

Fig. 5-5 ① Gear shift forks
② Gear shift fork shaft

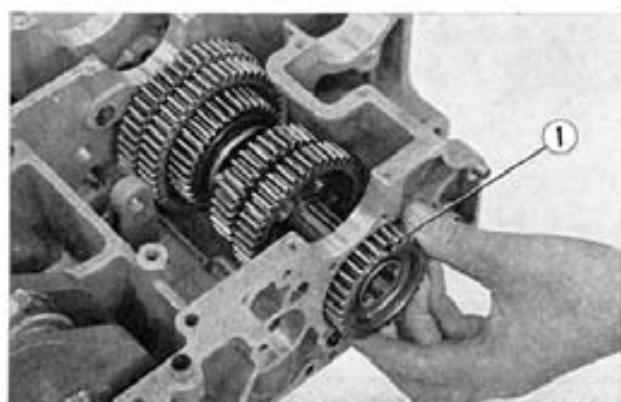


Fig. 5-6 ① Countershaft top gear

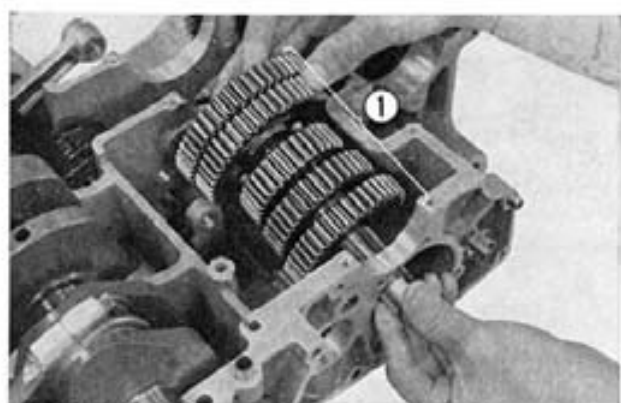


Fig. 5-7 ① Countershaft gear assembly



Fig. 5-8 ① Countershaft bearing
② Bearing puller

5. Pull off the gear shift fork shaft and remove the shift forks. (Fig. 5-5)
6. Unscrew the neutral stopper bolt, remove the stopper and take out the gear shift drum from the crankcase.
7. Remove the countershaft top gear. (Fig. 5-6)
8. Take out the countershaft gear assembly from the lower crankcase. (Fig. 5-7)
9. Pull out the countershaft right bearing from the lower crankcase using the bearing puller (Tool No. 07048-30025). (Fig. 5-8)
10. Disassemble gears from the respective shafts in accordance with Fig. 5-17 on page 61.

b. Inspection

1. Gear backlash (Fig. 5-9)

Using a small dial gauge and apply the pointer against the surface of the teeth. Lock the mating gear and read the dial indication as the backlash is being checked. If the backlash is beyond the tolerance shown below, the gears or the shafts should be replaced in pair.

Gear	Standard value in. (mm)	Serviceable limit in. (mm)
1st gear	0.0017~0.0052 (0.044~0.140)	0.008 (0.2)
2nd, 3rd, 4th & 5th gear	0.0018~0.0055 (0.046~0.140)	0.008 (0.2)

2. Gear locking dog

Check the dogs on the respective gears and if excessively worn or damaged, the gear should be replaced. Also check to see if the gears are sliding smoothly.

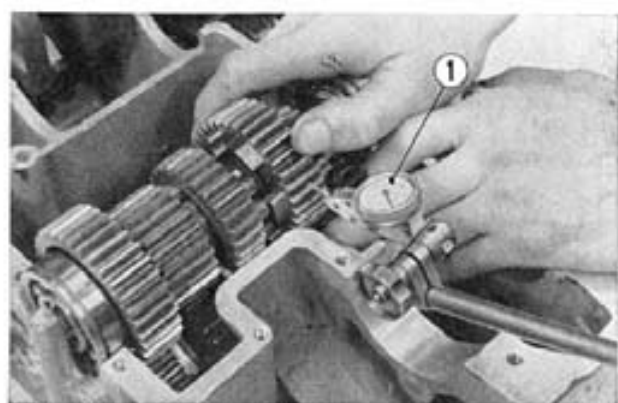


Fig. 5-9 ① Small dial gauge