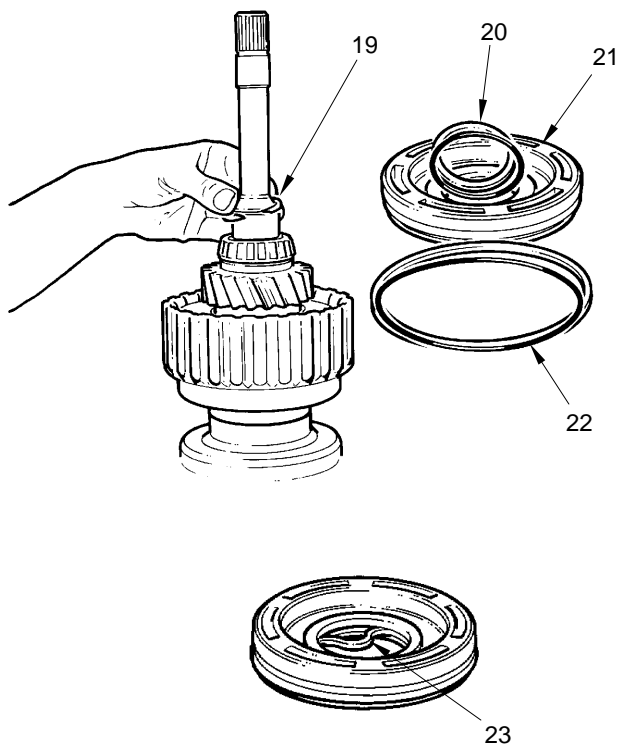


STEP 7

Disassemble the forward clutch (refer to steps 1 through 6 of this procedure).

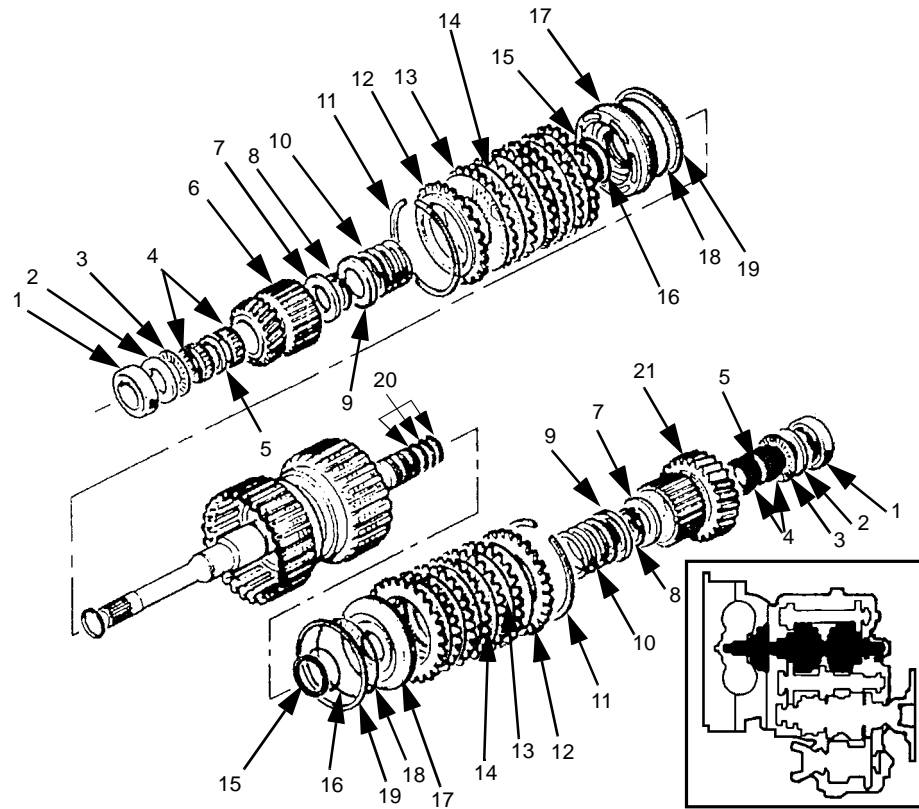
STEP 8



Remove both the internal and external composite seals (19), (20) and (23) from both pistons (21). 789M348A

NOTE : *When assembling, install new piston seal rings (19), (20), (22), and (23).*

NOTE : *The assembly of the input shaft is the reverse of the disassembly.*

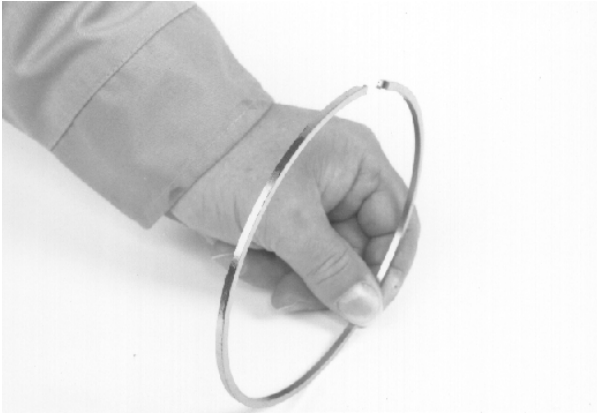


- | | | |
|-------------------|-------------------|------------------|
| 1. Bearing | 8. Snap-ring | 15. Ring |
| 2. Trust washer | 9. Retainer | 16. O-ring |
| 3. Needle bearing | 10. Spring | 17. Piston |
| 4. Needle bearing | 11. Snap-ring | 18. O-ring |
| 5. Spacer | 12. Cover plate | 19. Ring |
| 6. Forward gear | 13. Friction disc | 20. Ring |
| 7. Trust washer | 14. Clutch plate | 21. Reverse gear |

CS98G545

Inspection

STEP 1



BP95F128

Check for wear and damage on the sealing rings (large and small) and in the grooves for the sealing rings. It is probable that you will have sealing rings that look like the sealing ring shown above. The plating is worn off in some spots, leaving dark areas on the contact surface. This condition is normal. The plating is a break-in lubrication plating, not a protective plating. It is normal for the plating to wear in this way. This is a good sealing ring which can be used again.

STEP 2

Check the teeth on the gears for wear and damage. If a tooth is badly damaged, be sure to inspect the gear or spline that is in mesh with the damaged gear.

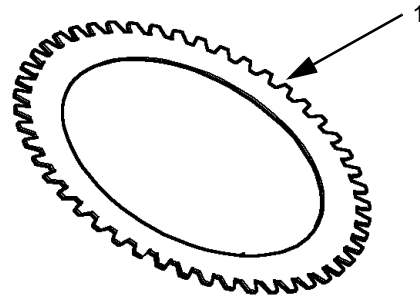
STEP 3

Check the splines on the output shaft for wear and damage. Check the passages in the output shaft to be sure that the passages are open and free of foreign material.

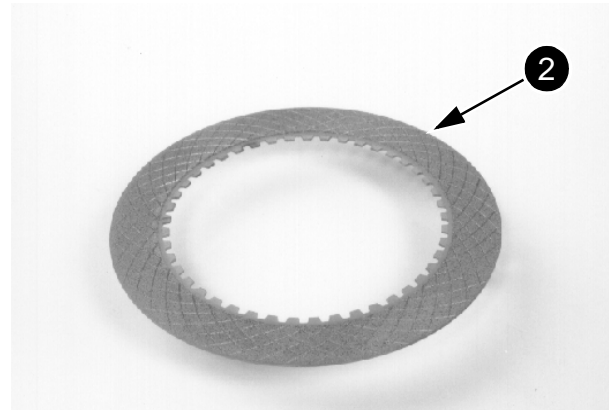
STEP 4

Check the ball bearings and the needle bearings for flat areas, pitting and other damage. Replace as necessary.

STEP 5



CI98G523



BP95F131

Use a straight edge to check each steel disc (1) and each friction disc (2) to be sure each part is flat. If a steel disc (1) or a friction disc (2) is not flat, a new part must be installed during assembly. If the friction discs (2) are smooth or almost smooth, use new parts during assembly. Inspect the steel discs (1) for pitting, scoring, or other damage. If there is any damage, use new parts during assembly. Also, check the splines for wear. Inspect the bore and the shaft in the clutch housing for damage that will cause leakage when the clutch is assembled. Use new parts as required during assembly. If you will be using new friction discs, soak the friction discs in clean transmission oil for at least an hour before assembly. If you are using the old friction discs, make sure that the friction surfaces are coated with transmission oil before assembly.

DISASSEMBLY AND ASSEMBLY OF THE REVERSE IDLER SHAFT

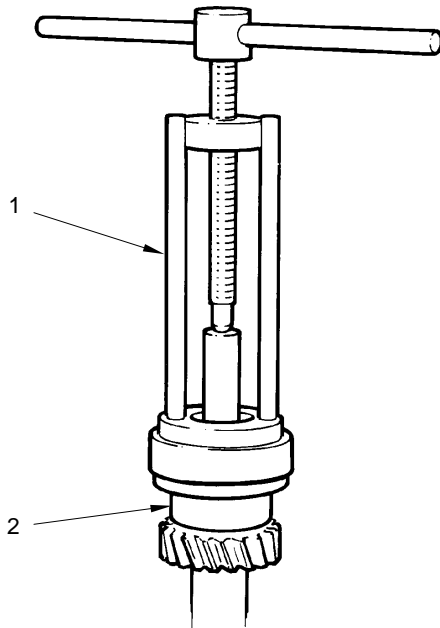
Disassembly

STEP 1

Use special tool KML 3003 (1) and KM 3509 (2) to remove the front bearing (4).

STEP 2

Use the same tools to remove the rear bearing.

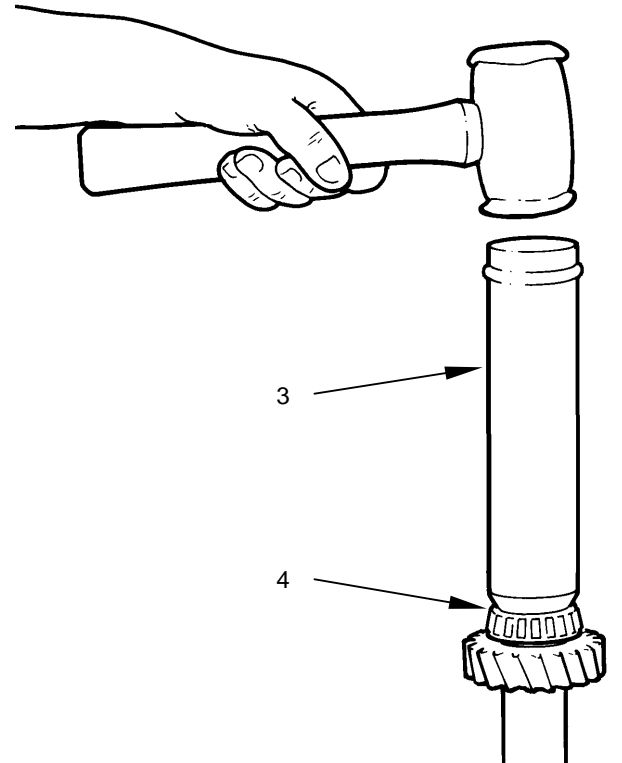


789M349A

Assembly

STEP 1

Use tube F5 4/1#2 (3) to fit the bearings (4) onto the shaft.



789M434A