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**Size:** 1968 KB

**Type:** PDF, ePub, eBook

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## Book Descriptions:

### 93 honda 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://escueladeballet.com/fotos/engine-mounting-design-manual.xml>

- 1.0.



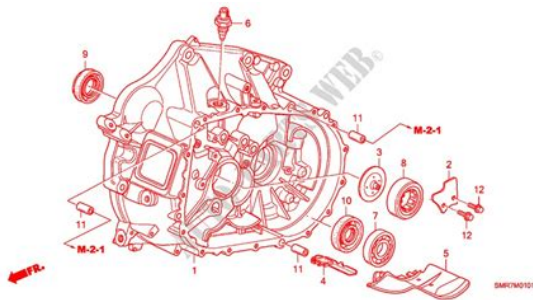
PS Definitely key to note motor oil is the temporary replacement, as in only for a little while etc. I know older hondas called for regular motor oil. Motor oil was specified back before the advent of OBDII. The mandated emissions restrictions that came with OBDII resulted in the reduction of zinc and 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 its 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 its 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. 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. [http://www.lustigersteirer.at/userfiles/engine-mechanical-service-manual-5\\_3l.xml](http://www.lustigersteirer.at/userfiles/engine-mechanical-service-manual-5_3l.xml)



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. 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. The transmission fluid protects all of the moving parts inside of the transmission, such as the gears and the bearings. The fluid also protects the seals inside of the transmission. The protection process works by the fluid bonding to all of these components to protect the moving parts and bearings from heat friction and to protect the seals from cracking and hardening. Honda recommends replacing the transmission fluid between 70,000 and 100,000 miles for maximum transmission protection. Step 1 Drive the 1993 Honda Civic around for ten to fifteen minutes to heat up the transmission fluid. This will enable more fluid to drain out of the transmission. Step 2 Park the Civic on a level area and turn the engine off. Open the hood and apply the parking brake. Jack up all four corners of the Civic and place the safety stands under each designated jacking point. Lower the jack so that the Civic is sitting securely on top of the stands. The car has to be level for all of the fluid to drain out of the transmission. Step 3 Slide under the car near the passenger side door and locate the pan on the bottom of the transmission near the front passenger side wheel. Place the catch pan underneath the transmission pan.

Loosen and remove the magnetic drain bolt from the bottom of the transmission with a ratchet and a metric socket. Wait for all of the fluid to drain out of the pan and then screw the drain bolt back into the bottom of the transmission with your hand until it is tight. Tighten the plug with the ratchet and socket until the plug is tight. Give the plug another onequarter of a turn with the ratchet and socket to seat the plug to the transmission pan. Remove the ratchet and socket from the plug. Step 4 Pull the catch pan out from under the Civic. Move to the front passenger side of the vehicle and locate the red transmission dipstick on the passenger side rear of the transmission. Pull the dipstick out of the tube and place it on a clean surface. Insert the long neck funnel into the tube and pour in 3.5 quarts of the Honda Genuine Automatic Transmission fluid. Pull the funnel out and reinsert the dipstick. Step 5 Crank the engine and let it warm up to operating temperature. Hold the brake down and shift the gear lever through all of the gears and then back to the park position. Keep the engine running and check the transmission fluid level on the dipstick. The fluid level should be on the full mark because the 1993 Honda Civic transmission only holds 3.5 quarts of transmission fluid. Put the dipstick back into the tube and close the hood. Turn the engine off. Jack the Civic back up and

remove all of the jack stands. Lower the vehicle to the ground and remove the jack. Warnings Use caution when working under a vehicle that is on jack stands. Be careful when working around a hot transmission and hot transmission fluid. The hot transmission and the hot fluid can cause serious burns to your skin. Wear protective gloves if the transmission is too hot. To submit your questions or ideas, or to simply learn more about It Still Works, contact us. More Articles How to Change Transmission Fluid in a. How to Replace the Transmission Fluid.

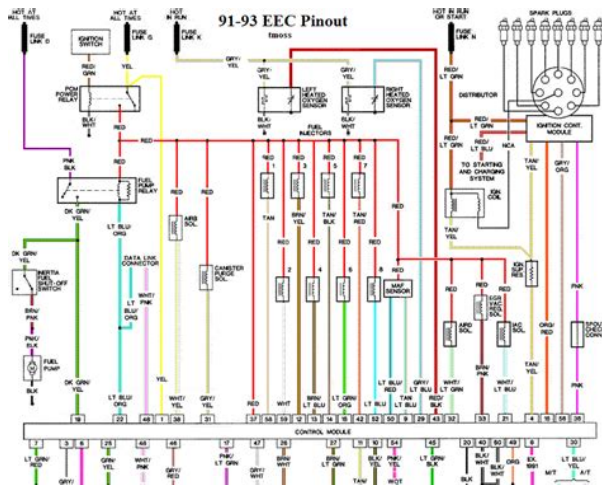


<http://www.bouwdata.net/evenement/bose-qc15-user-manual>

How to Change Fluid in a 47RE How to Change the Transmission Fluid in. How to Add Transmission Fluid to a. How to Check the Automatic Transmission. How to Check the Transmission Fluid on. How Do You Put Transmission Fluid in an. To add a new vehicle, select the year, make, and model at left. Please try again. Please try again. Please try again later. 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. In order to navigate out of this carousel please use your heading shortcut key to navigate to the next or previous heading. 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 it's 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.

<http://flordeyebenes.com/images/canon-ir-2022-user-manual.pdf>





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. Before adding transmission fluid, make sure that your engine was running when you checked the fluid level. If the transmission fluid level on your Civic is low, you need to add fluid through the dipstick tube.

<http://17eldonsquare.com/images/canon-ir-1570-manual.pdf>



Honda has been developing sophisticated transmissions through years and it is critical that you add the exact type of transmission fluid stipulated by your owners manual typically in the back of the manual in a section titled Fluid Capacities. When adding transmission fluid to your Civic, be sure to

add it slowly as the transmission fluid capacity is reached quickly and it is difficult to remove excess fluid if you overfill. If you are having problems with the transmission in your Civic, such as clunky shifting or hesitation, check the fluid level first it is amazing how many drivers pay thousands of dollars for transmission work when a half quart of transmission fluid would have fixed the problem. See how to properly secure their car seat. Replace your blades twice a year Learn how to set it here! All Rights Reserved. Designated trademarks are the property of their respective owners. This Service is not affiliated with the various automotive companies featured therein. ZF has attributed most of these problems to software issues. Hondas older transmissions such as the Hondamatic semiautomatic transmission and its successors use traditional, individual gears on parallel axes like a manual transmission, with each gear ratio engaged by a separate hydraulic clutch pack. This design is also noteworthy because it preserves engine braking by eliminating a sprag between first and second gears. The Hondamatic incorporated a lockup function, which Honda called a third ratio, and had manual gear selection. The companys early transmissions also used a patented torque converter which used stator force to reduce hydraulic losses by using a reaction arm to increase the hydraulic pressure when the stator was stalled. The reaction arm acted directly on the regulator valve this meant that increased pressure was available to the clutch plates when torque multiplication was greatest. The stator was equipped with a sprag clutch enabling it to freewheel when required.

This torque converter was nominally about 7in. It was initially announced in Europe as an automatic as the staff at Honda in Europe assumed that it would like the N600 to be fully automatic. This gearbox was a separate unit and used ATF Automatic Transmission Fluid. Retrieved 18 December 2017. By using this site, you agree to the Terms of Use and Privacy Policy. Or you may just be struggling to keep it highway approved. No matter the situation, Advance Auto Parts has the Automatic Transmission Fluid product you desperately need. We only sell parts from trusted brands like Castrol so that you can find quality parts you can count on. We have 4,658 reviews on our Automatic Transmission Fluid products for the 1993 Honda Civic from previous customers. Compare prices and reviews to choose the best part for you. It exceeds the requirements of the JASO1A performance standard created by Japanese Automobile Manufacturers. Developed to help prevent leaks, maximize transmission performance, reduce transmission wear, and maintain smooth shifting longer than conventional fluids. For CVT applications Valvoline recommends Valvoline Full Synthetic CVT Fluid. Product Features Formulated with fullsynthetic base stocks and advanced additive technology to meet the challenging demands of automatic transmissions. Highperformance seal conditioners maintain and preserve the elasticity of seals to help prevent leaks in high mileage transmissions Developed with antiwear technology to help improve transmission durability Engineered with a proprietary blend of base oils and advanced additives to provide better oil flow at low temperatures and greater film protection at higher temperatures Good quality fluid. Good quality fluid.

<http://eduomania.com/wp-content/plugins/formcraft/file-upload/server/content/files/162755274e7d4f--brother-p-touch-ql-550-user-manual.pdf>

Product Features Exceeds the requirements of the JASO1A performance standard created by Japanese automobile manufacturers; this standard is recognized by Japanese OEMs in certifying automatic transmission fluids for use in their vehicles Exceptional high temperature protection to effectively resist fluid oxidation Enhanced friction durability for smooth transmission performance Superb low temperature fluidity for cold weather shifting Product Features Outstanding resistance to oxidative and thermal breakdown Exceptional low temperature fluidity Excellent antiwear properties. Excellent gear shift quality throughout service life. Developed to help prevent leaks, maximize transmission performance, reduce transmission wear, and maintain smooth shifting longer than conventional fluids. Highperformance seal conditioners maintain and preserve the elasticity of

seals to help prevent leaks in high mileage transmissions Developed with antiwear technology to help improve transmission durability Engineered with a proprietary blend of base oils and advanced additives to provide better oil flow at low temperatures and greater film protection at higher temperatures Good quality fluid. Good quality fluid. Would purchase again. Would purchase again. It also has exceptional oxidation and thermal stability, resulting in maximum service life. Product Features Maintains friction control for smooth shift action and protection against shudder. Retains high temperature viscosity resulting in maximum oil film thickness and excellent wear. Controls sludge, corrosion, and wear of gears. It also has exceptional oxidation and thermal stability, resulting in maximum service life. Controls sludge, corrosion, and wear of gears. For transmissions with over 75,000 miles. Product Features Additional seal conditioners help stop leaks. Extra cleaning agents reduce varnish and sludge formation. Protects against clutch wear and restores smooth shifting.Enroll now and start getting rewarded its easy.

[copenhagenpools.com/contents/files/braeburn-model-5000-manual.pdf](https://copenhagenpools.com/contents/files/braeburn-model-5000-manual.pdf)

This doesn't make any additional cost to you. Over time, your car's transmission filter wears out, and we know you don't want to miss the moment when this important part needs to be replaced. Professionals suggest that you replace the transmission filter about every 30,000 miles. There are several symptoms that can indicate your filter isn't able to do its job properly. Sometimes a blocked filter can cause a burning smell or smoke. If it is harder to change gears, the reason may also be related to the transmission filter. Shut off the engine. It should be between the upper and lower marks. Use Honda Premium Formula Automatic Transmission Fluid or an equivalent DEXRON II Automatic Transmission Fluid ATF only. Make sure the car is on level ground. Remove the transmission filler bolt. The oil level should be up to the edge of the bolt hole. Feel inside the bolt hole with your finger. If you do not feel any oil, slowly add oil until it starts to run out of the hole. Reinstall the filler bolt and tighten it securely. The transmission should be drained and refilled with new oil every 24 months or 30,000 miles 48,000 km, whichever comes first. Remove the transmission filler bolt and carefully feel inside the bolt hole with your finger. The fluid level should be up to the edge of the bolt hole. If it is not, add Genuine Honda Manual Transmission Fluid MTF until it starts to run out of the hole. Reinstall the filler bolt and tighten it securely. An SG grade is preferred, but an SH or SJ grade may be used if SG is not available. However, motor oil does not contain the proper additives and continued use can cause stiffer shifting. Replace as soon as convenient. If it's not available, you may use a DEXRON III automatic transmission fluid as a temporary replacement. However, continued use can affect shift quality. Have the transmission flushed and refilled with Honda ATFZ1 as soon as it is convenient.

The transmission should be drained and refilled with a new fluid according to the time and distance recommendations in the maintenance schedule. To thoroughly flush the transmission, the technician should drain and refill it with Honda ATFZ1, then drive the vehicle for a short distance. Do this three times. Then drain and refill the transmission a final time. Remove the transmission filler bolt and carefully feel inside the bolt hole with your finger. If it is not, add Honda Manual Transmission Fluid MTF until it starts to run out of the hole. Reinstall the filler bolt and tighten it securely. However, motor oil does not contain the proper additives, and continued use can cause stiffer shifting. Replace as soon as it is convenient. The transmission should be drained and refilled with a new fluid according to the time and distance recommendations in the maintenance schedule. Any damage caused by using a transmission fluid that is not equivalent to HCF2 is not covered by Honda's new vehicle limited warranty. Replace with MTF as soon as possible. Motor oil does not contain the proper additives for the transmission and continued use can cause decreased shifting performance and lead to transmission damage. He worked for more than 15 years at the dealer service station and has vast practical experience, so he gladly agreed to be the editor and coauthor of our articles about motors and motor oils. I have a 2011 8th gen with a non CVT automatic transmission. Your



article suggests all 2011 Civics have CVT. This is very misleading. Would hate for Someone to use CVT oil in their 8th gen Civic! As the name implies, mud flaps serve to shield cars from mud and. Continue Reading The oil pan is disposed at the motor's underside, serving as a reservoir for motor oil. Continue Reading Each of us has vast practical experience in our field, which allows conveying to you the most valuable and useful information.

However, we are an informational portal that provides technical information based on personal experience, as well as trust resources. This information is not an official recommendation by the manufacturer. In the case of any repairing work, we recommend you to use an official owners manuals. It's necessary for lubrication, for preventing friction and for maintaining pressure inside the transmission itself. If the fluid gets low, you may experience problems with shifting and driving. I have an AA degree in automotive repair technology and regularly update myself on the latest vehicle technologies. I've worked on European, foreign, and domestic vehicles, and apply this versatility to all makes and models. Call us 855 3472779 Get a quote It's necessary for lubrication, for preventing friction and for maintaining pressure inside the transmission itself. Here's how to keep an eye on it If you don't, it needs to be topped off. This is a temporary solution only. Yes No Thank you for your feedback. Sorry about that. Why wasn't this information helpful. Submit Thank Michael Please see our If you tried putting one of the transmissions prior to this one then the axles are not going. The replacement of the wheel cylinder should be straight forward by removing the brake shoes on one side only. Remove and replace the wheel. Assuming all the new parts are good I highly suspect a problem with either your cam or crank sensors. If either of these sensors fail your engine will not know when to. With the 2012 Honda. They are, at best, inconvenient and, at worst, very expensive. Proper. It has a great look, a strong engine, and it is reliable. The vehicle has been making gains on other trucks in. 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 3. 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 it, 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. In order to shop on this Web store, you must have JavaScript enabled. Once JavaScript is

enabled please refresh the current page. In order to shop on this Web store, you must have cookies enabled. Once cookies are enabled please refresh the current page. Oil has a limited life span and should be changed according to the maintenance schedule in your Owner's Manual. For some, an oil change is like heading to the dentist inconvenient but necessary. Thanks to more exacting standards in enginebuilding technology, the quality of the synthetic oils has improved. And there's another factor more than half of today's new cars have monitoring systems that give you a heads up when it's time to change the oil. If you just drive around town and put 6,000 miles or so on the odometer every six months, you might change the oil twice a year. If you do a lot of highway or longdistance running or operate your vehicle in sandy or dusty surroundings like the deserts of Nevada or Arizona, you might be a candidate for more frequent changes. That was mostly a marketing ploy. Lately, with the use of synthetic blends and full synthetic oils, owners are now able to push out or extend the vehicle's oil life further to 10,000 miles or even as much as 15,000 miles. For more ways to do this, see How to Maintain the Value of Your Car. This entails draining the oil, replacing the filter and refilling the engine with new lubricant. Conventional oils are derived directly from crude oil. Newer synthetic oils are a blend of traditional oil with lubricants and other additives that enhance its performance, but comes at a higher price, on average, than regular oils. Inside you will find the type, grade, and frequency of change for your engine's oil.

Widely available, either at your dealership or the local auto parts and bigbox stores, they are tailor made for the type of driving you do. The same applies to the filters that trap many impurities from the oil flow as possible during its lifetime. Traditional motor oils should be changed after approximately 5,000 miles of service. SemiSynthetics last longer than traditional oils and could safely provide proper lubrication to around 8,000 miles. They offer better performance from a viscosity standpoint the ability to flow through engine parts and increased protection from foreign deposits. Good all the way out to 10,000 or even 15,000 miles in some usages, it is the perfect choice to protect your investment whether it's a Grand Tourer, a "Ranch Edition" pickup truck or a Plugin Hybrid. Temperature fluctuations affect the duration of your motor oil's effectiveness. But care in selecting the proper grade of oil for your vehicle should be at the fore, to make sure it gets just what it needs for years of uninterrupted service. Where you live and how you use your vehicle is just as important as how much it is driven. The introduction of higher temperatures can cause oil to break down sooner than expected while at the same time windblown sand and grit can be introduced into the engine especially under extreme conditions. Nobody knows your Honda better than your local dealership service department. They've undergone factory training to properly maintain and repair your vehicle. While traditional oils are still in widespread use and were most likely what your vehicle was using when it came from the factory, your dealership service department stocks a wide variety of brands and types of oil that will suit the needs of your specific vehicle and its type of usage. The days of changing your oil every three thousand miles or so are long gone. However, it remains a critical aspect of vehicle maintenance to ensure long engine life for your Honda.

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