

98 accord manual transmission



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Book Descriptions:

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Please help improve this article by adding citations to reliable sources. Unsourced material may be challenged and removed. However, the wagon was discontinued in North America while the coupe was discontinued in Japan. This generation also spawned two distinctively branded performance versions for European and Japanese domestic markets, dubbed Type R and Euro R, respectively. A nearly identical sister car, the Honda Torneo, replaced the previous Honda Ascot and the Honda Rafaga in Japan, which was sold at both Honda Verno and Honda Primo Japanese dealerships, while the Accord remained at Honda Clio locations. This was the last generation that was badge engineered as the Isuzu Aska. This effort reflected Hondas positioning of Honda Clio as a luxury car dealership that sold the luxury sedans Honda Legend and Honda Inspire, similar to their efforts in North America with the Acura brand. Honda continued to offer the Accord station wagon in Japan. All trim levels sold in Japan were available with Hondas newly created, internetbased telematics service called Internavi. It was also fitted with a unique factory body kit that included flares and was available in some colors not available to other Accords such as Milano Red. The Accord sold at Honda Clio locations and the Torneo sold at Honda Verno and Primo locations are the same car, aside from minor cosmetic differences in the exterior, most notably front of the car. These included factory rear privacy glass, a titanium gear knob, optional Redchecker interior original goldchecker and bronze coloured alloy wheels. The Hseries DOHC VTEC engines were limited to 7800 rpms. The F20B had a unique blue valve cover and like all the larger displacement Honda engines, the F20B was mounted with a tilt towards the driver. F20B engines could rev at higher rpms than H22As because it had a shorter stroke. The engine was rated at 180 PS 132 kW; 178 hp but with better midrange characteristics. <http://co-we.com/mailuserfiles/canon-ir4570-manual.xml>

- **98 accord manual transmission, 98 accord manual transmission fluid, 98 accord manual transmission swap, 98 accord manual transmission vss, 98 accord manual transmission engine, 98 honda accord manual transmission, 98 honda accord manual transmission fluid, 98 honda accord manual transmission speed sensor, 98 accord v6 manual transmission, 98 honda accord manual transmission for sale, 98 accord manual transmission, 1998 accord manual transmission fluid.**

Moving the gearstick over to the right allowed manual selection of 1st, 2nd, 3rd or 4th gear using up and down shift actions just like the sequential gearboxes used on the JGTC NSX. When a particular gear is selected, the gear stays in position at all rpm. When pushed against the rev limiter, the engine would bounce against it just like a manual. However, the gear ratios for each gear were the same as the normal mode. The transmission still worked like a normal automatic transmission in all other operating modes. The H23A also came with a blue valve cover and was the largest displacement of the Hseries Honda engines. The H23A was mounted with a tilt towards the driver. The H23A had a longer stroke than the H22A. Specifications for the H23A were; 87 mm 3.4 in X 95 mm 3.7 in bore and stroke and H22A has 87 mm 3.4 in X 90.7 mm 3.6 in bore and stroke. The H23A had better acceleration because the peak torque occurred sooner at lower rpm when compared to the H22A. A design for the sedan by Shinji Takashima and Toshihiko Shimizu was chosen in January 1995 and later frozen for production by the middle of 1995. Prototype test mules were tested from mid1995 in CD Accord body panels, with full body prototypes being used from 1996. Design patents were filed on 8 March 1996, with development ending in March 1997. Sedan mass production began in August 1997, with customers deliveries starting on September 23, 1997. The SE was only available with the automatic transmission. The DX remained the valueoriented trim with no audio system,

manual windows, manual locks, no cruise control, rear drum brakes, and 14inch steel wheels. The DX Value Package added a radiocassette player, air conditioning, and cruise control; this was known as the Accord DX in Canada where it was the base model of the lineup.<http://neapol-m.ru/usr/canon-ir330s-manual.xml>

The LX trim added power windows, power locks, door courtesy lights and 15inch steel wheels; the SE special edition package available since 1999 added 15inch alloy wheels, and optional leather trim, but was only available with the 4speed automatic. The EX trim added ABS, alloy wheels, keyless entry, rear disc brakes, and upgraded cloth. Leather seating, CD player, and power sunroof were factory installed options for the EX. All V6 sedan and coupe models received the 3.0L V6 SOHC VTEC engine rated at 200 bhp 150 kW and 195 lbft 264 Nm derived straight from the Acura 3.0 CL , ABS and automatic transmission. Some dealerinstalled options included gold finish kit, gold finish exhaust tips, gold finish wheel center caps, 6disc indash CD changer, tape deck, fog lights, wing spoiler, alarm system, sunroof visor, car cover and accessory chrome wheels. However, in 1999, the Accord became the first Honda in Australia to be imported from Thailand. In March 2001, the Accord received a facelift, while at the same time, the option of a manual transmission was dropped. New colour choices with the facelift included Naples Gold, Signet Silver, and Nighthawk Black, the first time that black was offered in an Australian market Accord. A new front fascia, rear bumper, side skirt alteration, new taillights and wheel designs freshened the Accords look. The interior saw few changes with the exception of some fabric and audio configuration changes. The LX and LXV6 now included a standard CD player, and the EX 4cylinder now included a 6disc indash CD changer with cassette player while the EXV6 offered that stereo plus automatic climate control. In the Philippines, only the sedan was available and offered in VTi and VTiL trims. The VTi model was fitted with a 2.0L I4 VTEC engine rated at 152 bhp 113 kW while the top VTiL trim was fitted with a 2.3L I4 VTEC engine rated at 157 bhp 117 kW. Both models are available with either a 5speed manual transmission or a 4speed automatic transmission.

Previously, the Accord ran four years on a single bodystyle and facelift before being redesigned. The typical Accord generation cycle was a 24 trend, with a newly released model running for years 1 and 2 unaltered, then getting a facelift for years 3 and 4 before a major redesign. This generation would run a total of 5 years in a 35 trend, with the facelift occurring in year four. Accord sales remained steady despite the additional year. This caused Honda to extend the warranties for the 2000 through 2001 models to seven years or 109,000 miles 175,000 km. 1998, 1999 and 2002 cars were considered for extended coverage on a casebycase basis. No formal recall occurred. In Canada, recall letters were sent out to owners who fell within a certain VIN range; this warranty was later reextended for some owners to seven years in length. In late 1998, the Accord was equipped with foldable mirrors. In 2001, the Special Edition was added and the DX Value Package was reintroduced for 2002 models. Small numbers of Accords were imported right hand drive from the U.S. before sourcing switched to Thailand once Accord assembly began there. The Thai factory continues to supply New Zealand with the latest generation Accord and now also ships that line and other Honda models to Australia and elsewhere in South East Asia. The company announced it was recalling vehicles citing drivers airbags that deploy with too much force during collisions. Honda says 2,430 faulty airbags were installed as repairs to customer vehicles after a collision. Since November 2008, Honda has recalled some 1.7 million of its cars for airbag concerns. It was available as a sedan and a 5door hatchback liftback , with the U.S. imported coupe completing the range. This model was renamed as the SE Executive in late 1999. In 2001, the trim range was expanded with a TypeV; with leather trim as standard equipment, satellite navigation and a tiptronic automatic transmission as optional.

<https://skazkina.com/ru/4-hp-briggs-stratton-engine-manual>

The Sport model, which was as the SE, came with modified styling, spoiler, and a colorcoded side

skirt as opposed to black plastic. The top of the range SE Executive only became identified as such in 2000 with a badge SE EXECUTIVE on the hood lid. Walnut trim interior was also dropped for the SE Executive during the facelift, while a new climate control system was added. The engine was mated to U2Q7 5speed manual transmission with helical Torsen LSD. Like the Euro R, the Type R was fitted with a factory body kit. Other differences from the standard model include hydraulic power steering on the Type R. The 5 speed gearbox was revised with stronger synchros in response to a number of failures on the earlier cars, and the exhaust was fitted with more subtle tips, angled downwards and unpolished in comparison to the prefacelifts straight chrome tips. The interior and other parts stayed identical. By using this site, you agree to the Terms of Use and Privacy Policy. 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. Register a free business account Please try your search again later. 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. pokey 1.0 out of 5 stars Front motor mount needed to be altered to. Front motor mount needed to be altered to fit just right. But other 3 mounts fit perfect. Y el frontal tuve que hacer mas grandes los hoyos porque tampoco entraban los tornillos. Get Your New Car in 4 Easy Steps 1. Choose Your Vehicle 2.

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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.

<https://gruposolux.com/images/brother-fax-575-fax-copier-manual.pdf>

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. Click here to read our coverage. The A.V. Club Deadspin Gizmodo

Jalopnik Jezebel Kotaku Liferhacker The Root The Takeout The Onion The Inventory Drive Free or Die. Shop Subscribe Latest News Jalopnik Reviews The Morning Shift Nice Price Car Buying Video The Inventory Drive Free or Die. Drop your email here and get our stories in your inbox. Today's feature is on the 6th generation Honda Accord V6 and how to fix the ticking time bomb known as its automatic transmission. Advertisement The Fault The 98 02 Honda Accord V6 is a pretty spectacular platform. Its naturally aspirated J30 V6 engine produces a bicentennial horsepower figure and, unlike its late model 4cylinder brethren, has a particularly dramatic and audible VTEC powerband crossover. Its luxuriously appointed and a ridiculously good value for money read stupid cheap. Neither option eliminates the issue, as over time the gearshifts become more jerky and the problem rears its ugly head once again. Its well documented on Honda Accord forums with no easy solution. The only way to rid the otherwise good car from this nasty blemish is to change the entire system completely. Advertisement The Fix A 6speed manual transmission is installed from an Acura CL Type S or an Acura TL, since the engine mounting points on the J32 engines are the same as the Accords J30.

Here's a list of everything you'll need to do it, and what to do if you're doing it yourself also handy to give to your mechanic along with your stacks of hundreds The Full 6Speed Parts list, by storms on 6thgenaccord.com. Although the prices are listed, I'd recommend finding major components, like the transmission, mounts and axles on eBay or Amazon, with the transmission being the only thing you should really buy used. Advertisement If you're unfamiliar with doing a manual transmission swap, follow the procedure here. It's for a 4cylinder version of the chassis, but the basic procedure still applies. In addition to the mechanical components, a wiring harness is necessary to make sure the car's ECU doesn't throw diagnostic trouble codes because of the loss of the automatic transmission. Advertisement Photo Credit Wikipedia.org, Flickr.com, 6thgenaccord.com Tavarish is the founder of APiDA Online and writes about buying and selling cool cars on the internet. He owns the world's cheapest Mercedes S-Class, a graffiti-bombed Lexus, and he's the only Jalopnik author that has never driven a Miata. He also has a real name that he didn't feel was journalistic enough so he used a pen name and this was the best he could do. Advertisement Kinja Get Your Hands Dirty Read more Share This Story Get our newsletter Subscribe More from Jalopnik Watch An Active Protection System Destroy An RPG Fired At Israeli Tank How Low Can Ferrari Go. Even the TL's are crap though. Another friend had the same blown transmissions issues on his. And my Civic Si had one of the worst manuals I've ever experienced. See all replies. Very courteous salesperson No problem with dealership just not the right car for needs. Being several hours away, he was willing to send a short video of some specifics. He stayed in touch and had the vehicle ready for me to drive when I arrived.

Although I ended up taking a pass on the particular vehicle I was interested in, I would certainly consider another trip there for the right vehicle. Honest and straight forward. Vehicles priced fairly. In hindsight should have purchased vehicle I looked at. It sold. Rose is awesome. Amazingly they had a list of cars for reasonable prices that met my ever need. If you're looking for honesty and professionalism look no more because this small dealer provides it all. Definitely check out their inventory and I promise you'll leave a happy camper. Elliot had everything I wanted in a car and even worked on the price. Very happy customer. Vehicle already had a contract. Dealer assured me they would inform me when a similar vehicle was available. 2 thumbs up But we had other options to view as we didn't put a deposit on the explorer totally our fault. The staff was amazingly nice and professional. Konsatine was my salesman. He was great!! Will never buy a car from them. The only responses I received were of promotional sales campaigns that they were running. I gave up and moved on to dealerships that were willing to actually respond to my questions. After weeks of asking for the information, I asked if the vehicle was still available because I couldn't find it on CarGurus anymore. Was told it was still available, requested more information again, was told weeks later it wasn't actually available. Not helpful. Didn't buy from them but did appreciate the texts and emails during decision making process. They have me a great deal Despite the car Juan is refusing to

negotiate at all and still In 2000, it became the first massproduced Super Ultra Low Emissions Vehicle. And in 2005, it was among the first vehicles in its segment to offer sidecurtain airbags as standard equipment. No wonder the Accord has sold nearly 10 million units since its introduction in 1976 and remains one of the bestselling vehicles in the U.S.

For 2011, the Accord comes in a number of variations, including sedan and coupe trims, as well as the new Accordbased Crosstour crossover utility vehicle, or CUV. The Crosstour comes equipped with a rear tailgate, providing access to its versatile cargo area. Sedan offerings include the LX, SE, and EX trim levels. Owners can add optional packages for the LX and EX, upgrading them to LXP and EXL, respectively, while the new SE is a standalone trim. Accord EX and EXL trims also come equipped with a fourcylinder engine, though it generates 190 hp. Reviewers like its wellrounded nature, and the Accord meets owners expectations in just about every category. It performs and handles well, looks contemporary and stylish, and offers a roomy, wellequipped, and wellthoughtout interior. In addition, the Accord consistently achieves high safety ratings and excels in reliability and affordability. But Honda continues to hold on to its reputation for quality when other automakers such as Toyota havent fared so well. Competitive sedans built by Ford and Hyundai, to name just two automakers, will continue to put pressure on the Accord, but its longevity and wellregarded brand name will continue to make it a viable choice for prospective buyers seeking a practical, reliable, welldesigned daily commuter. However, some reviewers consider the Accord slightly dated, and Honda has responded by regularly updating the Accords interior and exterior. The automaker made minor updates to the interior in 2010, and for 2011 revised the Accords grille, front bumper, trunk, and wheels. More extensive revisions, however, will more than likely have to wait for a generation change around 2012 or 2013. Facing long lines at the pumps, many buyers were ready for more fuelefficient transportation that didnt compromise on performance, comfort, style, reliability, or practicality. The Accord fit the bill perfectly. An upscale Accord LX debuted in 1978, and a fourdoor sedan with a 72hp, 1.

8liter engine hit the streets in 1979. In 1981, an SE Special Edition trim with leather upholstery, power windows, audio system with cassette player, and alloy wheels helped build the Accords reputation for quality and comfort. The firstgeneration Accord proved so popular that demand overshot supply, and dealer markups were not uncommon. Featuring sedans built in the U.S. at a plant in Marysville, Ohio, the secondgeneration Accord was longer than its predecessor. Honda stretched the wheelbase by about 3 inches and overall length by a little less than 2 inches. The automaker also restyled the Accords body to give it a more upscale look. Trims included the base twodoor hatchback, the LX twodoor hatchback, and a fourdoor sedan. In 1984, Honda introduced an optional fourspeed automatic transmission, replacing the previous threespeed, and in 1985 the automaker introduced a new trim, the SEi, powered by a fuelinjected 1.8liter engine, which added 24 hp. The wheelbase grew again, by 5.9 inches to 102.4 inches, and the Accord rode on a redesigned suspension with double wishbones at all four corners. Again, Honda stretched the wheelbase, to 107.1 inches, which moved the Accord from the compact to the midsize automotive segment. Perhaps as a result of the Accords lengthening wheelbase, the hatchback disappeared from the lineup, which now included sedans and coupes at DX and LX trim levels, as well as at a new highend EX level. In addition, in 1991, Honda introduced a new Accord wagon trim, available at the LX and EX trim levels. A new 2.2liter, 130hp fourcylinder engine powered the fourthgeneration Accord. It produced 125 hp for DX and LX trims, and 130 hp for the topoftheline EX trims. In 1992, all Accords received a driversside airbag as standard equipment. Some reviewers considered the exterior design of the fifthgeneration Accord somewhat clunky, especially when compared to the more refined design of the previous generation.

Once again, the Accords wheelbase grew in length, to 106.9 inches, which resulted in more interior space. In addition, the coupe rode on a slightly shorter 105.1 wheelbase, while the sedan retained

the previous generations 106.9inch wheelbase. For the sixth generation, Honda dropped the wagon from the lineup. Dual front airbags became standard, while side airbags were standard in EX trims and available for the DX and LX trim levels. In 2000, the Accord became the first internal combustion, gaspowered vehicle to achieve Super Ultra Low Emissions Vehicle SULEV standard. SULEV Accord EX sedans were offered in California to comply with that states stringent emissions standards. Once again, Honda abandoned the Accords sleek exterior lines in favor of a solid yet less fluid look. The Accord rode on a more tightly tuned doublewishbone suspension, which provided more precise handling, while the interior excelled in form and function. Still frontwheel driven, the Accord offered a choice of a 160hp fourcylinder or a 240hp V6 engine and three transmissions, including a new fivespeed automatic, which came standard in V6 trims, and a new sixspeed manual, which was available only in the V6 coupe. With the seventh generation, Honda introduced an optional navigation system for the Accord and made dual front and sidecurtain airbags standard on every Accord trim in 2005. In addition, the Accord Hybrid, with a unique powerplant generating 253 hp, debuted in 2005. Accord highlights for the eighth generation include the incorporation of Hondas Advanced Compatibility Engineering body structure, which further improves ride and handling, and the inclusion of the automakers Vehicle Stability Assist as standard equipment in every trim. It also was a finalist for Motor Trends Car of the Year. However, some feel the Hybrids slightly better fuel economy numbers when compared to a fourcylinderpowered Accord do not justify its higher price tag.

A year later, Honda offered optional stability control, so buyers should keep an eye out for Accord trims equipped with that system. The tightly tuned suspension of the seventhgeneration Accord 20032007 provided a comfortable ride, but some reviewers report lessthanstellar brakes and handling for cars manufactured during this period. However, in headtohead driving comparisons with competitive vehicles, the Accord performed very well and remains a good usedcar option. Again, buyers may want to keep an eye out for V6powered trims, and even the topoftheline EX trims from this generation will be affordable to budgetminded buyers. It's reliable, roomy, efficient, and unpretentious. Yet unlike most faUnfortunately, numerous flaws remain, small oversights that, collectively, produce There's good reason for this, as the Accord excels at everything it is asked to do. As a result,After all, over 30 million shoppers use CarGurus to find great deals on used cars and new cars in their area. And when its time to get rid of your old ride, sell your car simply and securely on CarGurus. And if you only want to see cars with a single owner, recent price drops, photos, or available financing, our filters can help with that too. Use this guide to replace your damaged vehicle speed sensor. Use one hand to press up on the latch while you lift the hood. The bolt is slightly further back and towards the drivers side of the car, relative to the vehicle speed sensor connector. Maybe try a different gauge cluster I used 2 shorter extensions and went at it from the side. Clean around the sensor before you take it out. 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.

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Thank you Your feedback helps us make Walmart shopping better for millions of customers. OK Thank you! Your feedback helps us make Walmart shopping better for millions of customers. Sorry. We're having technical issues, but we'll be back in a flash. Done. Some forums can only be seen by registered members. I have 3900 to spend on a car so most likely i will try and get an 9802 accord ex with less than 160k, no damage, for 3500ish and spend the rest on tax and fluid changes once i get the car. thanks I have 3900 to spend on a car so most likely i will try and get an 9802 accord ex with less than 160k, no damage, for 3500ish and spend the rest on tax and fluid changes once i get the car. thanks The only issue Ive had is with the master cylinder, and I think its a nagging issue for 7th gen and previous generation models. Luckily for you, if you ever have a problem with the MC, it is MUCH easier to replace on the 9802 than it is on my car. I have almost 160K on my 05 and the clutch is still strong and 5speed still easy and accurate to shift. Only thing I would say is to change the gear oil. There is no way to check its condition, so you have to assume it hasnt been changed. I use the latter and my car shifts very smooth. Other than that, if the car was driven properly and the clutch hasnt been abused, it should still have a lot of life in it. But a quick test drive will tell that story. Honestly, you cant go wrong with a Honda manual transmission. Place this against millions of those cars sold and running. Cmon, be common sense smart. TONS of issues Go to any GM or Ford forum and read THERE. Anyhow. Benefit to manual is better mileage. Disadvantage you have to do clutch ever so often. Personally, I am tired of shifting gears. As anything, well, most anything in cars, it goes down to maintenance. Automatic will likely run and run if properly maintained and not raced. Btw, if you want bulletproof MT gear oil, go for Amsoil. You basically put it in and forget about it.

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