

DRIVE PINION SHAFT ASSEMBLY

MANUAL TRANSMISSION AND DIFFERENTIAL

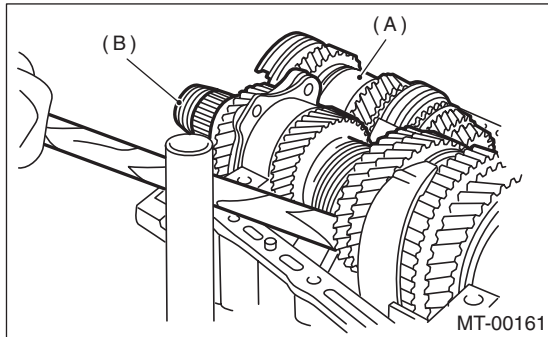
17. Drive Pinion Shaft Assembly

A: REMOVAL

- 1) Remove the manual transmission assembly from vehicle. <Ref. to 5MT-28, REMOVAL, Manual Transmission Assembly.>
- 2) Remove the transfer case with extension case assembly. <Ref. to 5MT-42, REMOVAL, Transfer Case and Extension Case Assembly.>
- 3) Remove the transmission case. <Ref. to 5MT-54, REMOVAL, Transmission Case.>
- 4) Remove the drive pinion shaft assembly.

NOTE:

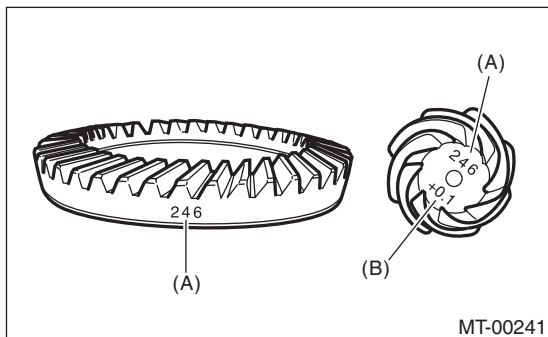
Use a hammer handle, etc. to remove if too tight.



- (A) Main shaft assembly
(B) Drive pinion shaft assembly

B: INSTALLATION

- 1) Remove the differential assembly.
- 2) Alignment marks/numbers on hypoid gear set:
The upper number on driven pinion is the match number for combining it with hypoid driven gear. The lower number is for shim adjustment. If no lower number is shown, the value is zero. The number on hypoid driven gear indicates a number for combination with drive pinion.



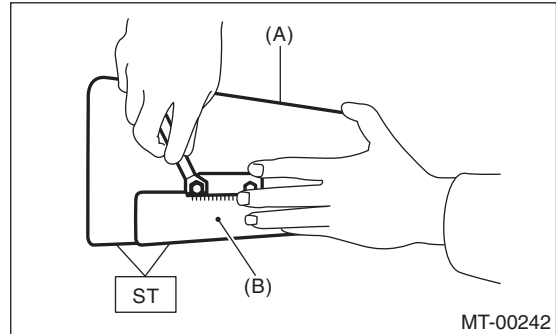
- (A) Match number
(B) Shim adjust number

- 3) Place the drive pinion shaft assembly on right hand transmission main case without shim and tighten the bearing mounting bolts.
- 4) Inspection and adjustment of ST:

NOTE:

- Loosen the two bolts and adjust so that the scale indicates 0.5 correctly when the plate end and the scale end are on the same level.
- Tighten the two bolts.

ST 499917500 DRIVE PINION GAUGE ASSY



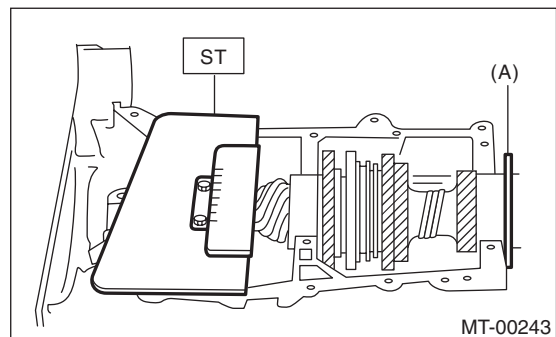
- (A) Plate
(B) Scale

- 5) Position the ST by inserting the knock pin of ST into the knock hole in transmission case.

ST 499917500 DRIVE PINION GAUGE ASSY

- 6) Slide the drive pinion gauge scale with finger tip and read the value at the point where it matches with the end face of drive pinion.

ST 499917500 DRIVE PINION GAUGE ASSY



- (A) Adjust clearance to zero without shim.

- 7) The thickness of shim shall be determined by adding the value indicated on drive pinion to the value indicated on ST. (Add if the number on drive pinion is prefixed by + and subtract if the number is prefixed by -.)

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8) Select one to three shims from the next table for the value determined as described above and take a shim thickness which is closest to the indicated value.

Drive pinion shim	
Part No.	Thickness mm (in)
32295AA031	0.150 (0.0059)
32295AA041	0.175 (0.0069)
32295AA051	0.200 (0.0079)
32295AA061	0.225 (0.0089)
32295AA071	0.250 (0.0098)
32295AA081	0.275 (0.0108)
32295AA091	0.300 (0.0118)
32295AA101	0.500 (0.0197)

9) Install the differential assembly. <Ref. to 5MT-71, INSTALLATION, Front Differential Assembly.>

10) Set the transmission main shaft assembly and drive pinion assembly in position. (So there is no clearance between the two when moved all the way to the front). Inspect the suitable 1st-2nd, 3rd-4th and 5th shifter fork so that coupling sleeve and reverse driven gear are positioned in the center of their synchronizing mechanisms. <Ref. to 5MT-68, INSPECTION, Drive Pinion Shaft Assembly.>

11) Install the transmission case. <Ref. to 5MT-54, INSTALLATION.>

12) Install the transfer case with extension case assembly. <Ref. to 5MT-42, INSTALLATION, Transfer Case and Extension Case Assembly.>

13) Install the manual transmission assembly to vehicle. <Ref. to 5MT-28, Manual Transmission Assembly.>

C: DISASSEMBLY

NOTE:

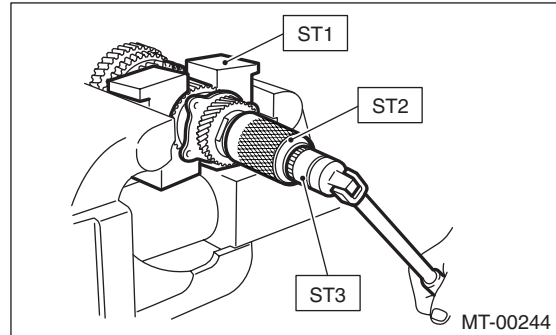
Attach a cloth to the end of driven shaft (on the frictional side of thrust needle bearing) during disassembly or reassembly to prevent damage.

1) Straighten the lock nut at staked portion. Remove the lock nut using ST1, ST2 and ST3.

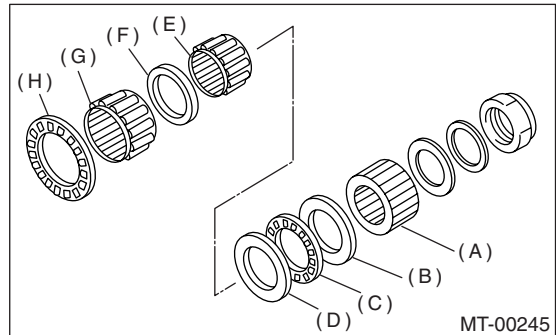
ST1 899884100 HOLDER

ST2 498427100 STOPPER

ST3 899988608 SOCKET WRENCH (27)



2) Withdraw the drive pinion from driven shaft. Remove the differential bevel gear sleeve, adjusting washer No. 1, adjusting washer No. 2, thrust bearing, needle bearing, drive pinion collar, needle bearing and thrust bearing.



- (A) Differential bevel gear sleeve
- (B) Adjusting washer No. 1 (25 × 37.5 × t)
- (C) Thrust bearing (25 × 37.5 × 3)
- (D) Adjusting washer No. 2 (25 × 37.5 × 4)
- (E) Needle bearing (25 × 30 × 20)
- (F) Drive pinion collar
- (G) Needle bearing (30 × 37 × 23)
- (H) Thrust bearing (33 × 50 × 3)

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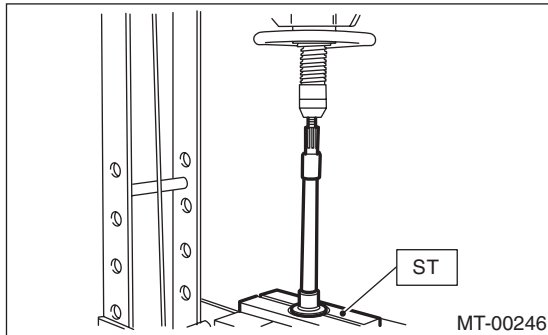
MANUAL TRANSMISSION AND DIFFERENTIAL

3) Remove the roller bearing and washer using ST and press.

NOTE:

Do not reuse the roller bearing.

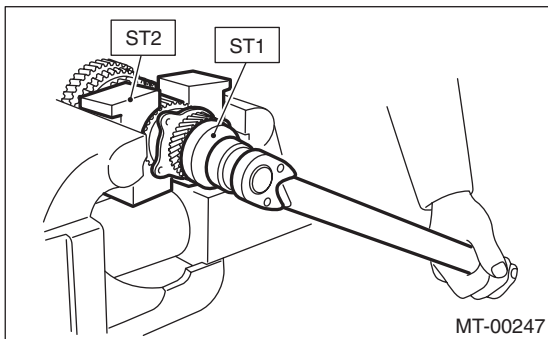
ST 498077000 REMOVER



4) Straighten the lock nut at staked portion. Remove the lock nut using ST1 and ST2.

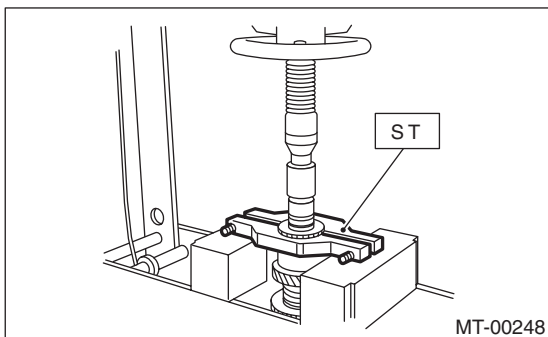
ST1 499987300 SOCKET WRENCH (50)

ST2 899884100 HOLDER



5) Remove the 5th driven gear using ST.

ST 499857000 5TH DRIVEN GEAR REMOVER

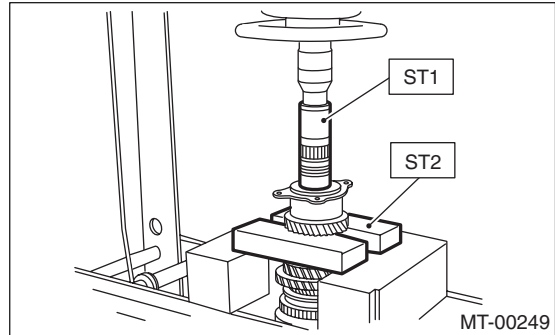


6) Remove the woodruff key.

7) Remove the roller bearing, 3rd-4th driven gear using ST1 and ST2.

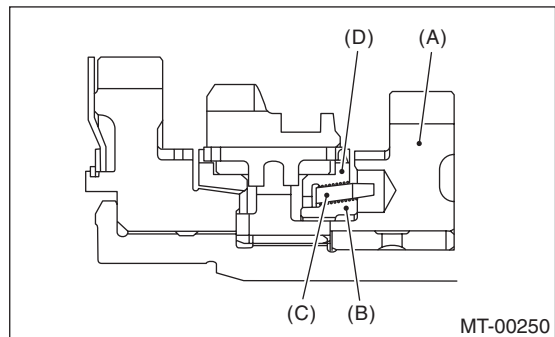
ST1 499757002 INSTALLER

ST2 899714110 REMOVER



8) Remove the key.

9) Remove the 2nd driven gear, inner baulk ring, synchro cone and outer baulk ring.



(A) 2nd driven gear

(B) Inner baulk ring

(C) Synchro cone

(D) Outer baulk ring

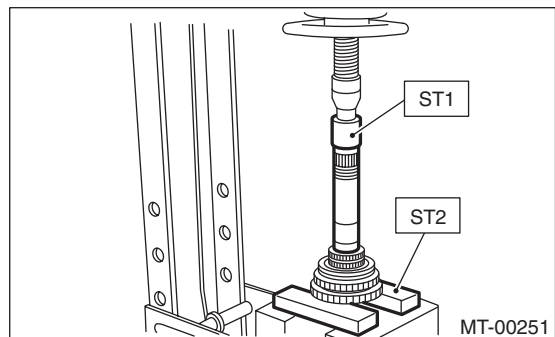
10) Remove the 1st driven gear, 2nd driven gear bushing, gear and hub using ST1 and ST2.

NOTE:

Replace the gear and hub if necessary. Do not attempt to disassemble if at all possible because they must engage at a specified point. If they should be disassembled, mark engagement point beforehand.

ST1 499757002 INSTALLER

ST2 899714110 REMOVER



DRIVE PINION SHAFT ASSEMBLY

MANUAL TRANSMISSION AND DIFFERENTIAL

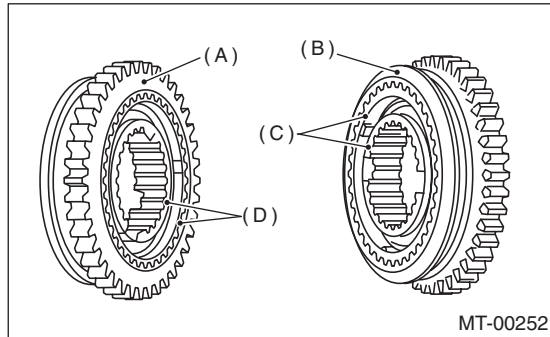
11) Remove the sub gear for 1st driven gear. (Non-turbo model)

D: ASSEMBLY

1) Install the sleeve and assembly by matching alignment marks.

NOTE:

Use a new gear and hub assembly, if gear or hub have been replaced.



- (A) 1st gear side
- (B) 2nd gear side
- (C) Flush surface
- (D) Stepped surface

2) Install the washer, snap ring and sub gear to 1st driven gear.

3) Install the 1st driven gear, 1st baulk ring, gear and hub assembly onto driven shaft.

NOTE:

- Take care to install the gear and hub assembly in proper direction.
- Align the baulk ring and gear & hub assembly with key groove.

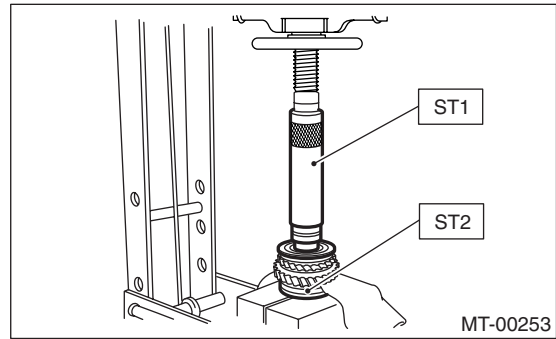
4) Install the 2nd driven gear bushing onto driven shaft using ST1, ST2 and press.

NOTE:

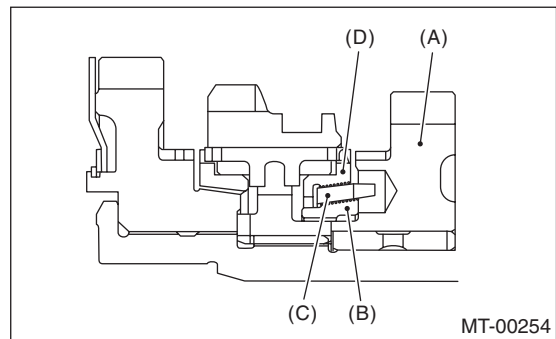
- Do not apply pressure in excess of 10 kN (1 ton, 1.1 US ton, 1.0 Imp ton).
- Attach a cloth to the end of driven shaft to prevent damage.
- When press fitting, align the oil holes of shaft and bush.

ST1 499277200 INSTALLER

ST2 499587000 INSTALLER



5) Install the 2nd driven gear, inner baulk ring, synchro cone, outer baulk ring and insert onto driven shaft.



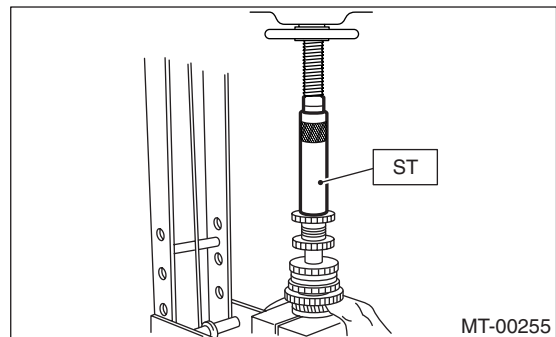
- (A) 2nd driven gear
- (B) Inner baulk ring
- (C) Synchro cone
- (D) Outer baulk ring

6) After installing the key on driven shaft, install the 3rd-4th driven gear using ST and press.

NOTE:

- Do not apply pressure in excess of 10 kN (1 ton, 1.1 US ton, 1.0 Imp ton).
- Align the groove in baulk ring with insert.

ST 499277200 INSTALLER



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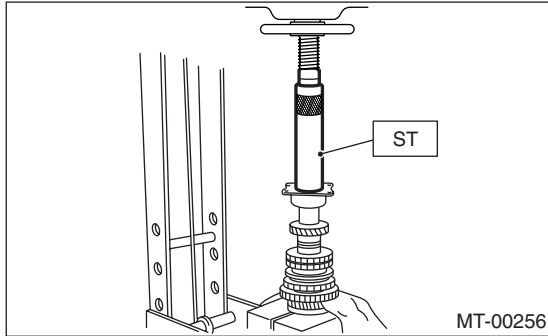
MANUAL TRANSMISSION AND DIFFERENTIAL

7) Install a set of roller bearings onto the driven shaft using ST and press.

NOTE:

Do not apply pressure in excess of 10 kN (1 ton, 1.1 US ton, 1.0 Imp ton).

ST 499277200 INSTALLER

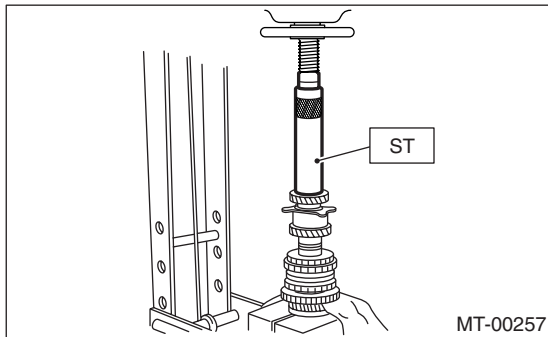


8) Position the woodruff key in groove on the rear of driven shaft. Install the 5th driven gear onto driven shaft using ST and press.

CAUTION:

Do not apply pressure in excess of 10 kN (1 ton, 1.1 US ton, 1.0 Imp ton).

ST 499277200 INSTALLER

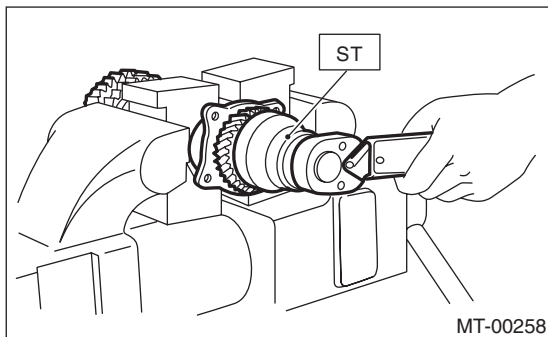


9) Install the lock washer. Install the lock nut and tighten to the specified torque using ST.

ST 499987300 SOCKET WRENCH (50)

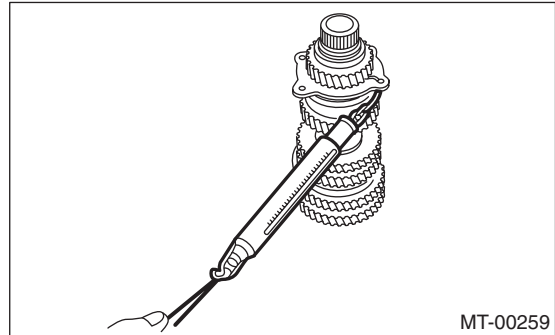
Tightening torque:

260 N·m (26.5 kgf·m, 192 ft·lb)



NOTE:

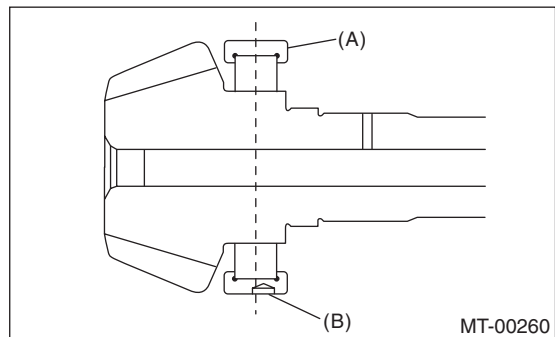
- Stake the lock nut at two points.
- Using the spring balancer, check that starting torque of roller bearing is 0.1 to 1.5 N (0.01 to 0.15 kgf, 0.02 to 0.33 ft).



10) Install the roller bearing onto drive pinion.

NOTE:

When installing the roller bearing, note its directions (front and rear) because the knock pin hole in outer race is offset.



- (A) Roller bearing
- (B) Knock pin hole

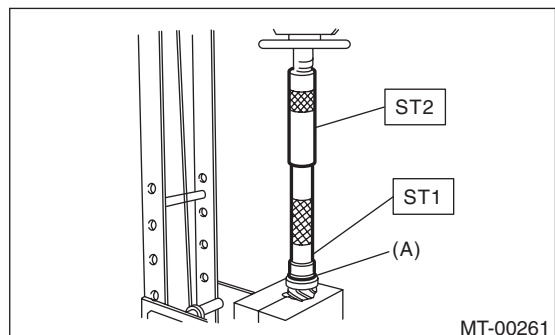
11) Install the washer using ST1, ST2 and press.

NOTE:

- Discard the old lock nuts, replace with new ones.
- Secure the lock nut in four places.

ST1 499277100 BUSH 1-2 INSTALLER

ST2 499277200 INSTALLER

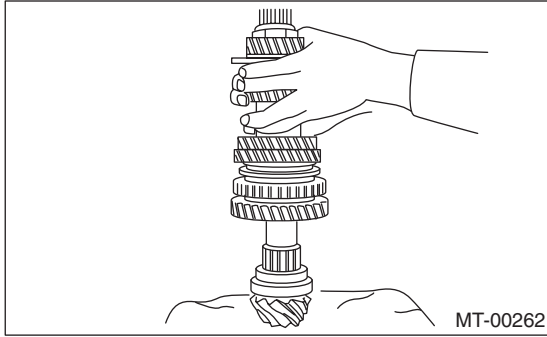


- (A) Washer

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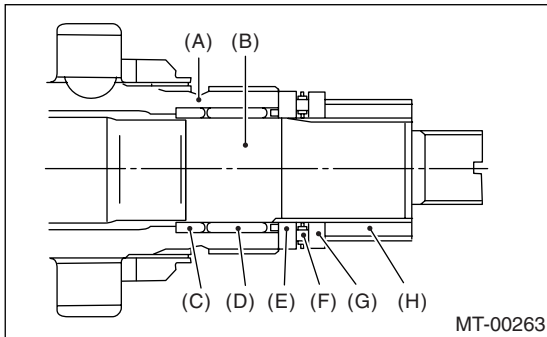
12) Install the thrust bearing and needle bearing.
Install the driven shaft assembly.



13) Install the drive pinion collar, needle bearing, adjusting washer No. 2, thrust bearing, adjusting washer No. 1 and differential bevel gear sleeve in that order.

NOTE:

Be careful because the spacer must be installed in proper direction.



- (A) Driven shaft
- (B) Drive pinion shaft
- (C) Drive pinion collar
- (D) Needle bearing (25 × 30 × 20)
- (E) Adjusting washer No. 2 (25 × 36 × 4)
- (F) Thrust bearing (25 × 37.5 × 3)
- (G) Adjusting washer No. 1 (25 × 36 × t)
- (H) Differential bevel gear sleeve

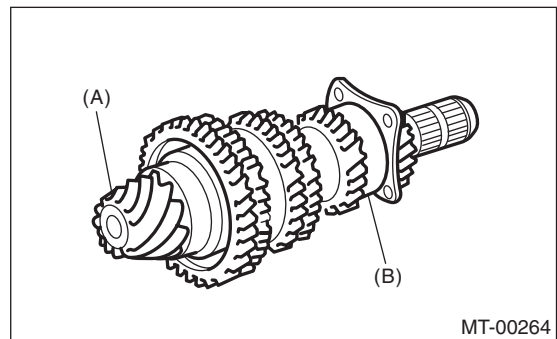
E: INSPECTION

Disassembled parts should be washed clean first and then inspected carefully.

1) Bearings

Replace the bearings in the following cases:

- Bearings whose balls, outer races and inner races are broken or rusty.
- Worn bearings
- Bearings that fail to turn smoothly or make noise when turned after gear oil lubrication.
- The roller bearing on the rear side of the drive pinion shaft should be checked for smooth rotation before the drive pinion assembly is disassembled. In this case, because a preload is working on the bearing, its rotation feels like it is slightly dragging unlike the other bearings.



- (A) Drive pinion shaft
- (B) Roller bearing

- Bearings having other defects

2) Bushing (each gear)

Replace the bushing in the following cases:

- When the sliding surface is damaged or abnormally worn.
- When the inner wall is abnormally worn.

3) Gears

- Replace the gears with new ones if their tooth surfaces are broken, damaged, or excessively worn.
- Correct or replace if the cone that contacts the baulk ring is rough or damaged.
- Correct or replace if the inner surface or end face is damaged.

4) Baulk ring

Replace the ring in the following cases:

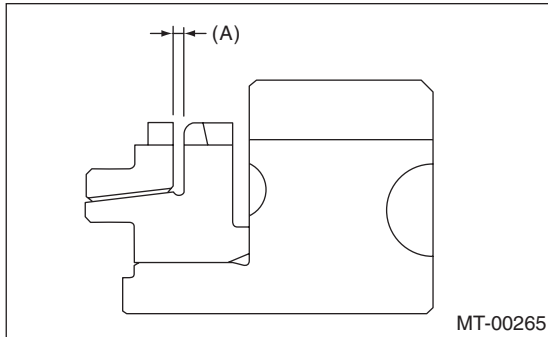
- When the inner surface and end face are damaged.
- When the ring inner surface is abnormally or partially worn down.
- If the gap between the end faces of the ring and the gear splined part is excessively small when the ring is pressed against the cone.

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Clearance (A):

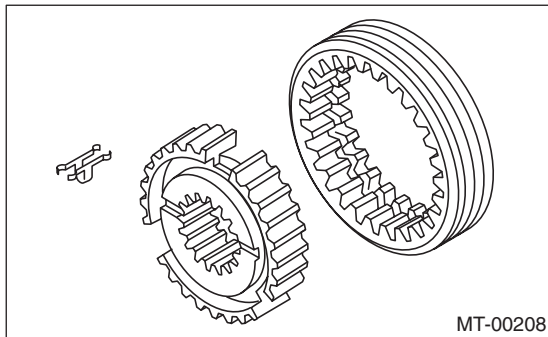
0.5 — 1.0 mm (0.020 — 0.040 in)



- When the contact surface of the synchronizer ring insert is scored or abnormally worn down.

5) Shifting insert key

Replace the insert if deformed, excessively worn, or defective in any way.



6) Oil seal

Replace the oil seal if the lip is deformed, hardened, damaged, worn, or defective in any way.

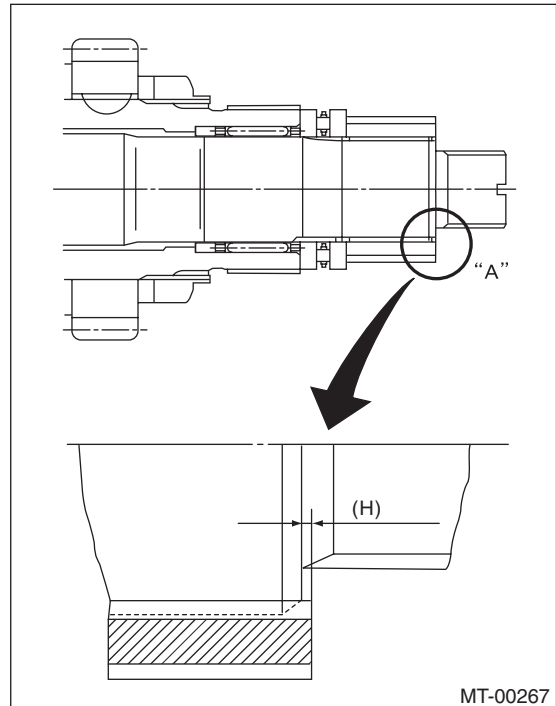
7) O-ring

Replace the O-ring if the sealing face is deformed, hardened, damaged, worn, or defective in any way.

F: ADJUSTMENT

1. THRUST BEARING PRELOAD

1) After completing the preceding steps 1) through 3), select the adjusting washer No. 1 so that dimension (H) is zero through visual check. Position the washer (18.3 × 30 × 4) and lock washer (18 × 30 × 2) and install the lock nut (18 × 13.5).



2) Using the ST1, ST2 and ST3, tighten the lock nut to specified torque.

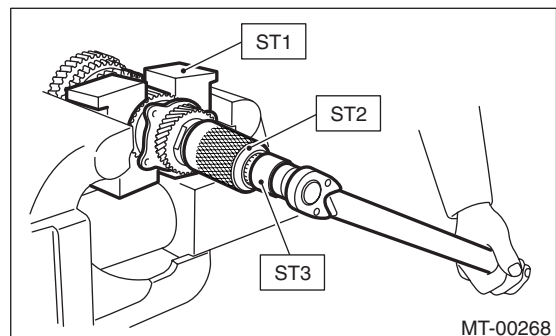
ST1 899884100 HOLDER

ST2 498427100 STOPPER

ST3 899988608 SOCKET WRENCH (27)

Tightening torque:

120 N·m (12.2 kgf·m, 88.5 ft·lb)



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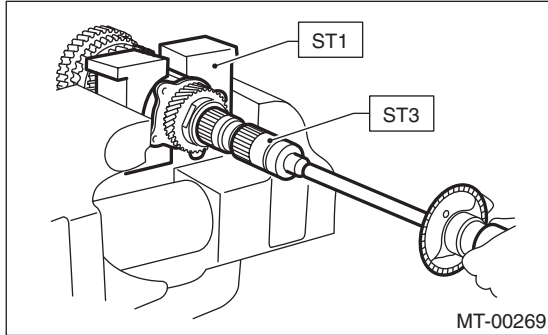
3) After removing the ST2, measure the starting torque using torque driver.

ST1 899884100 HOLDER

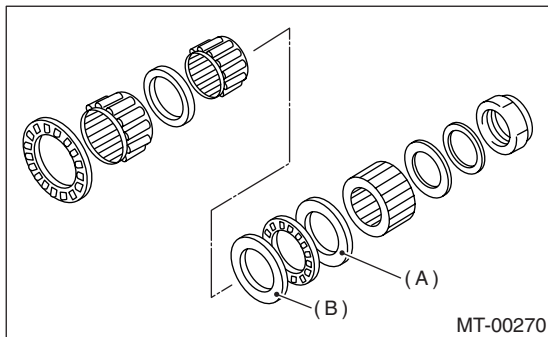
ST3 899988608 SOCKET WRENCH (27)

Starting torque:

0.3 — 0.8 N·m (0.03 — 0.08 kgf·m, 0.2 — 0.6 ft·lb)



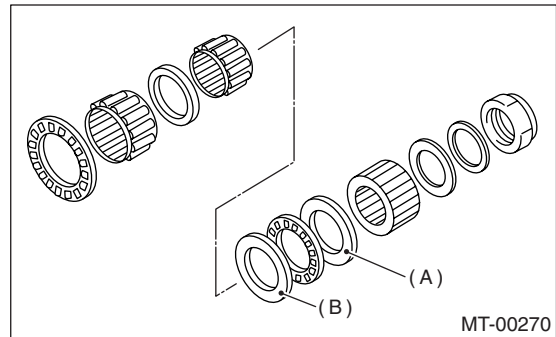
4) If the starting torque is not within specified limit, select a new adjusting washer No. 1 and recheck starting torque.



(A) Adjusting washer No.1

(B) Adjusting washer No.2

5) If the specified starting torque range cannot be obtained when a No. 1 adjusting washer is used, then select a suitable No. 2 adjusting washer from those listed in the following table. Repeat steps 1) through 4) to adjust starting torque.



(A) Adjusting washer No. 1

(B) Adjusting washer No. 2

Starting torque	Dimension H	Washer No. 2
Low	Small	Select thicker one.
High	Large	Select thinner one.

Adjusting washer No. 2	
Part No.	Thickness mm (in)
803025059	3.850 (0.1516)
803025054	4.000 (0.1575)
803025058	4.150 (0.1634)

6) Recheck that the starting torque is within specified range, then clinch the lock nut at four positions.

Adjusting washer No. 1	
Part No.	Thickness mm (in)
803025051	3.925 (0.1545)
803025052	3.950 (0.1555)
803025053	3.975 (0.1565)
803025054	4.000 (0.1575)
803025055	4.025 (0.1585)
803025056	4.050 (0.1594)
803025057	4.075 (0.1604)