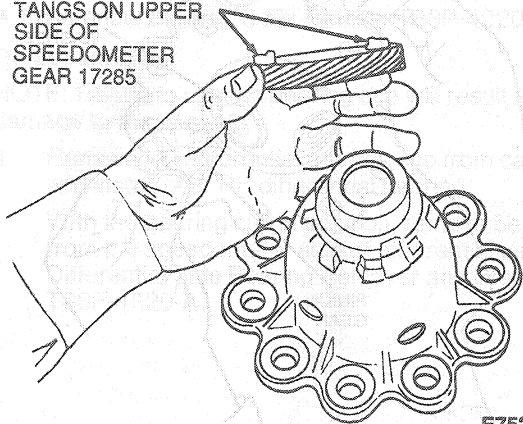


DISASSEMBLY AND ASSEMBLY (Continued)

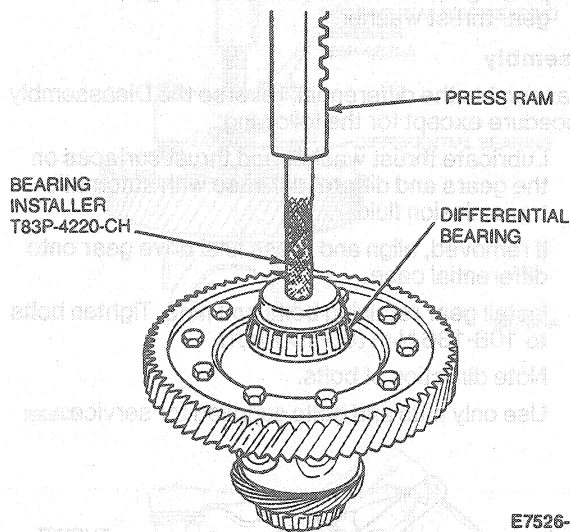
3. Install speedometer drive gear.

TANGS ON UPPER
SIDE OF
SPEEDOMETER
GEAR 17285



E7525-B

4. Install differential roller bearings using Differential Bearing Cone Installer T83P-4220-CH.



E7526-A

CLEANING AND INSPECTION

Transaxle Case

Inspection

NOTE: Avoid unnecessary or prolonged exposure of the input and differential seals to any solvents used to clean the transaxle case.

NOTE: Casting imperfections sometimes look like cracks.

1. Inspect the transaxle case and clutch housing case for cracks, worn or damaged bearing bores, damaged threads, or any other damage that could affect the operation of the transaxle.
2. Inspect the transaxle case and clutch housing case mating surfaces for small nicks or burrs that could cause misalignment of the two halves. Remove all small nicks or burrs with a fine stone or file.

3. Inspect the tapered roller bearings. Refer to Bearings Diagnosis.
4. Check the input cluster shaft for chipped teeth, cracks, scores or bent reverse gear teeth.
5. Check the reverse idler gear and reverse sliding gear for chipped, broken or bent teeth. Check the reverse idler gear for bushing damage. Check wear of the reverse idler gear shaft. It is normal for the front of the teeth to show wear; this does not interfere with proper function.
6. Check the teeth, splines and journals of the main shaft for damage.
7. Check all other gears for chipped, broken or worn teeth. Check for eroded clutching teeth and damaged cone surfaces. These clutching teeth will normally show rounding of the points, which does not interfere with normal operation.
8. Check the synchronizer sleeves for free movement on their hubs. Make sure the alignment marks are properly indexed. Check for damaged clutching teeth. (These splines normally show wear at the points, but this does not interfere with synchronizer function). Check for position of insert springs.
9. Inspect the synchronizer blocking rings for wear marks on the teeth and back face, which indicates that the ring was bottoming on the gear face, due to wear of the blocker ring.

Aluminum Transaxle Case Service

If a transaxle case thread is damaged, helicoil service kits may be purchased. To service a damaged thread, the following procedures should be carefully followed:

NOTE: The case threads which retain the following, should not be serviced:

- Fork interlock sleeve retaining pin
- Backup lamp switch
- Detent plunger retainer screw
- Control selector plate

1. Using the same drill size as the thread outside diameter, drill out the damaged threads. For example, use an 8mm drill for an 8mm X 1.5 thread.
2. Select the proper special tap and tap the drilled hole. The tap is marked for the size of the thread being serviced. The special tap marked 8mm X 1.5 will not cut the same thread as a standard 8mm X 1.5 tap. It does cut a thread large enough to accommodate the insert and after the insert is installed, the original thread size (8mm X 1.5) is restored.
3. Select the proper coil inserting tool. These tools are marked with the thread size being serviced. Place the insert on the tool and adjust the sleeve to the length of the insert being used. Press the insert against the face of the tapped hole. Rotate the tool clockwise and wind the insert into the hole until the insert is one-half turn below the face.