

## CLEANING & INSPECTION

1. Wash all parts in cleaning solvent except sealed bearings, "O" rings and seals. Use scraper or brush for heavy deposits. Rotate bearings by hand in cleaning solvent. When cleaning transaxle case, avoid unnecessary or prolonged exposure of input and differential seals to solvent.
2. Dry all parts with compressed air. Hold bearings while drying to prevent bearing from spinning. To prevent damage to components, DO NOT spin dry bearings. Lubricate clean bearings with Mercon ATF and wrap in lint-free cloth until ready to install.
3. Inspect transaxle case and clutch housing case for cracks, worn or damaged bearing bores or damaged threads. Inspect mating surfaces on cases for small nicks or burrs that could cause misalignment of case halves. Remove all small nicks or burrs with a fine stone or file.
4. Check reverse idler gear and sliding gear for chipped, broken or bent teeth. Check reverse idler gear for bushing damage. Check wear of reverse idler gear shaft. It is normal for front of teeth to show wear; this does not interfere with proper function.
5. Check teeth, splines and journals of input shaft for damage. Check all other gears for chipped, broken or worn teeth. Check for eroded clutch teeth and damaged bearing surfaces. Using a dial indicator and lathe or "V" blocks, check input shaft runout at 3rd gear position. If runout exceeds .002" (.05 mm), replace input shaft.
6. Check teeth, splines and journals of input and output shaft for damage. Check all other gears for chipped, broken or worn teeth. Check for eroded clutch teeth and damaged bearing surfaces. Using a dial indicator and lathe or "V" blocks, check output shaft runout at mid-point. If runout exceeds .0006" (.015 mm), replace output shaft.
7. Check synchronizer sleeves for smooth and free movement on hubs. Check for excessive clearance between shift fork and sleeve. Ensure index marks are properly aligned. Check for damaged clutching teeth. Check for worn inserts or damaged springs.
8. Inspect synchronizer blocker rings for wear marks on spline end back face, which indicates ring was bottoming on gear face due to excessive blocker ring wear.