

Diagnosis Manual Transmission Problems

WJ AUTOMATIC TRANSMISSION - 42RE 21 - 17

AUTOMATIC TRANSMISSION - 42RE (Continued)

DIAGNOSIS CHARTS

CONDITION	POSSIBLE CAUSES	CORRECTION
HARSH ENGAGEMENT (FROM NEUTRAL TO DRIVE OR REVERSE)	1. Fluid Level Low	1. Add fluid
	2. Throttle Linkage Mis-adjusted	2. Adjust linkage - setting may be too long
	3. Mount and Driveline Bolts Loose	3. Check engine mount, transmission mount, propeller shaft, rear spring to body bolts, rear control arms, crossmember and axle bolt torque. Tighten loose bolts and replace missing bolts.
	4. U-Joint Worn/Broken	4. Remove propeller shaft and replace U-joint.
	5. Axle Backlash Incorrect	5. Check per Service Manual. Correct as needed.
	6. Hydraulic Pressure Incorrect	6. Check pressure. Remove, overhaul or adjust valve body as needed.
	7. Band Mis-adjusted	7. Adjust rear band
	8. Valve Body Check Balls Missing	8. Inspect valve body for proper check ball installation.
	9. Axle Pinion Flange Loose	9. Replace nut and check pinion threads before installing new nut. Replace pinion gear if threads are damaged.
	10. Clutch, band or planetary component damaged	10. Remove, disassemble and repair transmission as necessary.
	11. Converter Clutch Faulty	11. Replace converter and flush cooler and line before installing new converter.
DELAYED ENGAGEMENT (FROM NEUTRAL TO DRIVE OR REVERSE)	1. Fluid Level Low	1. Correct level and check for leaks.
	2. Filter Clogged	2. Change filter.
	3. Gearshift Linkage Mis-adjusted	3. Adjust linkage and repair linkage if worn or damaged.
	4. Torque Converter Drain Back (Oil drains from torque converter into transmission sump)	4. If vehicle moves normally after 5 seconds after shifting into gear, no repair is necessary. If longer, inspect pump bushing for wear. Replace pump house.
	5. Rear Band Mis-adjusted	5. Adjust band.
	6. Valve Body Filter Plugged	6. Replace fluid and filter. If oil pan and old fluid were full of clutch disc material and/or metal particles, overhaul will be necessary.
	7. Oil Pump Gears Worn/Damaged	7. Remove transmission and replace oil pump.
	8. Governor Circuit and Solenoid Valve Electrical Fault	8. Test with DRBP scan tool and repair as required.
	9. Hydraulic Pressure Incorrect	9. Perform pressure test, remove transmission and repair as needed.
	10. Reaction Shaft Seal Rings Worn/Broken	10. Remove transmission, remove oil pump and replace seal rings.
	11. Rear Clutch/Input Shaft, Rear Clutch Seal Rings Damaged	11. Remove and disassemble transmission and repair as necessary.
	12. Regulator Valve Slack	12. Clean.
	13. Cooler Plugged	13. Transfer case failure can plug cooler.

File Name: Diagnosis Manual Transmission Problems.pdf

Size: 2738 KB

Type: PDF, ePub, eBook

Category: Book

Uploaded: 7 May 2019, 14:41 PM

Rating: 4.6/5 from 695 votes.

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Book Descriptions:

Diagnosis Manual Transmission Problems

Most manual transmission problems originate not with the transmission itself, but from connected parts like the clutch assembly, linkage, or driveline the parts that transmit turning power from the transmission to the wheels. Also, as we discuss below, symptoms that appear to be coming from the transmission can return from unrelated components of the car. Diagnosing the Issue The key to diagnosing your manual transmission problem is to collect elaborate data concerning the actual problem. Are you able to feel a vibration. Are you able to hear a clunking or grinding noise.

Symptoms of a Bad Transmission Here are some symptoms which will indicate a wornout transmission, all of which we discuss below Odd sounds whirring, squealing, bumping, or thumping Grinding noise Transmission jumps out of gear into neutral Difficulty shifting gears Car stuck in one gear Car that can't get into gear Leaking transmission oil This guide can get you started on distinguishing the source of those issues. You will need to investigate more and keep in mind that manual transmission configurations can change from one model to the next. Remember that this guide only deals with symptoms coming from the manual transmission or transaxle itself. Some symptoms that may appear to originate within the transmission really come from the clutch or another system, and vice versa. Odd noises that may come from the transmission The most common cause of a loud transmission is low oil, causing the gears or internal assembly to hum or whirl. If a loud transmission does have enough oil, the lubricant could also be contaminated with metal shavings or particles. Insufficient or contaminated oil might cause the transmission to become noisy in some or all of the gears, however, if you hear noises in a specific gear, that gear's teeth or synchronizer could also be worn or broken. <http://www.e-photosynthesis.org/userfiles/breville-cm4-manual.xml>

- **1.0, diagnosis manual transmission problems.**

Sources inside the transmission that may cause noise A wornout synchronizer The gears on the speedometer drive Misaligned transmission A worn or broken input shaft bearing, if your transmission makes noises only in neutral sometimes a bumping sound Wornout gears Output shaft pilot bearing issues Metal shavings in the oil Some noises that seem to come from the transmission are actually coming from an outside though possibly related source. For instance, if you hear a thumping noise when you accelerate or decelerate, check 1st for these issues before you blame the transmission A loose or broken engine or transmission mount A worn or broken drive axle inner CV joint Problems with the differential case Noises that manifest when turning might point to a problem with the CV joint. The Transmission Makes a Grinding Noise Problems with the transmission may also be revealed through a grinding noise. A grinding noise might come from clashing gears. The clashing might happen due to linkage issues like wear or need of adjustment. Other potential sources may well be a worn or broken synchronizer, shift fork, or rail and bearing shafts. If you can hear the gears clashing only when downshifting, the problem might come from the synchronizer too much play at the output shaft end. However, a grinding noise can also come from a dragging clutch. The Transmission Jumps Into Neutral This appears to be a common problem on wornout transmissions. You shift into gear, and the transmission jumps out of gear. Once again, there might be other causes for this problem, besides a wornout transmission. A common problem is a worn out, stretched, or maladjusted shift linkage. A stretched linkage may be caused by a broken engine or transmission mount. You may be dealing with a weak or broken spring within the shift rail. In an internal shift linkage, the spring is part of the springloaded ball that locks the transmission into gear. <http://embeddedcareers.com/embeddedcareers/images/breville-coffee-machine-800-manual.xml>

If the ball slips out of the notch, the transmission can jump out of gear. Also, you may be dealing with a worn-out pilot bearing the gap causes the input shaft to vibrate, which causes the shift forks or synchronizers to move. You may have issues with a worn synchronizer or shift fork assembly or other internal parts. Other potential causes to keep in mind Loose or misaligned transmission possibly after service Misaligned clutch housing Loose shifter cover Worn-out gear teeth It's hard to Shift Gears This problem happens when you find it hard to maneuver the shift lever from one gear to another. Usually, this points to a problem with a loose linkage, worn shift cables or worn bearings. Other causes for a hard-to-shift manual transmission include Worn or loose internal parts shift fork, levers, shafts Low oil level or the incorrect kind of oil Misaligned transmission Synchronizer issues The Transmission Is Stuck in gear You may notice that you just cannot get the transmission out of gear. This symptom might indicate Low oil level or the incorrect type of oil Problems with the linkage or shifter assembly. However, keep in mind that failure to get into gear may also be caused by the clutch, if the clutch is not fully releasing or has alternative issues. The clutch may need adjustment. Leak From the Transmission Manual transmission leaks are often caused by Bad or worn-out seals or gaskets A broken case or part Loose bolts To verify that a leak exists, first, check the transmission case and oil level. If it leaks after you just replaced the oil, you may have put too much. Consult your local Eagle Transmission technician. Can I drive safely with a slipping transmission. Gallery Can I drive safely with a slipping transmission.

What You Need to Know About CVT Gallery What You Need to Know About CVT BMW Transmissions Gallery BMW Transmissions 700r4 Transmissions 700r4 Transmissions Leave A Comment Cancel reply Comment Save my name, email, and website in this browser for the next time I comment. Manual transmissions can develop problems after miles of service. Photo courtesy of MeMike200 on Wikipedia Manual transmission problems can develop due to high mileage, abuse, or lack of proper maintenance. 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. The key to diagnosing your manual transmission problem is to gather detailed information about the particular problem. 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. Symptoms of a Bad Transmission Here are some symptoms that can indicate a worn-out transmission, each one of which we discuss below. Odd sounds whirring, squealing, bumping, or thumping Remember that this guide only deals with symptoms coming from the manual transmission or transaxle itself. 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. Your noise may not be coming from the transmission; a bad CV joint can produce noises when you accelerate or make a turn. Photo courtesy of Nutzdatenbegleiter on Wikimedia 1.

<http://eco-region31.ru/bosch-nexxt-washing-machine-manual>

Odd Noises That May Come From the Transmission The most common cause of a noisy transmission is insufficient oil, causing the gears or internal assembly to hum or whirl. 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 gear's teeth or synchronizer may be worn or damaged. Sources inside the transmission that can cause noise A worn-out synchronizer For example, if you hear a thumping noise when you accelerate or decelerate, check first for these problems before you blame the transmission A loose or damaged engine or transmission mount Knocking noises when driving at

low speeds could come from the differential case or the CV joint. However, a worn bearing can also produce a knocking or thumping noise. 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. Fire up the engine and set the transmission to neutral. 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. Photo in the Public Domain 2. The Transmission Makes a Grinding Noise Problems with the transmission can also be revealed through a grinding noise. A grinding noise may come from clashing gears. The clashing may happen because of worn or damaged gears, linkage problems due to wear or need of adjustment. Other potential sources could be a worn or damaged synchronizer, shift fork, or rail and bearing shafts.

<https://otthonok.com/images/Database-Administrator-Manual.pdf>

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. Shift linkage problems can cause your transmission to jump out of gear. Photo courtesy of Bobo is soft on Wikimedia 3. The Transmission Jumps Into Neutral This seems to be a common problem on wornout transmissions. Once again, there could be other several causes for this problem, besides a wornout transmission A common problem is a worn out, stretched, or maladjusted shift linkage. 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, youll 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 detent. If the ball slips out of the notch, the transmission will jump out of gear. A worn out shift fork can make it hard to shift gears. Photo courtesy of OSX on Wikimeida 4. Its Hard to Shift Gears This problem happens when you find it hard to move the shift lever from one gear to another. Pay attention to this If you find it hard to change gears even with the engine not running, take a look at the linkage. If hard shifting only occurs when engine is running, check the clutch. If the transmission has been moved recently, check for misalignment. Also, depending on your particular model, check the clutch hydraulic system and make sure it has no air. Check clutch adjustment as well. 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.

<http://dumaxsrl.com/images/Database-Concepts-5Th-Edition-Instructor-S-Manual.pdf>

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 hardtoshift manual transmission include Worn or loose internal components shift fork, levers, shafts Photo in the Public Domain 5. The Transmission Is Stuck in Gear You may find that you cant get the transmission out of gear. This symptom may indicate Low oil level or the wrong type of oil 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 isnt fully releasing or has other problems. The clutch might need adjustment. Check my article on bad clutches. Also, consult your vehicle repair manual. Inspect gaskets, seals, or loose bolts when looking for oil leaks. Photo in the Public Domain 7. Leak From the Transmission Manual transmission leaks can be caused by bad or wornout seals or gaskets, 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. Knowing about common manual transmission problems can help you diagnose your problems sooner, and possibly save money. 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. Also, keep in mind that it's not uncommon for some transmissions to suffer from design issues, like those in some 2012-2015 Mazda3, 2014-2015 Mazda6, and 2013-2015 CX5 models with hard-to-shift or jumping-out-of-gear problems. If necessary, check online for possible recalls or technical service bulletins (TSBs) for your specific model or call your local dealer. This content is accurate and true to the best of the author's knowledge and is not meant to substitute for formal and individualized advice from a qualified professional. Answer Not necessarily. Probably the clutch is not engaging. The clutch may be worn out, clutch in need of adjustment. Question I have a 2004 GMC 2500 Duramax diesel with a six-speed manual transmission. Lately, when I try and shift gears, the transmission sticks or releases but I then can't shift. When this occurs, I turn the engine off and then upon restart I can shift again. This occurs at random and intermittently. Would this be a shift assembly or electrical issue. Question I have a VW T25 diesel 4-speed. It started grinding into 3rd and 4th recently and can be hard to get into first. And pops out of 2nd. So not a good start was fine before an engine replacement. I was driving on a trip, and it dropped from 4th to 2nd without touching the stick. Now I've only got reverse, 1st, and 3rd, and I'm pretty sure 2nd is 4th. Grinding when the clutch is engaged too. Any ideas I've restored the linkage but no good. Answer It seems like an internal problem, probably a damaged gear. You may need to bring the car to a transmission shop for a proper diagnosis. Question I have a 2010 Honda Civic. Sometimes I can't shift up or down into 2nd gear. Usually, it'll engage if I come off and depress the clutch down again sometimes just goes into gear if I hold the stick into 2nd for a few seconds. It's really random.

Had 1st gear lockout for a while too but that problem left on its own as this 2nd gear problem started occurring. Linkage is tight. I'm told it's the clutch but only 2nd gear is affected makes me think gearbox. What do you think Answer Check the linkage; something that might be hindering movement to one side. Perhaps a bad bushing. This could be an internal linkage problem as well. Question I have a 2004 Jeep Wrangler SE, 2.4L with the 5-speed manual. My trans knocks but only for a very brief time after I turn the car on. It doesn't knock when I drive, and it shifts fine. But knocks when I turn it on and sometimes after I turn it off. What would cause this. Answer Knocking or clicking noises usually happen with worn gears, but this could also come from low fluid level. Sometimes it's a good idea to check the condition of the fluid. If you see metal chips, they may come from broken teeth. In this case, it's better to remove as much of the fragments to prevent damage to other parts of the transmission. Question I have a 98 Dodge Ram 1500 4x4 NV3500. Trans grinds into 2nd and 3rd. If I pause after pressing in the clutch, it doesn't grind. Pedal seems a bit harder to press than normal. I changed the fluid. It was not too dark but magnet had a fair amount of metal on it, looked silver for the most part. Should I do a clutch before condemning synchros. Answer It does sound like a synchro issue, but it could be a linkage adjustment problem or slave cylinder issue as well. Question I have a 2007 Toyota Corolla that is making a whining noise in all gears and sometimes a clanking sound. Does this sound like it could be a problem with the clutch. Answer Seems like a worn clutch or flywheel; possibly a problem with the pilot bushing being worn as well. Question I have a 2012 Chevy Sonic with a manual transmission. It makes a knocking noise in all 5 gears that gets faster with speed. The noise disappears when the clutch is pressed, or when in neutral.

Answer This kind of rhythmic, knocking sound usually happens in a component with a chipped or broken teeth. This may be a gear, input or intermediate shaft gears or similar part. But you need a good diagnostic, because something like this requires disassembly if a shop suspects this is what's going on. Question My 2003 Toyota Camry has a manual transmission. It grinds several times a day. It has popped out of gear one time. Is this something simple to fix, or will it be expensive. Answer First, make sure there's enough fluid. There could be one of several problems like wear or damage to bearings, gear or synchronizer. A bad synchronizer will make it pop out of gear. If you notice the noise is related to the pedal operation, the problem could be in the clutch assembly. Question What causes a vehicle to roll back an inch or two when you park on an incline and leave it in first. I once parked in second and the vehicle rolled back several feet. Answer If this was a slight incline and the vehicle started rolling, you may have a slipping transmission or an engine that's losing compression. However, even parking a car in gear in a steep incline, it may still roll. That's why you always engage the emergency brakes and turn the wheels against the curb. Question I have a 2004 Pontiac Vibe. What would cause it not to go into 4th gear. Answer There are several problems that may cause this issue. Worn gear shift level, linkage or shift rail problems; bad synchronizer sleeve or hub. Question I have a 2015 Fiesta St and I'm having gear whine in 4th/6th. The dealer said it's a synchro but that doesn't sound right to me. I believe it has to be one of the bearings. Have any ideas Answer This is usually caused by worn or damaged synchro, gear teeth or bearings. Question Transmission shifts fine to any gear and returns to neutral without any problem. That's good when the engine is not running. When the engine is running, then gear engages to any one gear, but will not disengage to neutral.

No grinding noise at all. What could be the problem. Answer Seems like the clutch is not able to disengage. First make sure you have enough fluid. Otherwise, you'll need to check the clutch mechanism cable or hydraulic system. Hopefully, you won't need to drop the transmission. Question 2013 Mini Countryman R60 S with a transmission problem. The car runs perfectly fine. You can hold the shifter in 6th gear and it will stay. Replaced the clutch pad and pressure plate 50k miles ago. I had no issues until 45k miles ago. I suspect bad synchronizers but maybe I am wrong. Answer There could be a problem with the synchronizer but check if the shift linkage needs some adjustment as well. Question Have a BMW Z3. I thought the battery was dead. Jumped it and started the engine. In first gear, the car engine bumped over; the car leaped forward and then cut off. I tried 3 times. Put the car in neutral, jumped it, and it started. But then it would not shift out of neutral. It had a strong smell of burning rubber odor. Car won't drive at all now. What do you think is wrong. Answer It seems like the clutch is binding. The clutch disc probably got stuck. The strong burning rubber smell is probably the clutch facing rubbing against the pressure plate and flywheel. This could happen for several reasons problems in the clutch linkage, warped clutch disc or pressure plate, loose disc friction material, problems with the release lever, bad pedal adjustment, bad pilot bushing or bearing. Question I have 2007 Toyota FJ Cruiser and it has a manual transmission. It seems like the clutch is slipping from 1 to 6 gear and reverse and the RPM is too high. You think my clutch is worn out. Answer A slipping clutch may be caused by a worn clutch disc and a number of other issues. This other post may help you diagnose the problem Question I have a Nissan Xterra 2004 manual transmission, and the clutch is not coming up as it's supposed to do.

It is staying down and I have to use my feet to put it in the right position to change gears. What can be happening. Answer Check first the linkage, if it looks OK, check for leaks at the master and slave cylinder. Otherwise, there could be something wrong with the release assembly internally. Question My son's truck wouldn't go in any gear. A month later, it wanted to drive in 3rd gear only. Yesterday, it would go in every gear but 3rd and 4th. What is going on with this truck. Answer The shift linkage could have a mechanical obstruction something loose or in need of adjustment that prevents a smooth change or full travel and interfering with the shift fork. The issue may be between the shifter and case; other times, the issue is internal. Also, check the transmission and motor mounts. If they

are loose or damaged, it'll cause the engine and transmission to move independently and misalign, changing the adjusted length of the shift and clutch control cables. This affects clutch and gears engagement. Question My car has no gears. It began not going into 2nd. Then all bottom gears, 2nd, 4th and 6th; then all gears. Now the shifter just turns freely in circles. Answer First check that there's not a problem with the linkage. The shifter should be properly connected to it. Other possibility is an internal mechanical problem in the transmission. Question I think my manual transmission has a stuck shift rail. What are some things I can try to fix it. The car is in neutral, but the shift looks like its just about in first but not quite. The shifter is also pretty stuck on there. Answer You might want to check the gearshift linkages and check for some binding in the mechanism outside the transmission. Follow the gearshift level mechanism to the shifter assembly or rods, and see if anything is interfering with movement.

Question My 2011 manual Toyota Yaris makes a grinding and scraping noise when I let off the accelerator while its still in gear disappears when I engage clutch or accelerate. What could this be Answer There could be a problem with the clutch release bearing. They sound like this when they start going bad. Question My 2003 Toyota Corolla will reverse with no problem or noise. I can shift it into first with no problem. However, when driving in first it shakes and grinds terribly. I have only crept along with in going 5mph to see if it would go forward; it does. Could this be the gearbox. Answer It could be a problem with the gearbox, input shaft or CV joint. Question I have a 1999 Toyota 4Runner Manual Transmission 5 speed. I am having trouble getting the car into 1st gear and reverse. If the car is turned off it will go into 1st gear or reverse no problem. Once I am driving the others gears seem to work fine with an occasional slight difficulty getting into other gears. I do not have any leaks or noises. Do you think I just need to change the transmission fluid. Answer Check the engine and transmission motor mounts. They could be cracked or worn. Question I have a 2008 Cobalt Sport. The shifter is loose and can rotate 360 degrees. It won't shift into 4th gear and when I try, it grinds bad. So I completely skip that gear and go from 3rd to 5th gear. Answer Most likely the shifter is either worn or damaged, that would prevent going into 4th. Question What would cause my 2001 Trans Am not to go into first with the car on or off. All other gears work. Answer The problem could be a detent plunger worn or broken spring or a loose plug not able to hold the detent pin or spring. This is just an idea. You need a better diagnostic before disassembling. Is this a clutch or transmission output shaft problem. Answer If theres enough oil, check the clutch linkage for adjustment.

Question So when I let off of the gas of my car but still in gear at highway speeds 50 mph plus theres a thumping and bumping noise. I can feel it very slightly. My question is, what would cause this. I have no other issues with shifting. I just noticed it happening today. Answer Usually, this type of noise comes from a worn universal joint; but other related issues that may cause noises during deceleration or even acceleration axle bearings, or a worn transmission extension housing bushing. Question I have a 1926 Dodge with 3speed manual gearbox floor shift. I can change up through the gears, but when I want to change down from 3rd top to second, I cannot get it out of top gear. The lever is stuck. Clutch works ok. Do you have any advice. Answer Make sure the shift linkage is not stuck, worn or damage. Otherwise, an internal mechanical problem seems to be the issue. 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 wont 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. Question I have a 06 Scion. In first and second gear only you can literally feel the entire gear shift pull forward when accelerating. In second gear, it pulls so hard it drops to gear shift back into neutral. If I try to hold

the gear shift in second, it grinds. Third, fourth and fifth are all fine. Do I need a new transmission.
Answer There could be a number of things.

Gearshift, shift fork or rail problems, clutch shaft or synchronizer assembly damage. Question When I push on the accelerator and shift into gear, it makes a whirling sound when I drive. Answer If you can hear the noise in all gears while moving, but you dont hear it in neutral, probably you got faulty output bearings. Question Sometimes when I shift my 1999 f250, it feels like it goes in gear, but the check engine light comes on, and there is no throttle response or grinding when I let out the clutch.

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