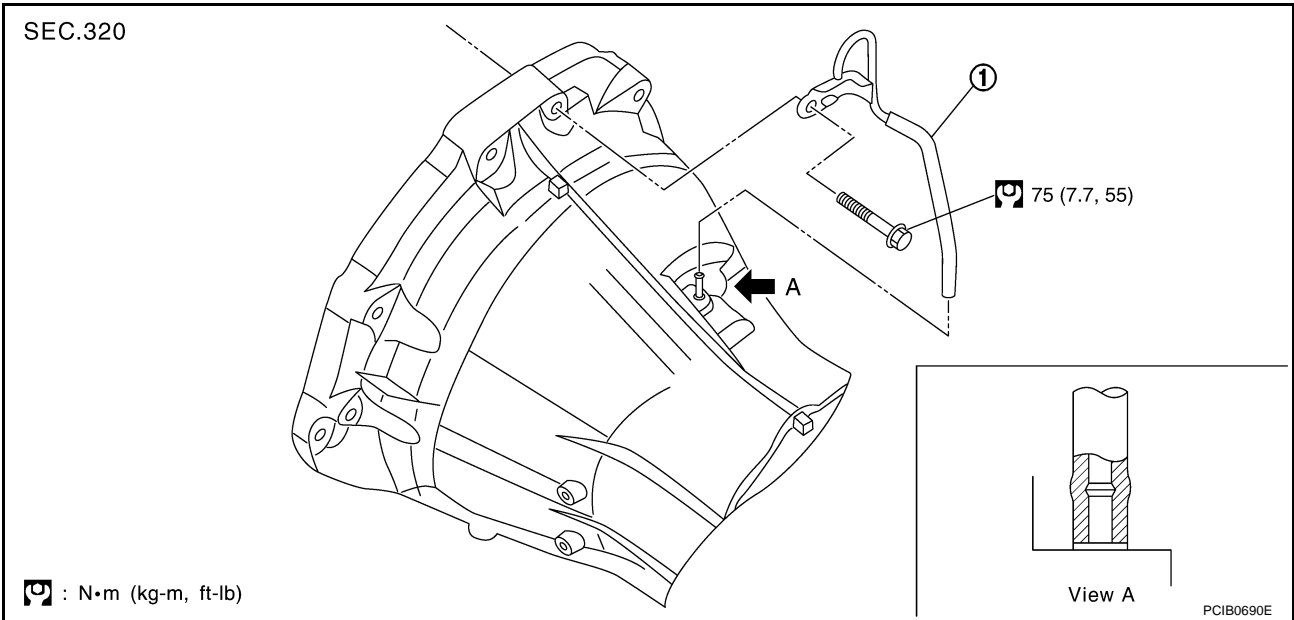
AIR BREATHER HOSE

PFP:31098

AIR BREATHER HOSE Removal and Installation

ACS004NQ

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.

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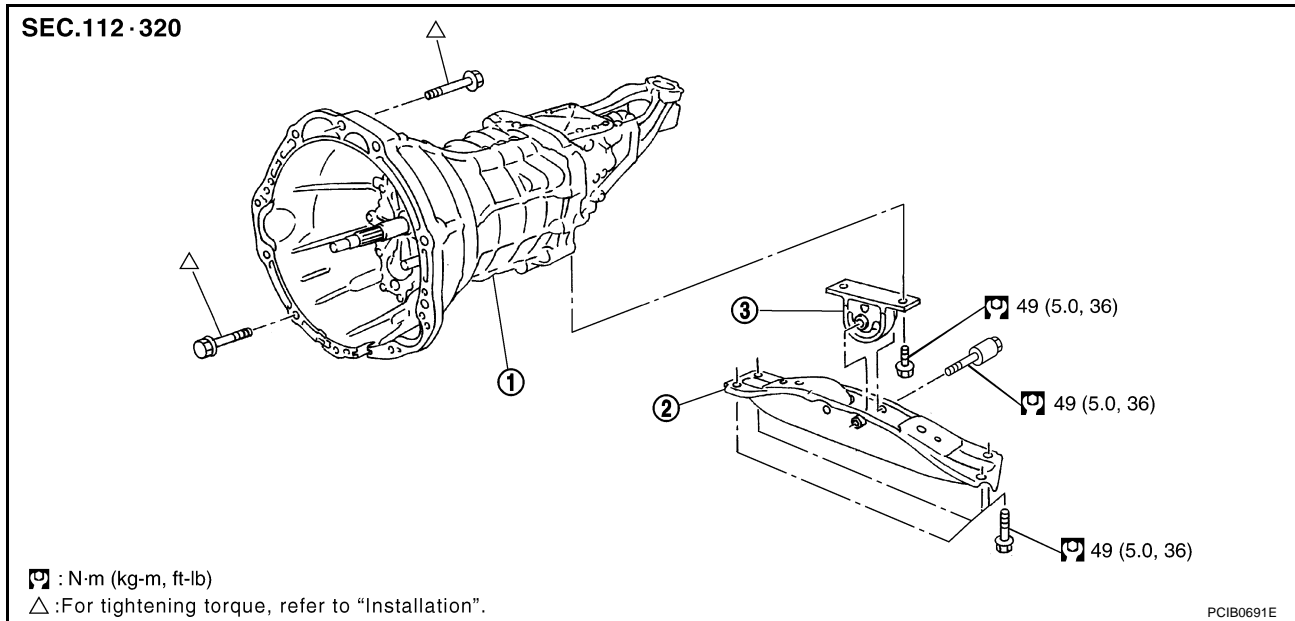
TRANSMISSION ASSEMBLY

TRANSMISSION ASSEMBLY

PFP:32010

Removal and Installation from Vehicle

ACS004NR



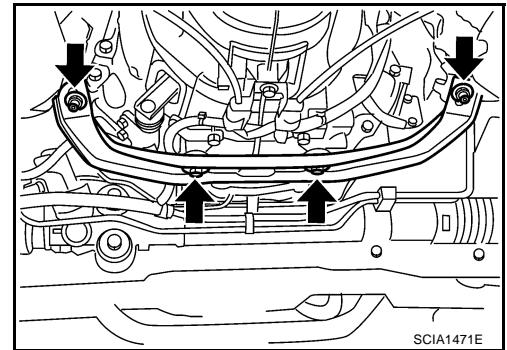
1. Transmission case

2. Rear engine mounting member

3. Insulator

REMOVAL

1. Disconnect the battery cable from the negative terminal.
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 exhaust mounting bracket. Refer to [EX-3, "Removal and Installation"](#).

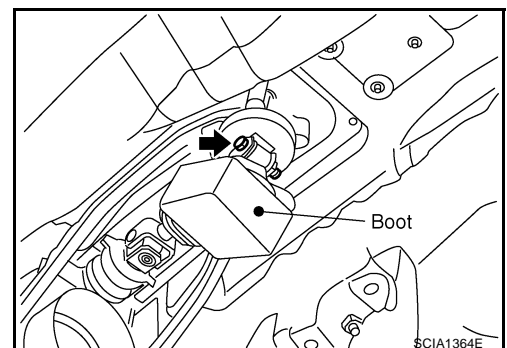


5. Remove nut connecting catalytic converter to exhaust manifold, and then remove three way catalyst and exhaust front tube as one unit.
6. Remove propeller shaft. Refer to [PR-6, "Removal and Installation"](#).

CAUTION:

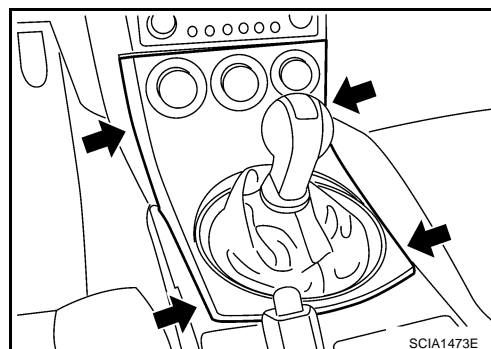
Do not impact or damage propeller shaft tube.

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

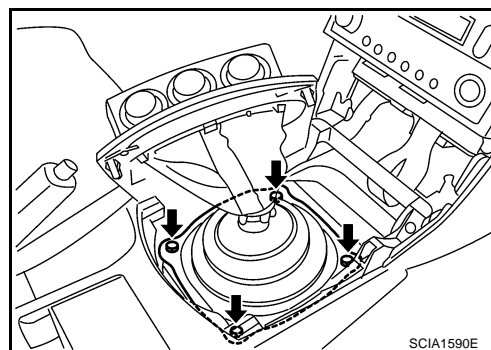


TRANSMISSION ASSEMBLY

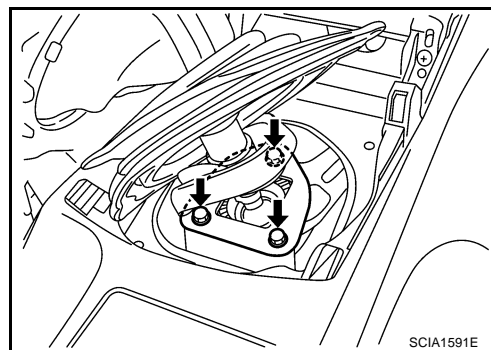
8. Using a suitable tool, release claws and separate console boot from center console. Refer to [IP-11, "Removal and Installation"](#) .



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 control lever assembly from the control lever housing.

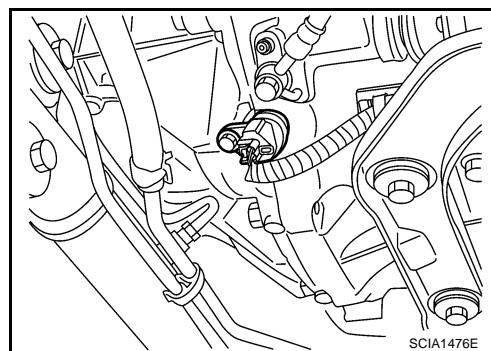


12. Remove clutch operating cylinder mounting bolts and then separate clutch operating cylinder from the transmission case. Refer to [CL-11, "Removal and Installation"](#) .
13. Remove crankshaft position sensor (POS).

CAUTION:

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

14. Disconnect PNP 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-28, "Removal and Installation"](#) .
18. Set transmission jack to the transmission.



CAUTION:

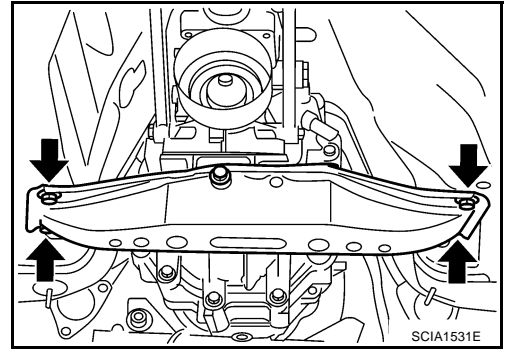
When setting transmission jack, be careful not to contact with the switch.

TRANSMISSION ASSEMBLY

19. Remove rear engine mounting member. Refer to [EM-131, "Removal and Installation"](#).
20. Remove engine and transmission mounting bolts with power tool.
21. Remove transmission from the vehicle.

CAUTION:

Do not hold control lever housing to prevent bushing of control lever housing from deformation when moving transmission assembly.

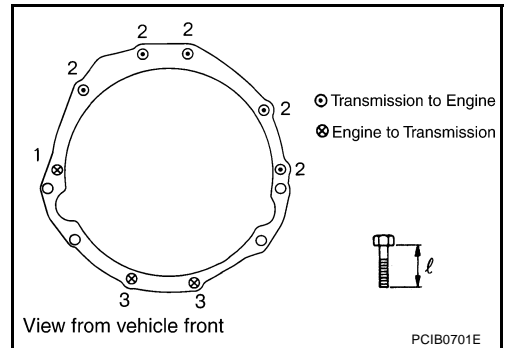


INSTALLATION

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.

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



CAUTION:

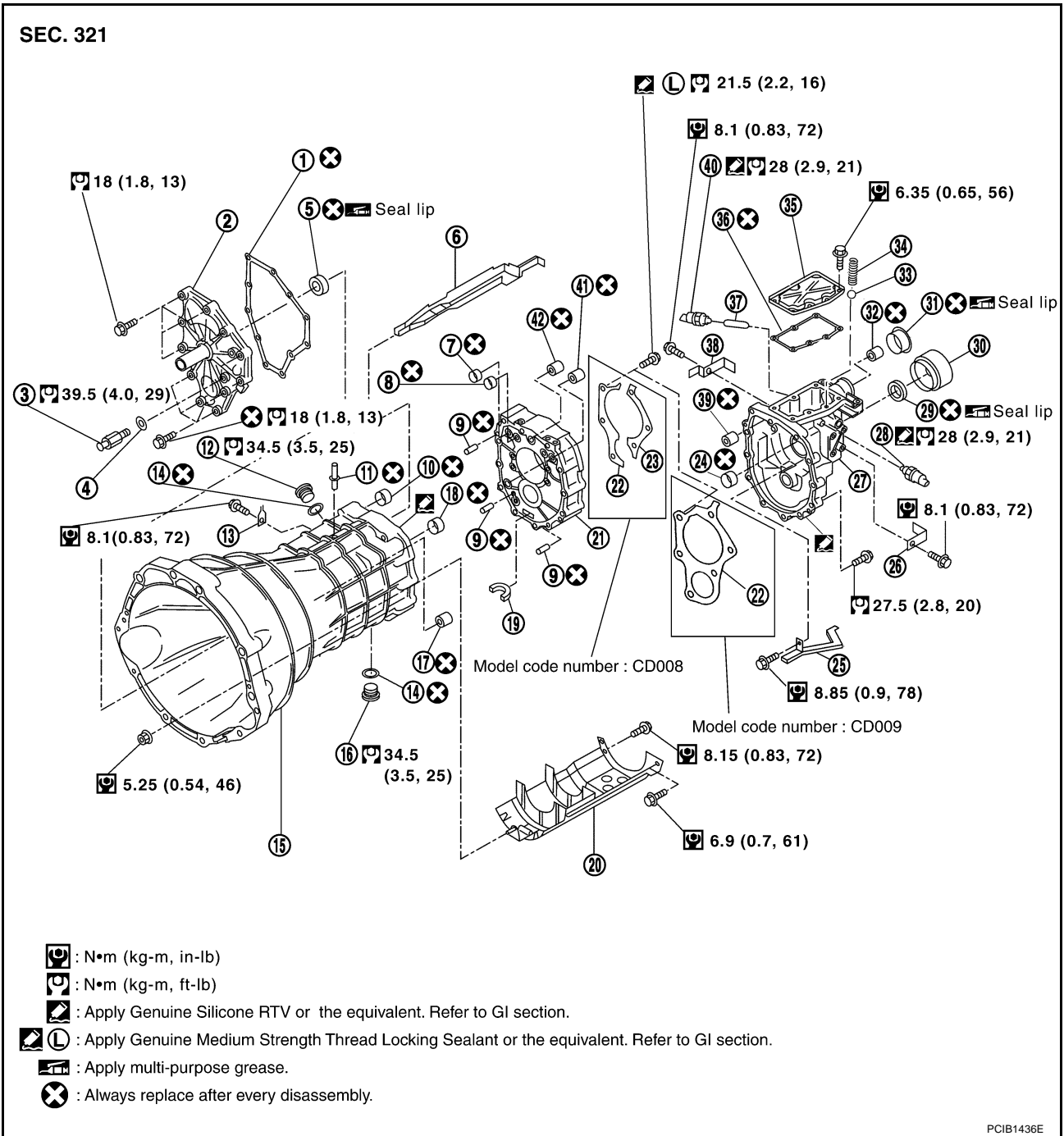
- When installing, be careful to avoid interference between transmission main drive gear and clutch cover.
- If flywheel is removed, align dowel pin with the smallest hole of flywheel. Refer to [EM-144, "ASSEMBLY"](#).
- Do not impact or damage propeller shaft tube.
- Refer to [MT-14, "INSTALLATION"](#) and [MT-16, "INSPECTION AFTER INSTALLATION"](#) for control lever installation information.
- After installation, check oil level, and oil leaks and loose mechanisms.
- Do not hold control lever housing to prevent bushing of control lever housing from deformation when moving transmission assembly.

TRANSMISSION ASSEMBLY

Component Parts Drawing CASE COMPONENTS

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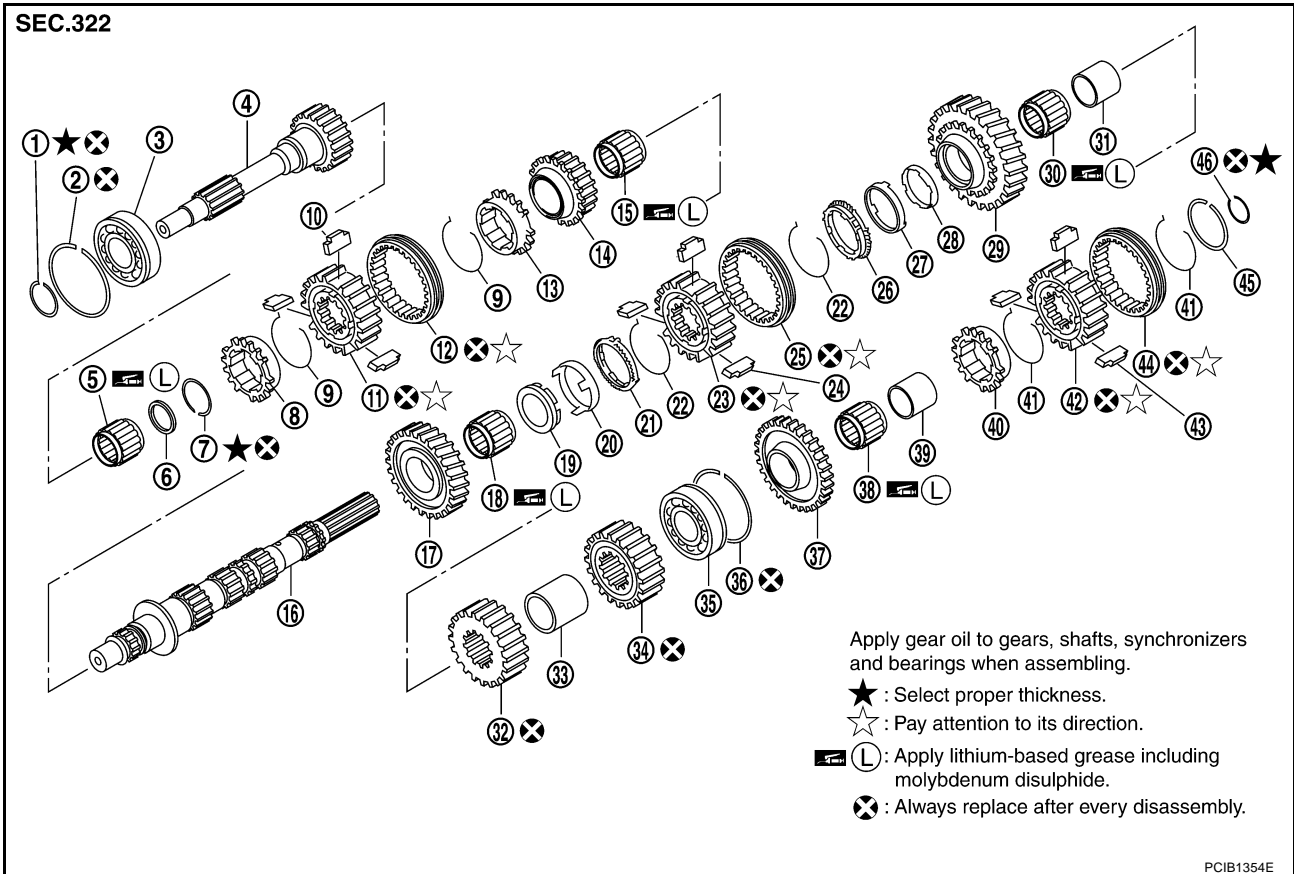


- | | | |
|---------------------------------|---------------------------------|-------------------------------|
| 1. Front cover gasket | 2. Front cover | 3. Withdrawal lever ball pin |
| 4. Washer | 5. Front cover oil seal | 6. Oil gutter |
| 7. Bushing | 8. Bushing | 9. Dowel pin |
| 10. Bushing | 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

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| 34. Check select spring | 35. Rear extension upper cover | 36. Rear extension upper cover gasket |
| 37. Plunger | 38. Bracket | 39. Sliding ball bearing |
| 40. Park/neutral position (PNP) switch | 41. Sliding ball bearing | 42. Sliding ball bearing |

GEAR COMPONENTS



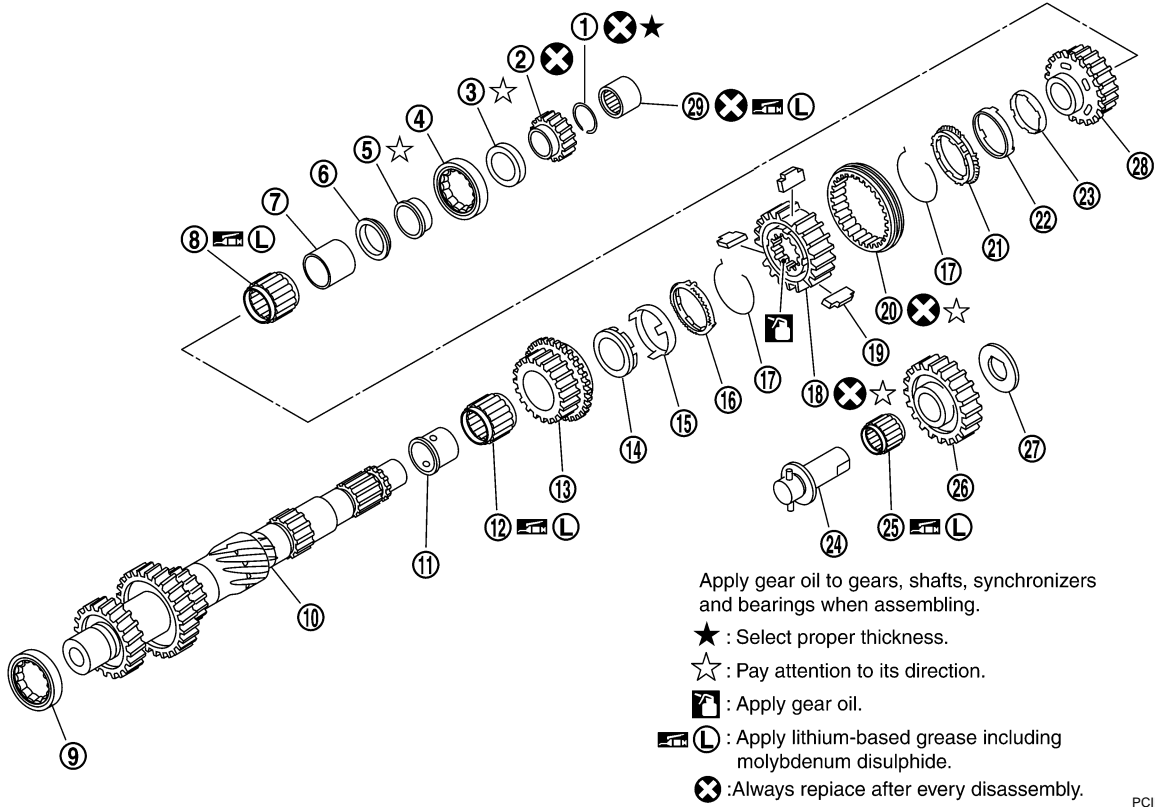
- | | | |
|-----------------------------|---------------------------------|-------------------------------|
| 1. Snap ring | 2. Main drive gear bearing | 3. Snap ring |
| 4. Main drive gear | 5. Main pilot bearing | 6. Pilot bearing spacer |
| 7. Snap ring | 8. 5th baulk ring | 9. 5th-6th spread spring |
| 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

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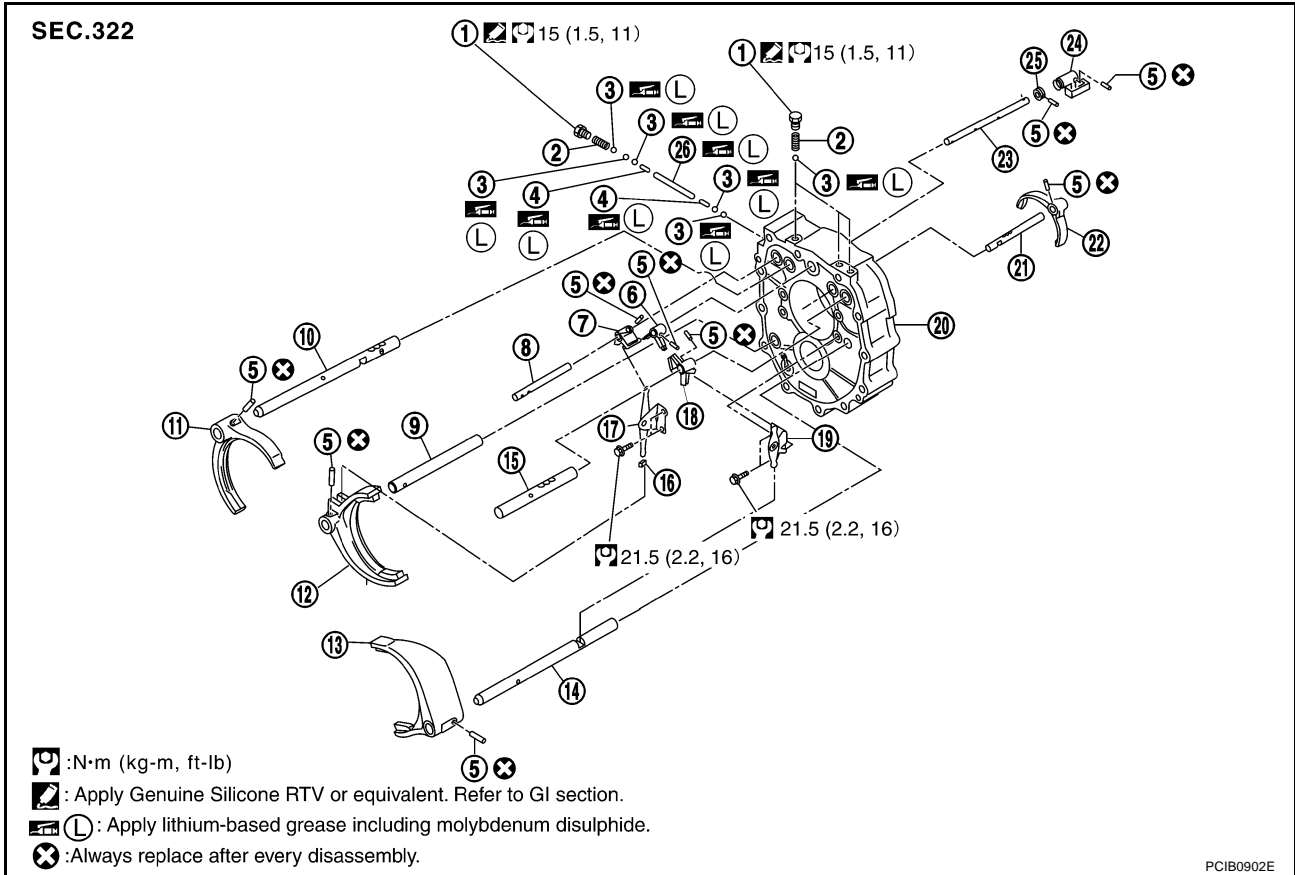
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|----------------------------------|------------------------------------|-----------------------------------|
| 1. Snap ring | 2. Reverse counter gear | 3. Counter rear bearing spacer |
| 4. Counter rear bearing | 5. Counter rear bearing inner race | 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



- | | | |
|-----------------------------|--------------------------------------|-------------------------------------|
| 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 | |

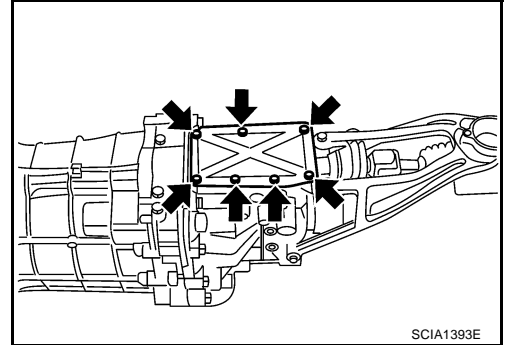
TRANSMISSION ASSEMBLY

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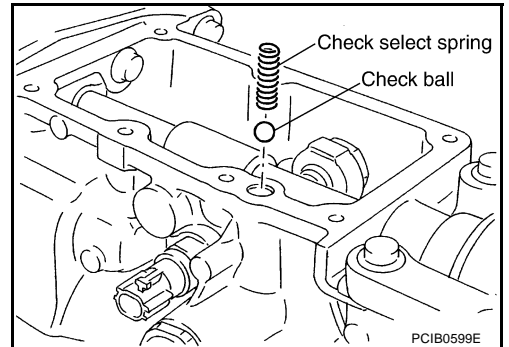
Disassembly and Assembly DISASSEMBLY

Case Components

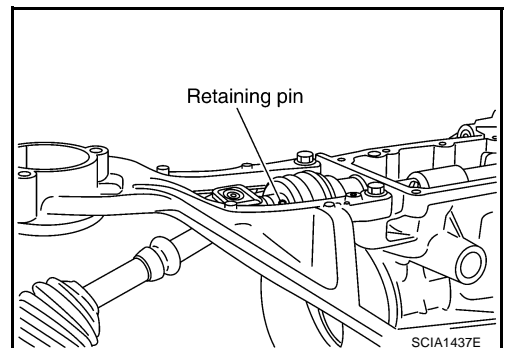
1. Remove rear extension upper cover mounting bolts.
2. Remove rear extension upper cover and rear extension upper cover gasket from the rear extension.



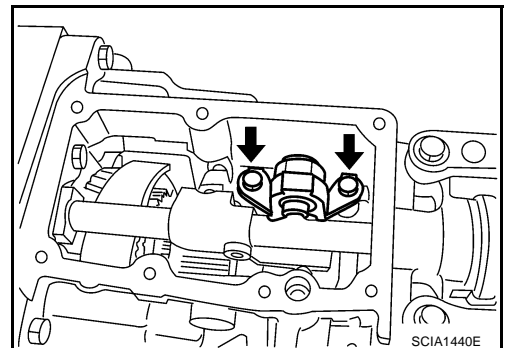
3. Remove check select spring and check ball from the rear extension.



4. Remove retaining pin using a pin punch, and remove control rod.
5. Remove PNP 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.

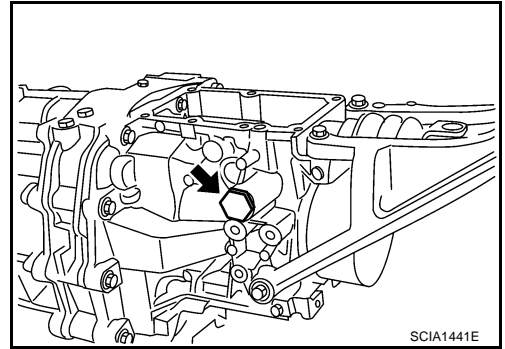


TRANSMISSION ASSEMBLY

7. Remove right and left return spring plugs. Then remove return springs and return spring plungers from the rear extension.

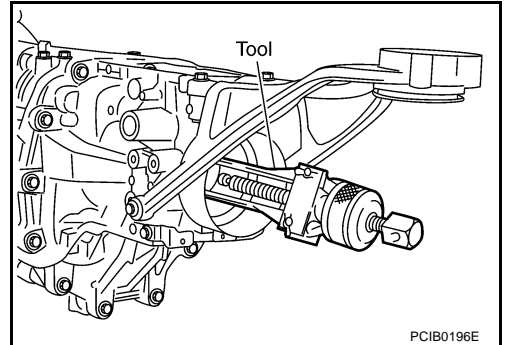
CAUTION:

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 (—)

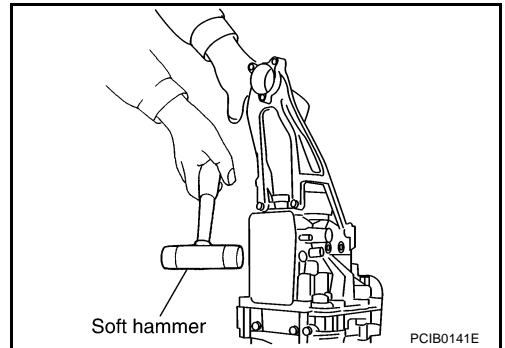


9. Remove rear extension mounting bolts. Using a soft hammer, tap rear extension assembly to remove.

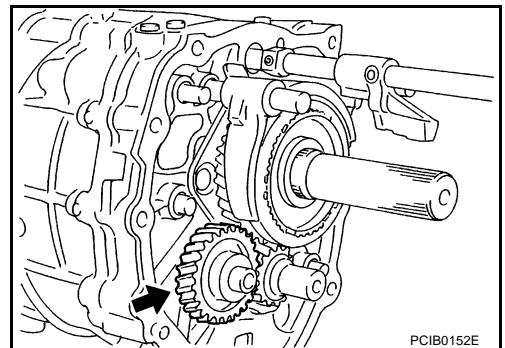
CAUTION:

Do not hold control lever housing to prevent bushing of control lever housing from deformation when moving transmission assembly.

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-21, "CASE COMPONENTS"](#).
12. Remove rear extension oil gutter from the rear extension. Refer to [MT-21, "CASE COMPONENTS"](#).



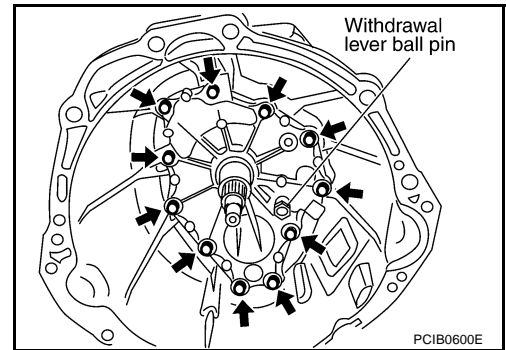
13. Remove reverse idler thrust washer, reverse idler gear, and reverse idler needle bearing from the reverse idler shaft.
14. Remove reverse idler shaft from the adapter plate.



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TRANSMISSION ASSEMBLY

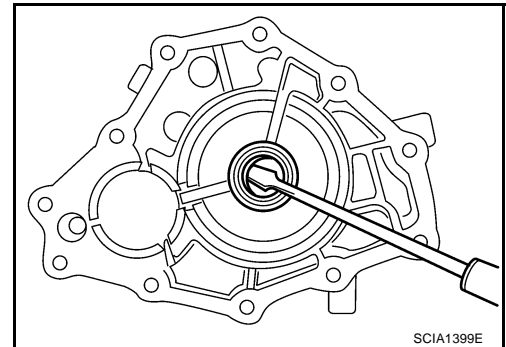
15. Remove withdrawal lever ball pin and washer from the front cover.
16. Remove front cover mounting bolts, then remove front cover assembly and front cover gasket from the transmission case.



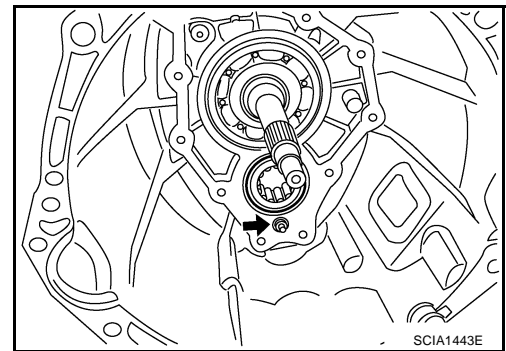
17. Remove front cover oil seal from the front cover assembly, using a flat-bladed screwdriver.

CAUTION:

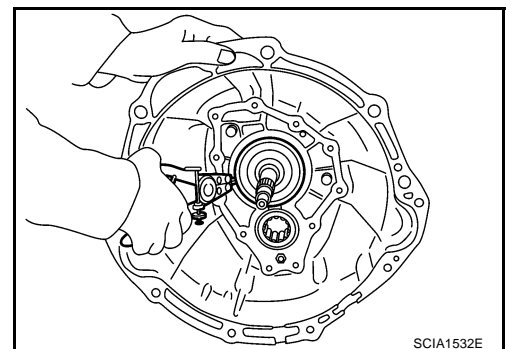
Be careful not to damage front cover mating surface.



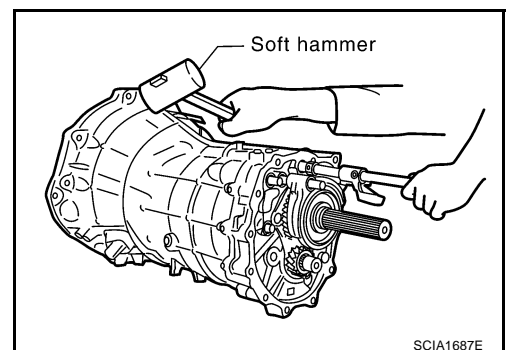
18. Remove baffle plate mounting nut from the transmission case.



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

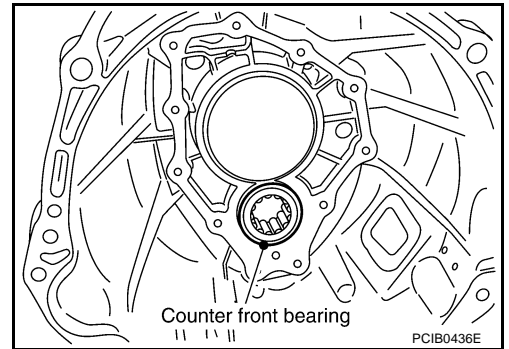


20. Using a soft hammer to carefully tap main shaft and counter shaft from the transmission case side, and then separate adapter plate and transmission case.



TRANSMISSION ASSEMBLY

21. Remove counter front bearing from the transmission case.
22. Remove oil gutter from the transmission case.



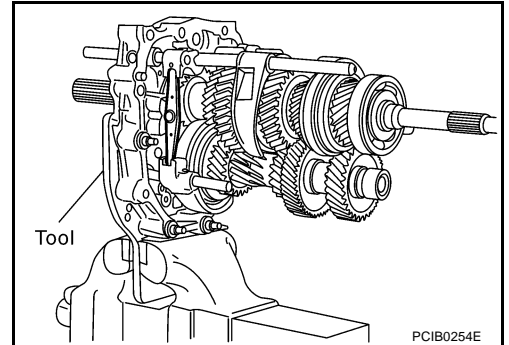
Shift Control Components

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

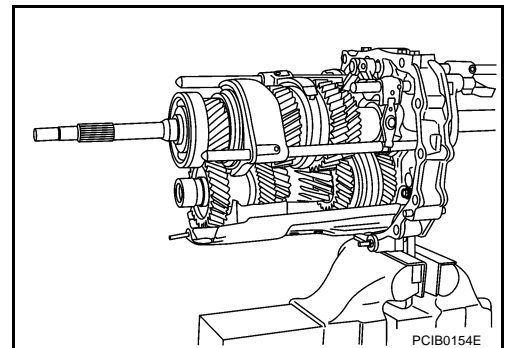
Tool number : ST22490000 (—)

CAUTION:

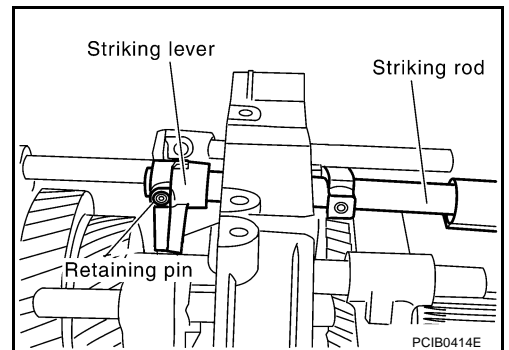
Do not directly secure the surface in a vise.



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

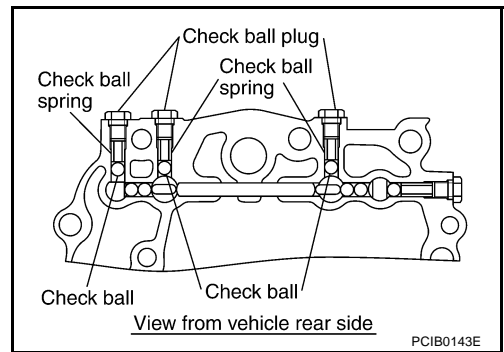


3. Remove magnet from the adapter plate.
4. Remove retaining pin using a pin punch, and remove striking lever and striking rod.

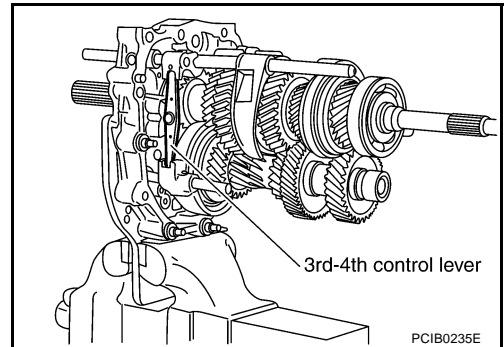


TRANSMISSION ASSEMBLY

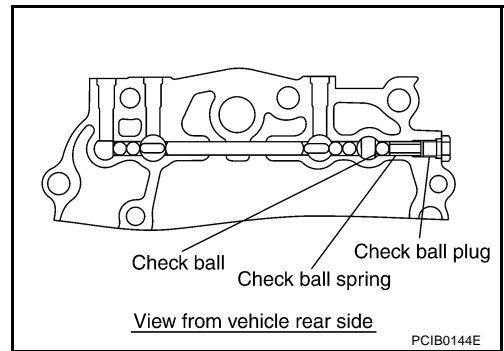
5. Remove check ball plugs and then remove check ball springs and check balls from the adapter plate.



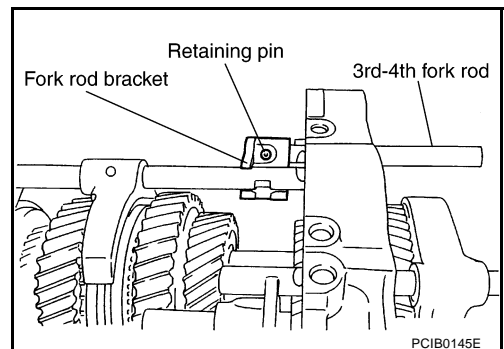
6. Remove 3rd-4th control lever mounting bolts and then remove 3rd-4th control lever and shifter cap.



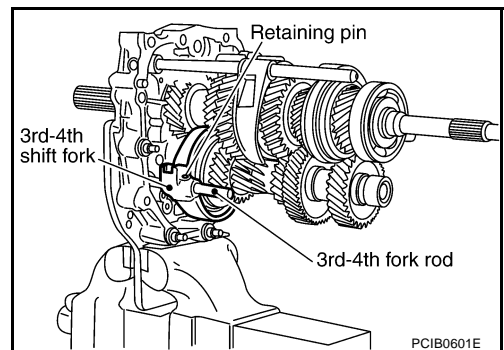
7. Remove check ball plug and then remove check ball spring and check ball from the adapter plate.



8. Using a pin punch to knock out retaining pin, and then remove 3rd-4th fork rod bracket and 3rd-4th fork rod.

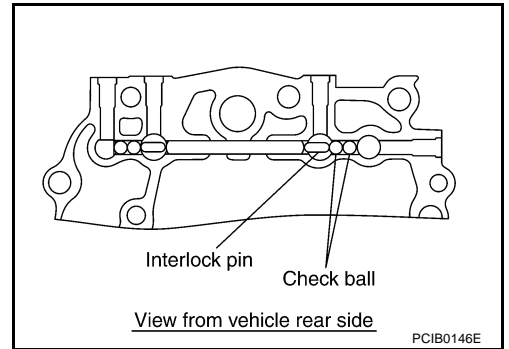


9. Using a pin punch to knock out retaining pin, and then remove 3rd-4th shift fork and 3rd-4th fork rod (reversal side).

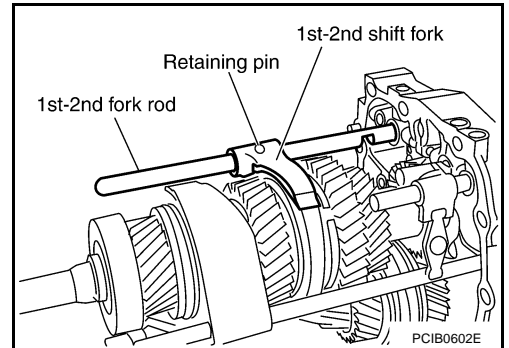


TRANSMISSION ASSEMBLY

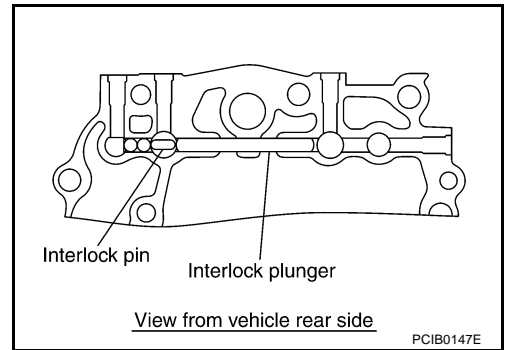
10. Remove check ball and interlock pin from the adapter plate.



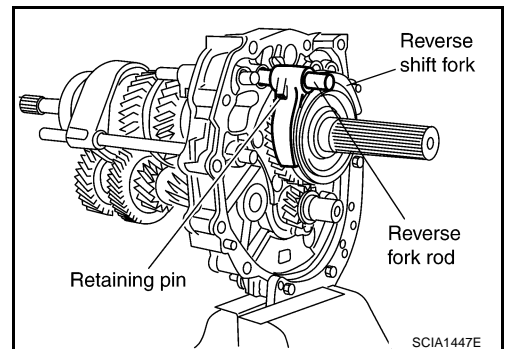
11. Using a pin punch to knock out retaining pin, and then remove 1st-2nd shift fork and 1st-2nd fork rod.



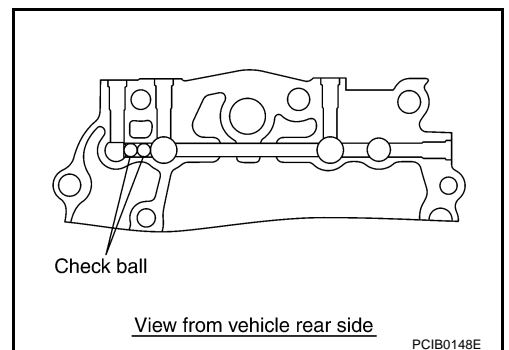
12. Remove interlock plunger and interlock pin from the adapter plate.



13. Using a pin punch to knock out retaining pin, and then remove reverse shift fork and reverse fork rod.



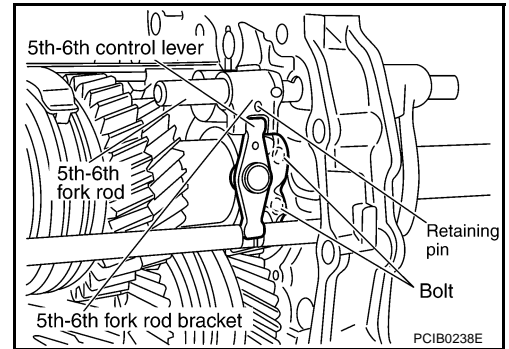
14. Remove check balls from the adapter plate.



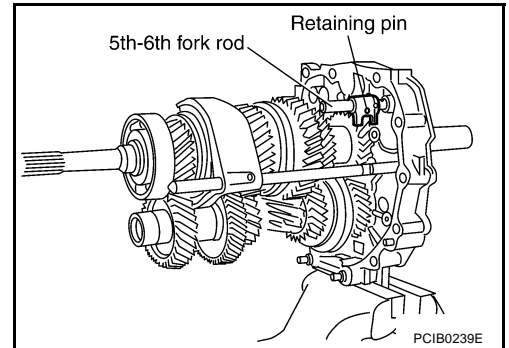
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TRANSMISSION ASSEMBLY

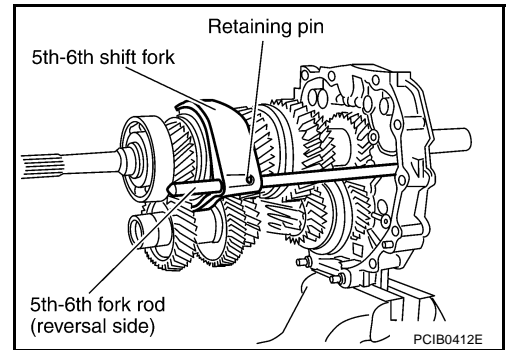
15. Remove 5th-6th control lever mounting bolts and then remove 5th-6th control lever from the adapter plate.



16. Using a pin punch to knock out retaining pin, and then remove 5th-6th fork rod bracket and 5th-6th fork rod.



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

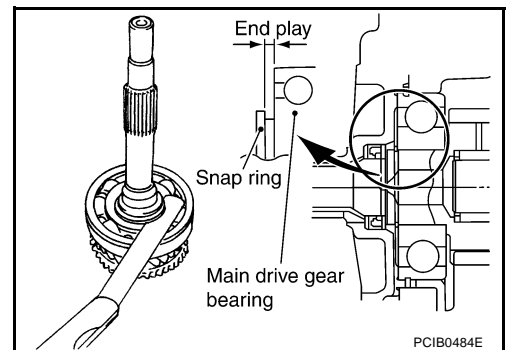


Gear Components

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

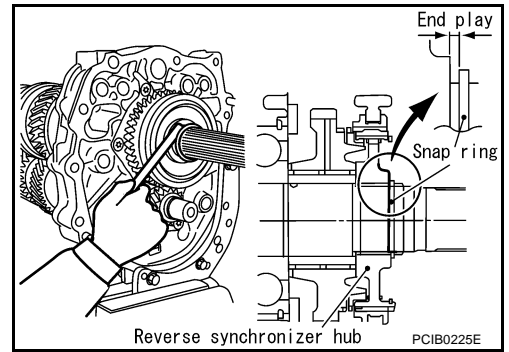
- Main drive gear

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

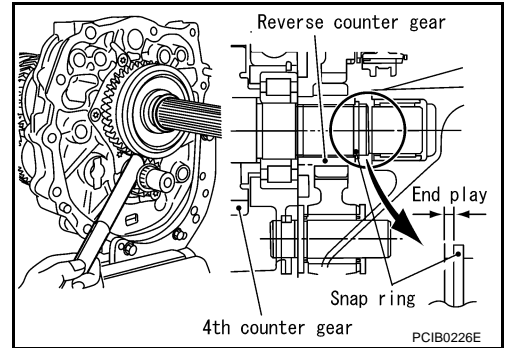


TRANSMISSION ASSEMBLY

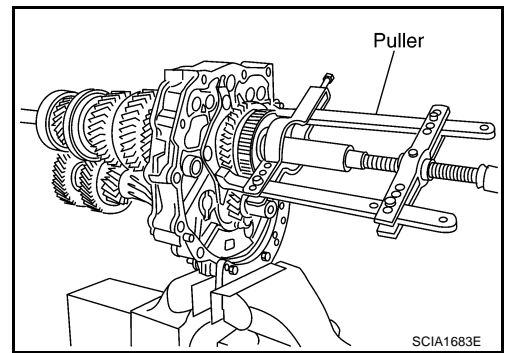
- Main shaft
End play : 0 - 0.10 mm (0 - 0.004 in)



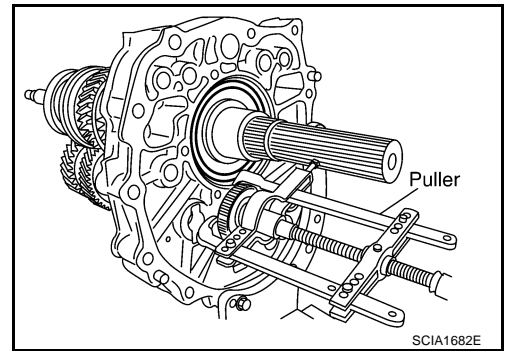
- Counter shaft
End play : 0 - 0.10 mm (0 - 0.004 in)



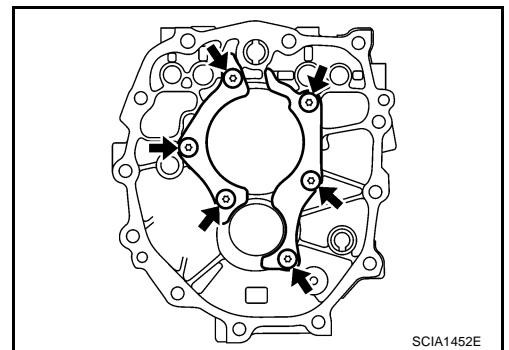
1. After removing snap ring and reverse coupling snap ring, using a puller to remove reverse main gear and reverse synchronizer assembly.
2. Remove reverse main needle bearing.



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



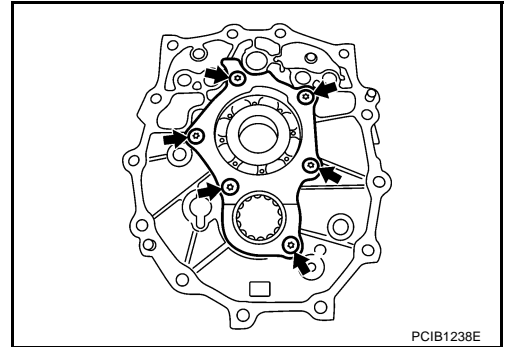
4. Remove main shaft bearing retainer mounting bolts and then remove main shaft bearing retainer.
 - Model code number:CD008



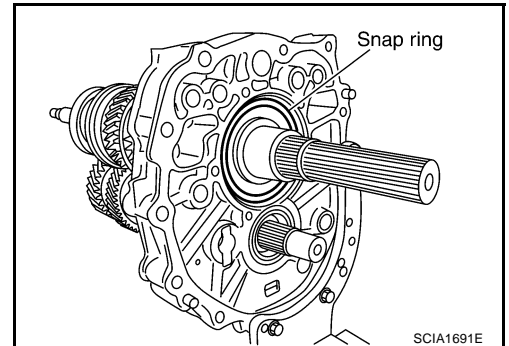
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TRANSMISSION ASSEMBLY

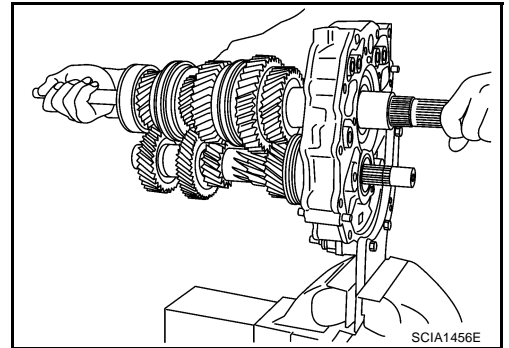
- Model code number:CD009



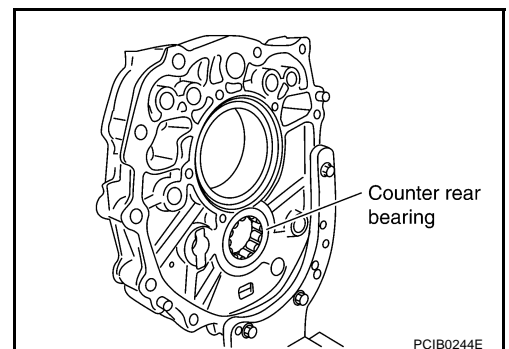
5. Remove snap ring from the main shaft bearing.



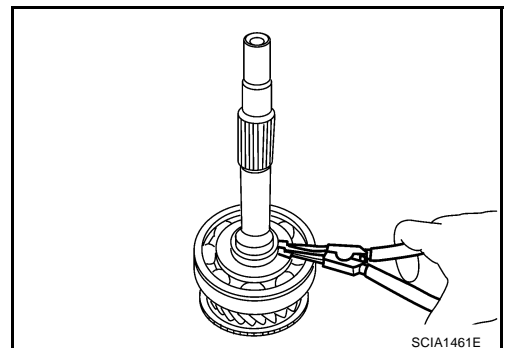
6. Carefully tap main shaft with a plastic hammer and then remove main shaft, main drive gear, and counter shaft from adapter plate.
7. Remove pilot bearing spacer and main pilot bearing.



8. Remove counter rear bearing from the adapter plate.

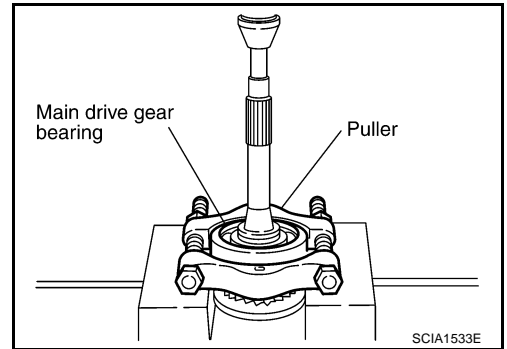


9. Remove snap ring from the main drive gear using snap ring pliers.



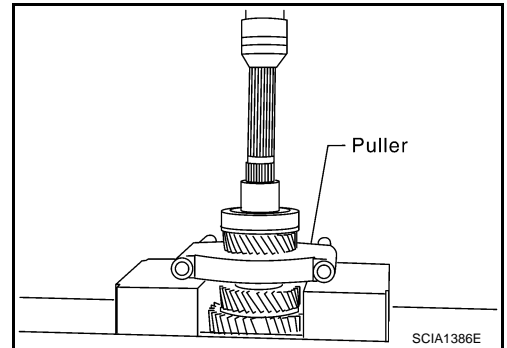
TRANSMISSION ASSEMBLY

10. 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.



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

12. Remove 3rd-4th main spacer.

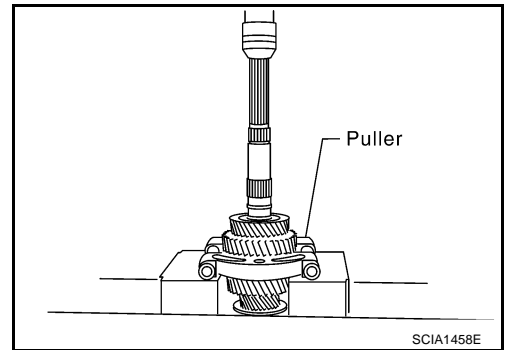


13. Using a press to remove 1st main gear and 3rd main gear.

CAUTION:

Be careful not to damage the baulk ring.

14. Remove 1st needle bearing.

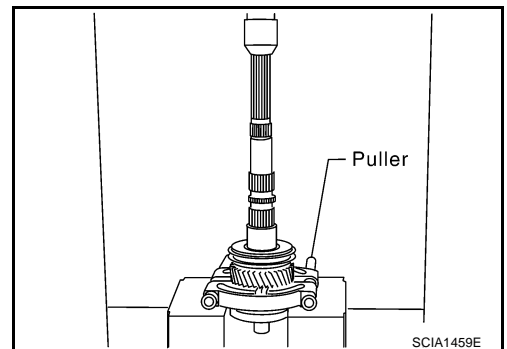


15. Using a press to remove 1st gear bushing, 1st-2nd synchronizer assembly, and 2nd main gear.

CAUTION:

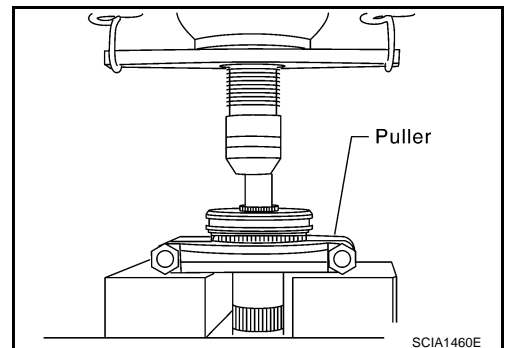
Be aware that when using the press, if the main shaft gear positioner catches on the V-block, etc., the main shaft could be damaged.

16. Remove 2nd needle bearing.



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

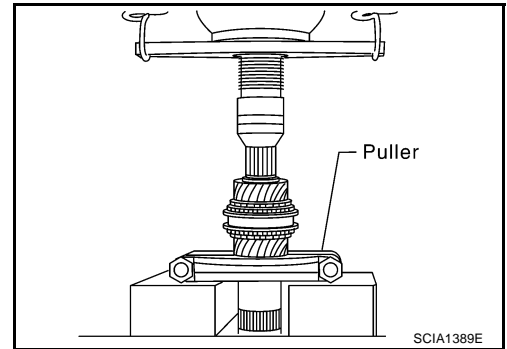
18. Remove 6th needle bearing.



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TRANSMISSION ASSEMBLY

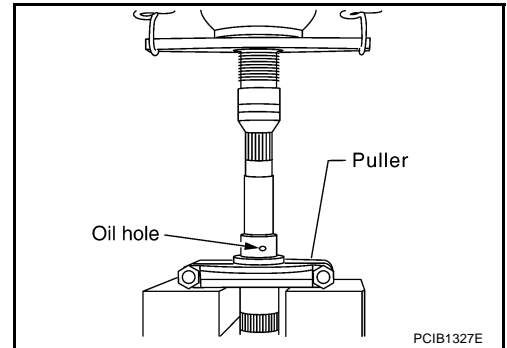
19. Using a press to remove the 3rd counter gear, 3rd-4th synchronizer assembly, 4th counter gear, 4th needle bearing, 4th gear bushing, 4th counter gear thrust washer, and counter rear bearing inner race.
20. Remove 3rd needle bearing.



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

CAUTION:

**Do not use oil hole of 3rd gear bushing when press out.
(For model code number:CD009)**

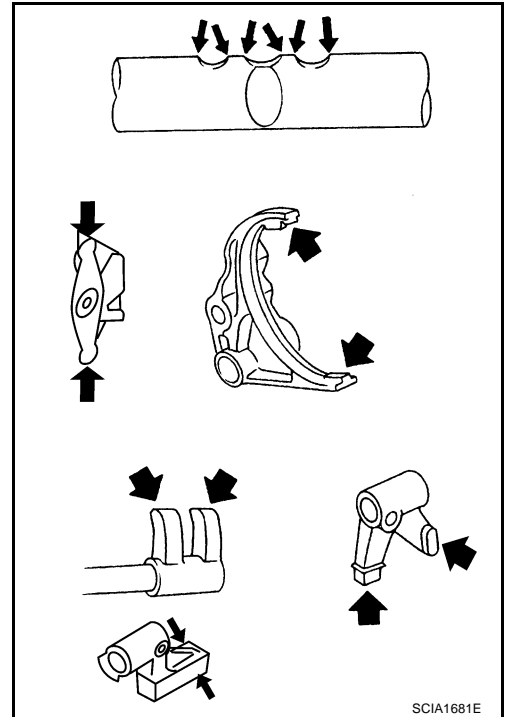


TRANSMISSION ASSEMBLY

INSPECTION AFTER DISASSEMBLY

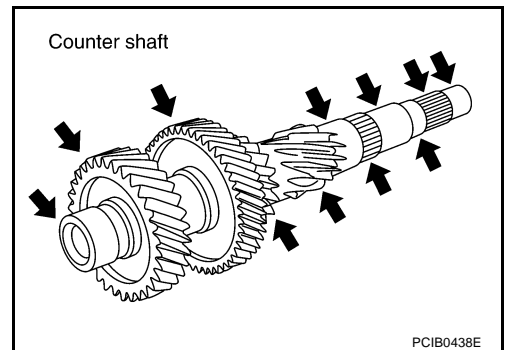
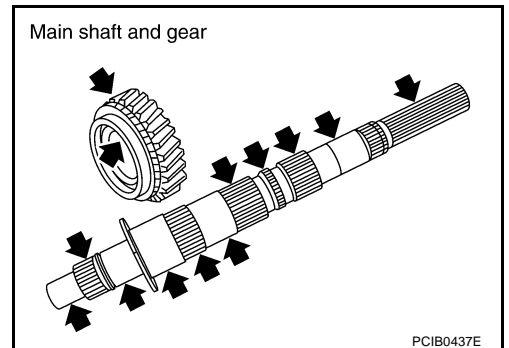
Shift Control

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



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.

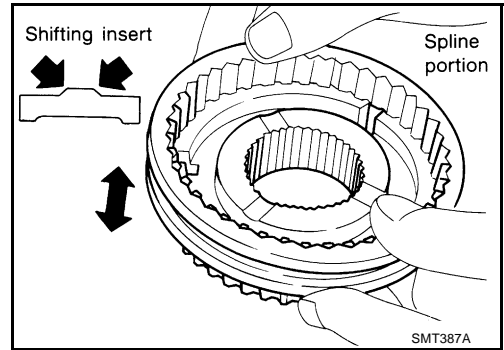


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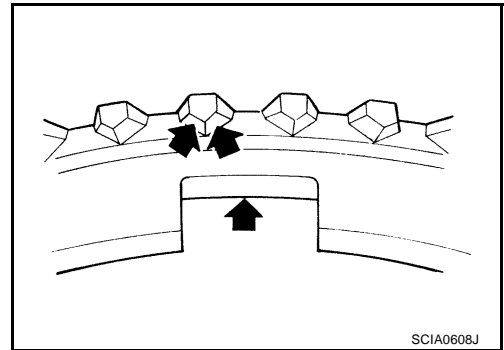
TRANSMISSION ASSEMBLY

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 and 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 (For model code number:CD008)

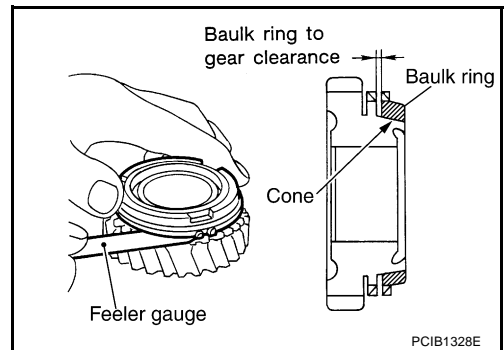
Standard value : 0.70 - 1.25 mm (0.028 - 0.049 in)

Limit value : 0.5 mm (0.020 in) or less

Clearance (For model code number:CD009)

Standard value : 0.70 - 1.35 mm (0.028 - 0.053 in)

Limit value : 0.5 mm (0.020 in) or less



- **Double cone synchronizer**

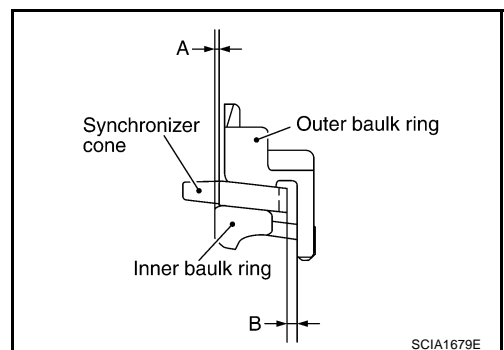
Model code number:CD008 : 1st, 3rd and 4th

Model code number:CD009 : 4th

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.

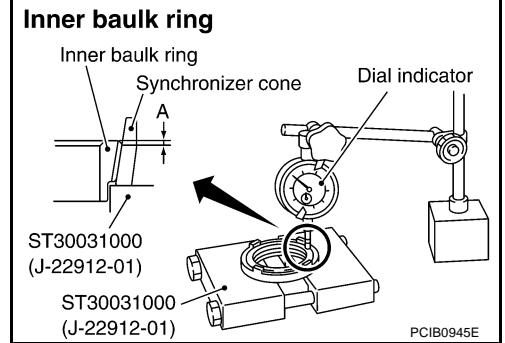


TRANSMISSION ASSEMBLY

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

Clearance A

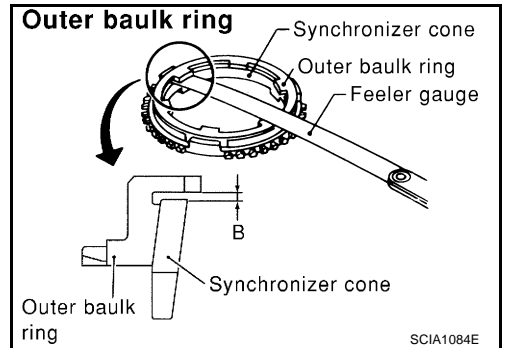
Standard value : 0.50 - 0.70 mm (0.020 - 0.028 in)
Limit value : 0.3 mm (0.012 in) or less



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

Clearance B

Standard value (1st) : 1.0 - 1.5 mm (0.039 - 0.059 in)
Standard value (3rd, 4th) : 0.85 - 1.35mm (0.033 - 0.053 in)
Limit value : 0.7mm (0.028 in) or less



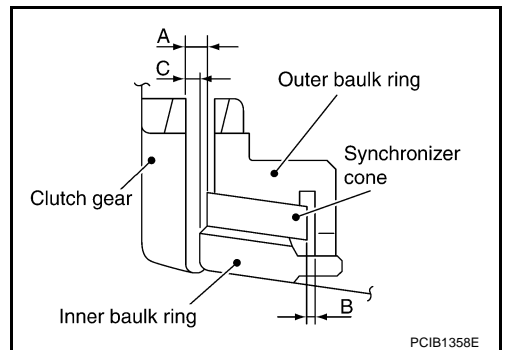
• Triple cone synchronizer

Model code number:CD008 : 2nd
Model code number:CD009 : 1st, 2nd and 3rd

Check clearance for outer baulk ring, synchronizer cone and inner baulk ring of triple cone synchronizer following the direction.

NOTE:

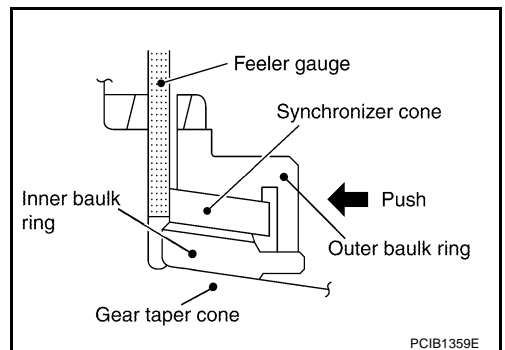
Outer baulk ring, synchronizer cone and inner baulk ring, three control "clearance A, B and C" as a three-piece suite. If the value exceeds the limit value, replace them as a three-piece suite.



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

Clearance A

Standard value (1st) : 0.65 - 1.25 mm (0.026 - 0.049 in)
Standard value (2nd, 3rd) : 0.60 - 1.30 mm (0.024 - 0.051 in)
Limit value : 0.3mm (0.012 in) or less

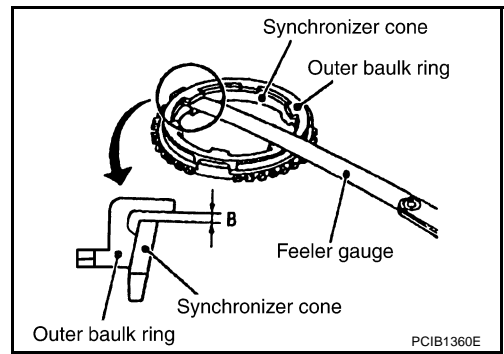


TRANSMISSION ASSEMBLY

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

Clearance B

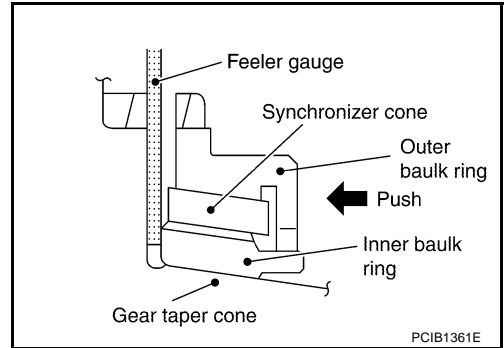
Standard value : 0.85 - 1.35 mm (0.033 - 0.053 in)
Limit value : 0.7mm (0.028 in) or less



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

Clearance C

Standard value (1st) : 0.8 - 1.2 mm (0.031 - 0.047 in)
Standard value (2nd)
Model code number: CD008 : 0.70 - 1.25 mm (0.028 - 0.049 in)
Model code number: CD009 : 0.75 - 1.25 mm (0.030 - 0.049 in)
Standard value (3rd) : 0.75 - 1.25 mm (0.030 - 0.049 in)
Limit value : 0.3 mm (0.012 in) or less

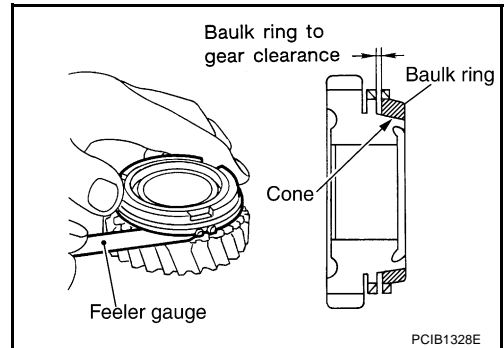


Reverse synchronizer

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.

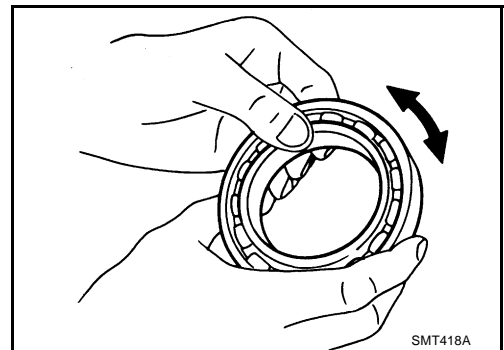
Clearance

Standard value : 0.75 - 1.20 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

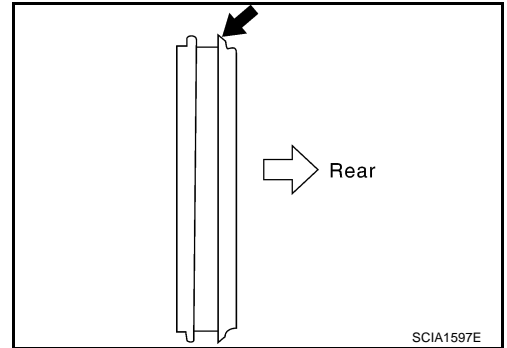
ASSEMBLY

Gear Components

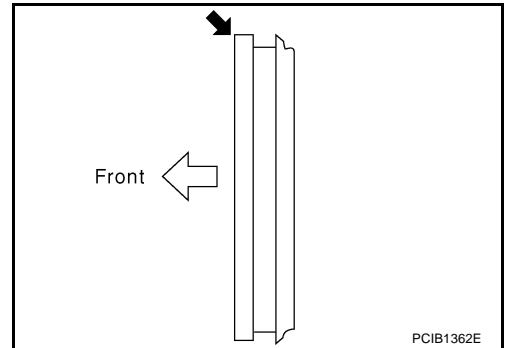
1. Install 5th-6th coupling sleeve and 5th-6th shifting inserts in the 5th-6th synchronizer hub.

CAUTION:

- Do not reuse 5th-6th coupling sleeve and 5th-6th synchronizer hub.
- Replace 5th-6th coupling sleeve and 5th-6th synchronizer hub as a set.
- Install 5th-6th coupling sleeve with the large chamfer on the rear side.
- Model code number:CD008



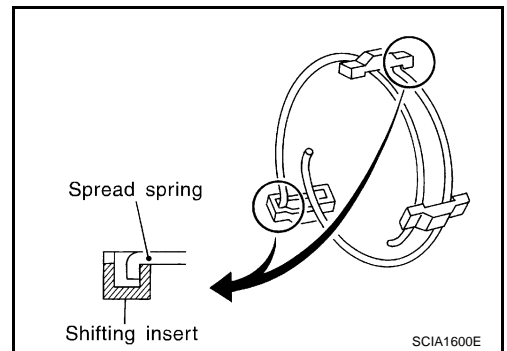
- Model code number:CD009



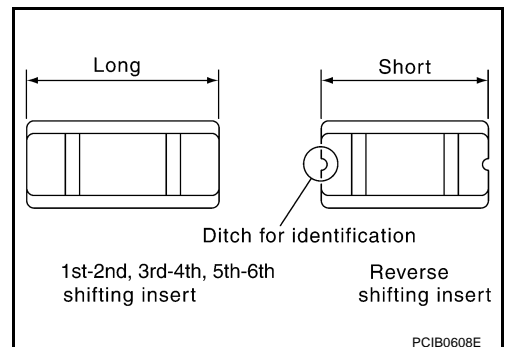
2. Install 5th-6th spread springs in the 5th-6th shifting inserts.

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.

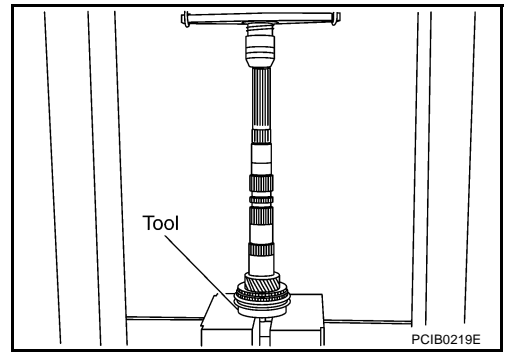


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TRANSMISSION ASSEMBLY

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.

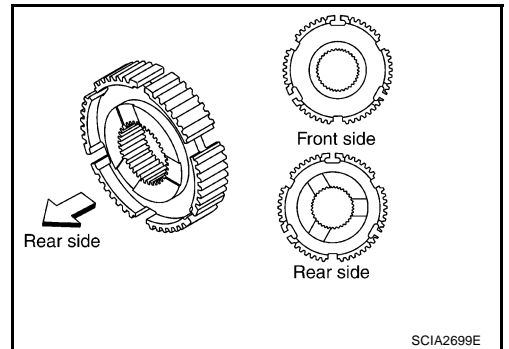
Tool number : ST30911000 (—)



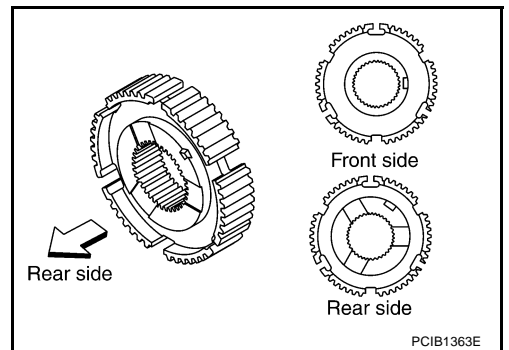
CAUTION:

When press fitting, install with the side having the three boss edge oil grooves facing the rear side.

- Model code number:CD008

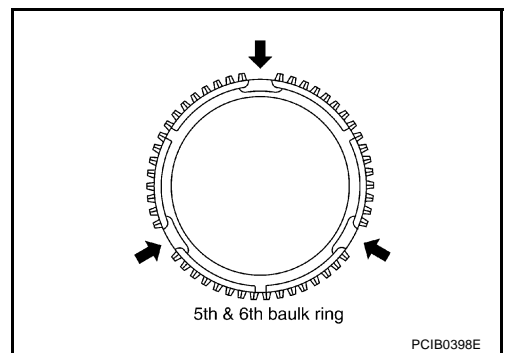


- Model code number:CD009



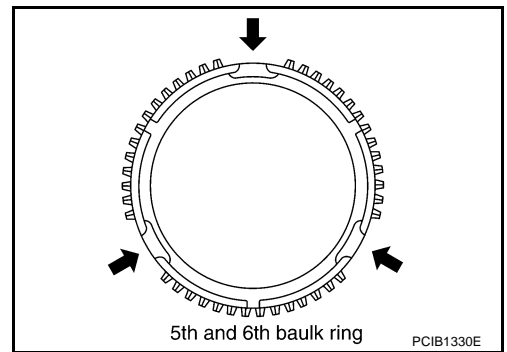
NOTE:

- 5th and 6th baulk rings have three spaces that two gear teeth are missing as shown in the figure. (For model code number:CD008)



TRANSMISSION ASSEMBLY

- 5th and 6th baulk rings have three spaces that four gear teeth are missing as shown in the figure. (For model code number:CD009)

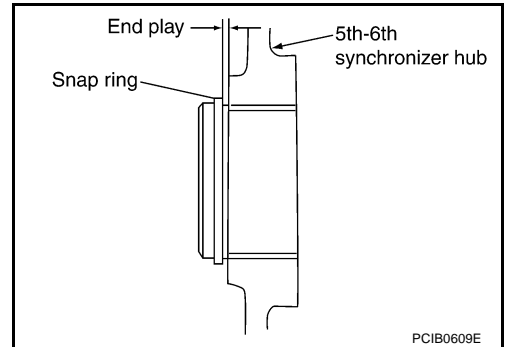


4. Select and install a snap ring so that the end play comes within the standard value. Refer to [MT-63, "Snap Rings"](#).

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

CAUTION:

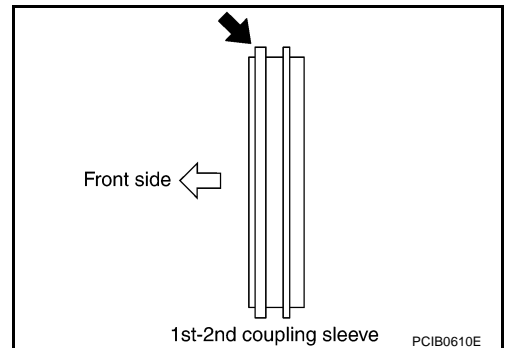
Do not reuse snap ring.



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

CAUTION:

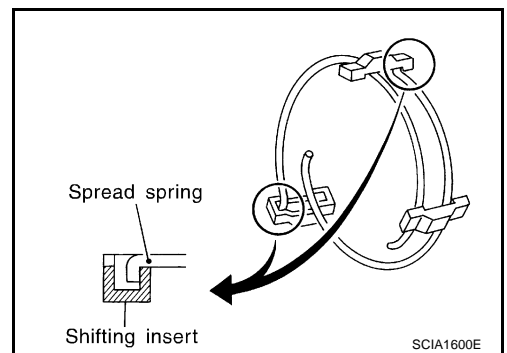
- Do not reuse 1st-2nd coupling sleeve and 1st-2nd synchronizer hub.
- Replace 1st-2nd coupling sleeve and 1st-2nd synchronizer hub as a set.
- Install 1st-2nd coupling sleeve with the thicker flange faced the front side.



6. Install 1st-2nd spread springs in the 1st-2nd shifting inserts.

CAUTION:

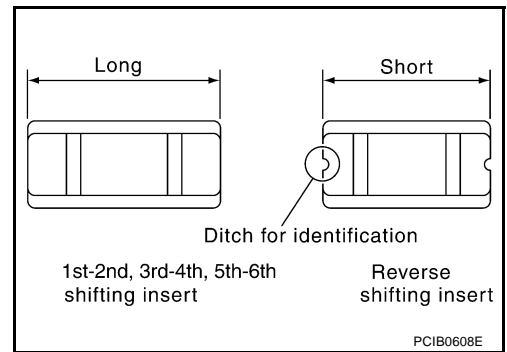
- Do not install 1st-2nd spread spring hook onto the same 1st-2nd shifting insert.



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TRANSMISSION ASSEMBLY

- Be careful with the shape of reverse shifting insert to avoid misassembly.

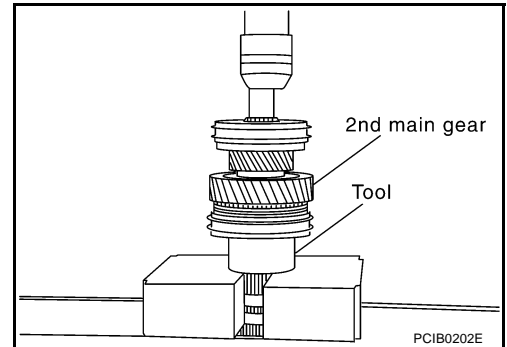


7. Install 2nd main gear, 2nd needle bearing, 2nd inner baulk ring, 2nd synchronizer cone and 2nd outer baulk ring on the main shaft and then using a support ring and a press to press fit the 1st-2nd synchronizer assembly.

Tool number : ST27861000 (—)

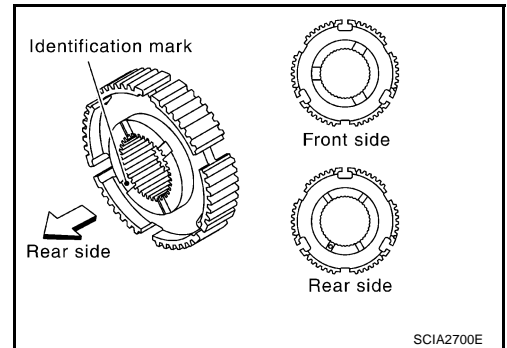
CAUTION:

- Replace 2nd inner baulk ring, 2nd synchronizer cone and 2nd outer baulk ring as a set.

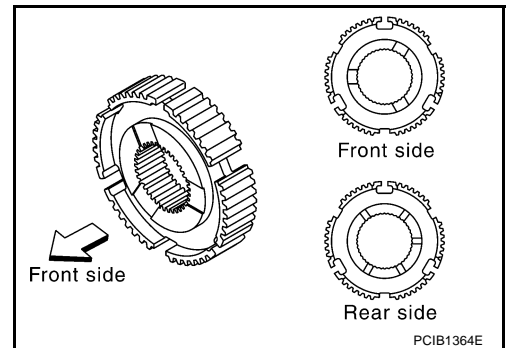


- When press fitting, install with the side having the three boss edge oil grooves facing the front side.

- Model code number:CD008



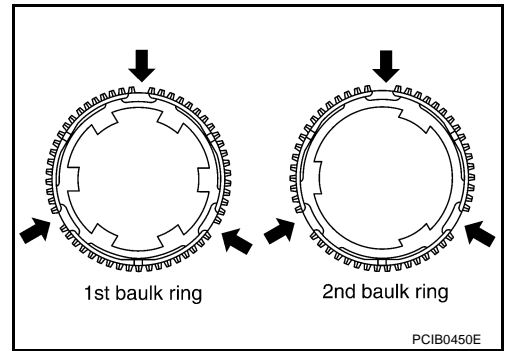
- Model code number:CD009



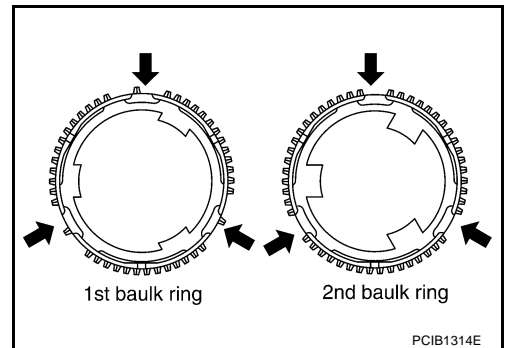
TRANSMISSION ASSEMBLY

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. (For model code number:CD008)

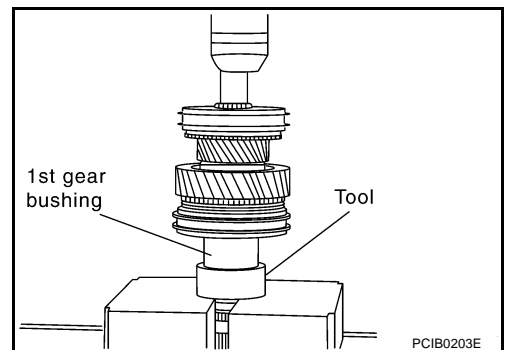


- 1st baulk ring has three spaces that four gear tooth is missing and 2nd baulk ring has three spaces that two gear teeth are missing. (For model code number:CD009)



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

Tool number : ST27861000 (—)

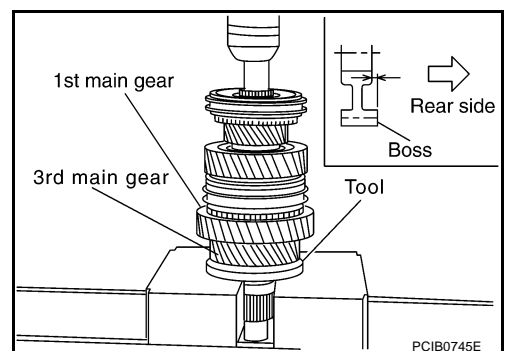


9. Install 1st outer baulk ring, 1st synchronizer cone, 1st inner baulk ring, 1st needle bearing and 1st main gear on the main shaft and then using the inserter and a press to press fit the 3rd main gear.

Tool number : ST30022000 (—)

CAUTION:

- Do not reuse 3rd main gear.
- Replace 1st outer baulk ring, 1st synchronizer cone and 1st inner baulk ring as a set.

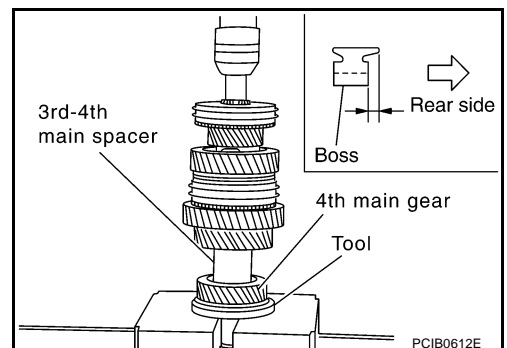


10. Install 3rd-4th main spacer on the main shaft and then using the inserter and a press to press fit the 4th main gear.

Tool number : ST30022000 (—)

CAUTION:

- Do not reuse 4th main gear.
- When installing, set boss to rear side.

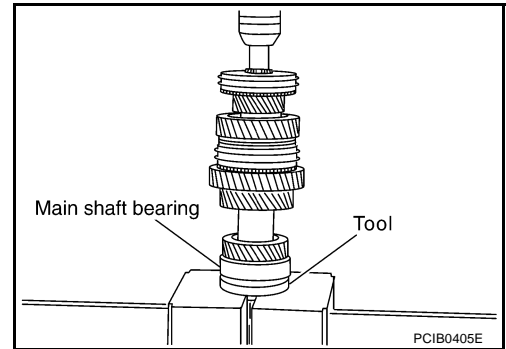


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TRANSMISSION ASSEMBLY

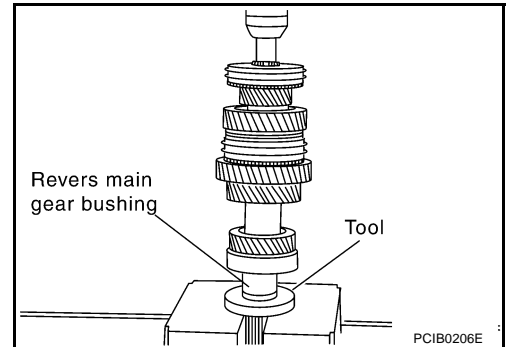
11. Using the inserter and a press to press fit the main shaft bearing onto the main shaft.

Tool number : ST30911000 (—)



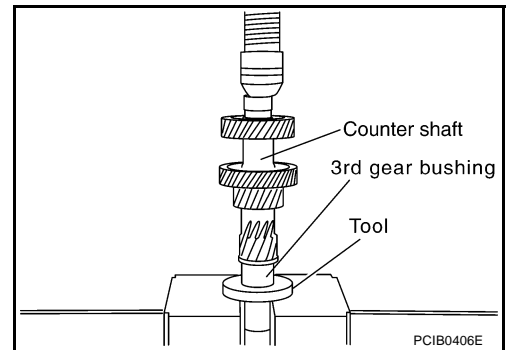
12. Using the inserter and a press to press fit the reverse main gear bushing onto the main shaft.

Tool number : ST30911000 (—)



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

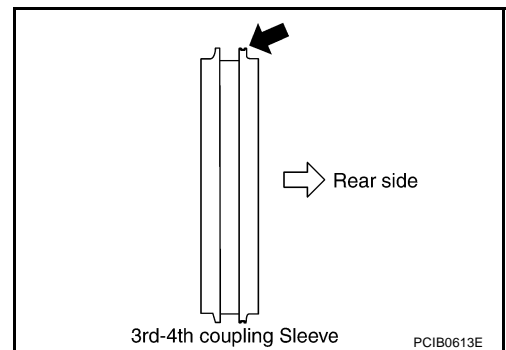
Tool number : ST30911000 (—)



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

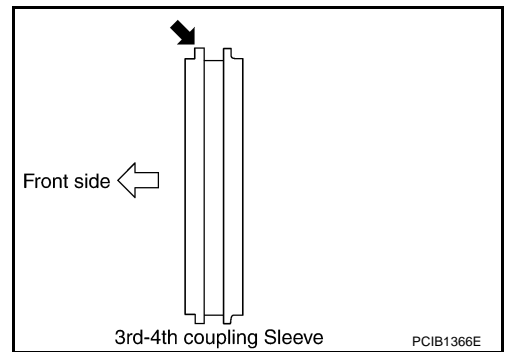
CAUTION:

- Do not reuse 3rd-4th coupling sleeve and 3rd-4th synchronizer hub.
- Replace 3rd-4th coupling sleeve and 3rd-4th synchronizer hub as a set.
- Install 3rd-4th coupling sleeve with the thicker flange faced the rear side. (For model code number:CD008)



TRANSMISSION ASSEMBLY

- Install 3rd-4th coupling sleeve with the thicker flange faced the front side. (For model code number:CD009)

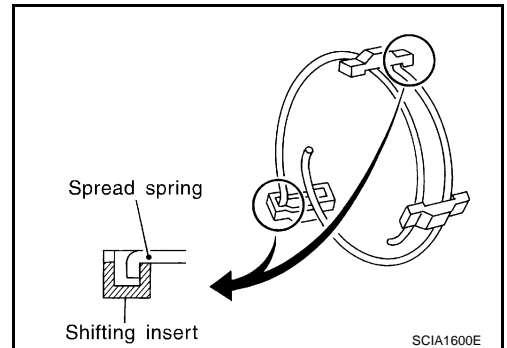


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15. Install 3rd-4th spread springs in the 3rd-4th shifting inserts.

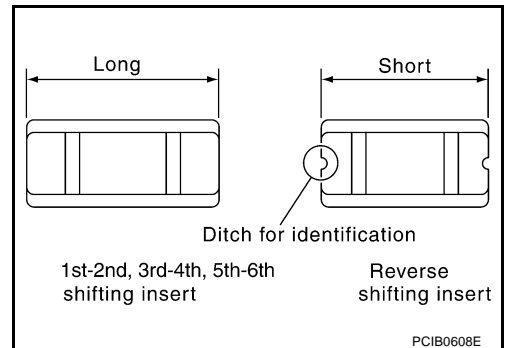
CAUTION:

- Do not install 3rd-4th spread spring hook onto the same 3rd-4th shifting insert.



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- Be careful with the shape of reverse shifting insert to avoid misassembly.



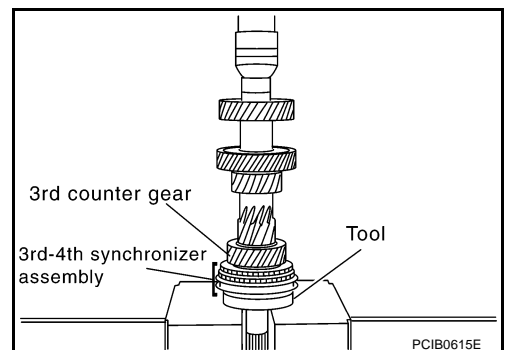
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16. Install 3rd needle bearing, 3rd counter gear, 3rd inner baulk ring, 3rd synchronizer cone and 3rd outer baulk ring on the counter shaft and then using the inserter and a press to press fit the 3rd-4th synchronizer assembly.

Tool number : ST30911000 (—)

CAUTION:

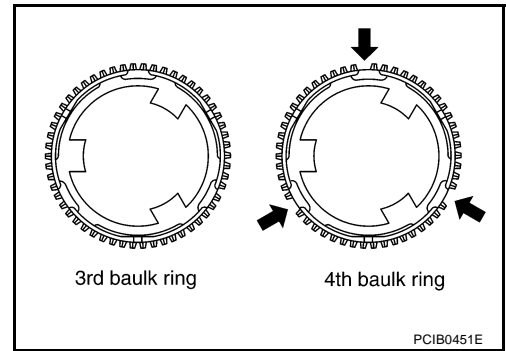
- Replace 3rd inner baulk ring, 3rd synchronizer cone and outer baulk ring as a set.
- 3rd-4th synchronizer hub must apply the gear oil on the hole spline press fitting side.



TRANSMISSION ASSEMBLY

NOTE:

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

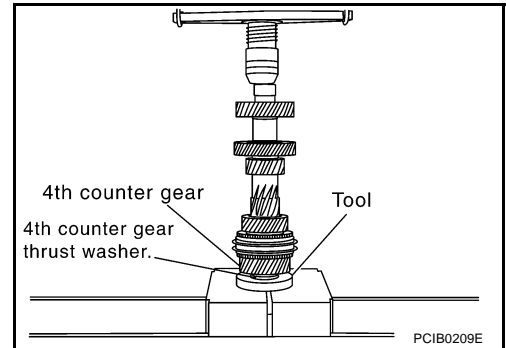


17. Install 4th outer baulk ring, 4th synchronizer cone, 4th inner baulk ring, 4th needle bearing and 4th counter gear onto the counter shaft and then using the inserter and a press to press fit the 4th gear bushing and 4th counter gear thrust washer.

Tool number : KV40100630 (J-26092)

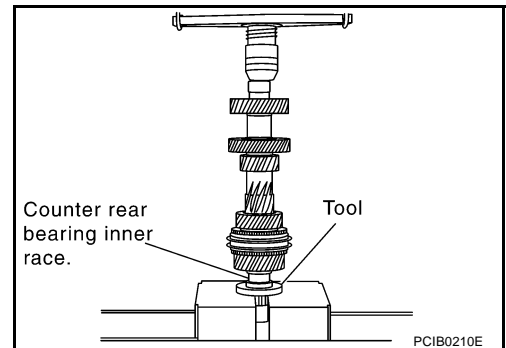
CAUTION:

Replace 4th outer baulk ring, 4th synchronizer cone and 4th inner baulk ring as a set.



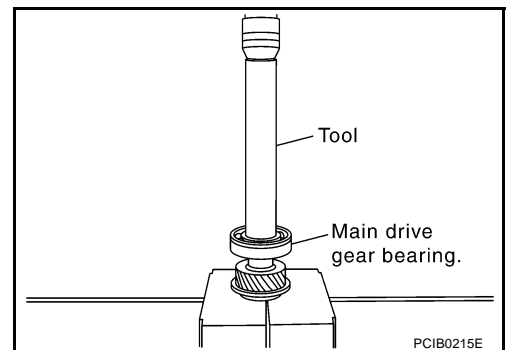
18. Using the inserter and a press to press fit the counter rear bearing inner race onto the counter shaft.

Tool number : ST30032000 (J-26010-01)



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

Tool number : KV32102700 (—)

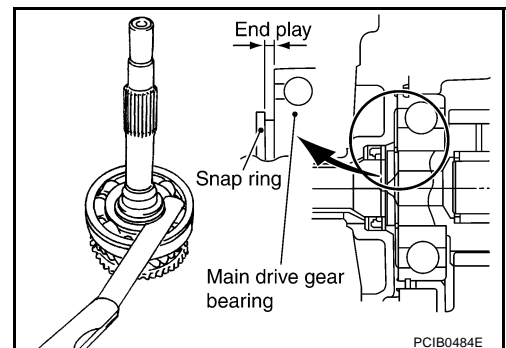


20. Select and install a snap ring to the main drive gear bearing so that the end play comes within the standard value. Refer to [MT-63. "Snap Rings"](#).

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

CAUTION:

Do not reuse snap ring.

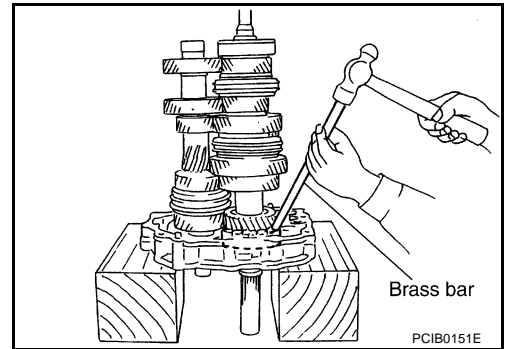


TRANSMISSION ASSEMBLY

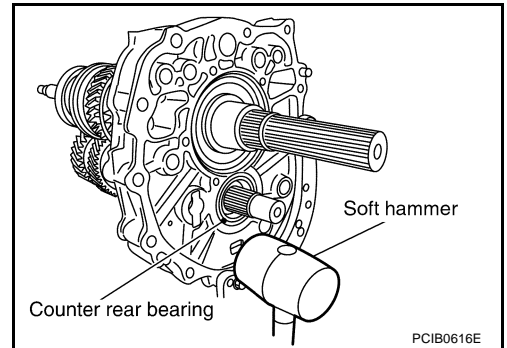
21. Install main shaft and counter shaft combined in one unit to adapter plate, and fix bearing with snap ring.

CAUTION:

Do not reuse snap ring.



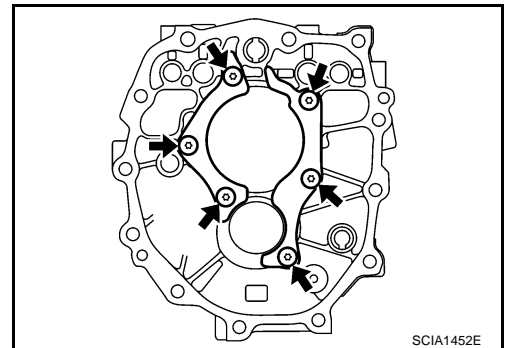
22. Install counter rear bearing onto the adapter plate using soft hammer or the equivalent.



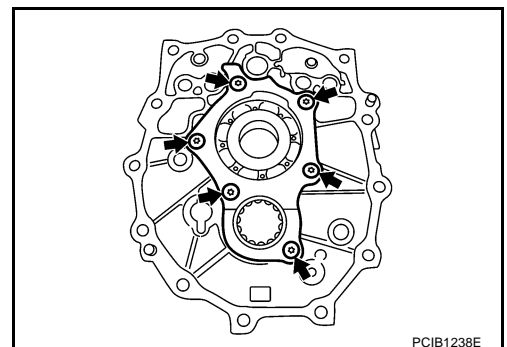
23. Apply recommended thread locking sealant to the end of the bolts (first 3 to 4 threads), screw the bolts into the main shaft bearing retainer, and tighten it to the specified torque. Refer to [MT-21, "CASE COMPONENTS"](#).

● **Use Genuine Medium Strength Thread Locking Sealant or the equivalent. Refer to [GI-47, "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS"](#).**

● Model code number:CD008



● Model code number:CD009



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

CAUTION:

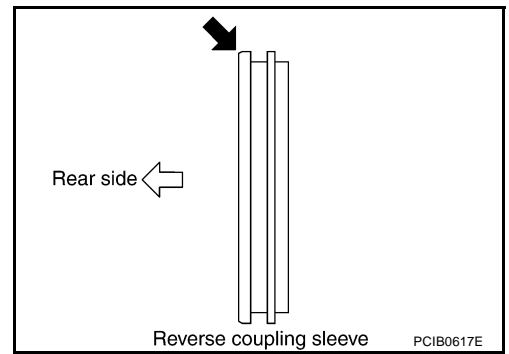
● **Do not reuse reverse coupling sleeve and reverse synchronizer hub.**

● **Replace reverse coupling sleeve and reverse synchronizer hub as a set.**

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TRANSMISSION ASSEMBLY

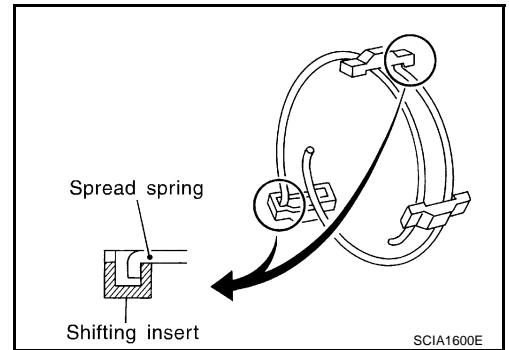
- Install reverse coupling sleeve with the flat flange on the rear side.



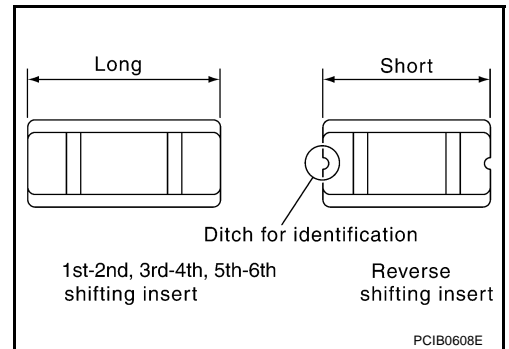
25. Install reverse spread springs in the reverse shifting inserts.

CAUTION:

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



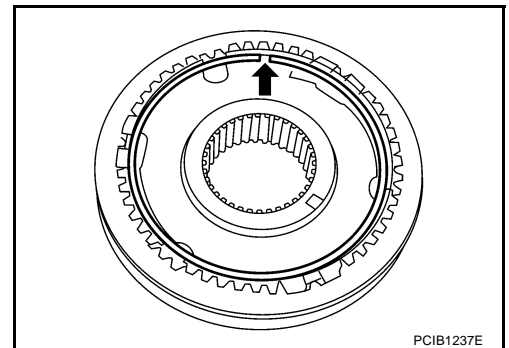
- Be careful with the shape of 1st-2nd, 3rd-4th and 5th-6th shifting insert to avoid misassembly.



26. Install snap ring to reverse synchronizer hub.

CAUTION:

- Do not reuse snap ring.
- Do not align the snap ring notch with synchronizer hub groove when assembling.

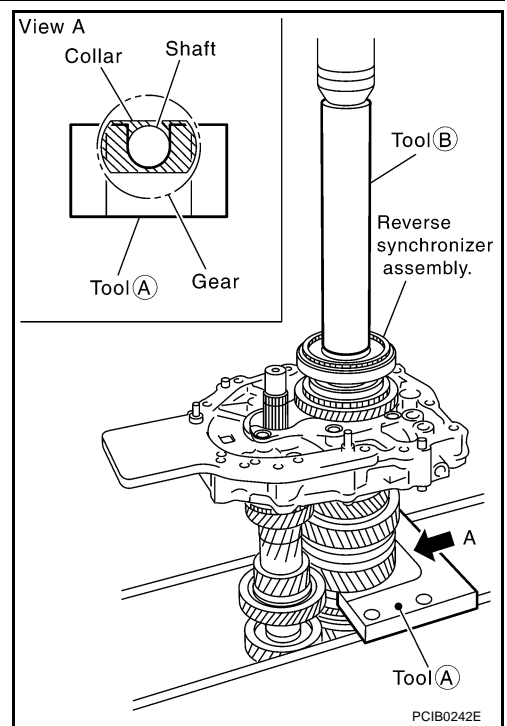


TRANSMISSION ASSEMBLY

27. 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 (J-46529)

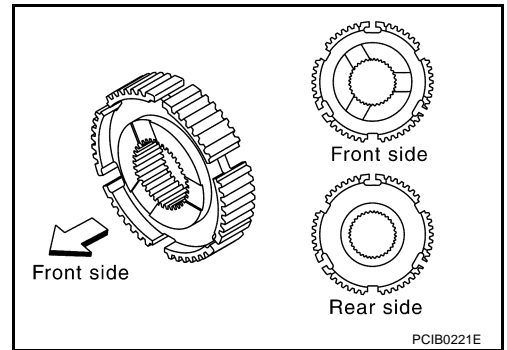
Tool number (B) : ST01530000 (—)



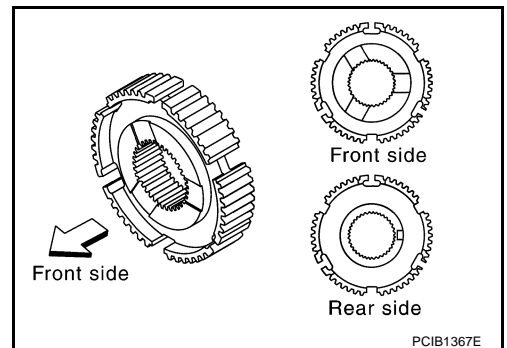
CAUTION:

When installing, face the side with three ditches to the front side.

- Model code number:CD008



- Model code number:CD009

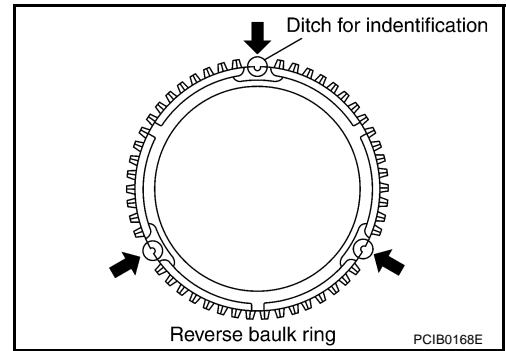


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NOTE:

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.

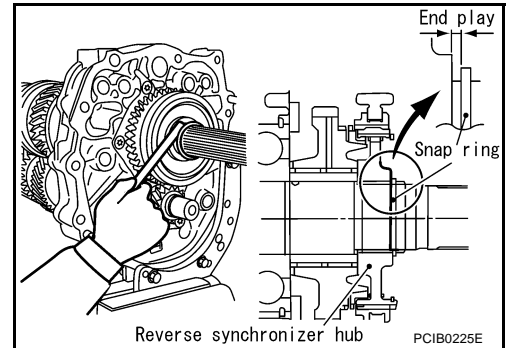


28. Select and install a snap ring so that the end play comes within the standard value. Refer to [MT-63, "Snap Rings"](#).

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

CAUTION:

Do not reuse snap ring.

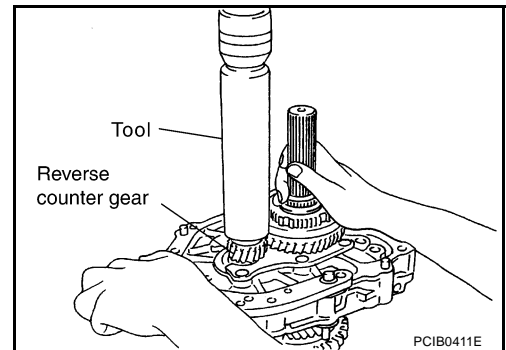


29. After installing counter rear bearing spacer, press and fit reverse counter gear onto counter shaft with drift and press.

Tool number : ST23860000 (—)

CAUTION:

- Do not reuse reverse counter gear.
- When installing counter rear bearing spacer, identification ditch should face to the rear side.

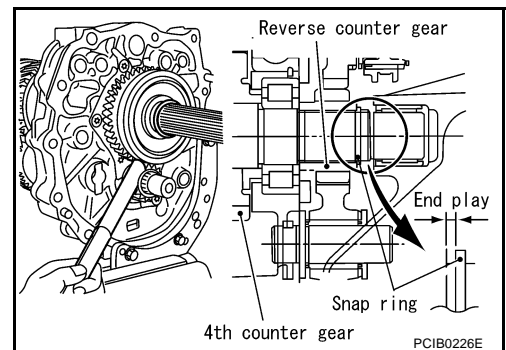


30. Select and install a snap ring so that the end play comes within the standard value. Refer to [MT-63, "Snap Rings"](#).

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

CAUTION:

Do not reuse snap ring.



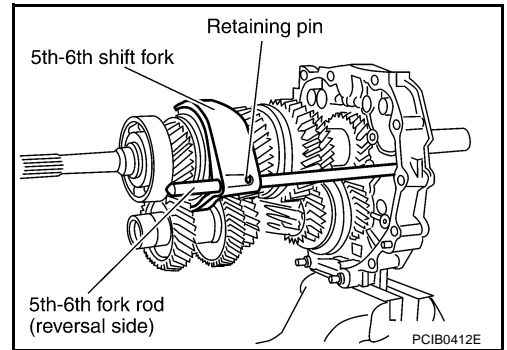
TRANSMISSION ASSEMBLY

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 to tap the retaining pin into the 5th-6th shift fork.

CAUTION:

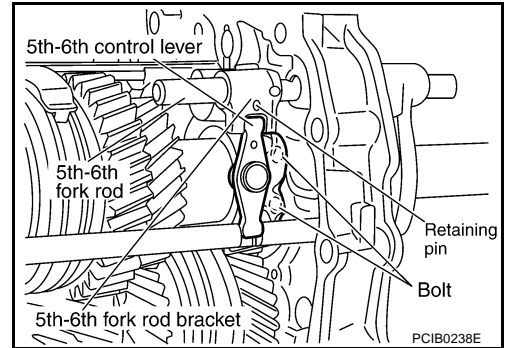
Do not reuse retaining pin.



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 to tap the retaining pin into the 5th-6th fork rod bracket.

CAUTION:

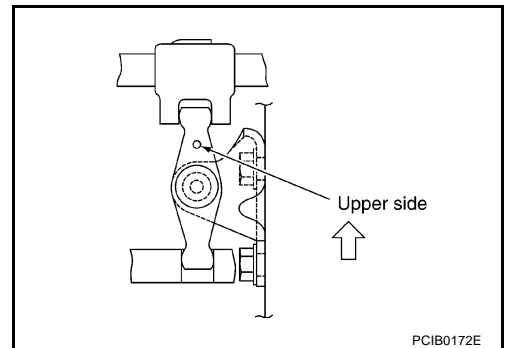
Do not reuse retaining pin.



7. Install 5th-6th control lever to the adapter plate and then tighten mounting bolts to the specified torque. Refer to [MT-24, "SHIFT CONTROL COMPONENTS"](#).

CAUTION:

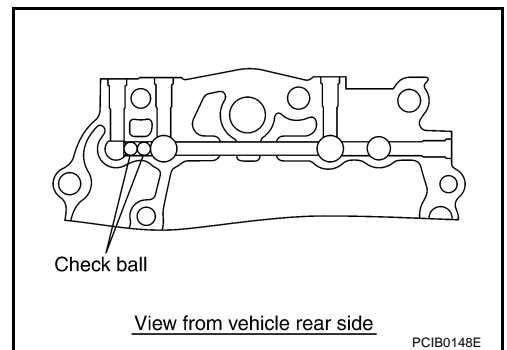
Set the projection upward.



8. Install check balls to the adapter plate.

CAUTION:

Apply recommended grease to check ball.



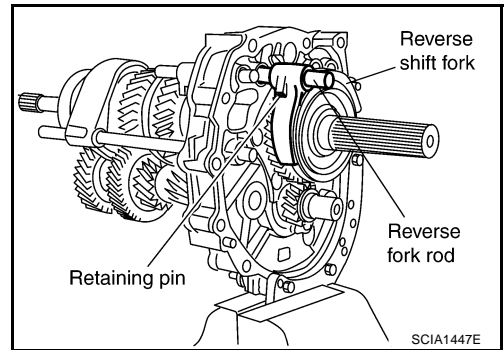
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TRANSMISSION ASSEMBLY

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 to tap the retaining pin into the reverse shift fork.

CAUTION:

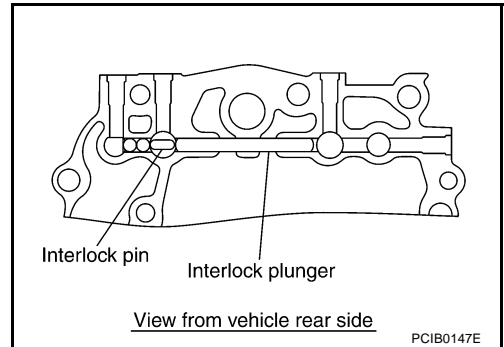
Do not reuse retaining pin.



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

CAUTION:

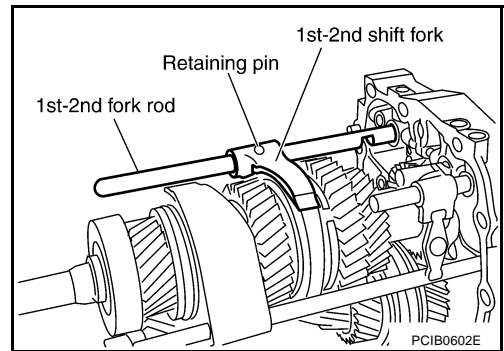
Apply recommended grease to interlock pin and interlock plunger.



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 to tap the retaining pin into the 1st-2nd shift fork.

CAUTION:

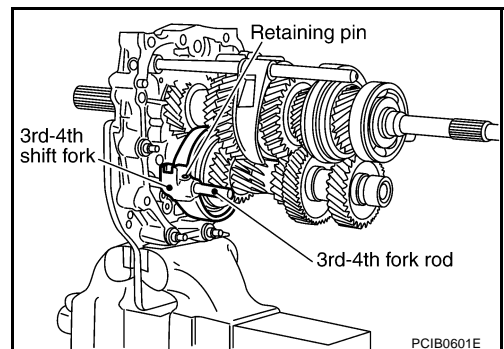
Do not reuse retaining pin.



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 to tap the retaining pin into the 3rd-4th shift fork (reversal side).

CAUTION:

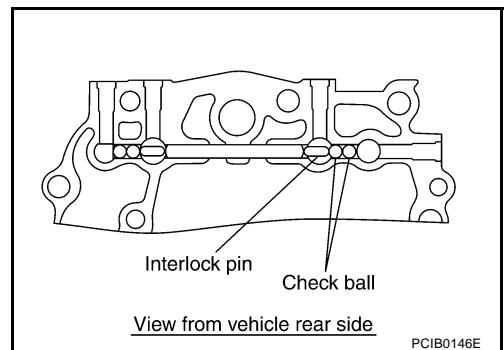
Do not reuse retaining pin.



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

CAUTION:

Apply recommended grease to interlock pin and check ball.

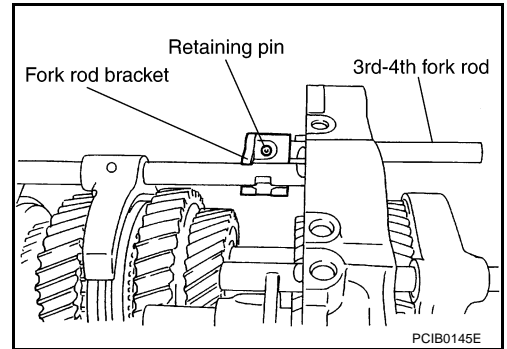


TRANSMISSION ASSEMBLY

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 to tap the retaining pin into the 3rd-4th fork rod bracket.

CAUTION:

Do not reuse retaining pin.

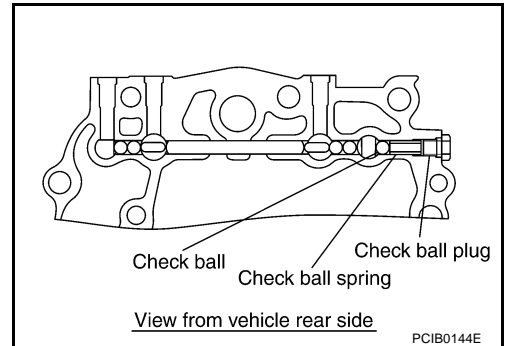


23. Install check balls and check ball springs into the adapter plate, apply recommended sealant to threads of check ball plugs, and tighten check ball plugs to the specified torque. Refer to [MT-24, "SHIFT CONTROL COMPONENTS"](#).

- **Use Genuine Silicone RTV or the equivalent. Refer to [GI-47, "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS"](#).**

CAUTION:

Apply recommended grease to check ball.

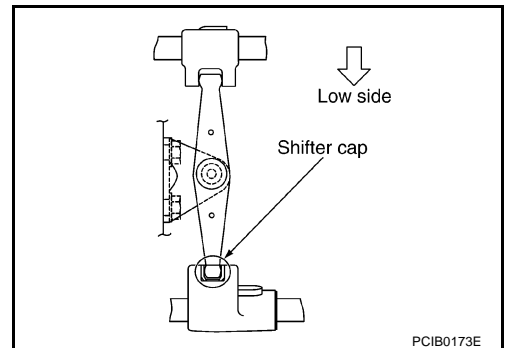


24. Install 3rd-4th control lever to the adapter plate, and then tighten mounting bolts to the specified torque. Refer to [MT-24, "SHIFT CONTROL COMPONENTS"](#).

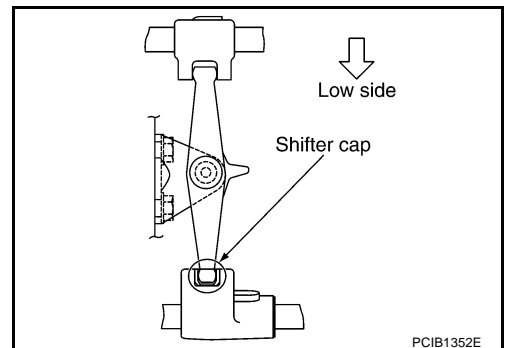
CAUTION:

Make sure the top and bottom are oriented correctly.

- **Model number: CD008**



- **Model number: CD009**

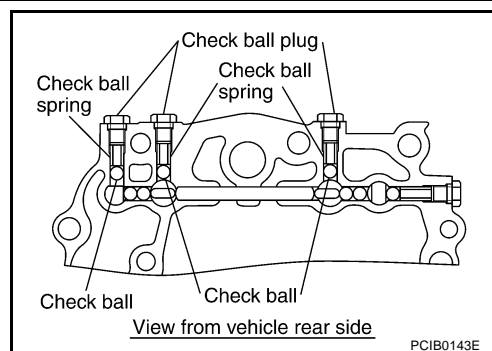


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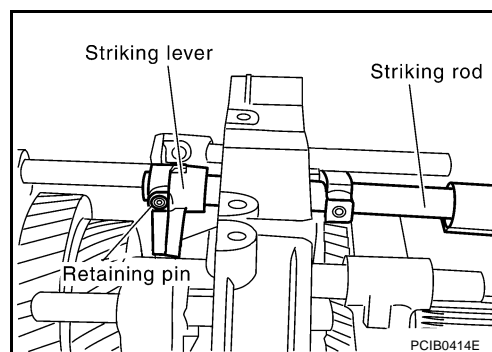
25. Install check balls and check ball springs into the adapter plate, apply recommended sealant to threads of check ball plugs, and tighten check ball plugs to the specified torque. Refer to [MT-24, "SHIFT CONTROL COMPONENTS"](#).

- Use Genuine Silicone RTV or the equivalent. Refer to [GI-47, "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS"](#).

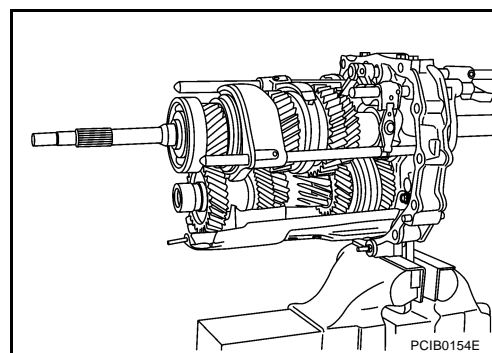


26. Install striking rod to the adapter plate.
27. Install striking lever to the striking rod.
28. Using a pin punch to tap the retaining pin into the striking lever.

CAUTION:
Do not reuse retaining pin.



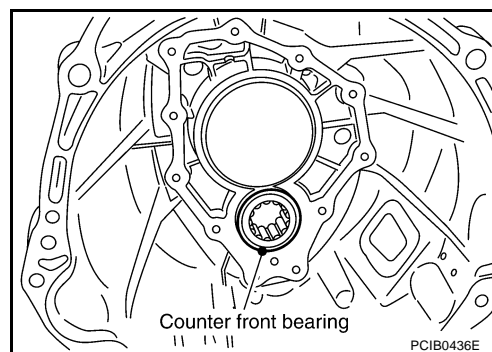
29. Install magnet to the adapter plate.
30. Install baffle plate to the adapter plate, and then tighten mounting bolts to the specified torque.



Case Components

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

CAUTION:
Do no reuse breather.



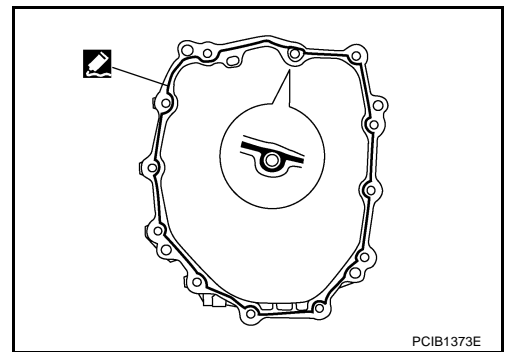
TRANSMISSION ASSEMBLY

4. Apply recommended sealant to the transmission case adapter plate mounting surface as shown in the figure.

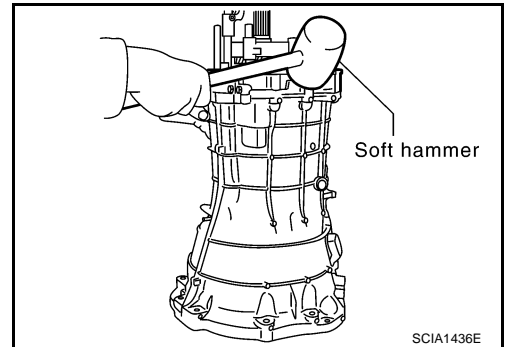
- Use Genuine Silicone RTV or the equivalent. Refer to [GI-47, "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS"](#).

CAUTION:

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



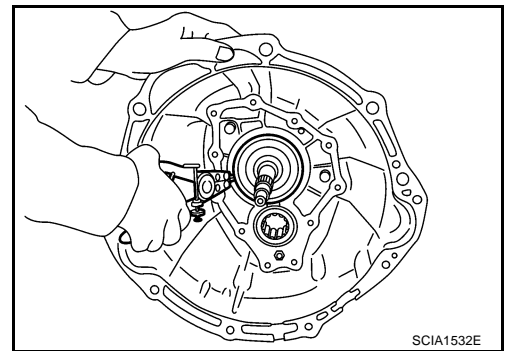
5. Place the adapter plate in the transmission case, using soft hammer to tap the adapter plate to install it into the transmission case.



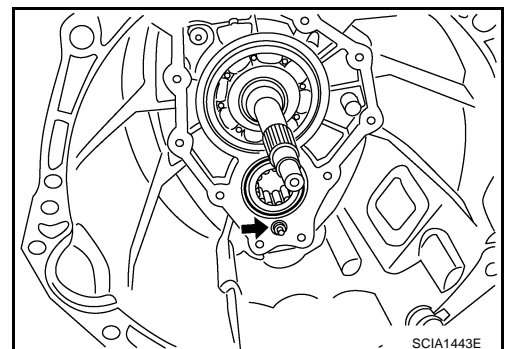
6. Install snap ring to main drive gear bearing, using snap ring pliers.

CAUTION:

Do not reuse snap ring.



7. Tighten baffle plate mounting nut to the specified torque. Refer to [MT-21, "CASE COMPONENTS"](#).



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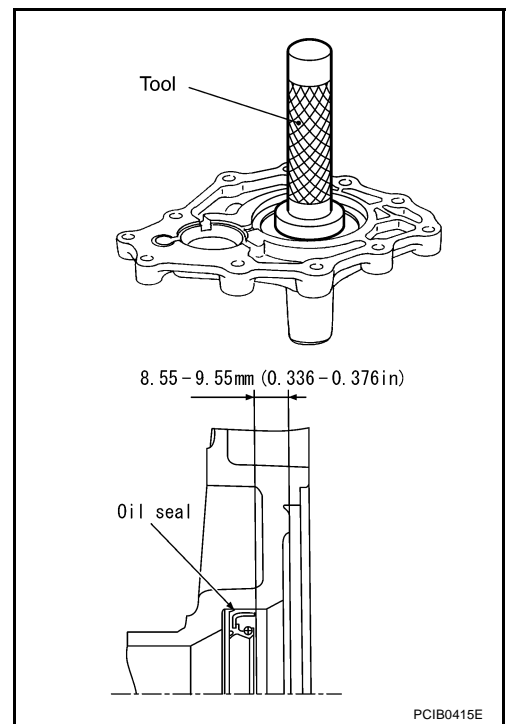
TRANSMISSION ASSEMBLY

8. 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 (J-25803-01)

CAUTION:

- Do not reuse front cover oil seal.
- When installing, do not incline the front cover oil seal.

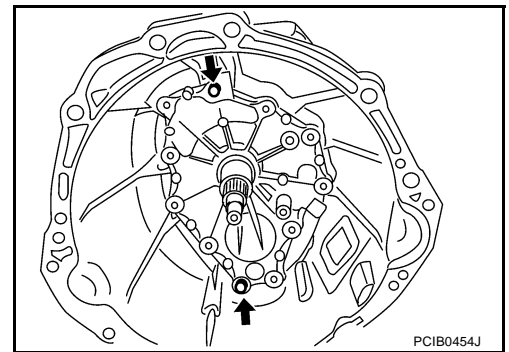


9. Install front cover gasket and front cover to the transmission case.

CAUTION:

Do not reuse gasket.

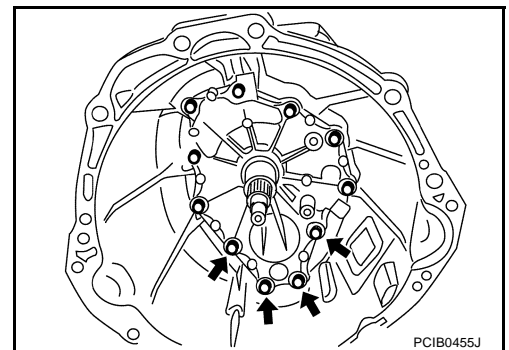
10. Temporary tightening 2 bolts in the positions shown in the figure.



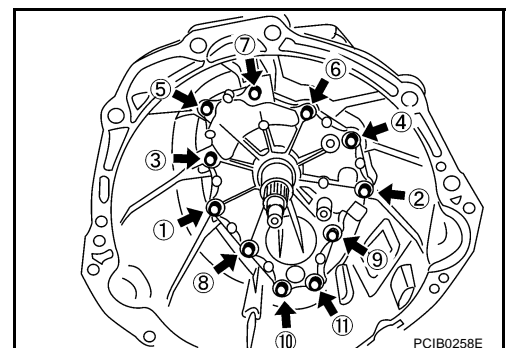
11. Temporary tightening remaining 9 bolts, tighten bolts to the specified torque. Refer to [MT-21, "CASE COMPONENTS"](#).

CAUTION:

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

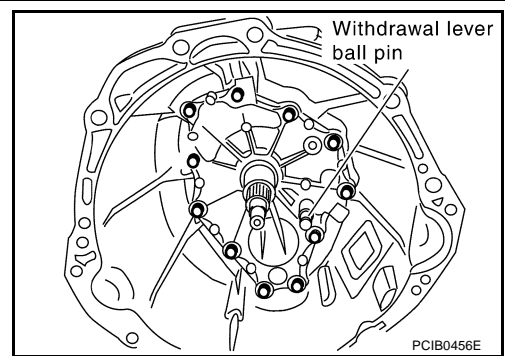


12. Tighten bolts to the specified torque in order as shown on the figure.



TRANSMISSION ASSEMBLY

13. 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-21, "CASE COMPONENTS"](#).



14. Install rear extension oil gutter to rear extension, and then tighten bolt to specified torque. Refer to [MT-21, "CASE COMPONENTS"](#).

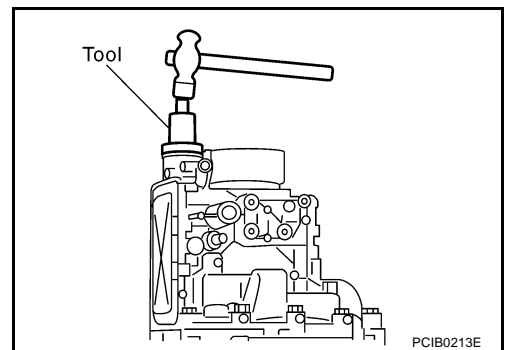
15. Install reverse idler shaft, reverse idler needle bearing, reverse idler gear, and reverse idler thrust washer to the adapter plate.

16. 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:

- Do not reuse striking rod oil seal.
- When installing, do not incline the striking rod oil seal.

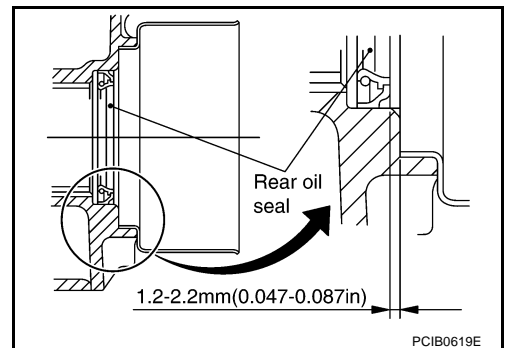


17. Apply multi-purpose grease to the lip of the rear oil seal. Using a drift to install rear oil seal. 1.2-2.2 mm (0.047-0.87 in) above from the rear extension edge surface.

Tool number : ST33400001 (J-26082)

CAUTION:

- Do not reuse rear oil seal.
- When installing, do not incline the rear oil seal.

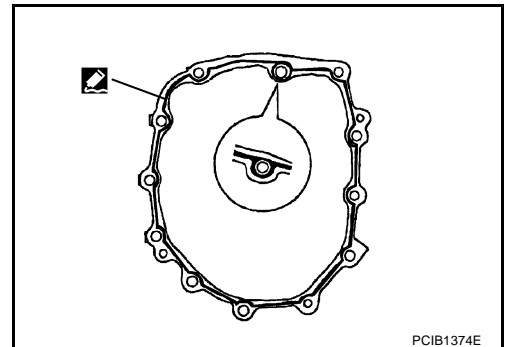


18. Apply recommended sealant to the adapter plate rear extension mounting surface as shown in the figure.

- Use **Genuine Silicone RTV or the equivalent. Refer to [GI-47, "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS"](#).**

CAUTION:

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



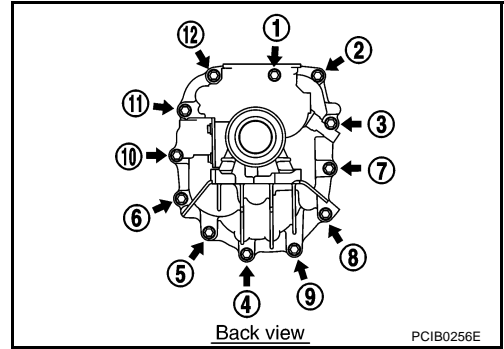
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TRANSMISSION ASSEMBLY

19. 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-21, "CASE COMPONENTS"](#) .
20. Install control lever housing to the rear extension and then tighten mounting bolts to the specified torque. Refer to [MT-24, "SHIFT CONTROL COMPONENTS"](#) .

CAUTION:

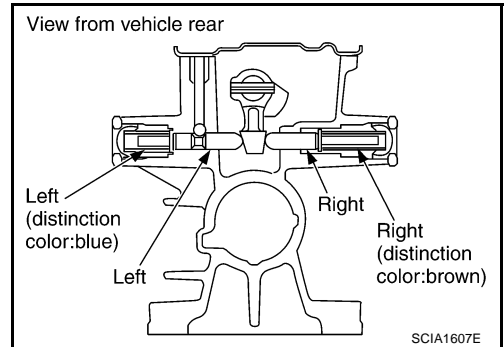
Do not hold control lever housing to prevent bushing of control lever housing from deformation when moving transmission assembly.



21. Install return spring plungers and return springs into the rear extension, apply recommended sealant to threads of return spring plugs, and then tighten return spring plugs to the specified torque. Refer to [MT-24, "SHIFT CONTROL COMPONENTS"](#) .

- Use Genuine Silicone RTV or the equivalent. Refer to [GI-47, "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS"](#) .

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

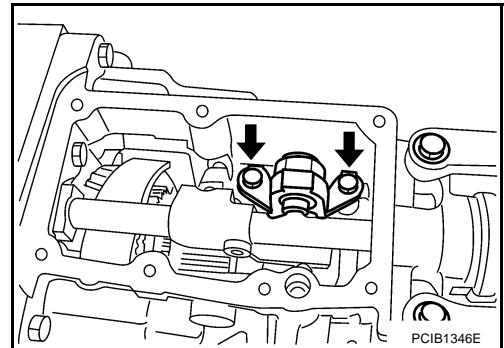


CAUTION:

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

22. 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-24, "SHIFT CONTROL COMPONENTS"](#) .
23. Install plunger to the rear extension, and then screwing PNP switch and back-up lamp switch to the rear extension with 1-2 pitches. Apply recommended sealant to threads of switches, and tighten switches to the specified torque. Refer to [MT-21, "CASE COMPONENTS"](#) .

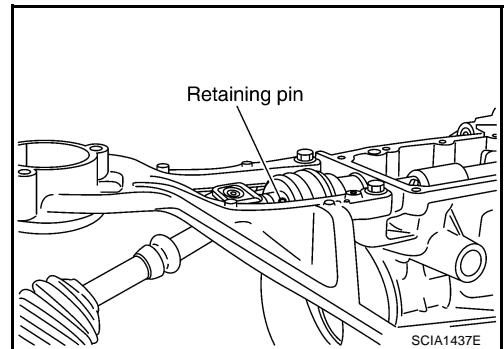
- Use Genuine Silicone RTV or the equivalent. Refer to [GI-47, "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS"](#) .



24. Install retaining pin into the control rod, using a pin punch.

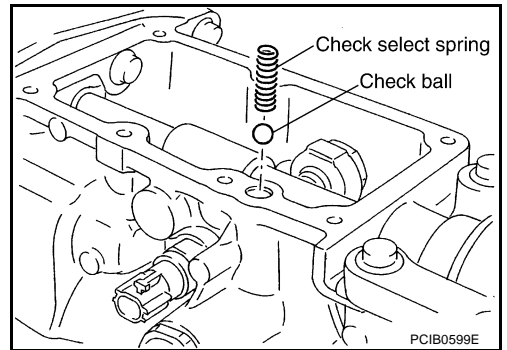
CAUTION:

Do not reuse retaining pin.



TRANSMISSION ASSEMBLY

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



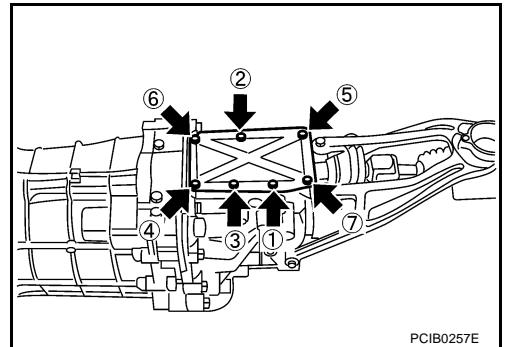
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26. Install rear extension upper cover gasket and rear extension upper cover to rear extension.

CAUTION:

- Do not reuse rear extension upper cover gasket.
- Avoid tangling check select spring.

27. Tighten rear extension upper cover bolts to the specified torque in order as shown on the figure. Refer to [MT-21, "CASE COMPONENTS"](#).



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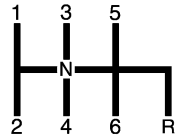
SERVICE DATA AND SPECIFICATIONS (SDS)

SERVICE DATA AND SPECIFICATIONS (SDS)

PFP:00030

General Specifications

ACS004NU

Engine model		VQ35DE	
Transmission model		FS6R31A	
Model code number		CD008	CD009
Number of speed		6	
Shift pattern			
Synchronesh 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 (Approx.)		ℓ (US qt, Imp qt) 2.9 (3-1/8, 2-1/2)	
Remarks	Reverse synchronizer	Installed	
	Double cone synchronizer	1st, 3rd and 4th	4th
	Triple cone synchronizer	2nd	1st, 2nd and 3rd

SERVICE DATA AND SPECIFICATIONS (SDS)

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)

Snap Rings

ACS004NV

Unit: mm (in)

Selective parts	Thickness	Part number*	
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		

*: Always check with the Parts Department for the latest parts information.

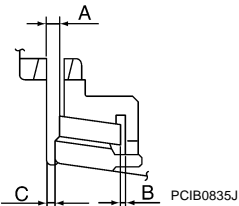
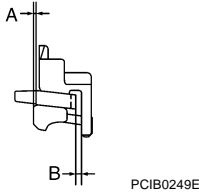
SERVICE DATA AND SPECIFICATIONS (SDS)

Baulk Ring Clearance (Model Code Number: CD008)

ACS004NX

Unit: mm (in)

Measurement point		Standard value	Limit value
1st, 3rd and 4th (Double-cone synchronizer)	Clearance between synchronizer cone and inner baulk ring end face "A"	0.50 - 0.70 (0.020 - 0.028)	0.3 (0.012)
	Clearance between outer baulk ring pawl and synchronizer cone "B"	1st: 1.00 - 1.50 (0.039 - 0.059) 3rd: 0.85 - 1.35 (0.033 - 0.053) 4th: 0.85 - 1.35 (0.033 - 0.053)	0.7 (0.028) 0.7 (0.028) 0.7 (0.028)
2nd (Triple-cone synchronizer)	Clearance between synchronizer and clutch gear end face "A"	0.60 - 1.30 (0.024 - 0.051)	0.3 (0.012)
	Clearance between outer baulk ring pawl and synchronizer cone "B"	0.85 - 1.35 (0.033 - 0.053)	0.7 (0.028)
	Clearance between inner baulk ring and clutch gear end face "C"	0.70 - 1.25 (0.028 - 0.049)	0.3 (0.012)
5th and 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)



Baulk Ring Clearance (Model Code Number: CD009)

ACS00A29

Unit: mm (in)

Measurement point		Standard value	Limit value
4th (Double-cone synchronizer)	Clearance between synchronizer cone and inner baulk ring end face "A"	0.50 - 0.70 (0.020 - 0.028)	0.3 (0.012)
	Clearance between outer baulk ring pawl and synchronizer cone "B"	0.85 - 1.35 (0.033 - 0.053)	0.7 (0.028)
1st, 2nd and 3rd (Triple-cone synchronizer)	Clearance between synchronizer cone and clutch gear end face "A"	1st: 0.65 - 1.25 (0.026 - 0.049) 2nd: 0.60 - 1.30 (0.024 - 0.051) 3rd: 0.60 - 1.30 (0.024 - 0.051)	0.3 (0.012) 0.3 (0.012) 0.3 (0.012)
	Clearance between outer baulk ring pawl and synchronizer cone "B"	0.85 - 1.35 (0.033 - 0.053)	0.7 (0.028)
	Clearance between inner baulk ring and clutch gear end face "C"	1st: 0.8 - 1.2 (0.031 - 0.047) 2nd: 0.75 - 1.25 (0.030 - 0.049) 3rd: 0.75 - 1.25 (0.030 - 0.049)	0.3 (0.012) 0.3 (0.012) 0.3 (0.012)
5th and 6th		0.70 - 1.35 (0.028 - 0.053)	0.5 (0.020)
Reverse		0.75 - 1.20 (0.030 - 0.047)	0.5 (0.020)

