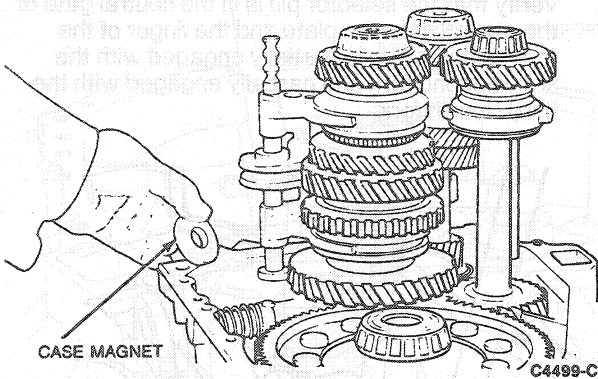
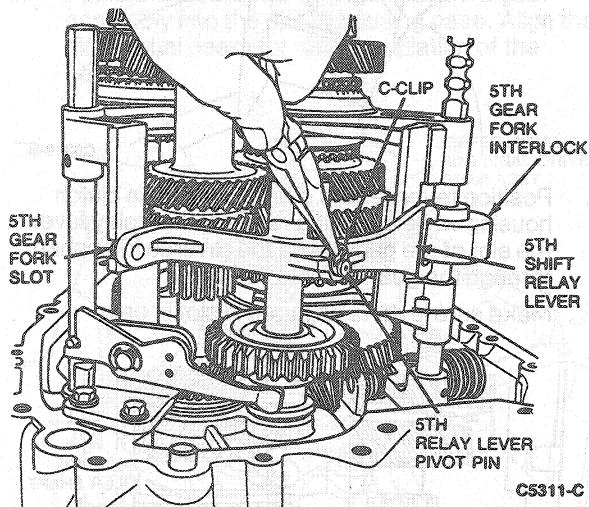


REMOVAL AND INSTALLATION (Continued)

10. Install the magnet in its pocket in the clutch housing case.

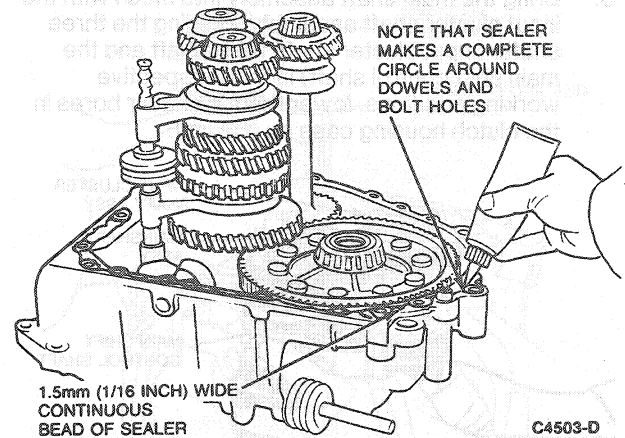


11. Install the fifth shift relay lever onto the reverse idler shaft, aligning it with the fork interlock sleeve and fifth gear fork slot and install the retaining ring (C-clip).



12. Verify that the mating surfaces of the transaxle case and clutch housing are perfectly clean and free of burrs or nicks.

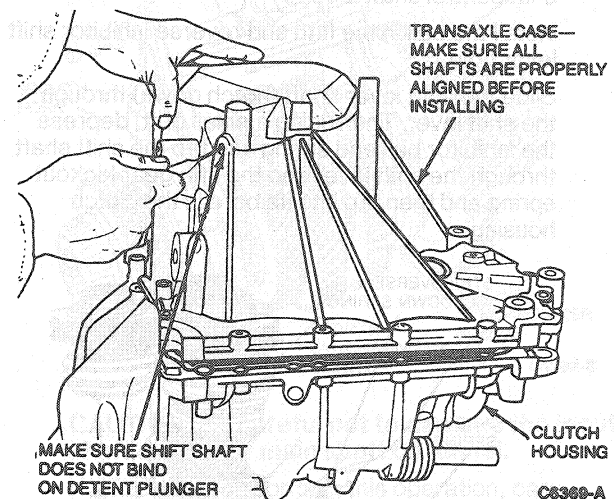
Apply a 1.5mm (1/16-inch) wide bead of Gasket Eliminator E1FZ-19562-A (ESE-M4G234-A1) or equivalent to the clutch housing.



13. Install the detent spring and plunger in their bore in the case. Carefully lower the transaxle case over the clutch housing, then using a punch, depress the spring and plunger.

Gently move the transaxle case until the shift control shaft, main shaft, input cluster shaft and fifth gear shaft align with their respective bores in the transaxle case.

14. Gently slide the transaxle case over the dowels and flush onto the clutch housing case. Make sure that the case does not bind on the magnet.



15. Apply Pipe Sealant with Teflon® D8AZ-19554-A (ESG-M4G194-A and ESR-M18P7-A) or equivalent to the threads of the interlock sleeve retaining pin, in a clockwise direction.

NOTE: If the hole in the case does not align with the slot in the interlock sleeve, remove the case half and check for proper installation of the interlock sleeve.

Use a drift to align the slot in the interlock sleeve with the hole in the transaxle case and install the retaining pin.