

03 pontiac vibe manual transmission fluid



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Book Descriptions:

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Should be easy but is there a drain plug. What fluid suggestions are there. Thanks Andrew I found my info on newcelical.org but not you apparently need a membership. I didnt do a full write up but there is a lot of information if you search those words. Oh, and make sure you select to search the body of the post, not just the topic.If you need more help, Ill keep an eye on this thread and help where I can.Dave Replace the drain plug5. Refill though the fill plug hole. The Vibe, like most manual transmissions sets the full level as the bottom of the fill hole. Basically fill it up till it starts to come back out, let whatever wants to come out come out, then it is full. Thats why being on a level surface is important6. Replace the fill plug, 7. clean upAs for which gear oil to use, the owners manual specifies the type. Some people swear by Mobil 1, Redline, Amsoil, or others. Did the Mobil 1 cause the bearing problem, or did it prevent it from happening earlier. I dont know, no way of telling. However, when I do mine again and it is overdue I will get whatever gear oil the Toyota dealer sells for use in the Matrix. Dont know what that is, but will find out soon. I did stop at the Toyota dealer to buy genuine Toyota gear oil, and they didnt sell it. They said the only manual tranny gear oil they had was a big barrel of the stuff in the service department, they didnt sell quarts. I asked what gear oil they recommended for a Matrix, and they said go ask the guys at Autozone. Reminded me that the local Toyota dealer was a factor in my decision to buy a Vibe instead of a Matrix. THis pic shows the drain and fill plugs on my 5 speed manual tranny. Perhaps the actual plug bolt may have changed over the years, but the location shouldnt have.Attached files How do you get under there if you dont have a lift like a car shop to lift evenly around. Would putting the front on jack stands create enough of an angle to possibly lead to not a correct level of fluid being put in.<http://mobiligennari.com/userfiles/bushnell-sentry-trail-camera-manual.xml>

- **2003 pontiac vibe manual transmission fluid, 2003 pontiac vibe automatic transmission fluid, 2003 pontiac vibe gt manual transmission fluid, 03 pontiac vibe manual transmission fluid, 03 pontiac vibe manual transmission fluid filter, 03 pontiac vibe manual transmission fluid problems, 03 pontiac vibe manual transmission fluid for sale, 03 pontiac vibe manual transmission fluid change.**

Before I lowered my Vibe I probably could have crawled under there, but not with my Stechs. You could jack the thing up to drain it, just level it out when fillingI found a piece of an old fuel hose, ensured it was clean, fit it on the gear oil bottle, that made it easier to pour the new oil in. However, that stuff is thick, and I can testify that it is easy to squeeze the bottle so hard that the hose will blow off and you can seriously lubricate the exterior of the transaxle. I was going to buy a small hand siphon pump to transfer the oil. I guess a piece of hose can do as well. Thanks! The shifts are smooth, and the synchros still feel great. A lot easier to go in straight from the top than to get the oil through the side hole. Took the fill side plug out so I could tell when I had enough, took right at 2 quartsHere is the fitting on the top that I removed to make filling easier Attached files I was curious what brands of gear oil others here have used. The local Auto Zone has Mobile 1 and Royal Purple. I was curious what brands of gear oil others here have used. The local Auto Zone has Mobile 1 and Royal Purple. I used Redline MT90 if I remember correctly. Redline something, anyway. It was the proper oil for the GT, not sure exactly what you would use, but it came highly recommended. In the past it was Castrol Syntorq and Amsoil and Speciality Formulations. The bottle says its compatible with the what the owners manual recommends. It was on sale, too.The first time I changed my transmission fluid I used the specified gear oil in valvoline brand. It came in quart containers and it was a pain to get into the fill plug. My second change, wiser from the first, I used redline brand gear

oil and a fluid transfer pump. It was way easier the second time. That's my experience. After I filling on a level surface, I let the some not much gear oil drip back out to be come level with the fill hole. The Royal Purple gear oil has smoothed out the shift feel at the stick. <http://mobiligennari.com/userfiles/bushnell-scout-1000-arc-rangefinder-manual.xml>

My vehicle has 77k miles on it. It should be interesting to see what it does in there. Im doing this as an experiment only though and I wouldnt recommend anyone else do it unless I get some miraculous results out of it, well see in a year or so when I do a used oil analysis on it, my trans has really bad synchros and Im trying to blow it up so I have an excuse to do a 6spd swap. Ill post results later. Synchronesh and MT90 yesterday and went on a drive. In the city, stopandgo, didnt get to 5th gear. Ambient temp mid 70s. Right from the start there was a clear difference. The other shifts feel really smooth too. Time will tell how it does when it gets cold. Gear oil is NOT transmission oil. Yes, that means 75w90 mobil1 should NOT under any circumstances go inside your transmission. It will destroy the brass synchronizers over time. Manual transmission fluid like Redline MT90 or OEM fluid should be used. Ive been looking for a while now on any suggestions for my transmission oil change and this really helped. I did not actually realize that gear oil and manual transmission fluid wasnt the same, and gear oil is exactly what I had in my c606 speed transmission, so Im imagining thats prob where some of my tranny problems are coming from. Again just wanted to thank you all. I would not put MT90 in your C59 Toyota transmission. The GM recommended fluids are completely wrong in the owners manual from the coolant and gear oil. Our transmissions require a straight 75W GL4 or lower not GL5 low viscosity formula. Toyota dealers do not sell bottles in quarts here in Canada. As far as my research only Ravenol, FUCHS Sintofluid and Castrol FE 75w none of which are available in Canada. Be careful what you put in your Toyota transmission. A very noticeable difference in shift feel will result, especially in the cold weather of Canada, if you put anything other than a straight 75W LV gear oil.

Any truth to this You know that a Toyota dealership wasnt the right place to go with your GM. GM certified mechanics are trained in GM and are the best ones to work with its a little bit more expensive but its your best bet. O yeah its your clutch Vibes 5 speed is notorious for it. I have a 2003 Vibe GT 6 speed manual transmission. Im getting a squeak noise when the car is warm and when I lurch forward in gear. Its very annoying. I have 71,000 miles on the original clutch. Any idea what the problem is AMSOIL 75W90 in it and it might last longer. He felt it might be the clutch starting to go, so he cont. Under it acts like it has a hesitation. Good How can I tell Cant When key goes to start position there is a buzzing noise from dash. Battery is good. Push starts easily. Battery terminals clean. Replaced start relay. Buzzing sto. I have hit 2 roadblocks. I can not seem to find the last bolt on the power steering pump. I have pulled 3 long bolts out of it and it is not budging. Please refer to CarGurus Terms of Use. Content will be removed if CarGurus becomes aware that it violates our policies. The easiest type of technical maintenance is changing engine oil, axles oil, manual and automatic transmission oil. Changing break fluid in Pontiac Vibe 2003 is also is a simple task. If you want to change engine oil, for instance, by yourself and save a couple of bucks you need to know how much this fluid engine oil is needed for Pontiac Vibe 2003. If you fill engine or axles of your car with oil to the brim it may damage your vehicle engine or axles and void manufacturer warranty. Good news! We have this information and we give it to you for free. When adding, be sure to fill to the appropriate level, as recommended in user manual for your Pontiac Vibe 2003. Keep in mind that all information here is provided "as is" without any warranty of any kind. If the air conditioning system in your vehicle needs refrigerant, be sure the proper refrigerant is used.

<http://www.drupalitalia.org/node/68390>

If youre not sure, ask your dealer. This site is intended for reference only. Please contact your local dealer for latest info. Do you agree Should I change the fluid or keep driving as it is. I have not had any problems with the transmission. Peter The fluid amount changed with removal of the

transmission pan and draining with the filter replacement or cleaning will be 6 to 7 quarts and the new fluid will mix in fine with the old fluid. It has worked flawlessly. Recently, I noticed when entering the vehicle and closing the drivers door and pushing the lock button twice the car starts without the key in the ignition. This is troubling to us when we realized that anybody can start the car, even a child. What are my options for correcting this dangerous matter Fred. The remote auto start unit sold by Honda as a factory accessory is a good one. More and more carmakers offer a factory remote start unit that is a simple plug and play unit no additional wiring needed. Go back to the Honda dealer where they will perform a few simple tests to resolve the problem. If you do not want to spend money on the repair needed, then have the remote start module unplugged. The Electronic Stability Program warning light came on, and indicated the ESP was inoperable. I was told that the airbag module needed to be replaced. Does the airbag module have anything to do with the ESP being inoperative Julius. A poor ground or rust buildup can trigger a fault in the system. You need to have the computer scanned to find the reason why the ESP is failing. Once the code is found the technician will know what circuit is affected. If you do not go to the dealer, then find a AAAapproved shop and one that uses both Identifix and Alldata to help the technician find the source of the problem. In the last month, the charging indicator light started to illuminate after running for about 10 minutes. It stays on for five minutes and then goes off. It does this every time I start it when the car is cold.

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Any ideas Pete. There's been an ongoing problem with the 3 wire or single 18 gauge wire connection at the alternator. The alternator itself may also have an internal fault. As the alternator warms up it can charge normally. I personally would repair or replace the alternator. You can always remove the alternator and bring it to a rebuilder in your area for a bench test. If you opt to replace the alternator check the price at the Ford parts department and also check the price on a Bosch rebuilt unit. The technician reminded me that at 60,000 miles I should change the differential fluids in both the front and back. This is a fourwheeldrive truck. My maintenance manual states up to 150,000 miles with no mention of changing this fluid. A service manager also said that the transmission fluid should be changed at 50,000 miles. My manual says change tranny fluid at 100,000 miles. Please respond. Edward. Most fluids, including driveline fluids, are fullysynthetic fluids and need to be replaced with the same. When performing these services on a 4WD or AWD vehicle make sure to change the transfer case fluid. Some shops will recommend fluid replacement services, even though there is no mention in the owners manual.All rights reserved. The first fell out at 55,00 miles no warning, out of warranty and the second recently again no warning at 98,000 miles. I kept up the service schedule under warranty and currently. The clutch was replaced as well both times. I was shown the parts and my current mechanics have never seen anything like this. It is the bearings inside both times. The transmission was rebuilt with new Toyota parts both times. This car is driven on road trips and errands mostly on freeways. I bike commute to work during the week. I was hoping it would last another four years until I retire, but now I am afraid to drive it out of the county. Bad luck, bad parts, a Lemon. I do not know what to do and can not afford a new car payment right now.

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Any suggestions would be helpful. The Bearings Keep Failing, Apparently. I Haven't Seen anybody With A Solution, Except Perhaps A Transplant Involving A 6 Speed. Dealer diagnosed it as having a transmission problem. Answered by a verified Auto Mechanic The best solution is a 6speed trans, which is a boltin replacement. This one has the same economical top gear as the stock 5speed I have a 2008 Matrix 5speed flawless so far at 62K. What Are You Thinking Of Doing With This Vehicle What am I missing, here Not to mention all the other Toyotas with that engine that have the problem. CR pretty much lists those Camrys as very good all around. That won't make you feel any better if you own one and have a bad block. You'll see the same information that the dealership guys

see. TSBs, recall campaigns, service campaigns, special adjustment policies, etc. I bought a fill in the blank because you said it was a good reliable car and it's a total fill in the blank that has been nothing but trouble from the start. Cancel my subscription!". What percentage of Vibes had manual transmissions compared with automatic transmissions. What number of the owners of those vehicles took place in the survey. What's your theory on why the repairs don't seem to fix the problems I love the magazine, available everywhere magazines are sold. Get a copy today. There used to be a category titled "Clutch" that isn't there any more. As I remember the questionnaire that I fill out from CR, the questionnaire does ask whether or not the car has an automatic transmission. I suspect that since most cars are equipped with the automatic transmission, the manual transmission cars are omitted from the transmission category. Many cars from the late 1950s through the mid 1960s had three speed manual transmissions that were troublesome. The transmissions were designed in the late 1930s and hadn't been improved for the more powerful engines.

In many cars, including my 1955 Pontiac and 1965 Rambler, the column shift linkages were terrible. On the other hand, my 1947 Pontiac, 1948 Dodge and 1954 Buick manual transmissions shifted very smoothly. The manufacturers were pushing automatic transmissions. When Pontiac introduced the manual transmission for its 1948 model, 80% of the 1948 Pontiacs sold had the GM Hydramatic automatic transmission. One popular item back in the 1960s was a floor shift conversion kit because the column shift linkages were so bad. Of course, the heavy duty 4 speed transmissions of the 1960s and later are a different story. These transmissions have a floor shift and were designed for the powerful engines. My guess is that even today, the manual transmission on many low end cars may be a stepchild. I don't think a manual transmission is available on a Ford F150 pickup truck any more. I had a snap ring break in the Rambler transmission which damaged the main drive gear and main shaft. The repair was rather expensive for me at the time. Even locating a mechanic that would repair a manual transmission back in 1970 was hard to find. The mechanic had it working well, but advised me to stay away from manual transmissions as the companies had forgotten how to make them. If I were purchasing a Mazda Miata or a Corvette, I would certainly go for a manual transmission. However, in most cars, I would "do as the Romans do" and buy the automatic. I think we've already seen this play out with recent comments. They see all makes and seem to know the trouble spots and which engine options are more reliable in a particular car. When I purchased a new minivan a couple of years ago, I asked our independent shop about them. I was going to buy a used GM minivan as I liked our Uplander, but we sold it to our son. My mechanic friend and my wife thought a new minivan was a better purchase and my mechanic recommended either a Toyota Sienna or a Honda Odyssey.

He actually preferred the Sienna, and that is what I bought. Showing Vibe GT. The size class for cars is determined by the interior passenger and cargo volumes. The size class for trucks is defined by the gross vehicle weight rating GVWR, which is the weight of the vehicle and its carrying capacity. EPA retests about 10% of vehicle models to confirm manufacturers' results. This is typically measured in liters 3.2L, for example, though sometimes it is expressed in cubic inches. I4 and V6 refer to the configuration and number of cylinders. Transmissions must either be controlled manually by the driver "Manual Transmission" or automatically by the vehicle "Automatic Transmission". One type of Automatic Transmission is the Continuously Variable Transmissions CVT which doesn't have a fixed number of gears. Common configurations include frontwheel drive, rearwheel drive, fourwheel drive and allwheel drive. Select Ram in the Make menu. Please try again later. The supplemental restraint system SRS circuits are susceptible to internal shorting. The electrical short may create an abnormal current flow and increased heat which can damage the circuits. Dealers will install a supplemental harness containing an electrical filter between the airbag control module and its wire harness, free of charge. The recall began on March 13, 2013. For more information, Toyota owners may call 18003314331 and Pontiac owners may call 18006207668. This recall addresses both the passenger side frontal air bags that were originally installed in the vehicles, as well as

replacement air bags that may have been installed as replacement service parts. A replacement air bag may have been installed, as one example, if a vehicle had been in a crash necessitating the replacement of the passenger side frontal air bag. Toyota, Lexus, and GM dealers will inspect vehicles, and where a defective air bag inflator is identified, the inflator will be replaced, free of charge.

The manufacturer has not yet provided the agency with a notification schedule. Toyota and Lexus owners may contact Toyota at 18003314331. Pontiac Vibe owners may contact GM at 18005217300. This recall addresses both the passenger side frontal air bags that were originally installed in the vehicles, as well as replacement air bags that may have been installed as replacement service parts. A replacement air bag may have been installed, as one example, if a vehicle had been in a crash necessitating the replacement of the passenger side frontal air bag. Toyota, Lexus, and GM dealers will replace the passenger side air bag inflator, free of charge. The manufacturer has not yet provided a notification schedule. Owners may contact Toyota customer service at 18003314331. Pontiac Vibe owners may contact GM at 18005217300.

IMPORTANT NOTE This recall supersedes recall 13V133 in which some vehicles were inspected and received a replacement inflator, while others were inspected but did not have their inflator replaced. All owners of vehicles that did not get an inflator replacement, or owners that do not know if they got an inflator replacement, should contact their Toyota or Lexus dealer. The inflators in the front passenger air bags are susceptible to rupture in the event of a crash necessitating the deployment of the front passenger air bag. Toyota, Lexus, and GM dealers will replace the passenger side air bag inflator, free of charge. If a replacement inflator is not available, as an interim measure, the dealer will disable the front passenger air bag and advise the customer not to use the front passenger seat until a replacement inflator is installed. Toyota will begin its owner notification and remedy of the affected Toyota and Lexus vehicles on or around October 25, 2014. Details on GM's notification and remedy schedule are pending. Pontiac Vibe owners may contact GM at 18005217300. Pontiac Vibe owners will be notified by GM.

Dealers will replace the air bag control module, free of charge. These parts are not currently available, however, an interim repair is available, free of charge, that reduces the risk of an inadvertent deployment. This recall remedy was applied during earlier recall campaigns of these vehicles under safety recalls 13V029 and 14V147. All owners that have not had a recall repair performed under safety recalls 13V029 or 14V147 are strongly encouraged to have it performed and not wait for the final remedy to be deployed to the field. The replacement ECU parts needed for the final remedy are not expected to be available until the latter part of 2015. Owners will be mailed an interim notification in late March 2015 and will be mailed a follow up notification when new air bag control modules are available. Toyota owners may contact Toyota customer service at 18003314331. Pontiac owners may call 18006207. These vehicles are equipped with certain air bag inflators assembled as part of the passenger frontal air bag modules used as original equipment or replacement equipment. In the event of a crash necessitating deployment of the passenger frontal air bag, these inflators may explode due to propellant degradation. General Motors will notify the Pontiac Vibe owners. Depending on the vehicle model, dealers will replace the front passenger air bag inflator with an alternate inflator, or replace the air bag assembly that includes an alternate inflator, free of charge. The recall is expected to begin January 14, 2019. Owners may contact Toyota customer service at 18882709371, Lexus customer service at 18002553987 or Pontiac customer service at 18007622737. Toyotas numbers for these recalls are J0A Zone A Toyota, J0B Zone B Toyota, J0C Zone C Toyota, JLI Zone A Lexus, JLJ Zone B Lexus, and JLK Zone C Lexus. Note This recall includes vehicles that have had their air bag previously replaced under an earlier air bag campaign.

The replacement air bag may not unfold as designed during inflation in high temperature conditions,

possibly resulting in the air bag not inflating properly. The recall is expected to begin March 9, 2020. Owners may contact Pontiac customer service at 18007622737. GM's number for this recall is N192278940. If the vehicle is operated in this condition, one or more of the four bolts could come loose, causing an abnormal noise from the rear axle area. In the event that all four bolts loosen completely, separation of the rear brake and hub assembly from the rear axle carrier could occur, which could lead to a loss of vehicle control. The manufacturer has reported that owner notification began March 12, 2002. Owners who do not receive the free remedy within a reasonable time should contact Pontiac at 18007622737. 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. B. Larson 5.0 out of 5 stars It's a 5-speed stick, and actually a very fun car to drive. The Vibe is actually a Toyota Corolla with a Pontiac body on it. Other than the transmission going out in '07 a little over 100k miles, the car has run flawlessly and with no other issues. I'm currently at 292,000, and purrs like a kitten. The body is showing a little rust, nothing major yet and some minor body issues, a piece of trim knocked off in a fender bender, but it starts right up in the winter in Minnesota, hasn't needed any repairs other than the tranny. Only regular oil changes. Also, it still gets at least 31 mpg, and usually 34-35 on every tank. I carry tools and other gear for work that this car accommodates perfectly. Then they stopped production of Vibes. Then they shut down Pontiac altogether. Aaaargh!!!

They still made the Vibes ugly stepsister Toyota Matrix for awhile, but I think that's gone now, too. It had ample room for a new family of four. It drove through a blizzard in Colorado, fog in Oregon not severe, I know, icy roads coming down the mountain into Denver, a tornado in Alabama, and flooding in Tennessee. Needless to say, this thing was great. The ground clearance provided ample room to maneuver through all of these obstacles. The seats were comfortable enough to not feel drained, even going from Tennessee to Washington. I drove this vehicle hard and a lot. It never faltered. The backseats lowered enough to basically make this an enclosed truckbed. The hard plastic backing only added to the durability. The cross bars were used on a trip from Atlanta to Alabama, carrying furniture from IKEA. They performed as expected, though I mistakenly overloaded the car and blew a tire. However, the Vibe was able to maintain control without any issues and kept us all safe. By now you're probably thinking I'm a crazed idiot for all the driving mishaps and bad weather, however, I owned this vehicle from 2002-2017. I stand by the Vibe. Pontiac and Toyota made a great product here that if you have the opportunity to grab one up, go for it! Over 240,000 miles and still going on mine! The exterior design by Pontiac was much better than the Matrix. The quality has shown in its low maintenance requirement even for a 14-year-old vehicle, knock on wood, with close to 200,000 miles. Definitely got my money's worth. Does use a little oil between 5000-mile oil changes but nothing drastic. Sits higher than a sedan, nylon tricotee upholstery with good bolsters and a manual lumbar support make for comfortable seating. Plenty peppy at lower speeds but lags as you go over 55. Crisp and responsive, survived 4 years at college before I got it back. Daily driver now. Wish I could get another brand new one. The GT model is slightly different.

Although the car has basically the same appearance as the regular model, it has a high-horsepower, high-revving four-cylinder engine with a six-speed manual. Many mechanical parts for the regular Vibe do NOT fit the GT. The transmission seems to be the weak part of this car. The transmission has been replaced once and now needs service again. Since this model was only about 10% of the production, used transmissions are difficult to find and are quite expensive. The transmission has been the only problem I have had with this car that is 14 years old and has in excess of 160,000 miles of service. The car is fun to drive and has many features that enhance the driving experience. The 5-speed manual transmission has a notoriously weak front countershaft bearing, making it very prone to early failure. Aside from that, they're extremely reliable. My Vibe interior is

very well designed and comfortable for our growing family. The passenger front seat has a rigid plastic surface on the back and folds flat into a table. Many a diaper has been changed on mine. My Vibe has 196,000 miles on it and considering the 5 speed has been rebuilt it should last to 250,000 easily. The car rides well, gets great gas mileage, and fits so much stuff in it. This car has been on many adventures with me and serves as my daily driver to work during the summer and at college when I'm at school. Also I think it's great in the snow, even with all weather tires. Two minor complaints it could be a little quicker at the pedal, and the doors do not auto lock when you start driving. I have owned two of them. My first was a 2007 Vibe Base with 1ZZ engine. I now own a 2003 Vibe GT with 2ZZ engine. It is a GM produced car but GM and Toyota did a collaboration in 2002 in California and made the Toyota Matrix and Pontiac Vibe with basically all the same parts just different body and tags. The Vibe GT and Matrix XRS both came out with a 2ZZ engine that the base models and AWD models did not come with.

The 2ZZ is slightly bigger and has a head that was produced and tuned by Yamaha. So you get a GM car that is all reliable Toyota parts with a little bit of Yamaha tuning all in one. Showing Vibe GT. Advance Auto Parts has 13 different Automatic Transmission Fluid for your vehicle, ready for shipping or instore pick up. Here at Advance Auto Parts, we work with only top reliable Automatic Transmission Fluid product and part brands so you can shop with complete confidence. Some of our top Automatic Transmission Fluid product brands are Castrol, and Valvoline MaxLife. We're sure you will get the right product to keep that Vibe running for a long time. Hear from other customers via the 8,738 reviews on parts for your Pontiac Vibe. If you prefer to shop in person for the right Automatic Transmission Fluid products for your Vibe, visit one of our local Advance Auto Parts locations and you'll be back on the road in no time! It exceeds the requirements of the JASO1A performance standard created by Japanese Automobile Manufacturers. Developed to help prevent leaks, maximize transmission performance, reduce transmission wear, and maintain smooth shifting longer than conventional fluids. For CVT applications Valvoline recommends Valvoline Full Synthetic CVT Fluid. Product Features Formulated with fullsynthetic base stocks and advanced additive technology to meet the challenging demands of automatic transmissions. Highperformance seal conditioners maintain and preserve the elasticity of seals to help prevent leaks in high mileage transmissions Developed with antiwear technology to help improve transmission durability Engineered with a proprietary blend of base oils and advanced additives to provide better oil flow at low temperatures and greater film protection at higher temperatures Good quality fluid. Good quality fluid.

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