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2009 civic manual transmission conversion

Hi all – First of all the grace of my ignorance – my friend just gave me a 1998 Honda Civic with an automatic transmission. Being an automotive enthusiast for several years I would like to touch on the possibility of replacing the engine and converting the vehicle to manual transmission, but I am not familiar with civics or the process of changing the car from a car to a manual. I think I'm thinking: Is it worth my time to try it? Is it reasonable, cost wise? Anyone in the forum finished it? Just throwing it out there, any feedback would be appreciated. Thanks in advance.... I think its possible ... try looking for some of the threads here if im not wrong it has already been addressed here... goodluck I did it on eg6 Civic VTi and can honestly say it's not worth all the sautes. Get a 1yr MOT on it, sell it and then just buy another one. Dunx I think I'm thinking: Is it worth my time to try this? Is it reasonable, cost wise? Anyone in the forum finished it? Just throwing it out there, any feedback would be appreciated. Thanks in advance.... How much you value your time is really a real question out there as the length of time varies between ppl. The length of time depends on your skill level, having a complete list of parts on hand and the availability of the right tools. The amount of money reasonable or not is really an opinion based on spending habits and your project budget. I think its well worth it if you plan on keeping the car. The end of the reward is so gratifying knowing that you have achieved this conversion yourself. I also did an auto-manual swap for the 1998 Civic Dx w/B16B swap and I'm so glad its already automatic. There are some write-ups I bookmarked on my PC that helped me along the way that I have no problem connecting you to them if you are serious. Good luck on any route you decide to go with. If you have any information readily available it would be great! I got out of the car scene for various reasons about 4 or 5 years ago, but getting this car gave me a chance to jump back on board. I have the equipment and tools to be able to work on it indefinitely, so if possible (which I now know it is) I'm definitely going to solve this project. I've built a couple of cars over the years, but I'm excited about the prospect of building a civic to see that so many quality parts and resources are available... Thanks for head up! =) I also did an auto-manual swap for the 1998 civic dx w/b16b swap and I'm so glad its already automatic. There are some write-ups I bookmarked on my PC that helped me along the way that I don't have a problem referring to them unless you're serious. Good luck on any route you decide to go with. I should pick up the car in the next week or so, belt the car and check the status then start building my parts list. Thanks for the links ... YW to post us. I've seen quite a few people asking for a list of things that need to be done 5spd conversion to Gen Civic. This list covers only 96-00 Civics. Its basically the same for 92-95 Civics, but different brackets are needed. So, here's a detailed list of things to convert. 5spd tranny – LX/DX trannys are cheaper b/c longer gearing, but Ex/Si trannys are more expensive b/c shorter, faster gearing. It can be any D-Series SOHC tranny, and must be hydraulic. The cable will not work. So each tranche of 92-00 D15/D16 will work. LX/DX tranny will run you anywhere from \$40 to \$100 or so. Ex/Si trannys usually run from \$100 to \$200. When you find tranny, make sure the main shaft has absolutely no game in it. If he has a game at all, don't buy it. It will have a bad entry shaft bearing, and they are a pain fix. A good place to find trannys is an online forum. Junkyards usually charge a lot for trannys, b/c they don't care what its really worth online/into the community. 5spd Starter Any 92-00 D series starter will work if it's a 5spd starter. Shafts are of different lengths between autos and 5spds. I would like to test the bench before installing to make sure that it works. Tranny Mount/Holder – You will need a 5spd upper tranny holder, and a 5spd front torque mount. The car ones are completely different from those 5spd. Either eBay them or check online forums. If you end up getting your tranny out of the dump, usually they are still attached to the tranny. You can reuse the same rear t-holder, and the actual bracket that screws on the frame on the tranny side. They are the same as for the car and 5spd. Shift Linkage - If tranny dosenty come with links, you will need them. It connects tranny with your shifting. They usually run for about \$25-\$50, depending on where/who you buy it from. Agian, can be from any Civic, from 92-00, with D-Series / engine. They are usually not hard to find. The best place to find them is online forums. Reverse Sensor/Speed Sensor – They should be on tranny, but if not, they are not too expensive. They can run from \$20 to \$45, depending on where you get it from. Agian, can be from any Civic, from 92-00, with D-Series / engine. They are usually not hard to find. The best place to find them is online forums. The speed sensor is a 3 wire plug and is located on the upper, rear surface of the gearbox (above where the axles go in the tranny). The reverse sensor is a 2 wire plug (looks just like an O2 sensor plug), and is on top of a tranny, about the center of the tranny. Coupling Master Cylinder - screws to the firewall, on the side of the main brake cylinder. It can be had either parts store, online forum, or dump. A dump or forum will be your cheapest route. Just make sure its in working/good condition. Im not sure if the 92-95 Civic ones are the same as the 96-00 Civics, so Id just look at the 96-00 one. Clutch Slave Roller – Screws into a tranny, and are fairly cheep at \$20 or so brand new from the parts store. And the best thing about buying is new is that any warranty. Agian, should be the same for all 92-00 Civics. It is best to get one for the year of your Civic, b/c lightweight in the parts store. Clutch Lines – You will need both metal hard lines, and soft rubber lines. The best place to get them is the dump. Just make sure you get all the lines, from the clutch master cylinder, to the clutch slave cylinder. I paid about \$20 for mine from the dumpster. Make sure they are not rusted tho. Or you can create your own lines, from metal brake lines. If you make your own, make sure you put part of the soft line (rubber hose or something like that), so when the engine is moving, your lines don't flex and bend/break. 5 Spd Pedal Assembly – You will need at least a clutch pedal from the 92-00 Civic (Ive heard you can use the 94-01 Integra pedals as well, but I can't confirm it). You can shorten/lower your car brake pedal, but I don't recommend it. Usually, if you clutch the pedal, the brake pedal is included. I have mine from the dump, but online forums are a good place to get them too. Flywheel/Clutch/Pressure Plate – Its best to get a brand new clutch kit, and find a 5spd flywheel. Ebay is a good place to find a clutch kit, either a dump or search online forums for flywheel. You'll also need 5spd flywheel screws because those cars are too short. Be sure to get 6 or so pressure plate screws as well. They're like a \$1 or so piece straight from Honda. Id suggest that go down this path for those. Shift Boot/Shifter/Shift Knob – Every brand yood likes will work for these. You can keep the same piece of the center console, b/c it's the same as for the car and 5spd. Just find any shift boot for the 96-00 Civic you like, and gear shifting for the 92-00 Civic you like, and any shift knob for any 92-00 Civic you like. ECU - You will need a new, 5spd ECU. If your car is 96-98, you will need an OBD2a 5spd ECU. If your car is 99-00, you will need a 5spd OBD2b ECU. If you have a D16Y8 w/Vtec engine, make sure the new ECU you receive is for the 5spd Vtec engine. You can get a P28 and ecu harness, and go down this path, but in some states its 'illegal'. Misc. - You will need dot3/4 brake fluid for your clutch line (Id indicate how to make a larger bottle size just so you know you have had enough). For tranny fluids, you can either use regular 5w-30 (or whatever you prefer) engine oil, Honda has its own specific synthetic tranny fluid, or you can use PensionOil SynchronMesh (its what I personally use, and it got rid of my 5. Very good stuff). You'll need to cut a hole in the floor so you need either sawzall or dremel w/cutting discs (or something similar). Once you have the hole cut out, you will need to cover up (to make all the unwanted heat, and dirt and who else). The sheet metal works great, along with JB Weld (or something similar) to 'weld' it to the floor. The axles are the same between the car and the 5spd. do not have to do, suspension wise. Just remove the current ones from and reinstall once trannys has been replaced by a 5spd drive. This is just a quick list from the top of my head. Agian, this list covers 96-00 Civics just because you need different rear T brackets and other brackets for 92-95 Civics. I hope this will help many of you out. Ive done 2 5spd conversions, one of them including my own Civic. After conversion, the car runs as strong as it did when it was a car. You will have much more control over your car after completing the conversion. Overall, the total price for only parts should be anywhere from \$300-\$700 depending on how good a shopper you are. If anyone has any questions, comments, ect, feel free to ask, im trying to help my fellow CC'ers here. Here's a very rough overview of how to make a swap. Agian, it's not how-to, merely from the top of my head to go through it. Its really not all that hard to do yourself. Make a few friends, and go for it. If you also have some mechanical skills, then your good. The hardest part is leadership. Drain the tranny liquid, and disconnect all the plugs from the tranny (reverse switch, all solenoids, etc.) Unbolt/disconnect starter Remove the axle by popping the ball joint out, and smack the axle out of the tranny. Unscrew the support brackets that connect the tranny to the bottom of the block Remove the Unbolt tranny torque converter screws and remove them. Remove the car flywheel, install the 5spd flywheel with new screws Install the clutch and pressure plate. Install 5spd tranny. Install/connect starter Install new front torque holder Re-installs axles in tranny Fill tranny w/ fluid - don't forget this step! Remove the old cut wind tray from the old auto-shifter cable. Drill holes for new shifting connection (holes are already marked, just drill. Its a very thin sheet, making its really easy/fast). Install the 5spd shift linkage Remove the center console/armrest and cup holders. Wire into the reversing lights, and through a few wires, so the car thinks its in neutral all the time so it can be triggered and the key can be removed. Install a new shift boot, and shift knob (shifting should be connected to the link already). Replace the interior. Rewire IACV if necessary Replace the ECU car with a 5spd unit. Start the car and go away. IACV Repinning: Due to people PMing me (which I don't mind) asking for help with the IACV situation, here are links to how to repin the ECU harness for 3 to 2 wire IACV conversions. 96-98 OBD2a: 99-00 OBD2b: Last edited: Mar 25, 2010 good post man. I hope this will help people do the swap, hey man im interested in making a car on manual exchange can you help me? I don't forget to talk about iacv and diverse do not forget to talk about iacv and diverse its not absolutely necessary to repin IACV and get Pipe. If you have a car y7 and swap to 5spd y7, it maintains the same pipe settings and IACV settings. Just would be if you went from car y7 to 5spd y8 w/ vtec. Plus, this is just a list of parts, not a How-To. Bro, you're a man, lol! you just got me wet lol lol... where everyone is finding them down to help lol! I've already done two so and I think that you've done a few as well so I do swap to get pretty fast haha nice post man I'm sure it will help a lot of people that's true I think I need to do a repin cause mine is auto y8 im pick up my assorted tomorrow and when I finally do my swap im going to have access to lift so I'm a little happy match who just got my assorted thanx t about docta 2002 i will have them in erie pa... how far is that lol feels like you are missing some things... I dunno bump for good info, sticky icckcky? lotta work I did that february swap of08 and one would like me to read your post then. It took us about a week to work on it after work sometimes until the early hours of the night. Sounds like you covered it well. The only thing you missed though was bandais and sheetrock mud to fix holes from angry flying toys. I asked the 95 gsr engine out of it, but never did it again. My advice is just to trade a car for one that is already manual. I did that February swap of08 and one would like me to read your post afterwards. It took us about a week to work on it after work sometimes until the early hours of the night. Sounds like you covered it well. The only thing you missed though was bandais and sheetrock mud to fix holes from angry flying toys. I asked the 95 gsr engine out of it, but never did it again. My advice is just to trade a car for one that is already manual. Its actually cheaper/easier to convert. Parts will range from \$400-\$600, and if you can find someone to do it for you, you'll spend less than \$1000 in total if you do. I did all my research before I started, so I knew what I needed to do and what needed to be done. The only problem I encountered was a siezed tranny bolt. Once it came free, the rest was simple. Page 2 man ive been doing my research now on min the only part I hate, although it was explained is the involvement my horn stopped working on my 2000 civic lx 4dr sedan and I'm wondering if you can tell me where it is located under the hood.... Please tell me I really don't have to remove the entire front bumper just to get to my corner!!!!!!???????????? The part just cost me \$15.00, and if they have to remove the entire front bumper, and pull the old corner off, and attach a new... and then put the bumper back on... it will cost me an arm and a leg.... At least here in Columbus, Ohio it will be. pretty good basic list man. i vote for Sticky's sticky. Good post bro man I still haven't done my swap yet still rides around feeling like my car tranny is going to fall out or come flying over the hood lmao I didn't even know it existed, with so many auto-to-manual threads lol. Is there any difference between LHD and RHD Mounting? Very nice list I did swap on my hatch more than a year ago was was so bad just convulsive when trying to make peddals. If i could change 1 thing, King motorsports sells 1piece knitted clutch lines I put one in makes it much easier to work with and tucks in very nice. Dam damn coby good stuff seems to everyone wants auto-to-manual now. There's a fine line was the torque and hp meet in the car in the long run and the car just dosent go nowere after that not unless u get a new valve and spring kit for it, but fck... standard trannys mm mm lol... I had a car on my civic and f**k that car trannys have a lot of problems. Nice list, I personally did this exchange myself, and I couldn't do it without things like this. YAY just got my tranny swap last week! but I use tranny 20 instead of y8 i want to do tranny switch on 97 honda cr-v from car to manuel any help is appreciated and also let me know if i can swap for some kind of civic trans any because its hard to find cr-v trans! Thanks very much very good to write up bro! I was going to do one in my del sol with D16Y8, but im looking to trade now. It's not bad at all. Good information. Do you cut a hole for the pedal, or is it just plugged in? Its just plugged in with deadaly foam at the firewall base. Everything is screwed up, except for the wind plate to shift the connection. Page 3 Bump. If there is anyone in the Northeast region (Im in Upstate NY), I will do a swap for you. PM me for prizes if you're interested. Someone sticky this Jesus Christ, there's about 6 new threads every day! something you need to buy a cluster wise? (lol may be a silly question, but im new to it) My poor EX is still A/T and I've been craving M/T for a while... this list will certainly help, plus puts the cost into perspective as well... Good stuff man, thanks so much! I've been wanting to replace my poor EX tranny for a while, it will help a lot... good stuff, and it puts the cost into a better perspective... thanks man! Damn, it's sticky TOTO. For the love of God. Lol. Axles The automatic and manual axles are the same. I don't need to adjust the brake, charge or anything. Not. axles are the same between the car and manual. Completely interchangeable. You really don't even need to pull the axles off your knee. Just pop the ball joint, and pull the axle out of the tranny. Bump. Important? Please? Wheres 6th Gen mod at? Evan to rescue for all noobs. Thanks for the stick! Do you think it's worth it on a civic hatchback dx with 82k miles on it? hey ej6civic27, ive been looking to do this conversion for a while, but with the way the economy is I had to put it on hold. I bought almost half of all the parts for this... -tranny-shift linkage-ecu-mounts-slave roller with lines in recent months a lot looks good and now I have money to swap for the B series, the question for you is if I had to buy a 'complete' swap, the one thing I would have to buy would be a pedal set??? and what about the reverse and speed sensor, it would work with the B series???? Thanks!!!!!!! It all depends on what your swap comes with. You'll still need a clutch slave roller w/line, b/c most swaps don't come with them. This might come w/ slave roller, but more than likely not the line. The speed sensor and reverse flow should already be connected to the tranny if you get a complete replacement. And yes, it will all work with the B-Series. You'll definitely need pedala, too. Don't forget to shift the link as well, some swaps don't include them. D and B Series slave cylinders are the same, FYI. ok, yes, it comes with shift linkage, thankx for the info on slave rollers! are the clutch main cylinders the same too? ok, yes, it comes with shift linkage, thankx for the info on slave rollers! are the clutch main cylinders the same too? Clutch main cylinders should be the same for all 92-00 Civics, regardless of the engine. Page 4 how much would you thnk someone charge me if I asked them to do it for me? As a place? because im sure if I'm doing it myself I'll f**k up. Not too sure what the store charges... but charge \$450 plus parts.... and Im not that far from Jersey. Maybe three hours or so? Just one question, what do you do with coolant lines that go into automatic tranny? P/Lug is, or has manual tranny the same thing? You mean lines that go from radiator to tranny? Drain the radiator and distinguish the lines on the side of the radiator. Or you could leave them open like I did. It will leak tranny liquid for a little bit randomly, but it wont be anything big. Or you could just get a new radiator for 5spd that dosent have those ports on them. ok cool thanks very much =] well im doing this swap next and is there any pointers I need to know as I do swap about removing automatic tranny and stuff like that lol? They just make sure you give yourself time. Check the rusty screws, which may need to be cut off. It took me another 2 hours once b/c the screws that hold the car shifting the board on, were completely rusted and had to be cut out. And theres not exactly a lot of space under that space. And just make sure you have everything you need. Nothing like stopping randomly b/c you forgot to order the part. Just make sure you take your time. Check the rusty screws, which may need to be cut off. It took me another 2 hours once the b/c 4 screws that kept the car shifting the board on, were completely rusted and had to be cut out. And theres not exactly a lot of space under that space. And just make sure you have everything you need. Nothing like stopping randomly b/c you forgot to order the part. ok thanks lol. it really helps a lot. by chance you can give me the part number or image of the front torque mount you listed. I went to a boat dealer and they didn't know what I was talking about lol. I know a stupid question, but that's the only part I need lol. I'd just pick up one either at the dump or online somewhere. The dealership will charge you a lot for this. And you don't need that part, it just helps minimize the movement of the engine. I was looking for something like this ... thanx million! Anyone know of any stores in Los Angeles that do the swap? I read theres a way to use automatic harnesses but not sure. I just did my swap and the harness I got was messed up, and i cant seem to find ex y8 harness. There is a way to change some wires and use my car harness yes you can use your automatic harness. You'll need to repin IACV on two wires instead of 3 wires, and you just don't plug in the car plug on the ECU side. Depending on where in MA you are, your not that far from me. E16Civic27 I wish I lived in NY... I really want to do a swap, but I can't find a deal that can do that. Everyone tells me it's not worth it. Does anyone know a decent store in Los Angeles that would swap for a fair price? E16Civic27 I wish I lived in NY... I really want to do a swap, but I can't find a deal that can do that. Everyone tells me it's not worth it. Does anyone know a decent store in Los Angeles that would swap for a fair price? Its really not all that hard to do yourself. Make a few friends, and go for it. If you also have some mechanical skills, then your good. The hardest part is leadership. Here's a quick attenuation process: Drain the tranny fluid, and unplug all the plugs from the tranny (reverse switch, all solenoids, etc.) Unbolt/disconnect starter Remove axles by popping the ball joint out, and curious axles from the tranny. Unscrew the support brackets that connect the tranny to the bottom of the block Remove the Unbolt tranny torque converter screws and remove them. Remove the car flywheel, install the 5spd flywheel with new screws install the clutch and pressure plate. Install 5spd tranny. Install/connect starter Install new front torque holder Re-installs axles in tranny Fill tranny w/ fluid - don't forget this step! Delete old report shifting The cut wind tray from the old automatic shifting cable. Drill Drill for a new displacement connection (holes are already marked, just drill. Its a very thin sheet, making its really easy/fast). Install the 5spd shift linkage Remove the center console/armrest and cup holders. Wire into the reversing lights, and through a few wires, so the car thinks its in neutral all the time so it can be triggered and the key can be removed. Install a new shift boot, and shift knob (shifting should be connected to the link already). Replace the interior. Rewire IACV if necessary Replace the ECU car with a 5spd unit. Start the car and go away. Damn you make it look so easy... Lol. At least I know my summer project now:] im going to finally make it my eye lagging behind the game a year and a half ago. my clutch should be here in the middle of the Page 5 clutch and flywheel arrived today parts list is now complete as you wire into the clutch pedal switch? so I wanted to convert my car to Manuel and Heres, how am I doing so far, picked up 95 si tranny 100xxx miles tranny bracket shift clutch pedals short shifting and also said it has a speed sensor and reverse sensor, IDK, what are they so would b in the side of the tranny? casue IDK what are they and they would only b in tranny? along with all tht i have a couple of active headers, all of the above was for \$250!!!! I also know that i need to buy oob2b ecu im getting one for 30\$ and then clutch master roller and slave roller if you have one please sell me lol then shift boot i will b get type r one along with type r shift knob and then for flywheel, clutch, and pressure plate i was wondering since tranny is 95 should I get a clutch kit for 95? I was thinking of buying this one from eBay... TruckQ51PartsQ51Accessories or this TruckQ51PartsQ51Accessories let me know what you think ive done so far and what I should do to improve thanks... Go with Exedy because it's a proven name in the clutches. Plus, they make Honda OEM clutches. The speed and reverse flow sensor should be in a. If you want pm give me some photos of tranny, and I'll let you know if they're on it. Bah first post but quick question how I'll be starting this swap this weekend. For IACV. Currently I have 98 EX D16Y8. Do I need to replace IACV with 2 wire one? Or can I just do a rewire without changing anything on my current IACV or receiving pipe? Nothing under the hood changes except the car for manual replacement. Thanks. Yes. The car y8's have 3 IACV wire mounted on the body of the throttle. 5spd y8's have 2 IACV wire mounted on the back of the intake manifold You'll need a 5spd y8 suction pipe and IACV to connect to it, you can keep the same car gas body, and just don't wire it into IACV (not even a coolant line running on it). OR you can leave everything as it is and just cell for the missing car trans solenoids. Auto ECU will run a 5spd engine, it will only throw CEL for auto trans parts that are missing that are not plugged in. Yes. The car y8's have 3 IACV wire mounted on the body of the throttle. 5spd y8's have 2 IACV wire mounted on the back of the intake manifold You'll need a 5spd y8 suction pipe and IACV to connect to it, you can keep the same car gas body, and just don't wire it into IACV (not even a coolant line running on it). OR you can leave everything as it is and just cell for the missing car trans solenoids. Auto ECU will run a 5spd engine, it will only throw CEL for auto trans parts that are missing that are not plugged in. Because right after this car is done I have to attend a meeting that is about 3 hours drive north. I don't want to break down. Thanks for your help tho. But will it still work properly? Because right after this car is done I have to attend a meeting that is about 3 hours drive north. I don't want to break down. Thanks for your help tho. Should run just fine.... Great post! I have a 2000 civic hx I know the worst! but I wanted to change the junk CVT to 5-speed, I need to know what comp. Get? I think it originally came with vtech (not sure) but has d16y5 in it, I'm really not sure what comp. Need? And if anyone has any of the parts on the list, please let me know? thanks Great post! I have a 2000 civic hx I know the worst! but I wanted to change the junk CVT to 5-speed, I need to know what comp. Get? I think it originally came with vtech (not sure) but has d16y5 in it, I'm really not sure what comp. Need? And if anyone has any of the parts on the list, please let me know? thanks you're help tho. Should run just fine.... Great post! I have a 2000 civic hx I know the worst! but I wanted to change the junk CVT to 5-speed, I need to know what comp. Get? I think it originally came with vtech (not sure) but has d16y5 in it, I'm really not sure what comp. Need? And if anyone has any of the parts on the list, please let me know? thanks you're help tho. 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wanted to do a swap but you want to buy integra instead so i got these parts for you to do swap shoot me pm with what you need, i will b happy 2 sell lol jus sitting in my garage now so hit me thanks for the post my friend!!!! Page 7 This is exactly what im going to do to my Civic the only reason is when I was looking for a car I was in a hurry and this civic was close so it needed to be done then the car tranny went haywire so smouldering it! So I got Si Tranny now ^_^ and almost everything will be on the dump to get pedal rallies and then hopefully it'll swap over the next week or so I'll post everything its once done there is no doubt about it... and thanks bro ^_^ gave me the rest of the parts I needed stickkkkyyyy all I try to help you by telling you here that I got some leftovers from when I wanted to do my swap but ended up trading my car for 5sp so if you want some parts pm me!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!! Need money lol and I'm trying to help a little bit! Now I have a question, I have a 99 ex coupe, everything makes sense, you are a great job man, only two things im not quite sure now from what I saw, ignition switches are different from car to manual, will there be problems? and how can I wire a neutral safety switch on the car harness? Now I have a question, I have a 99 ex coupe, everything makes sense, you are a great job man, only two things im not quite sure now from what I saw, ignition switches are different from car to manual, will there be problems? and how can I wire a neutral safety switch on the car harness? I just did a swap on Monday, and I didn't run into a problem with the ignition switch. I have a 00 civil ex now manual. They haven't done anything repaired or wired into a neutral safety switch, but it starts and runs pretty solid even when running on a car. I haven't gotten one thing yet. When you take the car shifting out, there is a 14 wire plug that has 2 black wires sitting next to each other, have a larger gauge than the other wires in this plug. Cut out these two wires and attach them to the top sensor (clutch lock switch) on the clutch pedal assembly. This allows you to start the car only after pressing the clutch. Great Write-up!!!! Thanks for the details man. Quick question however where is a good place to pick up a slightly used 5spd???? & a few other parts? Lol... where everyone is finding them down to help lol I've already done two so and I think you've done a few as well so that should go pretty quickly haha steer them in mass.. as much as 6 hours away I need help... s**t wrong to pay for your gas good post its helping me i just got 95 dx i bought with a full 5 speed swap for \$150 and thanks to that I know i have everything you need to do a very useful post sir. bump for n00bs! Quick question, it is possible to put your tranny in D16y8??? If you're talking about the EM1 Si tranny, then don't like it's the B-Series. If you mean You're like in 92-95 Si, then yes, because it's the D-Series. Bump for (which I think it is) good information. hey man, my mechanic has finished the whole exchange and everything, but he says he's missing a rubber piece called a shift linkage mounting console? I just want to know if it's the real name for the part? cuz literally can't find it anywhere. Thank you Doesnt involve the car so he thinks its in nutral or park to make vtec ot work? I heard it. Ok so imma do a swap on my D16z6 sedan and I have 2 eg6 ready to get junk and all parts are still intact on both eg..... I wonder if I need anything next to this upper holder for tranny only. Hey I have a few problems with my 98 civic car on hand replaced by the previous owner, I have no idea what he did with it or what parts he used. 1st question it is possible that he did the swap but left the ecu for automatic or replaced the ECU with a non vtec one. (I don't know if my vtec works, that's why I ask) also shifting the first to the second I have to use a lot of force to get it to the second, and it makes that shift take a long time. finally putting in 5. 1 one more thing you think I should have someone to look at, I don't know who would know about the car on manual swaps, but I'm concerned mine was done wrong. I do this! Nice to write up a vole, will use it soon. Good info my dude... Just wrote the whole list and now headed to the dump... Wish me luck! lol BUMP Pro Awesome Thread Thread

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