

98 nissan frontier manual transmission rebuild kit



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information. <http://bosuntools.com/UserFiles/files/20200904/1599167060.xml>

Easy to use, selecting your vehicle's manufacture will take you to a detailed application variety of numerous models. Find the kit number for your application will take you to a detailed number of the parts which we offer for your manual transmission. Information is supplied to help you in identifying specific model of your transmission as well as the individual parts that are available to help you with your own rebuilding efforts. Select your Nissan Motors vehicle model from the following section and find kit designed for your application, selecting the see more parts illustration will provide more details on parts available for your application Inputshaft Bearing OD 72 mm ID 30 mm Wdt 19 mm Circlip groove Reference Guide Parts illustration. Click on any transmission type and you'll be shown the various Nissan transmission parts and Nissan transmission rebuild kits we stock for that particular transmission. Note that the FS5R30A 5 Speed Transmission Bearing Kit with Synchro Rings, BK240LWS is applicable to several different Nissan models, including the 198689 300ZX, 198792 3.0L Pickup and Pathfinder. Be sure to check the descriptions accompanying each part to ensure it fits your exact needs. Our overall customer complaint rate is lower than 3%, and we strive to lower this number. We normally ship using DHL, FedEx and TNT. 3-7 business days for most areas in most countries. Check our policy for limitations. Shoot us the error codes and we'll do our best to help you out! We have the ability to program TCU, ECU and able to provide wholecar auto parts services. Please set a password for your account. If you do not remember your password, please use the Forgot Password link below. Manufacturer names and logos in the RockAuto catalog are trademarks of their respective companies and are used only to identify their products. All rights reserved. Save on cost when you find your Nissan replacement Transmission Rebuild Kit with us.

The ratings and reviews for these Nissan Transmission Rebuild Kit aftermarket parts really help you make the right decision. Make sure to check for user reviews of each Transmission Rebuild Kit product to learn which worked the best for our customers. Each Rebuild Kit contains only the highest quality parts that meet or exceed OE specifications. Product Features Does not include steels or filter Each Rebuild Kit contains only the highest quality parts that meet or exceed OE specifications. Product Features Does not include steels or filter We carry OEM and aftermarket parts for nearly all Nissan models from top brands. Read reviews, assess ratings, and compare prices to keep your Nissan running right. Enroll now and start getting rewarded it's easy. Replace manual transmission oil if applicable. 8998 NISSAN 240SX 5 SPEED MANUAL TRANSMISSION KA24DE OEM S13 S14 95 TA71B. See the various models available based on their transmission type. 14 Mar 2017 The manual transmission is on the endangered species list. Every year fewer and fewer cars are offered with a clutch and a shifter. Why 6speed manual transmission. This groundbreaking technology monitors the 6speed manual's clutch pedal, shift lever and vehicle speed. As you shift to a lower 6speed manual transmission. If it's full control of six gears that does it for you, the 6speed manual keeps you close to the action. Triplecone synchronizers in There are many pros and cons of a manual transmission in a Nissan vehicle, but to get any real answers, you'll want to compare the manual transmission to an The fact is, manual transmissions once had their perks, but they just aren't practical anymore. In 2013, only 4% of cars sold had manual transmissions. On top of Fits Nissan Frontier 5SPD Transmission Rebuild Kit with Synchros FS5W71C 1998ON Fits Nissan Fits Nissan 5 Speed 2WD Frontier 2.4L 1998ON Transmission Rebuild kit. Free Same Day Store Pickup.

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steel clutch plates, seals, orings, gaskets, and sealing rings. ATP components are engineered to fit and function just like the original parts for long life and durability. Under new ownership, the company begins operation as Automotive Technology Products LLC ATP, effective today with no disruption in business. The company says its first.ATP Cables feature a quality polymer insulation to protect from corrosion and abrasions, ensuring long lasting performance. Each cable is designed to fit, look and perf.Phone 8006476272 Log in! Distributor Area. You are not currently allowing javascript. Please enable. We not only carry a wide range of performance minded transmission parts for your car, but we also provide the best customer service; before and after the sale. For additional information, see the Global Shipping Programme terms and conditions opens in a new window or tab Delivery times may vary, especially during peak periods. Learn More opens in a new window or tab Learn More opens in a new window or tab Learn More opens in a new window or tab Learn More opens in a new window or tab Learn More opens in a new window or tab Learn more Contact the seller opens in a new window or tab and request a postage method to your location. Please enter a valid postcode. Please enter a number less than or equal to 12. All Rights Reserved. You can hear the gears change when you shift, but the truck wont drive. You can hear the The transmission will not shift into 1st gear for some reason.

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She used 2nd to get the truck into motion. If you try t. However I did not find one. I called th. Its pretty bad I bought a rebuild kit My Chilton doesnt go into a rebuild So many similar Or. What is going on Please refer to CarGurus Terms of Use. Content will be removed if CarGurus becomes aware that it violates our policies. Our goal is to carry what you need for your manual transmission repair. Our onhand inventory covers over 50 years of applications, from the 60s through current model year applications. When you think quality, think USA Standard Gear! Details. All of the items that come with this kit can be seen in the picture. Earn Up to 135 Transparts Reward Points. Qty Add to Cart Add to Compare Email Skip to the end of the images gallery Skip to the beginning of the images gallery Details Reviews Nissan FS5R30A 5Speed Transmission Rebuild Kit 19862005 Write Your Own Review Only registered users can write reviews. Continue View Cart Compare Products My Wishlist. Easy! See customer service page for refund and return details You can buy with confidence! Most automotive reviewers find the Nissan Frontier to be a worthy successor to the Nissan Hardbody truck, many of which are still to be found on U.S. roads and highways. Of course, even a durable product of Japanese precision engineering requires regular maintenance in order to continue operating. Components such as spark plugs, wires, distributors, oil and fuel filters and such should be replaced on schedule as the manufacturer recommends. Dont be afraid to spend extra of highquality components; its just such an investment today that can save you from expensive repairs and inconvenience later on. If you are not interested in having a high level of hauling and towing capabilities that a full sized pickup will offer, then this is the vehicle for you. Since this vehicle is not a debut, it has several configurations in the cab. You will have two engine options, namely a V6 engine and fourcylinder engine.

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The most modern model of this vehicle has an upgraded engine, which is more powerful and bigger than the original models. In fact, there has been an evolution of this model as it relates to size. It is a midsize pickup and not a compact pickup truck. So now that it is established that a midsize pickup, lets look at other facts. The Nissan Frontier is a Japanese vehicle that was manufactured in the state of Mississippi. The cargo space of this vehicle is good and so are its hauling and offroad capabilities. However, its design has aged and lost some ground with buyers, especially because of the rehabilitated rivals from the upgraded Toyota Tacoma and multiple General Motor trucks. The competitors of the Nissan Frontier also include the updated GMC Canyon and Chevy Colorado, which are in their second generation year. Some are sold with the optional turbodiesel engine. The

Nissan Frontier is holding its own when it comes to its ruggedness and ease in driving. This truck has never had great interior space for a work truck, but it is reasonable enough for one driver. Its diesel engine has been updated to a 2.8 liter, producing about 350 poundfeet torque and 200 horsepower. The mill has a high level of fuel efficiency in comparison to the gas powered version with a V6 engine, which was introduced to the marketplace in 2014. The 2016 version of this vehicle carries a very powerfully built V6 engine, excellent driving quality, and high trim level. However, the redesigned Toyota and GM trucks are better in many respects. This vehicle is fun to drive on the highway or in town. The interior controls are easy to use. For the 2016 model, the Nissan Frontier did not receive much of an upgrade. Of course, there were new colors added as well as a sunroof, but that's about it. The Nissan Frontier made its introduction in the year 2005 and even today; this particular model remains as basic as when it was introduced.

The most current Frontier model is based on the architecture similar to that of the bigger Titan pickup. The Nissan Frontier is a little heavier than the model that it replaced. For that reason, Nissan describes its smaller pickups as midsize pickups. In many road tests, Frontier is highly rated compared to compact pickup trucks like the Canyon and the Chevy Colorado. Today, the Nissan Frontier runs smooth and strong, even with a relaxed automatic transmission. For the 2000 Nissan Frontier Crew Cab accessories or Nissan Frontier aftermarket parts, PartsGeek.com is the online company that will provide what you need, whether OEM parts, body parts or used parts. PartsGeek.com is as awesome. Fast shipping and the part was a perfect OEM Replacement Part was exact replacement and worked perfectly. Price was very good, too. Went on without issues. Even after selecting your year model, compatibility is guaranteed by additional Qualifiers; Ex Engine Size, Automatic or Manual Transmission, Amperage, Factory or Manufacturer Reference Numbers, and more. You must read full description of any product to see qualifiers and to guarantee fit. Avoid the hassle of waiting for the wrong part and contact us if needed. Thank You. When you think quality, think USA Standard Gear! Details All other warranties, including but not limited to an implied warranty of merchantability or fitness for a particular purpose, are excluded. This warranty is offered provided that the USA Standard product has been installed and maintained in accordance with USA Standard instructions, and that it has not been subject to modification, accident, abnormal use or misuse. At USA Standards discretion, this warranty may be voided if installation of USA Standard products occurs on vehicles with tires that exceed USA Standard Maximum Recommended Tire Size.

Upon notification of a warranty claim, USA Standard shall investigate the claim of defect, and, in the event of a verified defect, shall, at their sole choice, either repair the defective product or replace it. This warranty does not cover, and USA Standard shall not be liable for, incidental or consequential damages, including loss of time, road service charges, labor charges, inconvenience, loss of vehicle use, loss of revenues, or loss or damage to personal property including loss or damage to vehicle parts due to the failure of the USA Standard product. Also, this warranty does not cover damage to the axle caused by or facilitated by failure of a nonUSA Standard component. This agreement offers you specific legal rights. You may also have other rights which vary from state to state. Both rear tires must measure the same height from ground to top of wheel for Spool to function properly without premature wear. Front Axle Series ZA W Five 5 Years Five year warranty covering manufacturing defects and axle breakage. This warranty is not transferable to another party. "No Questions Asked" replacement for first warranty return, however, USA Standard Gear reserves the right to either replace axle or refund original purchase price after the first warranty claim. USA Standard Gear through RANDYS Worldwide Automotive makes final determination on warranty considerations. Positraction Differential One 1 Year Exclusions apply, does not cover premature clutch wear or abuse. It is normal for Positraction differentials to cause tire chatter, squeal, or scrubbing when vehicle is not moving in a straight line. Both rear tires must measure the same height from ground to top of wheel for differential to function properly without premature wear.

Limited slip additive or appropriate friction modifier must be used with oil to reduce Positraction chatter. Spartan Locker One 1 Year Warrantied against manufacturers defects for one 1 year. Install Kits One 1 Year Includes ZBK, ZPK, and ZK.

Covers parts for one year against manufacturing defects. Spider Gear Kits ZIK One 1 Year One year against manufacturing defects. Exclusions apply, does not cover clutch wear in limited slip differentials. Replacement Driveshafts ZDS One 1 Year Warrantied against manufacturing defects for one 1 year. We can contact you via phone or email. Created with Sketch. In addition, all Engine Master Rebuild Kits include an oil pump and timing kit. Please call Engine Parts Only at 3605917610 if you have any questions or need help ordering the correct kit. ENGINE REBUILD KIT PARTS LIST

PART DESCRIPTION	PART NUMBER	PART IMAGE
1998 Nissan Frontier 2.4L Full Gasket Set	FGS6026	
1998 Nissan Frontier 2.4L Freeze Plug Set	FPS602	
1998 Nissan Frontier 2.4L Main Bearings	MB607	
1998 Nissan Frontier 2.4L Oil Pump	OP607	
1998 Nissan Frontier 2.4L Full Pison Set	P625	
1998 Nissan Frontier 2.4L Piston Pin Bushings	PB607	
1998 Nissan Frontier 2.4L Piston Rings	PR625	
1998 Nissan Frontier 2.4L Rod Bearings	RB607	
1998 Nissan Frontier 2.4L Timing Kit	TK626	

This Engine Rebuild Kit Fits The Following Vehicles Years Make Model Engine Fit Notes
2004 2003 2002 2001 Nissan Frontier 2.4L I4 Gas DOHC KIT626M DOHC, Engine KA24DE, Valves 16
2004 2003 2002 2001 2000 Nissan Xterra 2.4L I4 Gas DOHC KIT626M DOHC, Engine KA24DE, Valves 16
Category 1998 Nissan Frontier 2.4L Engine Rebuild Kits Category 1998 Nissan Frontier 2.4L Engine Block Components Manufactured By DNJ Engine Components. It may not display this or other websites correctly. You should upgrade or use an alternative browser. I had started in my build thread. But, face it when someone is searching for info they dont want to dig so I have decided to make a separate thread here. Every transmission is different, and individual problems may differ. I dont want to make this a how to thread as the FSM is the best reference and lays the path.

Nearly show how I did it, and give tips real world tips along the way for those that might have to face this issue in the future. I am just a basic weekend garage mechanic not a transmission pro. My plan is to show that it can be done using a basic garage and inexpensive tools. I still have yet to do this I am not writing about something I have already done. So I hope it works if it doesnt at least you can learn from my mistakes. Im hoping to perform it over the next several weeks. Basic outline is as follows. 1. Make a workbench or work surface to hold the transmission while the rebuild is being performed. 2. Fabricate and secure the tools required to disassemble the transmission completely. 3. Complete disassembly and inspection of components. 4. Then of course ordering all the pieces. 5. Reinstalling and testing. Made it in 1 hour nothing special 40 inch height allows me to work on it properly. Cheap fast and sturdy. I washed my transmission down with my pressure washer. Important to get that Gonemoab utah sand and grime off. Dont want it inside the trans. I washed in the grass as to not stain my driveway with the oil and degreaser. Might as well wash the other pieces. I plan to repaint them before I reinstall them. Wont find that at a trans shop. Removing the case halves was super easy. I found that 1st gear was missing engagement teeth so Im under going the replacement of this gear. Its the furthest in the the main shaft meaning the unit has to be entirely disassembled to pull it off. First to be removed was the sector shaft case bearing. My craftsman 2 jaw puller made short work of it. Though it was difficult to get a bite on the bearing as the gear is so close. Next I removed the reverse gear assembly from the main shaft. This required a bit of digging through my tool box to make a puller long enough to reach. Using 3 different pullers bolted together piece by piece. I pulled it off. That was all the further I got.

Need to hunt down a few pullers today to continue with the removal. So far the pieces look pretty good for 167,000 miles. Remind me to find you when I ever need help fixing things. I am more comfortable than most, but seeing all those gears makes me feel sick. rawr Click to expand. I will replace the pilot bushing though. Cheap insurance., Ben I have a manual, too. havent seen many trucks around with it. I have a manual, too. havent seen many trucks around with it. Click to expand. I

pulled the magnet plug and found gear teeth and metal shavings stuck to the plug. The broken teeth are engagement teeth. Which came from the first gear. Which I believe caused the gear to spin out of balance thus causing the vibration at 45mph. The gear is missing 6 teeth but I only found 4 on the plug. Hoping to discover them in the baulk ring when I tear it down. I think the damage was caused by shifting to 1st while in motion or at speed. I need to make sure to stop then engage 1st. Or it could of happened when my clutch exploded and I drove 1100miles with no clutch to get home. Or offroad it may have popped halfway out while climbing a rough rock face. Really have no way to identify the exact event that caused it as it could of been broken for a long time and took a while to reach the point of terrible vibration. Your right they are super rare. But, man I love it and wouldnt have it any other way adds so much to the pleasure of the drive. Unfortunately it also makes them super hard to track down used in good condition in a junk yard. So Im hoping to rebuild at or under that figure. But, time will tell crossing my fingers the high dollar parts are ok. In the end I will have a trans with new parts. Slipped a huge Snap on puller out of work in my lunch box with a few other random bearing pullers. Haha dont worry I asked my boss if I could borrow them. Pulling reverse. Note the chunky teeth all reverse gears on cars are straight cut. Pulling 5th gear overdrive.

I found the engagement collar for reverse and 5th gear to show a little wear. Ill likely replace it once I order parts. Now as far as I can go with pullers. So I cleaned up and reorganized Time to buy a press and take it the rest of the way. Hoping to buy one tomorrow. I probably didnt need to as it shifted fine before removal. But, piece of mind is a great thing to have. With 167,000miles on this unit and the average manual transmission failure being about 190,000 in our trucks from what Ive read. Thought new parts would be nice the main bearings are the most common fail point on these transmissions it has seemed. Definitely dont have the skill to rebuild it myself. Especially if you get the press break kit from a guy over on pirate. That and I have a put a pretty nice bend in my 12 ton already. Especially if you get the press break kit from a guy over on pirate. That and I have a put a pretty nice bend in my 12 ton already. Click to expand. Also giving thought to upgrading the bottle jack to the air over hydraulic for effortless pressing. I scoped them out today but unfortunately they were out of stock and had no idea of when they would be back. Even the warehouse was out in the words of the store clerk. National shortage! Crap so I went home called the Madison, WI store. Yes sir we have 12 of them in stock. So tomorrow me in the girlfriend are taking the station wagon two hours north to get one and make a day trip out of it. Ive seen that brake when I was researching this press last night. Its certainly on the agenda. Would be a great way to make some skid plates. Excited about the purchase been needing one for far to long. Lockers, transfer case and even distributor are projects having one in the garage would of been handy. Redline mt90 oil no wear. But crap happens I guess. Ive owned two vehicles with this same transmission. A 90s Hardbody and this Xterra.

The Hardbody trans bit the dust at 185,000 miles which if you knew how hard that truck was worked its a long time. According to my uncle who owned it before I did. Main bearings blew taking the gears with it. He ended up sourcing a lower mile pathfinder transmission and having it rebuilt. On that rebuilt trans mission I drove past 215,000 miles before I traded it in on the x. I still see that Hardbody around now and then last time towing a boat so Im sure its still going. If or when you hear noise get it checked out pronto much cheaper then the whole thing exploding., BenMore progress in the coming days. Was planning on working on it a bit tonight. But, then realized that I needed to make a saddle to hold the transmission out of wood. It seemed 3AM was a bit late for thoughts of circular saw action in my small subdivision so tomorrow morning. Least I got it unboxed and upright. Worked wonderfully with some drywall screws through the case. Unfortunately, instead of move the bearing on the shaft I heard a POW. The trans case broke. crap. Despite following Nissans disassembly instructions word for word. Crap happens I guess. So still way under budget on this rebuild. At least the shafts were freed at this time for further disassembly. Here is the gear I was after the 1st gear. Note the missing teeth. Bearings looked ok didnt find the two other missing teeth. Perhaps they are till in the case. Engagement ring was flawless. Removing the bearing that broke

the case. Seemed to slide right off like it should have. More pressing resulted in removal of all the parts. Shafts are stripped down all parts are ready to be fully inspected. Case bearings need to be driven out. After that start browsing the parts catalogs and order parts. Then when you need it slip it in place. But, then how often do you really use the press I guess. Maybe a little more time makes for a quality job. Though it would be nice to hide behind the truck with the air hose using the truck as a blast shield.

Hahaha presses can be scary. BenNot because it was absolutely needed. But, because I want to stretch more life out of my transmission. I plan to have the Xterra a long time so a strong investment now could pay off later. Some may laugh at how small the wear on the items is. But, it will put my mind at ease when I go back together with it knowing I didnt put a fault part back inside. I also am replacing the 1st gear shift fork not pictured tossed it in last minute. Some of the snap rings are tweaked from removal so Im going to replace the badly tweaked ones. The shifting inserts were worn quite heavily. They are not supposed to have lines down the middle of them. Replacing all of them. The reverse idler thrust washer had worn a groove. Again just to justify my sanity. Both aluminum shift forks had groove where the ring had been working at for a while. I figured this could make the shifting sloppy. Im guessing it became worn out enough to rub at the top. Then of course the stripped 1st gear, the worn reverse engagement ring, section of case that my press broke are all being replaced. But, I can assure you that this is still cheaper then taking it somewhere to get rebuilt, as well as being far more in depth with this rebuild. Because unlike the trans repair shop, getting it out the door as fast as possible and saving money are not my top priorities. Ordering parts and waiting for their arrival.No time to really look it over but they sure could of packaged it a little better. Kinda disappointed to see it loose slamming around in the box. Bearings full of paper fiber. You sure seem to be taking your time. Ive taken apart some complicated stuff before but what youre doing scares the heck out of me. I know it just boils down to put it back together the way you took it apart but I see lots and lots of pieces. Big giant KUDOS to you!Hope to have it together by this weekend for some offroading next week. Removed the dowel pins from the damaged case section.

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