



Stiff Shifting or Transmission Pops Out of Gear (Supersedes 01-081, dated August 2001)

SYMPTOM

The transmission pops out of 2nd or 5th gear, usually during deceleration; also the shift lever may feel hard to move from gear to gear.

PROBABLE CAUSE

The shift cable end is corroded at the transmission, which causes a stiff feeling when shifting. This may also cause the transmission to pop out of gear.

The clearance between the interlock and transmission case wall is too great, and the contact length of the 2nd or the 5th gear dog tooth is too short, causing the transmission to pop out of gear.

VEHICLES AFFECTED

2001 Civic

KE: From VIN 1HGE.....1L600001
to VIN 1HGE.....1L602128

KG: From VIN 1HGE.....1L600001
to VIN 1HGE.....1L602184

KK 2-Door: From VIN 1HGEM2...1L500001
to VIN 1HGEM2...1L500081

KK 4-Door: From VIN 1HGES1...1L500001
to VIN 1HGES1...1L501658

KK 4-Door: From VIN 2HGES1...1H750001
to VIN 2HGES1...1L750441

KR: From VIN 1HGEM2...1L600001
to VIN 1HGEM2...1L602293

KX 4-Door: From VIN 1HGES.....L900001
to VIN 1HGES.....L906549

KX 2-Door: From VIN 1HGEM.....L900001
to VIN 1HGEM.....L902286

CORRECTIVE ACTION

Replace the cable bushings if they are corroded, or replace the transmission case housing, 1-2 shift fork, 2nd gear, 1st gear, and 5th gear.

WARRANTY CLAIM INFORMATION

In warranty: The normal warranty applies.

Operation Number: Repair Procedure A: 213003
Repair Procedure B: 213107
Repair Procedure A & B: 213108

Flat Rate Time: Repair Procedure A: 0.5 hour
Repair Procedure B: 5.8 hours
Repair Procedure A & B: 6.3 hours

Failed Part: 21210-PLW-B00

Defect Code: 037

PARTS INFORMATION

Second Gear Set, DX, LX, and EX: 23432-PLW-315

1-2 Shift Fork: 24220-PLW-000

Transmission Case (housing): 21210-PLW-B00

1st Gear, DX, LX: 23421-PLW-A00

1st Gear, EX: 23421-PLW-B00

5th Gear, DX, LX: 23461-PLW-C00

5th Gear, EX: 23461-PLW-B00

Locknut: 90202-PB6-010

12 mm Washer (two required): 94109-12000

14 mm Drain Washer: 94109-14000

18 mm Backup Switch Washer: 90401-P8A-A00

20 mm Fill Plug: 94109-20000

Oil Seal (35 x 58 x 8): 91206-PHR-003

Oil Seal (35 x 56 x 8): 91205-PL3-A01

Oil Seal (26 x 42 x 7): 91216-PL3-005

Cotter Pin: 94201-20350

Shift Cable Bushing: 54310-S5A-999

REQUIRED MATERIALS

Honda MTF (manual transmission fluid): 08798-9016

Urea Grease: 08798-9002

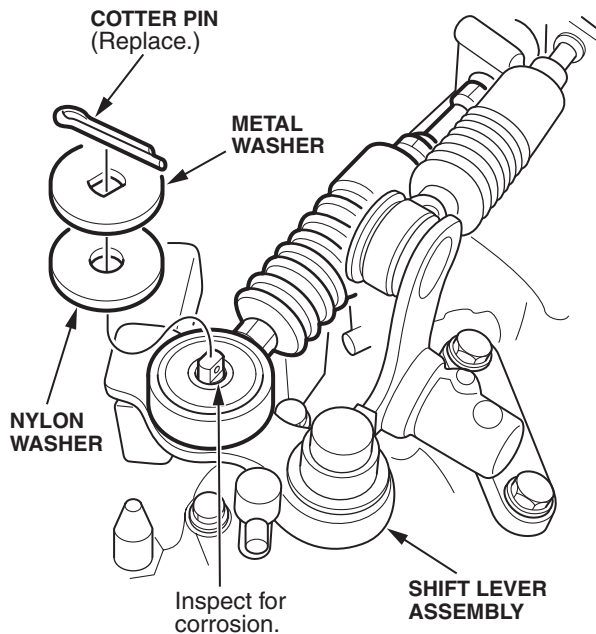
DIAGNOSIS

Test-drive the vehicle. Shift through all five gears and then back down to 2nd, and check if it is difficult to shift into gear. Accelerate at wide open throttle in 2nd or 5th gear, and quickly release the gas pedal; do this several times.

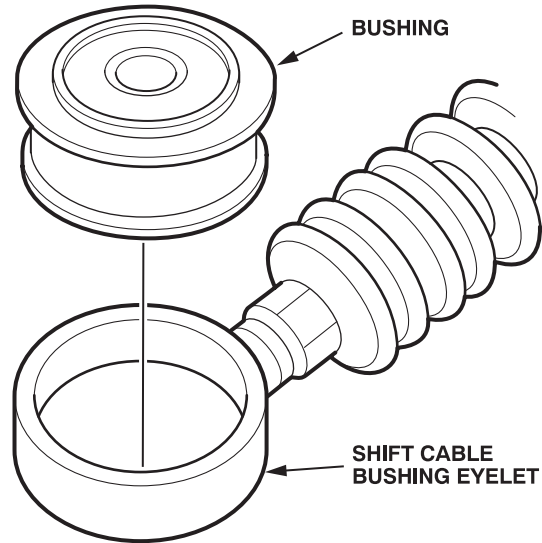
- If the transmission has a stiff feel when shifting, go to REPAIR PROCEDURE A.
- If the transmission pops out of gear, go to REPAIR PROCEDURE B.
- If the transmission has a stiff feel when shifting *and* pops out of gear, do REPAIR PROCEDURE A, then REPAIR PROCEDURE B.

REPAIR PROCEDURE A

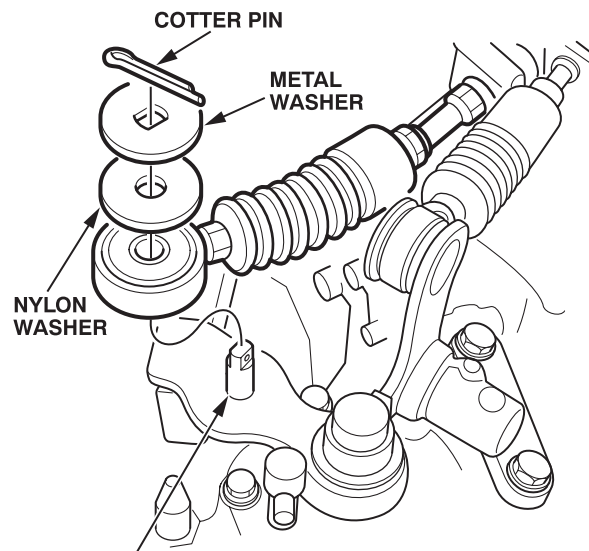
1. Remove the air cleaner assembly.
2. Remove the cotter pin from the shift lever assembly on the transmission. Remove the two washers.



3. Remove the cable from the shift lever assembly. Spray lubricant on the bushing, push out the bushing and discard it.



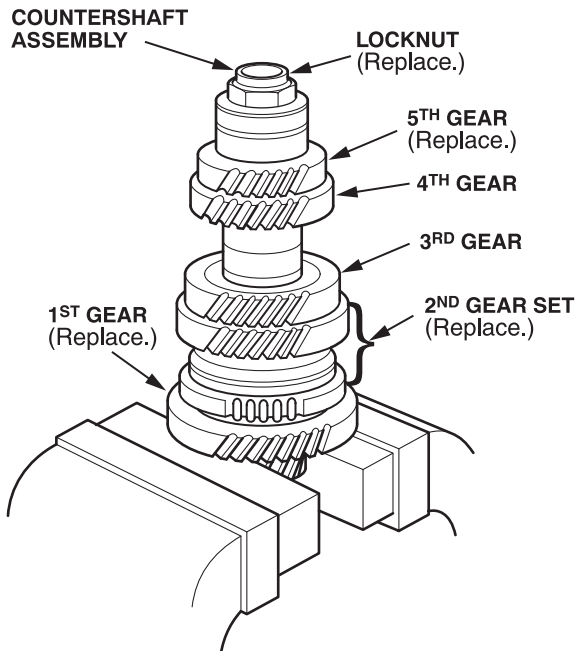
4. Remove all the corrosion from the shift lever assembly stud and the bushing eyelet at the end of the shift cable.



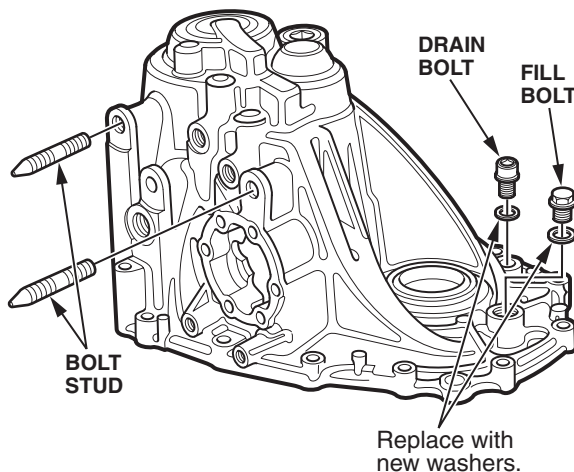
5. Lubricate the bushing eyelet with high-temp urea grease, and install the bushing.
6. Install the cable on the shift lever assembly, install the two washers, and install a new cotter pin.
7. Install the air cleaner assembly.
8. If you did REPAIR PROCEDURE A because the transmission has a stiff feel when shifting *and* pops out of gear, test-drive the vehicle. Accelerate at wide open throttle in 2nd or 5th gear, and quickly release the gas pedal; do this several times.
 - If the transmission *does not* pop out of gear, return the car to the customer.

REPAIR PROCEDURE B

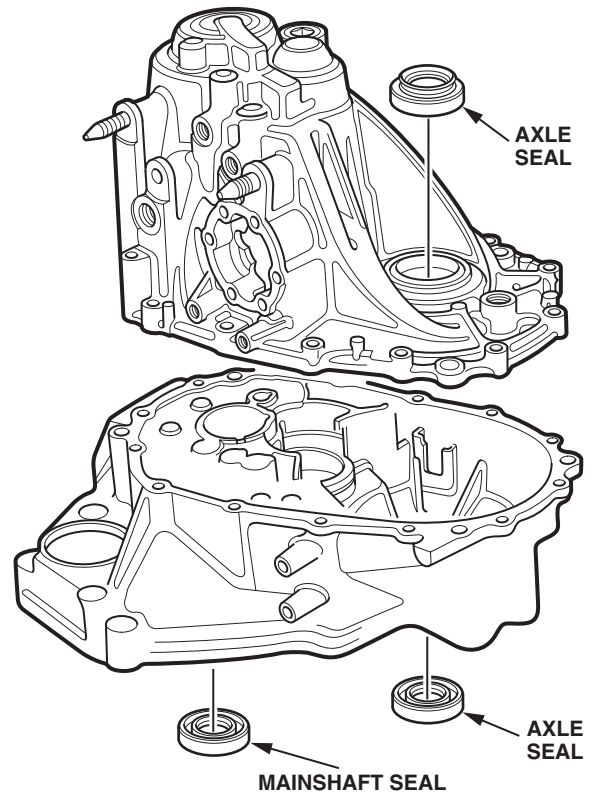
1. Remove the transmission (see the 2001 Civic Shop Manual).
2. Disassemble the transmission (see the shop manual).
3. Disassemble the countershaft (see the shop manual).
4. Replace 1st gear, 5th gear, and the 2nd gear set with the new parts, and then reassemble the countershaft assembly (see the shop manual). Install the new locknut, but do not stake the locknut tab into the groove until you have checked the countershaft clearance (see the shop manual). Torque the locknut to 108 N•m (79 lb-ft), then stake it.



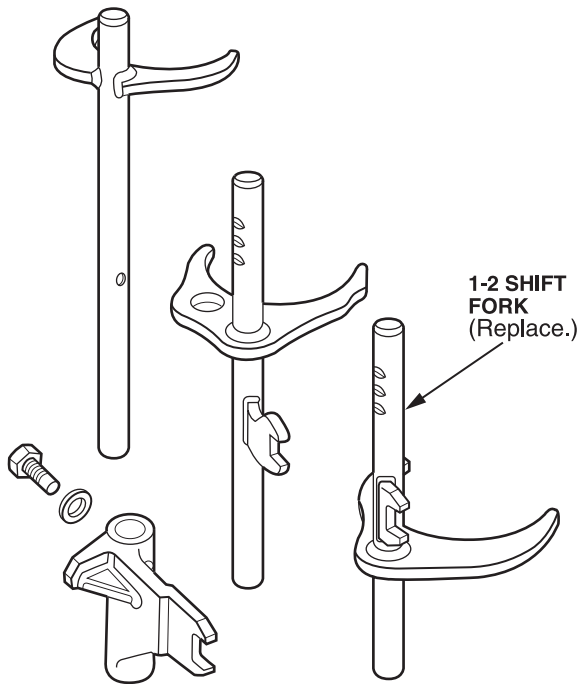
5. Remove the bolt studs, the drain bolt and washer, and the fill bolt and washer from the old transmission housing. Replace the washers, and install the parts into the new transmission housing.
NOTE: Do not tighten the fill bolt completely until the transmission is installed and filled with fluid.



6. Check the mainshaft thrust clearance (see the shop manual).
7. Check the differential thrust clearance (see the shop manual).
8. Install new axle seals (see the shop manual) and the mainshaft seal (see the shop manual).



9. Use the new 1-2 shift fork when you reassemble the transmission (see the shop manual).



10. Install the transmission (see the shop manual), and fill it with 1.6 liters (1.7 quarts) of Honda MTF.

11. Do the Idle Learn Procedure:

- Make sure all the electrical items (A/C, audio unit, defogger, lights, etc.) are turned off, then start the engine.
- Let the engine reach its normal operating temperature (the cooling fans cycle twice).
- Let the engine idle for 10 minutes with the throttle fully closed and with all electrical items off.