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Book Descriptions:

99 civic manual transmission fluid type

For a better experience, please enable JavaScript in your browser before proceeding. It may not display this or other websites correctly. You should upgrade or use an alternative browser. I know older Hondas called for regular motor oil. I would only use in an emergency. Manual fluid changes are so infrequent and this unit probably only takes like 2 quarts. I would just tell him to save up for the real juice, either some Honda, Amsoil, or Redline MTF. It will shift much better and the synchros will last longer. I can recommend fluid changes for preventative maintenance until I'm blue in the face with these folks, and they put it off until it is way too late, and then a fluid change is a bandaid at best. Tell him to save for a rebuild. Doesn't sound like a fluid change is going to help much at this point. Come to think of it, it sounds like his clutch might be dragging or not fully releasing if he is having trouble to get into 1st gear. Might look into that first. Those manual transmissions are supposed to have their fluid changed every 90k miles under normal conditions and 30k under severe for reference. For late 90s Civics the capacity is either 2.0 or 2.4 quarts 1.9 or 2.3 replaced. Directly from the manual. If Honda MTF is not available, you SAE 10W30 or 10W40 as a HG Type II is close to a 20, multigrade oil as far as viscosity. Amsoil is a 5w30, and Red Line I believe is the same with their MTF. Either way, if you spend on fluid get a real MTF like Honda Genuine, Amsoil, Red Line, etc. depending on the year HG Type II or the offering from the 90s fluid would still be better than motor oil, 100% no doubt about it. Using Amsoil right now and I'm pleased, 1992 S20 transmission in this little thing. 2 quarts total capacity, 1.9 quart refill. I just dumped in the entire bottle after draining the used fluid, and the used; after being transferred from the catch pan, filled up the now empty Amsoil MTF bottles, 2, 1 quart bottles I had just poured into the tranny all the way up. <http://www.dancesport.jp/userfiles/canon-mp760-printer-manual.xml>

- **99 civic manual transmission fluid type, 99 civic manual transmission fluid type m, 99 civic manual transmission fluid type 1, 99 civic manual transmission fluid types, 99 civic manual transmission fluid type 3.**

PS Definitely key to note motor oil is the temporary replacement, as in only for a little while etc. I know older Hondas called for regular motor oil. Motor oil was specified back before the advent of OBDII. The mandated emissions restrictions that came with OBDII resulted in the reduction of zinc and phosphorus in motor oil. It was those additives that Honda was counting on to protect the transmissions internals. This means that motor oils made after about 1995 are not suitable for use in Honda manual transmissions. Hondas MTF uses some kind of sulphur smelling compound that smells like gear oil. No idea what exactly it is. The older MTF was clear but slightly yellow in color, the newer fluid is even more clear, but with a slight pinky brown tinge. If your friend is pleading poverty, I suggest a diesel motor oil like Shell Rotella. Damage has been done. Put the cheap motor oil in there who cares. It is supposed to be a 5w30 weight. Is it just the same as their manual trans fluid? Well worth it for the right stuff. I use Amsoil MTF in my mid 90s Hondas and it's a bit smoother than the Honda stuff. So, am I crazy that I recommended fluid check, or are they crazy. For not realizing a manual transmission takes fluid. And they do indeed list. Manual Transmission, SJ. All TEMPS. 10W30, 10W40. SAE 10W30 Signature Series 100% Synthetic Motor Oil ATMQT. XL 10W30 Synthetic Motor Oil XLTQT. Synthetic 10W30 OE Motor Oil OETQT. The MTF would be for the transmission anyway, but may affect clutch feel. If it's not staying in gear WITH the new clutch, a fluid change may help but they may need transmission replacement at this point. The kit I saw the kit came with the pressure plate, clutch disc, release bearing, alignment tool. No hydraulics involved in that at all. To add a new vehicle, select the year, make, and model at left. Please try again. Please

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The fluid that came out of the transmission was just as clear, and clean as the fluid that went in after 4 years. There were no metal flakes, no burnt smell, it was still viscous, and looked new. I can't say much about the other stuff out there, but this has worked great, and I will continue to use it. I'm a manual transmission freak and all my cars have been and are manuals. I've experimented with many fluids including motor oil but this Honda fluid seems to me, to be the best at everything for manual transmissions. Even if it is a manual. Unlike me I didn't and now I might have to suffer the consequences. This is what is recommended for my 2011 Honda CRZ. I can handle that little job. I will be buying this again. If I stepped on it hard sometimes it wouldn't wanna go into 2nd and sometimes 3rd. So I did some research and most forms said try replacing the transmission fluid. So far since I changed the fluid the car shifts a lot better. Ran the car hard and no problems with any of my gears. My car is roughly at 174,000 miles on it. And the transmission still running strong. Definitely recommend. Sorry, we failed to record your vote. Please try again. Sorry, we failed to record your vote. Please try again. Your video said 3 quarts What is the correct amount I didn't change it cuz I only bought 2 quarts It's a 2hr drive to the dealership. I don't want to mess it up. Through the hole under the car or the opening on top. Or there is a 17mm bolt on the passengers side of the trans next to the axle. You will need a funnel and hose for this way as well. I have done both I work on Hondas only. Hettboy that is for a auto trans he has a manual trans. It is black and has 3 wires going to a plug, at the top. I will add a pic. Yes the funnel and hose is used from the top for both methods. I use Amsoil manual trans fluid. Even after all this Dropping the gear Considering these models were designed 2 use examples of torque. Oh also seemed 2 find that the most obvious portion of that.

<https://www.informaquiz.it/petrgenesis1604790/status/flotaganis25032022-0518>

is when Changed main Through the hole under the car or the Jack stands and put it in neutral and let the clutch out the Mechanic put some leak stop in, I am hoping it will work, but still wondering about oil leak. What to do I am concerned, as to where Please refer to CarGurus Terms of Use.

Content will be removed if CarGurus becomes aware that it violates our policies. Understanding how to check your transmission fluid can help prevent an unexpected visit to the Honda service center and keep you behind the wheel of a safer car around Arlington. On frontwheel drive cars, it's usually located to the right of the oil dipstick. Check your owner's manual if you're having trouble finding it. The fluid should be nearly clear, with a pink hue. If it looks dirty or gives off a burnt smell, take it to a service center for a replacement. Then insert it back into the vehicle. Pull it out again and check the level. If it's under the "Full" marking, you'll need to add more. Be sure not to overfill it. That includes checking your transmission fluid, power steering fluid, and engine oil. As always, you can consult your owner's manual for a more specific maintenance schedule. Before you check your transmission fluid, explore these tips Your owner's manual will recommend a particular type of transmission fluid. For most drivers, a visit to our service center near Cordova is more convenient. However, it could be a sign of a more serious problem. Check the fluid level first, but if it's fine, schedule service with us today. The actual amount depends on your driving habits, type of transmission, and other factors. Check your owner's manual for a more specific replacement interval. Contact our service center at 800 5915998, reach out online, or stop by our showroom near Memphis. Limit one coupon per customer per visit. Cannot be combined with any other offer or owner rewards program. Honda vehicles only excludes Acura. Limit one coupon per customer per visit.

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When I changed my MTF, I didn't find a need for the 6mm washer. The fill cap on the top of the transmission and the drain plug on the bottom are identical in size and the drain plug on the bottom uses the 20mm washer. Did anyone that did this themselves need the 6mm washer. I'm just curious if there are variations in the 10th Gen MTs. I drained exactly 2 quarts from mine. Located just to the right of the rear motor mount. It's identical to the fill plug removed from the top. In the picture below, the top plug is the fill plug no washer and the bottom one is the drain plug with washer. If anyone has the spec torque value, please post. 10. Fill the MT with 2 quarts of MTF. If anyone has the spec torque value please post. 12. Done! Clean up and enjoy the smooth shifting! I thought I would give it a try. While this isn't a difficult DIY job, I'm posting the instructions for two reasons 1. Help others learn their way around under the hood. 2. Are these MTs different. In AMIRZA786s post, he mentions needing two sizes of crush washer. A 20mm Washer, Drain Plug and a 6mm Washer, Sealing. When I changed my MTF, I didn't find a need for the 6mm washer. The fill cap on the top of the transmission and the drain plug on the bottom are identical in size and the drain plug on the bottom uses the 20mm washer. Did anyone that did this themselves need the 6mm washer. I'm just curious if there are variations in the 10th Gen MTs. I drained exactly 2 quarts from mine. Located just to the right of the rear motor mount. It's identical to the fill plug removed from the top. In the picture below, the top plug is the fill plug no washer and the bottom one is the drain plug with washer. If anyone has the spec torque value, please post. 10. Fill the MT with 2 quarts of MTF. If anyone has the spec torque value please post. 12. Done! Clean up and enjoy the smooth shifting! You mentioned the 6mm crush washer, yes, you really don't need it as a lot of people skip using the overflow plug.

The Civic X community gets credit because I myself did not know about Amsoil Synchronesh until some talked about it, I just spread the word because I saw lots of complaints regarding shifting and transmission performance, and this is an easy fix to better enjoyment of the Civic all Civics and Accord manual transmissions I had a couple of bottles of Syncromesh sitting in my garage and had been meaning to get on to this job. If so, how I had a couple of bottles of Syncromesh sitting in my garage and had been meaning to get on to this job. Did you find any on yours when you changed your MTF I measured the original fluid and 2 quarts came out. I added in 2 quarts of AMSOIL. I just mention it because a slight lean to one side or toward the back isn't going to make much difference since the interior is not filled with MTF. I have been regularly following this Civicx forum and it has been really informative thanks to you guys I don't know about States but here in Ontario, dealerships and local mechanic shops charge you an arm and a leg when you go for regular maintenance. I have 2016 Honda Civic LX auto transmission which is a pretty basic economical car but not so cheap when you go out to get maintenance done. Honestly, you don't even know what the dealership is doing with your car behind the doors because they don't let you in to their shop because of so called

Safety concerns. That's why I started following this forum and started watching DIY youtube videos and started doing regular maintenance on my own. So far I have been doing engine oil and filter replacement, engine air filter replacement, cabin air filter replacement. Recently, I finished driving 80 thousand KMs without any major issues. My car shows A 3 maintenance minder which is Transmission fluid replacement. I have watched a few videos on youtube and read this thread to gain some knowledge and I think I'm confident enough to do this on my own. Is it hard to do for a first timer. I thought I would give it a try.

While this isn't a difficult DIY job, I'm posting the instructions for two reasons 1. Help others learn their way around under the hood. 2. Are these MTs different. In AMIRZA786's post, he mentions needing two sizes of crush washer. A 20mm Washer, Drain Plug and a 6mm Washer, Sealing. When I changed my MTF, I didn't find a need for the 6mm washer. The fill cap on the top of the transmission and the drain plug on the bottom are identical in size and the drain plug on the bottom uses the 20mm washer. Did anyone that did this themselves need the 6mm washer. I'm just curious if there are variations in the 10th Gen MTs. I drained exactly 2 quarts from mine. Located just to the right of the rear motor mount. It's identical to the fill plug removed from the top. In the picture below, the top plug is the fill plug no washer and the bottom one is the drain plug with washer. If anyone has the spec torque value, please post. 10. Fill the MT with 2 quarts of MTF. Car should be level for proper fluid level check. As for fluid, I prefer Driven STF over AMSOil Synchronesh or factory fluid, but, TBH, the brand of fluid isn't that important unless you are tracking your Civic. People claiming one fluid is better than another are invariably comparing new fluid with old fluid, and gee, the new fluid seems to work better. The key thing to do when changing fluid is to get a magnet and preferably a borescope they're so cheap now in through the drain and entry points and have a look around inside. Transaxle fluid does not get filtration, so there will almost always be metal particles that should be flushed out. An oil change is also when the synchros are to be checked for wear, gears inspected for nicks, etc. Car should be level for proper fluid level check. As for fluid, I prefer Driven STF over AMSOil Synchronesh or factory fluid, but, TBH, the brand of fluid isn't that important unless you are tracking your Civic.

People claiming one fluid is better than another are invariably comparing new fluid with old fluid, and gee, the new fluid seems to work better. The key thing to do when changing fluid is to get a magnet and preferably a borescope they're so cheap now in through the drain and entry points and have a look around inside. Transaxle fluid does not get filtration, so there will almost always be metal particles that should be flushed out. An oil change is also when the synchros are to be checked for wear, gears inspected for nicks, etc. I changed it out on my first oil change 7K miles and it made a huge difference. You can read the testimony of all those who did it I have been regularly following this Civicx forum and it has been really informative thanks to you guys I don't know about States but here in Ontario, dealerships and local mechanic shops charge you an arm and a leg when you go for regular maintenance. I have 2016 Honda Civic LX auto transmission which is a pretty basic economical car but not so cheap when you go out to get maintenance done. Honestly, you don't even know what the dealership is doing with your car behind the doors because they don't let you in to their shop because of so called Safety concerns. That's why I started following this forum and started watching DIY youtube videos and started doing regular maintenance on my own. So far I have been doing engine oil and filter replacement, engine air filter replacement, cabin air filter replacement. Recently, I finished driving 80 thousand KMs without any major issues. My car shows A 3 maintenance minder which is Transmission fluid replacement. I have watched a few videos on youtube and read this thread to gain some knowledge and I think I'm confident enough to do this on my own. Is it hard to do for a first timer. Please, advice. Thank you in advance, I would assume that changing it on the Civic is of similar difficulty. On my 2014 Accord, it was similar in difficulty to changing the motor oil.

Make sure that you can get to the CVT fill plug and that you can loosen it before you drain the fluid. And make sure you order the correct CVT fluid from Honda or buy a compatible aftermarket fluid. Honda had two types listed on their website so double check before ordering. Id say that if you can locate and reach the drain and fill plugs, go for it. BTW, you might get a better response from folks more knowledgeable about the CVT by asking the question in your own thread. Best, Lumpy.

Advance Auto Parts has 2 different Manual Transmission Fluid for your vehicle, ready for shipping or instore pick up. Here at Advance Auto Parts, we work with only top reliable Manual Transmission Fluid product and part brands so you can shop with complete confidence. Some of our top Manual Transmission Fluid product brands are Pentosin, and OES Genuine. We're sure you will get the right product to keep that Civic running for a long time. If you prefer to shop in person for the right Manual Transmission Fluid products for your Civic, visit one of our local Advance Auto Parts locations and you'll be back on the road in no time! OEM Approval Honda approved Volume 1 Quart The Genuine Transmission Fluid is either FACTORY FILL the fluid that was originally installed in the vehicle or the GENUINE fluid specification as sold by the new car dealer. OES Genuine fluids may be supplied in fluid manufacturers package or in the vehicle manufacturers package. Before installing this fluid, please refer to the vehicles owners manual to confirm that it is the correct one for that vehicles transmission. Product Features Original Equipment Supplier Meets OE Approvals

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