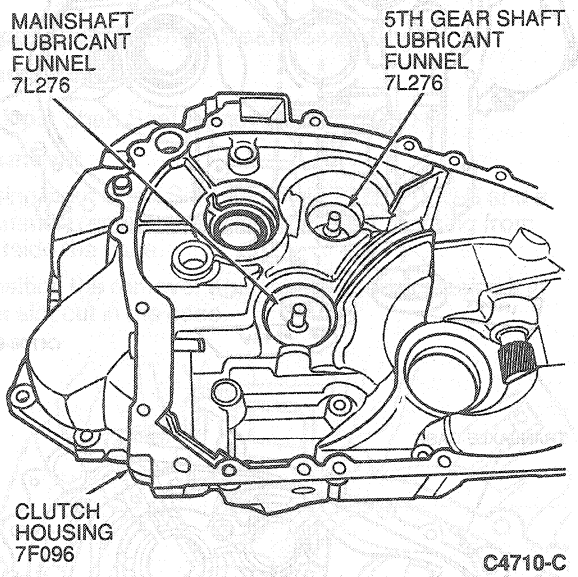
MAJOR SERVICE OPERATIONS (Continued)

The funnels direct lubricant to a drilled hole in the center of the main shaft and the fifth gear driveshaft. The lubricant flows through these shafts, where it lubricates the rotating gears.

NOTE: Prior to installation, thoroughly clean the bearing cups, their bores, and the shims and funnels. Inspect the condition of all parts. Lightly grease the bearing cups.



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Preload Shims

NOTE: If the bearing cups are removed from the case for any reason, it is very important to keep the bearing cup and its matching shim together. It is also very important to label the bearing cups as they are removed from the transaxle case or clutch housing.

Preload on the input cluster shaft, main shaft and fifth gear driveshaft bearings is maintained by shims. These preload shims are located behind the bearing cups in the transaxle case.

Maintaining the proper bearing cup-to-shim relationship and proper bearing cup labeling will ensure the correct bearing preload when the transaxle is assembled.

A replacement bearing preload shim will be provided for service and should be installed in place of the original shim as outlined in the Service Shim chart.

When servicing requires the use of the service shim (refer to Service Shim chart), discard the original shim. Do not use more than one shim per shaft.

If parts are replaced other than the parts listed in the Service Shim Chart, then the original shims should be reused.

SERVICE SHIM CHART

Parts Replaced	Shims Replaced With Service Shim		
	Input Cluster Shaft	Main Shaft	5th Gear Shaft
1 Input Cluster Bearing	Yes	No	No
2 Input Cluster Bearings	Yes	No	No
1 Input Cluster Bearing 1 Mainshaft Bearing 1 5th Gear Shaft Bearing	Yes	Yes	Yes
2 Input Cluster Bearings 2 Mainshaft Bearings 2 5th Gear Shaft Bearings	Yes	Yes	Yes
1 Mainshaft Bearing	No	Yes	No
2 Mainshaft Bearings	No	Yes	No
1 5th Gear Shaft Bearing	No	No	Yes
2 5th Gear Shaft Bearings	No	No	Yes
Clutch Housing Assembly	Yes	Yes	Yes
Transaxle Case Assembly	Yes	Yes	Yes

NOTE: The shims must be installed only under the bearing cups at the transaxle case end of the three shafts.

NOTE: The use of a nominal thickness service shim eliminates the need for gauging bearing clearances prior to reassembly. While this method produces wider variations of bearing settings than are present in factory assembled units, the extreme possible settings have been tested and found to be acceptable.

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