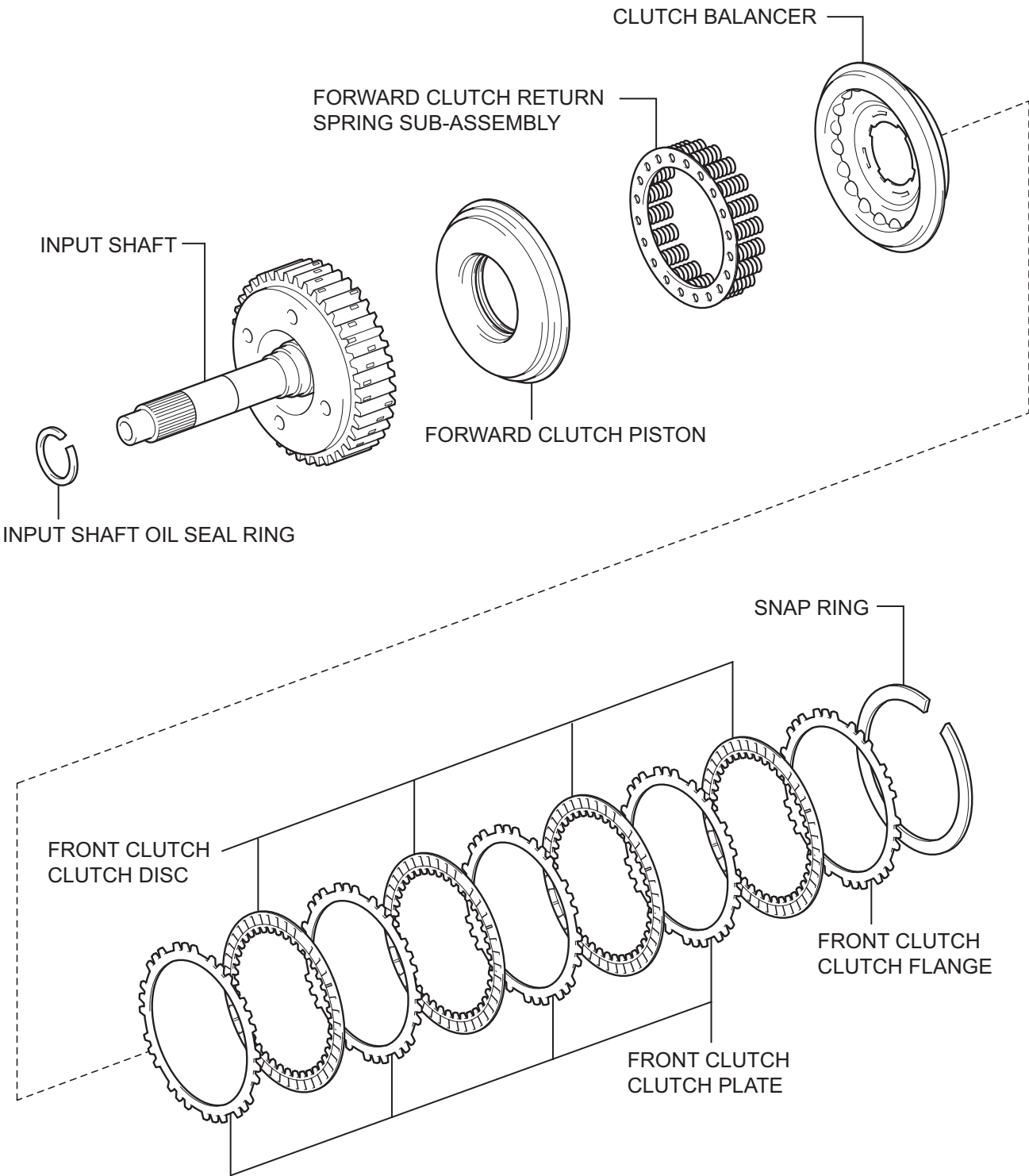


INPUT SHAFT

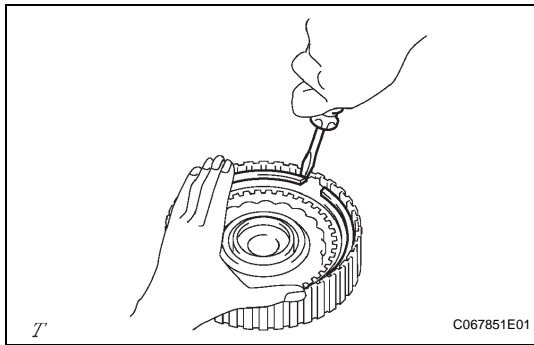
COMPONENTS



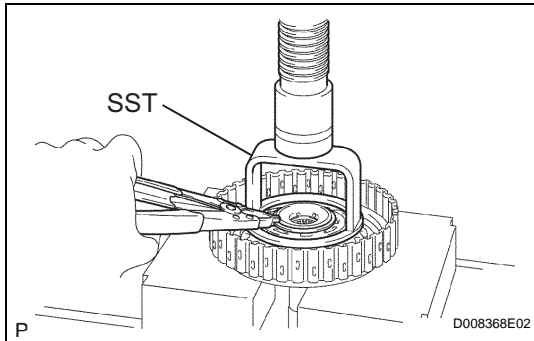
● Non-reusable part

AX

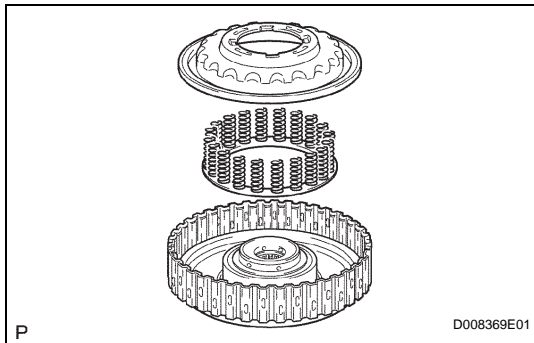
DISASSEMBLY



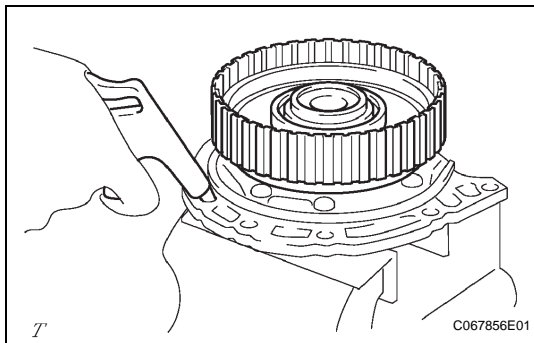
1. **REMOVE FRONT CLUTCH CLUTCH DISC**
 - (a) Using a screwdriver, remove the snap ring.
 - (b) Remove the flange, 4 discs and 4 plates.
2. **INSPECT FRONT CLUTCH CLUTCH DISC (See page [AX-207](#))**



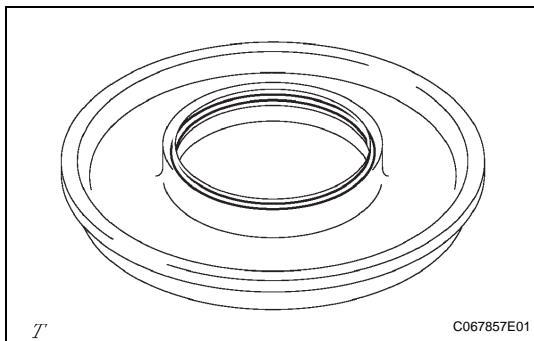
3. **REMOVE FORWARD CLUTCH RETURN SPRING SUB-ASSEMBLY**
 - (a) Using SST on the clutch balancer, and compress the return spring with a press.
SST 09320-89010
NOTICE:
Do not compress the return spring excessively.
 - (b) Using a snap ring expander, remove the snap ring.



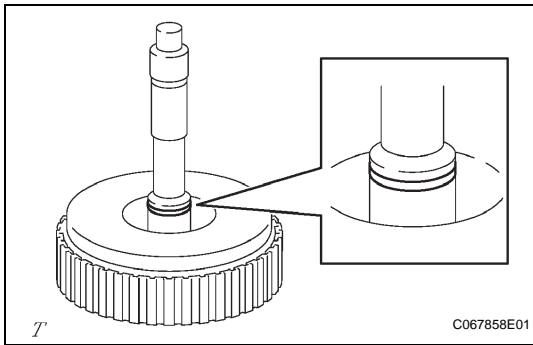
- (c) Remove the clutch balancer and piston return spring.
4. **INSPECT FORWARD CLUTCH RETURN SPRING SUB-ASSEMBLY (See page [AX-207](#))**



5. **REMOVE FORWARD CLUTCH PISTON**
 - (a) Place the input shaft onto the oil pump.
 - (b) Holding the forward clutch piston with your hand, apply compressed air (392 kPa, 4.0 kgf/cm², 57 psi) to the oil pump to remove the forward clutch piston.
HINT:
When the piston cannot be removed because it is slanted, either blow air again with the protruding side pushed, or remove the piston using needle nose pliers with vinyl tape on its tip.

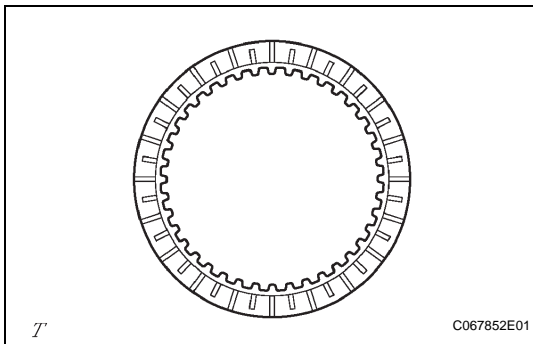


6. **REMOVE FORWARD CLUTCH PISTON O-RING**
 - (a) Using a screwdriver, remove the O-ring.



7. REMOVE INPUT SHAFT OIL SEAL RING

- (a) Using a screwdriver, remove the oil seal ring from the input shaft.

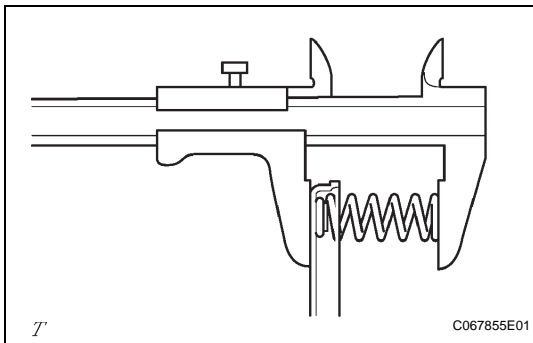


INSPECTION

1. INSPECT FRONT CLUTCH CLUTCH DISC

- (a) Visually check if the sliding surface of the disc, plate and flange are worn or burnt. Replace as necessary.
HINT:

- If the lining of the disc is peeling off or discolored, or even if a part of the printed number is defaced, replace all discs.
- Before assembling new discs, soak them in ATF for at least 15 minutes.

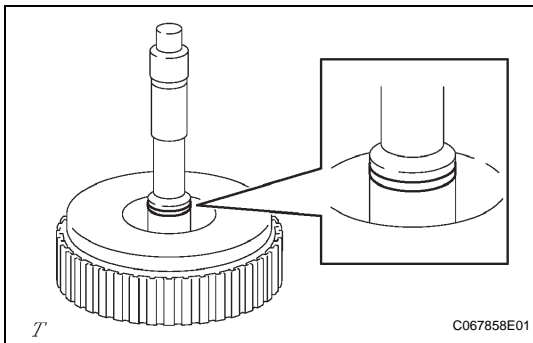


2. INSPECT FORWARD CLUTCH RETURN SPRING SUB-ASSEMBLY

- (a) Using a vernier caliper, measure the free length of the spring together with the spring seat.

Standard free length:

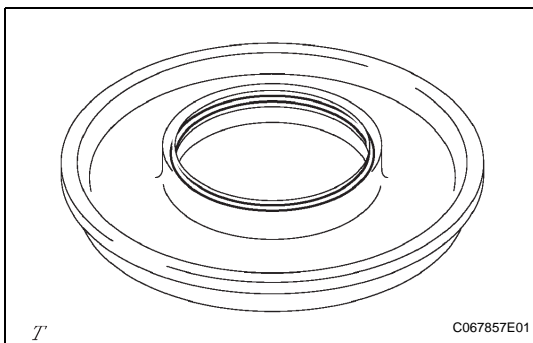
21.69 mm (0.8540 in)



REASSEMBLY

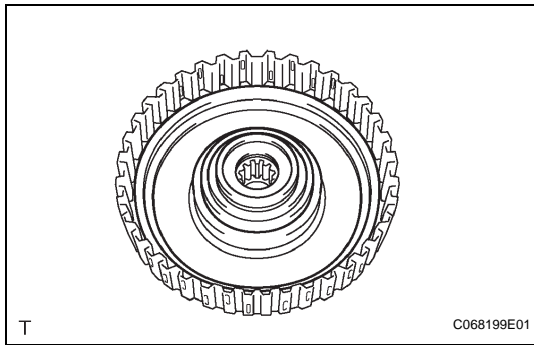
1. INSTALL INPUT SHAFT OIL SEAL RING

- (a) Coat a new oil seal ring with ATF, and install it to the input shaft.



2. INSTALL FORWARD CLUTCH PISTON O-RING

- (a) Coat a new O-ring with ATF, and install it to the forward clutch piston.

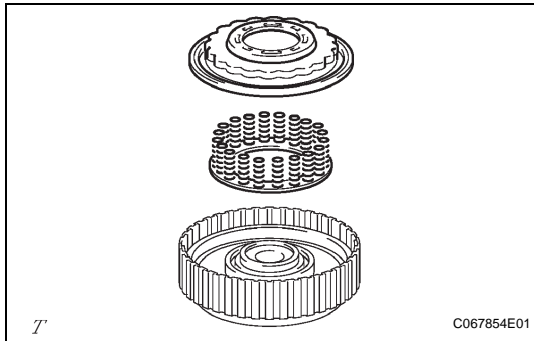


3. INSTALL FORWARD CLUTCH PISTON

- (a) Install the forward clutch piston to the input shaft.

NOTICE:

Be careful not to damage the O-ring.

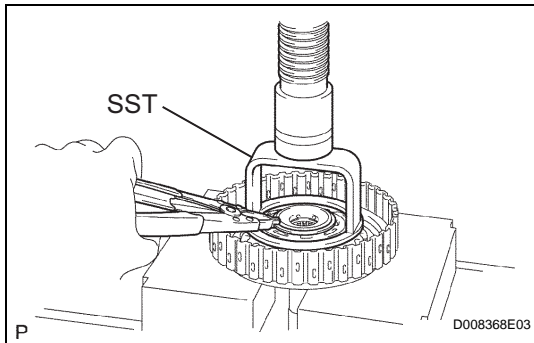


4. INSTALL FORWARD CLUTCH RETURN SPRING SUB-ASSEMBLY

- (a) Install the clutch balancer and return spring to the input shaft.

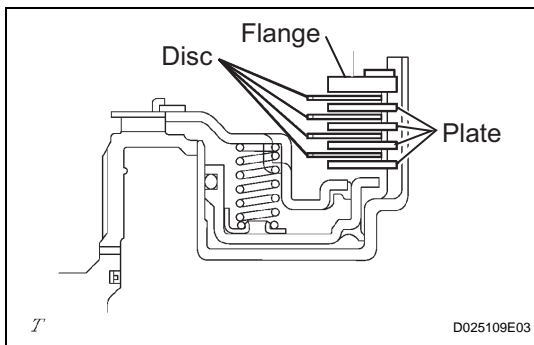
- (b) Using SST, a press and snap ring pliers, install the snap ring to the forward clutch return spring.

SST 09320-89010



5. INSTALL FRONT CLUTCH CLUTCH DISC

- (a) Install the 4 plates, 4 discs and flange.
(b) Using a screwdriver, install the snap ring.



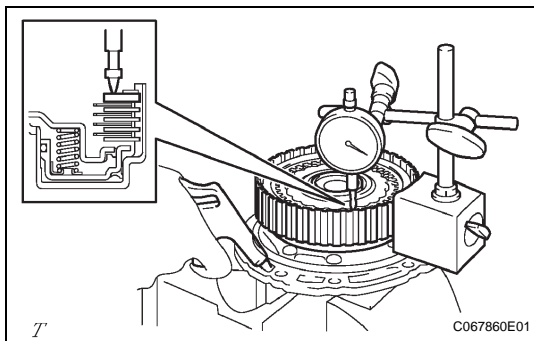
6. INSPECT PACK CLEARANCE OF FORWARD CLUTCH

- (a) Using a dial indicator, measure the pack clearance while applying and releasing compressed air (392 kPa, 4.0 kgf/cm², 57 psi).

Standard pack clearance:

1.406 to 1.806 mm (0.05535 to 0.07110 in.)

If the pack clearance is less than the limit, parts may have been assembled incorrectly. Check and reassemble.



If the clearance is non-standard, select another flange.

Standard flange thickness

No.	Thickness	No.	Thickness
-	3.00 mm (0.1181 in.)	2	3.40 mm (0.1339 in.)
1	3.20 mm (0.1260 in.)	3	3.60 mm (0.1417 in.)