

97 civic manual transmission noise



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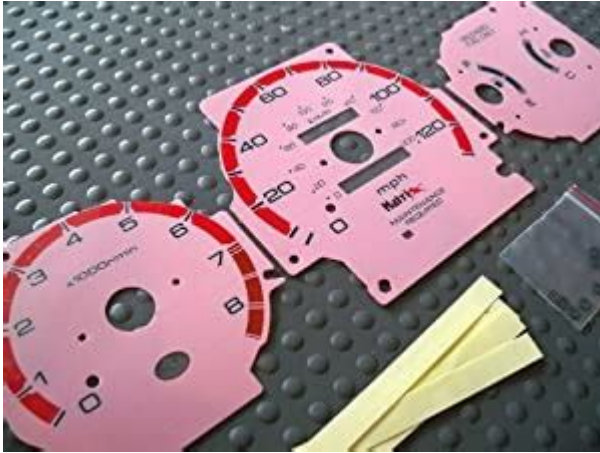
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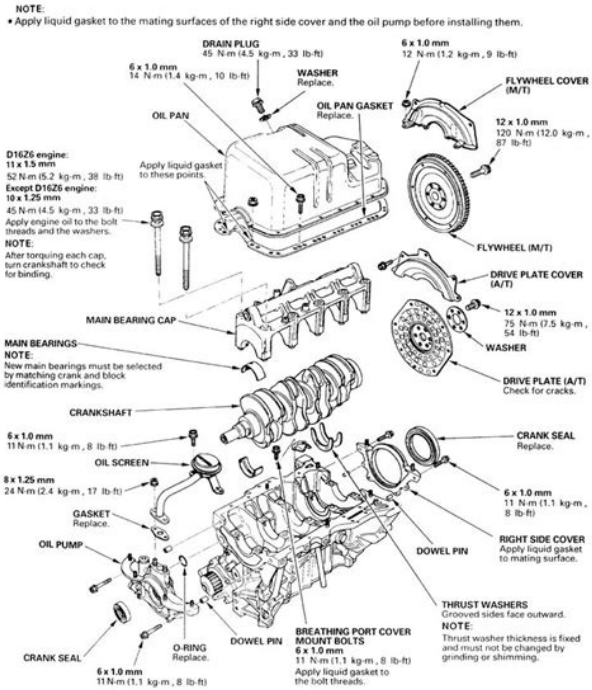
Book Descriptions:

97 civic manual transmission noise



Shifting is smooth and the gears never grind. I changed the fluid with Honda MTF less than 1k miles ago and the noise is still there. Is there anyway to fix this or does the transmission need a rebuild Reverse sometimes will grind unless I put it in 1st then reverse then it always go in smoothly. In most cases, you will also notice that idling in neutral the trans is noisy and it stops a few moments after you hold the clutch pedal down and the insides of the tranny stop turning. The noise you're talking about should change pitch with engine RPM and not with road speed if it is input shaft bearings. Normally the one closer to the engine wears out because 1st and 2nd gear are next to it and those gears produce the most torque multiplication and therefore that's where the highest forces in the trans are. The one on the other end with 3rd, 4th, and 5th near it just doesn't see much force in comparison and lasts much longer. Honda input shaft bearings are the easiest internal trans jobs I've done. You basically get the case open, pull the 2 shafts out, change the bearing off the input shaft, put the shafts back in and put the case back together. The other thing that makes it easier is that the bearings come off and go back on the shafts with light hammering and prying, although you have to know where and where not to hit the bearing. Most trans models, you need a puller set and a press for this kind of work, but Honda gives you an easy time of it here. You can milk it out a little while longer by accelerating very gently and changing the fluid to get some of the metal debris being produced out of there. The 1st gear whine is quite loud that it is almost embarrassing. It doesn't take much for a bearing to make noise. Meaning, it may be some time before it becomes a mechanical issue that effects the transmission operation. In the end you'll likely have to replace the bearing however. More info here. Input shaft bearing right. I wasn't able to find a related video for this. <http://www.elektromig.pl/userfiles/epox-8kda7i-manual.xml>

- 1.0.

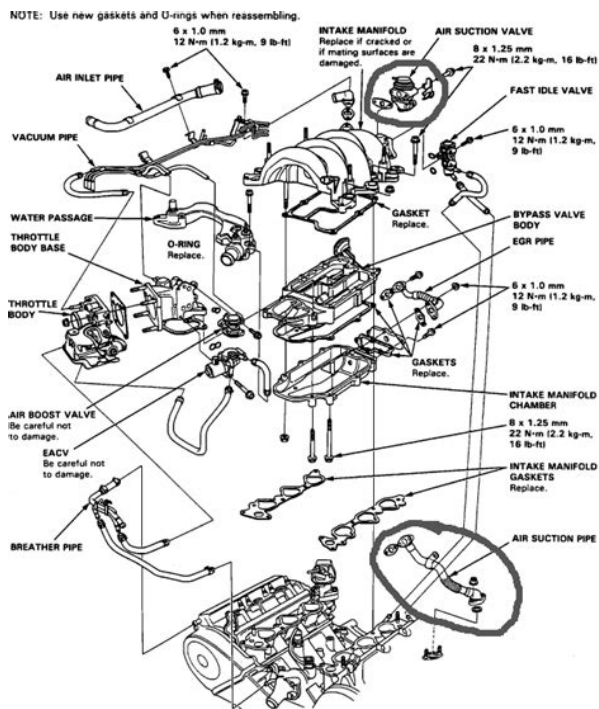


Safe Usually, but I don't know for how long. If you push it too far and it seizes, you will come to an abrupt stop and will need to deal with it quickly in whatever situation in at the time it will probably be scary. Nothing will explode or anything, but the transmission case cracks and is destroyed any time I've seen it go that far and is junk you put a used trans in it. The trans needs to come out and come apart. It is not a full rebuild and is about the simplest internal work on a transmission that I could imagine, but there is no shortcut. Someone will have to spend the time to do that work and it will not be cheap to pay for. It should be on the very cheap end of trans rebuilding, but that is still a lot of work. The car is used for mostly highway driving, will it seize in 5th gear if the noise is coming from first and second I can only say that it will be very loud before that happens. Should I be scared yet Every one I've done on Honda is like that by the time it gets to me. I don't know how far beyond that it will go. As far as being scared, just fear that if it does seize or fail catastrophically, it will certainly cost more to fix or need a used trans put in. If that happens and you get it towed to a shop telling them to replace that bearing, you may also end up paying to have your existing unit pulled and opened up before finding that out for sure. If you can find a guy like that to do it on the side for cash, that could cut the cost a lot. Downside is no warranty or accountability on the work, and some of those guys are morons or morally bankrupt and it's hard to know if a stranger is going to fix it right the first time. I don't have much experience with cars but I am very interested in learning how to fix things myself. I do most maintenance myself and I have some tools at home, I'm just quite sure what I'll need for this job yet. <http://www.calabriainrete.com/public/epox-8rda+-user-manual.xml>



The other side of that is that there are many hobbyist mechanics like I used to be that are better at whatever they work on than the average mechanic. Some of the hobbyist work I've seen in forums for the cars I deal with is insane and eclipses anything professionally done, so I can't ever say anything is beyond the hobbyists ability to learn. You would certainly need to be comfortable taking the trans out and have enough tools for that. There are many aspects to it that do require you very comfortable utilizing your mechanical aptitude. You need to be very good with your hands and have a comfortable understanding of bearings, preloads, clearances, shims, and sealing with liquid gasket to be inside a trans. We are after all only getting our information second hand via text. That said, If you're concerned about the rebuild and you feel you could remove the transmission yourself, then perhaps you should attempt that and either replace the transmission with a salvage unit, or take it somewhere to be rebuilt. That will bring down the labor costs. BTW if you decide to go this rout, it would be a good idea to replace the clutch while you have the transmission out. Does that seem fair I driven manual for 5 years daily so it's not me. When the car decelerate by releasing the gas pedal and letting it slow down on its own, the car will at random jerk hard and everyone in the car gets a nice whiplash. Get Your New Car in 4 Easy Steps 1. Choose Your Vehicle 2. Select Your Payment Options 3. Value Your Trade 4. Schedule Your Delivery Fill out the simple form below and our technicians will get back to you. If you see any sign of malfunction within your transmission, it's very important that you consider a maintenance checkup. What is a small repair today could turn into a costly replacement further down the road. If you experience or are experiencing any of these signs with your vehicle, visit a mechanic as soon as possible to have the problem analyzed.

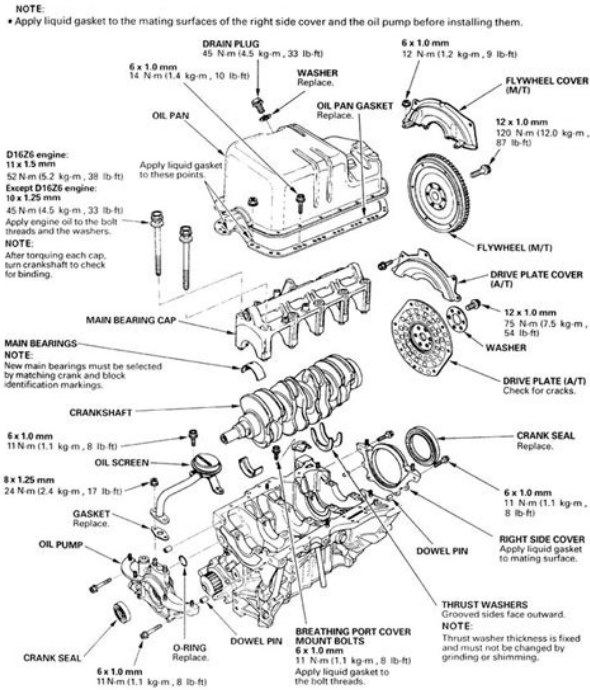
When this occurs it will feel as though the gears are slipping for no reason. Slipping gears is usually due to a lack of pressure buildup in the transmission that is necessary for smooth operation. As the gears slip, you will hear the noise change in the engine due to the slippage of gears. You could also feel a struggling with the vehicle, as if it is not accelerating as it should. When shifting your vehicle from park to drive, the gear change should respond quickly. When shifting into drive, if you notice that there is a delay before the vehicle moves or that the engine revs as you apply pressure to the gas pedal, but the vehicle does not move, there is likely an issue with your transmission. A transmission defect may lead to rough and difficult shifting. For some, their vehicle will refuse to shift altogether. Your vehicle will also have difficulty getting up to speed. For manual transmissions, a bad transmission may be a grinding noise or feeling when shifting. An automatic transmission problem may create a wiggling as gears shift. Transmission fluid can burn. The smell of burning fluid is a sign of low fluid levels or broken down fluids which is evidence of too much heat and friction within the moving parts. The fluid does not get worked off or vaporize, so a low level is an indication of a leak. To test this, place a box under your transmission on level ground and check for liquids. If your vehicle is leaking transmission fluid, get it to the shop right away to prevent further damage. The light alone does not indicate that the transmission has failed, but if you are experiencing any of the above problems and the light is on, you should get your vehicle into the hands of your mechanic immediately. If you notice any changes in the operation, have your vehicle checked out. A small cost for a maintenance checkup could save you thousands in the end. Please fill out this form and we will get in touch with you shortly.



<https://events.citeve.pt/chat-conversation/bose-wave-radio-pdf-manual>

Since the purchase, a loud grinding noise has become apparent. I have taken it to two different shops, and received 2 different answers on the required repair. One shop told me the throwout bearing was bad, meaning I need a new clutch, the other said it was my input shaft bearing, meaning I needed a new transmission. Here is what I know about the problem. Clutch engaged out and not moving, no noise. Clutch engaged out and moving in all gears but reverse, loud grinding sound. Clutch disengaged depressed and moving coasting no noise Clutch disengaged depressed and stopped, only a slight grind when cold, none when warmed up. The noise on startup with a disengaged clutch is fairly new, about a week old. I had the transmission serviced at an auto shop after reading a couple of forums. At this point I was told that the fluid smelled like gear oil, rather than Honda manual transmission fluid. It was suggested to me that I should use Mobil 1 synthetic 10w30, and so I authorized them to use it apparently honda manual transmissions use motor oil. There was absolutely no change in the sound at all even after the fluid change, it is just as loud as it has been for the past couple of weeks. The noise itself is a very loud grinding sound, almost like what you hear when a wheel bearing goes bad. I just want to clarify which component I should consider replacing. If it really is just the throwout bearing, a clutch is far less expensive than a new transmission and clutch. As far as shifting goes, it is smooth as silk, never hard to get into gear, and it doesn't pop out of gear. Thank you for taking the time to read this, I hope to clarify this soon so I can resolve this issue. Honda MTF is similar to engine oil, but it is NOT engine oil. Truth be told, with these honda transmission both bearings are a common failing item, you won't know until you pull the transmission to test the release bearing.

<http://genesisrealtycorp.com/images/canon-powershot-sx120-owners-manual.pdf>



If the release bearing is fine, the transmission has to come apart to replace the input shaft bearing not a difficult job at all. It Seems To Run Pretty Good Except For Shaking doesnt Do It When I Go Above 30 Miles Though. I Can Feel It In The Steering Wheel, And It Seems To Get Worse With Cold. At High Rpm's It Grinds When I Shift It Into Third Gear. Find Out Why However, there are times when your Honda may make a sound you don't recognize; a sound that does worry you. It's important to identify these confusing noises. Here is a list of some of the most common sounds your car might make and suggestions of what might be causing them. This is a squeal that probably comes and goes and stops as soon as the engine is turned off. Although it is an ugly sound that is annoying, think of it as a warning similar to a fire alarm. That squealing is letting you know that you have a belt that either needs to be tightened or replaced. So take heed of the warning and repair the belt. This grinding sound only appears when the clutch is engaged, and you are shifting from one gear to another. This noise can signify something as simple as your clutch needs to be adjusted or your clutch is worn and needs to be replaced. Now if you hear this same kind of noise on an automatic transmission, it is likely your transmission has damage and needs to be repaired. Either way this is a noise that needs to be taken care of right away before the situation worsens. This sound can be caused by one of several conditions. It can be as simple as it is cold outside, and your fuel injectors are rattling or your engine is low on oil. However, there is a possibility that valves need adjusting. If you have checked your oil and the level seems normal, and the noise is persisting even in warmer weather, be sure to take your Honda in for an inspection. This sound is typically caused by your rods knocking which can mean that they are worn out or there is something seriously wrong.

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If you hear this noise, turn your car off and do not drive it again until a mechanic can determine the problem and repairs have been made. If you do continue to drive with the noise, you could damage your engine to the point needing a completely new engine. Some sounds are completely normal, and others are signaling you to take action and discover the problem. So pay attention to what you are hearing and use this guide to determine what you are hearing and how to handle the situation. Find Out Why. Please upgrade your browser to improve your experience. In doing so, the release bearing disengages the clutch. The release bearing is designed to operate with minimum friction between the rotating and stationary points of contact. If noise develops from the bell housing area, a few checks can be done. Listen for noise with the transmission in gear and the clutch pedal to the floor. Next release the clutch with the transmission in first gear. Noise under this condition indicates a worn release bearing or a worn pilot bearing. If the noise persists, the release bearing is bad. If the noise is gone, the pilot bearing is bad. Check the clutch linkage for binding or misadjustments. Check clutch pedal free play and pedal reserve for proper setting. Check the clutch fork and input shafts for proper alignment. There is no way of attaching a scan tool or looking into the bellhousing while the clutch is under load. Clutch diagnostics requires logic and understanding of how the parts interact. The 2003 Honda Accord, 2001 Honda Civic and 2002 Honda Odyssey appear to be the worst years for transmission failure. Some quick stats In fact, the majority of Honda owners with transmission problems are saying the torque converter is failing and essentially burning up the transmission fluid, rendering the entire transmission useless. Drivers with automatic transmissions don't have a clutch and instead rely upon the torque converter to perform the same task.

If the engine is turning slowly, such as when the car is idling at a stoplight, the amount of torque passed through the torque converter is very small, so keeping the car still requires only a light pressure on the brake pedal. The following steps can help prevent transmission problems in many cases. Also change it out when it becomes too dark or dirty. Another reason to change it often is, you can only change about 65% of the fluid at any one time because there is always transmission fluid left in parts like the torque converter. Rather than going through your local dealership, it's best to contact Honda Customer Service at 800 9991009 and ask for a "goodwill repair". As one owner put it, "Honda has offered to cover half the repair cost. Just make sure you get a comparable warranty on parts because the rebuilt replacement transmissions can fail just as quickly, if not sooner. We're not sure where Mr. Schifsky is getting his information, because we've seen hundreds and hundreds of owner complaints. Honda later expanded the recall to include nearly 1.1 million vehicles. The models covered included According to the Wheels blog on NYTimes.com But it failed in December, with the mileage at about 67,000, as he tried to merge onto a busy highway. The suit claimed that Honda misled consumers by selling them vehicles with defective transmissions. Honda settled the case without ever admitting a defect and denied the charges. Enough information to be informative, not too much to be overwhelming. Maybe you're concerned you will soon. Whatever the reason, you can help make sure it gets the attention it deserves. Major class action law firms use this data when researching cases. Their focus is on safety-related issues. Recall, investigation, and TSB data is from

NHTSA. Safety and crash data from IIHS and NCAP. What could it be It has gotten worse but it is louder backing up and when starting out. It is a manual shift but shifts easy almost sounds and vibrates like an engine mount.

<http://pikewallis.no/wp-content/plugins/formcraft/file-upload/server/content/files/1628050c86c6e8---Brunton-solo-34-manual.pdf>

Might explain why the vehicle is louder while cold and when the engine warms up the expanding metal will close the gap making it sound well, not as loud. A very common problem is that bolts tend to loosen up over time and the manifold will just loosen from the engine block. When the vehicle has sat for a while and cooled, see if you can find a wrench of the correct size for the bolts and try to tighten them down starting from the center of the manifold and work your way outwards toward the opposite ends. By doing this you might be able to pinch the manifold down a little tighter and eliminate the sound all together. If this doesn't work, I would suspect a crack and that means replacing the manifold. Good luck. What could it be It has gotten worse but it is louder backing up and when starting out. It is a manual shift but shifts easy almost s. Please refer to CarGurus Terms of Use. Content will be removed if CarGurus becomes aware that it violates our policies. While there can be many causes of strange vehicle noises, many of these mystery sounds come from your vehicle's transmission. Noises coming from the transmission of your vehicle almost always indicate a serious problem that deserves immediate attention from an experienced mechanic. The difficulty when a whining noise comes from your transmission is that there are a variety of potential causes, making it difficult to pin down the issues without help from a dealership maintenance professional. However, there are a few things that you can check after noticing a whining noise. A clogged transmission line is often symptomatic of much more severe transmission issue, which means you should take your vehicle to the service and parts department at your dealership as soon as possible. Check to see if the noise desists when you shift the vehicle to park or neutral. A constant whining noise when your car is in gear needs professional attention.

When a grinding noise occurs with your transmission, it could mean a serious problem with your planetary gear system. Automatic transmissions depend on a planetary gear system to function probably, and if this system is allowed to fail, it can result in major damage throughout your transmission. Once you reach the grinding stage, the gear system is suffering from major issues. If you suspect that the planetary gear system in your transmission is damaged, you need to schedule a maintenance check right away. Your dealership maintenance technician will be able to diagnose the issue and will tell you about your options for repair. This noise is caused by the excess air in your transmission line. Commonly, drivers will notice this gurgling noise when their transmission slips while shifting gears. If you hear a gurgling noise, particularly while shifting gears, it may mean that your fluid levels are low enough to cause damage to your transmission. To add a new vehicle, select the year, make, and model at left. Please try again. Please try again. In order to navigate out of this carousel please use your heading shortcut key to navigate to the next or previous heading. In order to navigate out of this carousel please use your heading shortcut key to navigate to the next or previous heading. Full content visible, double tap to read brief content. Please try your search again later. When you select a genuine OEM fluid you can rely on the high quality and effectiveness of the product and brand without having to guess if the product will work in sequence with your vehicle. Protecting your investment is important and choosing the right fluids can be challenging. So don't risk another minute by searching and buying something that might work. Stick with what you know and choose a genuine OEM Honda fluid. To calculate the overall star rating and percentage breakdown by star, we don't use a simple average.

Instead, our system considers things like how recent a review is and if the reviewer bought the item on Amazon. It also analyzes reviews to verify trustworthiness. Please try again later. Ryan James 5.0 out of 5 stars This fluid does perform better than regular motor oil. However, Honda mtf is not

mandatory. I noticed the price went up about 2 weeks later. My transmission was a bit noisy before and its much quieter now. I bought my car used and the transmission started getting noisy. Took it to my mechanic and he checked the fluid and said it had gear oil not transmission fluid. He flushed it using Honda MT fluid and told me that Hondas need to use Honda fluid. He recommended for me to drive the car for a few hundred miles and flush it again to help get the rest of the dirty gear oil out so I bought some here on Amazon and just that. Glad I did cause this time around it made a difference. Im going to change flush it every 30k from now on. It is a civic lx with the 1.7L engine and manual transmission. I have driven about 50,000 miles and decided to change the transmission oil after the axle broke. 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 cant say much about the other stuff out there, but this has worked great, and I will continue to use it. Im a manual transmission freak and all my cars have been and are manuals. Ive 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 didnt 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. He has certifications in automation and control technology. Contact Author But they are rather rare. Most manual transmission issues originate not with the transmission itself, but from related components like the clutch assembly, linkage, or driveline the components that transmit turning power from the transmission to the wheels. Also, as we discuss below, symptoms that seem to be coming from the transmission can come from unrelated parts of the car. For example, does the problem appear in only one of the gears, only at a certain speed, only when turning, only when downshifting, or after having serviced the clutch or another transmission component. Can you feel a vibration. Can you hear a clunking or grinding noise Some symptoms that may appear to originate in the transmission actually come from the clutch or another system, and vice versa. To get a more accurate diagnosis, take a look at the Bad Clutch Symptoms guide as well. If a noisy transmission does have enough oil, the lubricant may be contaminated with metal shavings or particles. Insufficient or contaminated oil may cause the transmission to become noisy in some or all of the gears. But if you hear noises in a specific gear, that gears teeth or synchronizer may be worn or damaged. Sources inside the transmission that can cause noise For example, if you hear a thumping noise when you accelerate or decelerate, check first for these problems before you blame the transmission Knocking noises when driving at low speeds could come from the differential case or the CV joint. A ThreeStep Test for Transmission Bearing Noises That noise you keep hearing may come from a bearing.

This threestep test is simple and can reveal problems with one or more transmission bearings. If you can hear a noise in neutral, suspect a wornout input shaft bearing. Watch the video at the bottom of this article to see how internal problems can affect input shaft operation. You may need to push the pedal a little more. If you hear a squealing noise, you may have a worn out release bearing. If you hear a whirring sound then, you probably are dealing with a bad pilot bearing. A grinding noise may come from clashing gears. The clashing may happen because of linkage problems like wear or need of adjustment. Other potential sources could be a worn or damaged synchronizer, shift fork, or rail and bearing shafts. If you can hear the gears clashing only when downshifting, the problem may come from the synchronizer too much play at the output shaft end. However, a grinding noise may also come from a dragging clutch. You shift into gear, and the transmission jumps out of gear. A

stretched linkage can be caused by a damaged engine or transmission mount. An external linkage can wear out or become loose and maladjusted, causing the transmission to jump out of gear. Look for rust and binding. You can try to adjust the linkage. But in most cases, you'll have to rebuild or replace that part of the assembly. In an internal shift linkage, the spring is part of the springloaded ball that locks the transmission into gear. If the ball slips out of the notch, the transmission will jump out of gear. Usually, this points to a problem with a loose linkage, worn shift cables or worn bearings. Check the linkage. You may need to raise the vehicle and safely support it on jack stands or remove a component in order to make the inspection, depending on your vehicle model. You may need to remove a shift lever boot. Get the help of an assistant to operate the linkage while you inspect the linkage, if necessary. Look for problems like binding, poor lubrication, misaligned components.

To remove components for inspection, consult your vehicle repair manual. Haynes is a good aftermarket manual get the manual for your exact model. Other causes for a hard to shift manual transmission include This symptom may indicate Look for maladjustment, or wear or damage to rods, bushings, or shifter arms. However, remember that failure to get into gear can also be caused by the clutch, if the clutch isn't fully releasing or has other problems. The clutch might need adjustment. Check my article on bad clutches. Also, consult your vehicle repair manual. If it leaks after you just replaced the oil, you may have put too much. Consult your vehicle repair manual. Locate the source of the leak. Inspect the transmission oil seal and the O-ring in the vehicle speed sensor. Consult your vehicle repair manual for the proper procedure to replace seals, bearings, or gaskets. Some of these repairs don't require much work, and you may be able to do the job in your own garage with a few common tools. This guide helps you identify and explore those common and not so common areas. Still, manual transmissions vary between models, so once you have an idea of the possible problem with your transmission, consult your model's vehicle repair manual to troubleshoot that particular issue. You may be able, in some cases, to do the repair yourself. Content is for informational or entertainment purposes only and does not substitute for personal counsel or professional advice in business, financial, legal, or technical matters. Where should I start looking to repair my Suzuki's gearbox. Answer Have the gear lever to linkage and the linkage itself checked. There could be something loose or in need of adjustment there or with the rails or forks. Helpful Question 1992 Ford Ranger 5 speed manual. While running in neutral, as I let out on the clutch, it starts making a rattling noise. When I push the clutch in, it stops.

Also it will go in all gears fine but when I start to take off, it will try to move but then makes a loud popping sound and won't move. Previous to this it had started making a whining sound when driving. What could be wrong. Answer This could be a problem of worn or bad countershaft bearings. But I believe your model has the Mazda M5OD R1 5 speed transmission. Make sure you got enough oil. The rubber shift cover plugs tend to shrink and leak, usually while the vehicle is moving. This could affect bearings and gears. Helpful 3 Question While my car is in 5th gear, it acts as if it's in neutral. It has no power. And when the clutch is fully released, the car doesn't stall. What could be the problem. Answer The gear might not be engaging at all. The problem could be with the shift rail detent plunger, the spring or plug. But the gearshift lever can be made difficult for 5th gear to engage. Check the lever and the linkage. Other possibilities are too much wear on the shift rail assembly or a worn synchronizer sleeve. Helpful 1 Question My 2006 VW Jetta keeps making a rattling noise only after 30 minutes of driving. I'll shut the car off and turn it back on, and it's gone until another 30 minutes of driving, then it'll come back again. Why Answer If it only happens after driving for about 30 minutes, this could be a temperature related issue, perhaps in the exhaust system. This could mean an input or intermediate shaft with bad teeth on a transaxle; on a transmission this could be related to the output shaft gears or gear assembly. Noises are sometimes hard to diagnose. You need to make sure where the noise is coming from before start pulling things apart. Have a qualified shop diagnose the source first if necessary, before making any repair

decisions. Helpful 1 Question I have a 1994 Ford F150 with the 5 speed Mazda in it.

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