

98 subaru forester manual transmission



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Book Descriptions:

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It used the Impreza platform but with the larger 2.5 liter DOHC EJ25D four cylinder boxer engine from the Subaru Outback, making 123 kW 165 hp; 167 PS at 5,600 rpm and 220 Nm 162 lbft of torque at 4,000 rpm. However, the Outback Sport remained in production for the U.S. market. The Forester appeared after the introduction of the Nissan Rasheen in Japan with a similar appearance, and the Foresters Japanese competitors include the Toyota RAV4, Mitsubishi RVR, and the Suzuki Grand Vitara. Size and price wise, it fits between the shared Impreza platform, and the larger Legacy. When the transmission detects a speed difference between the front and rear axle sets, the transmission progressively sends power to the rear wheels. When braking or driving downhill, the vehicles weight shifts towards the front, reducing rear wheel traction. The transmission again compensates by sending torque to the front wheels for better steering control and braking performance. Essentially, the manual cars are set up with more bias towards the rear than the automatic cars. In 2000 Subaru updated the exterior with a modest facelift to the front, rear and sides, and the interiors dashboard MY 2001. Notably new in 2001 were the three point seatbelts for all five seating positions, including force limiters in front and height adjustable shoulder belt anchors for front and rear outboard positions, plus rear seat headrests for all three seating positions. New equipment for 2001 included Titanium pearl paint for the bumpers and cladding; six disc in dash CD sound system; leather wrapped steering wheel, shift knob and handbrake handle; variable intermittent wipers with deicers and drivers side fin; and the five spoke alloy wheels. The 2003 Forester features weight saving refinements such as an aluminum hood, perforated rails, and a hydroformed front subframe. The most noticeable change was the offering of 2.5 L versions normally aspirated and turbocharged and in the U.S. the introduction of the turbo charged

2. <http://music-school4.ru/pic/canon-manual-mode-flash.xml>

- **1998 subaru forester manual transmission fluid change, 1998 subaru forester manual transmission, 1998 subaru forester automatic transmission, 1998 subaru forester automatic transmission fluid, 1998 subaru forester automatic transmission problems, 1.0, 1998 subaru forester manual transmission fluid change, 1998 subaru forester manual transmission, 1998 subaru forester automatic transmission, 1998 subaru forester automatic transmission fluid, 1998 subaru forester automatic transmission problems.**

5 liter model. In 2004, the turbocharged XT trim was released. However, the same model had been available since the late 1990s elsewhere in the world. The X and XS models feature a 2.5 L SOHC engine, while the XT model features a 2.5 L turbocharged DOHC engine. All Forester 2.5 L engines are of the interference engine type. Starting with the 2004 XT, the turbocharged version had Active valve control system cylinder heads. The iAVLS active valve lift system became standard on the naturally aspirated version of the Forester in 2006. This increased horsepower and torque figures to 173 HP and 166 ftlbs. The 2006 XT received a higher compression ratio to 8.41 from 8.21. This increased the XT's power to 230 HP and 235 ftlbs. MY05 Forester Model had a midlife update, which increased its ANCAP safety rating to 5 Stars. A belt must be replaced at 105,000 miles 169,000 km. These engines are interference engines, meaning that if the timing belt breaks or stretches, the pistons will hit the valves, requiring an engine teardown, and a likely rebuild. Also, if this belt is replaced around 105,000 miles, it is a good idea to change the water pump, thermostat, belt tensioner and all the idler pulleys for this belt. The water pump and thermostat are behind this belt. In Australia for the Series II MY06 cars, Subaru changed the recommended service interval for the

timing belt replacement from 100,000 kilometers to 125,000 kilometers. The 2.5liter 4cylinder engine in the firstgeneration Foresters featured head gaskets which were prone to premature failure. In 2006, styling is updated, Active valve lift system is added to nonturbo engines to improve power and efficiency, XS model deleted, and Premium model added. These options were also included with the Columbia edition. The Weekender edition included fog lights, roof racks and alloy wheels. <http://www.artchivium.com/public/immaginieventi/canon-manual-powershot-s100.xml>

Standard with the Manufacture Year 2006 MY06 Forester came with larger side mirrors with indicator lights, curtain airbags giving a 5 star safety rating, remodelled centre console and exterior with a new look nose, lights and bumpers and the rear lost the large Subaru badge under the rear window. However, since General Motors no longer holds an ownership stake in Subaru's parent company, Fuji Heavy Industries, sales in India of the Chevroletbadged Forester have ended. It was a similar design to the prefacelifted model. Production ran from 2012 to 2014. The engine was a 1.5l 4 cylinder mated to a 5 speed manual gearbox. The car was not related to the Forester even though they look very similar. It was larger in nearly every dimension and featured a sloping roof line with more cargo space. Subaru unveiled the model year 2008 Forester in Japan on December 25, 2007. The North American version made its debut at the 2008 North American International Auto Show in Detroit. The indash, touchscreen satellite navigation system became Bluetooth compatible, and integrated with a premium stereo. A sixspeaker surround sound enhancement was optional. The petrol engine can also be fitted with an additional liquefied petroleum gas installation LPG, usually an aftermarket installation provided directly through dealerships. The available equipment levels are Intro petrol engine only, Comfort, Luxury, and Premium. Maximum towing abilities for the petrol or petrol with LPG are 2000 kg manual or 1500 kg auto, while the manualonly diesel can tow 2000 kg. Can be resolved by aftermarket gaskets, however, this is an expensive engine out job. All other models came with selflevelling double wishbone type, independent suspension on the rear. These items were not available as options on other models. Both diesel models come with a sixspeed manual transmission only. All other models came with either a singlerange, fivespeed manual or fourspeed automatic transmission.

The SEdition has a 5 speed Automatic Transmission. All other USA models were certified LEV2. The PZEV Forester was available for sale in all fifty states, unlike other manufacturers who only sold PZEVcertified vehicles in states that had adopted California emission standards. The engine without the turbo runs on unleaded gasoline rated at 87 octane, and the turbo engine EJ255 requires premium fuel rated minimum 91 octane. The fivespeed manual transmission was equipped with Incline Start Assist. Optional equipment included 17 inch alloy wheels, panoramic moonroof, heated front seats and heated sideview mirrors. The L.L. Bean edition added automatic climate control, leather upholstery, an upgraded stereo with six speakers and a six disc indash CD changer over the fourspeaker stereo with single disc CD player, and an indash navigation system, as well as L.L. Bean signature floor mats and rear cargo tray. For 2009, XT models came only with a fourspeed automatic with Sport Shift. Maximum towing capacity was reduced to 1,500 lb 680 kg across all trim lines in the United States; overseas the towing capacity is double that. Turbocharged variants use a hightorque CVT with steering wheel paddle shifter controls. Early model includes 2.0iL, 2.0i Premium and 2.0XT. Association of Southeast Asian Nations production of the Subaru Forester began in February 2016. Early models include 2.5i in base, Premium, Limited and topline Touring versions, and performanceoriented turbocharged 2.0XT 253 PS in Premium and Touring versions. Base and Premium model 2014 Foresters can be equipped with the manual sixspeed transmission or the Lineartronic CVT. All other models are equipped with the Lineartronic CVT. These are not available on other models. The Forester had not been rated Good in the Small Overlap Front test until modifications were made for the 2014 model year.

<http://www.bosport.be/newsletter/4-speed-manual-transmission-muncie>

The small overlap test, introduced in 2012 by the IIHS, simulates a frontal collision on 25 percent of the driver's side front corner. Since its adoption, the IIHS has noticed several automakers making nonsymmetrical modifications to their vehicles. Another small overlap test was conducted on a number of vehicles, including a 2014 Forester, but was conducted on the passenger side instead. The concept is that any driver, regardless of skill level, can drive safely on wet roads or muddy areas. It works by monitoring wheelslip on all four wheels; should one or more wheels begin to slip, X Mode kicks in and applies the brakes to the affected wheel which results in a transfer of power to the opposite wheel. Being an optical, instead of radar, based system, it has limitations in limited visibility situations; driving into the sun, fog, or where the windshield is not cleared snow, mud, etc. may cause the system to disengage. The passenger seat is higher, the sound system has been upgraded, the rear bench seats are higher and the console is repositioned for the person riding in the center. The manual transmission models were also upgraded to a sixspeed transmission instead of the previous generations fivespeed transmission. The settlement provided for such complainants to receive an extended eight year warranty on the engine, allowing for an engine rebuild for that excessive oil consumption. The 2019 model year also comes standard with 8.7 inches 22 cm of ground clearance. The trim level determines which system is installed. All provide a nominal torque split biased 60 front to 40 rear. It enhances control of the VDC system to further control wheelspin and incorporates Hill Descent Control HDC. The engine restarts when the brake pedal is released. This feature comes on by default every time the engine is turned on but may be disabled after the engine is on. Archived from the original on March 27, 2016. Retrieved March 27, 2016. January 3, 2020. Retrieved February 18, 2020.

<http://elreehavia.com/images/brother-mfc-240c-manual-usuario.pdf>

By using this site, you agree to the Terms of Use and Privacy Policy. It smells of oil, and I've seen some spots that appear to have leaking oil dropping onto exhaust, but the smoke keeps coming from various spots. The other day being over a month ago. I just don't drive at night and try to avoid right turns. Any thoughts on where to get cheap replacement parts. I listen to Car Talk regularly and love the show. This car may be done for. That's not a rare problem and it's also easy and cheap. Subarus are huge there so that means a lot of used parts are available. This should not be expensive no matter which route you take. I'll check the oil pressure sending unit! A bad clutch MC usually results in the transmission being difficult to shift, especially into first and reverse. I think you are on the right track to just get a new clutch. The problem may turn out to be some kind of contamination on the clutch surface though, given the leaks you're reporting. An oil contaminated clutch is slippery and acts similar to a worn clutch. So check for that during the clutch replacement job. Be sure to replace the rear main engine oil seal and the transmission input shaft seal, those are usually simple jobs when the transmission is out for the clutch job. At least make sure that remains in good shape. It's also a good time to check what else is leaking in the engine compartment too, more room to see what's going on with the transmission removed. This car was regrettably my introduction to both subarus and manual transmissions. It may not be helping that this is your first manual but I don't think it's all your fault. The stock clutch was not good around your build date. There is an updated clutch available. This car was regrettably my introduction to both subarus and manual transmissions. Als in Trevoze has 2 98 Forester transmissions. He is fast and thorough. It may not be helping that this is your first manual but I don't think it's all your fault.

<http://elmariachimexican.com/images/brother-mfc-240c-manual-pdf.pdf>

1 The shuddering is usually the clutch if it is on take off. The stock clutch was not good around your build date. There is an updated clutch available. Do you know any specifics on the updated clutch, or would any parts supplier supply the right thing when I or my independent mechanic ask for a clutch for a 98 forester I was not aware of the TSB. Thanks! Als in Trevoze has 2 98 Forester transmissions. He is fast and thorough. Ill have to give Als a call and see what kind of shape those

transmissions are in. Any idea how much one of those things weighs should I bring a friend if I go pick it up myself If it has anyones stamp of approval, thats better than what Im going on now. A two hour ride would be better than having the job botchedup, again. I was going to bring it to my independent, but Im getting the feeling that you guys recommend having a subaru specialist do this. If not I can get them from the file in my garage and post them for you tomorrow night. On the clutch hydraulic linkage TSB it just says to change the hose, washers, and slave. I also had to change the master cyl on mine before I was happy. I am just a fussy ex fleet mechanic who is on the paper pushing end of things these days for a few transit agencies. Its easy! Sign in here. Starts just fine Chances are the clutch may just need adjusting. Find the cable adjuster and tighten it! If it IS hydriaulic check the slave first, as their rubber piston seals If ok check master. Ive seen both wear So look at the cheapest stuff first. Good luck. Forester What other years and Please refer to CarGurus Terms of Use. Content will be removed if CarGurus becomes aware that it violates our policies. Despite real abilities and rugged aspirations, it's not a traditional sportute. Indeed, the Forester is classified as a small station wagon and meets federal safety and emissions standards for passenger cars.

This is not necessarily a bad thing, for as it's perfectly apparent, extremely small numbers of SUV owners ever deign to muddy their overpriced chariots. Indeed, among the lightweights, the Forester is a veritable sports car for the cottage road grand prix. At 4450mm 175.2 in., it's slightly shorter than the CRV. It also shares the larger Legacy Outback's driveline.The Forester is even more stable on pavement, with far less body roll than competing makes. Dropping the speed down a couple of clicks lessened the noise considerably, which was later attributed to a loose roof rack. Yet, connected to the Forester's optional 4speed automatic transmission, kickdown resulted in far less acceleration than the numbers would indicate. Fellow journalists in 5speed equipped versions reported no such problem. It's a fairly squared off wagon, but is highlighted with an expansive glass area and neatly sculpted front and rear fenders. The front grille is overly large and looks far better in the base L's black than the S's chrome. Noteworthy are the number of little compartments and trays throughout the vehicle about 20 in total, ideal for those quick and dirty crossborder shopping forays. Legroom is merely adequate. I found the driving position adequate for my lengthy pins, as long as the seat was fully back in its tracks. However, back seat occupants can recline their seatbacks through a 55 degree arc with 12 adjustable positions; a nice touch. Subaru claims better front head room and leg room, lower interior noise levels and greater rear cargo room rear seats up than both the RAV4 and CRV. Combined with the Outback, they now have two niche models qualified to perform most of the functions exploited by the current crop of compact SUVs, with enhanced passenger carlike stability,.Now that would be a mainstream hybrid to strike fear into the hearts of Grand Cherokee and Explorer owners.

Gatineau Honda Accord Honda CRV Jeep Cherokee Jeep Grand Cherokee Joe Anwyll Review Road Test Road test 1998 Subaru Forester Sports Cars Subaru Subaru Canada Subaru Corporation Subaru Forester Subaru Impreza Subaru Legacy Subaru Outback SUV SUVs and Crossovers Suzuki Sidekick Toyota RAV4 Wagon Wagons All rights reserved. Hybrids are supposed to drive like cars, perform onroad like SUVs, and look like trucks. This one does. To create the Forester, Subaru took the subcompact Impreza station wagon, raised its roofline and added a few extra inches to the body length and width. Because wheelbase was increased only fractionally, interior dimensions grew only slightly over the Impreza. Subaru intended the resulting 5passenger vehicle to be a "trucky" SUV in the spirit of the Honda CRV and Toyota RAV4. The Legacy Outback and subcompact Outback Sport, in contrast, were basically just tallbuilt station wagons. Base, L, and S models went on sale. Each used Subaru's horizontally opposed, 165horsepower 2.5liter 4cylinder engine, borrowed from the compact Legacy. A 5speed manual transmission was standard, and 4speed automatic optional.Forester's standard allwheeldrive system sensed wheel slip and automatically sent power to the wheels with the most traction. No driver action was needed. Although ground clearance was

elevated compared to the Impreza wagon, Forester had no provision for lowrange gearing and no talent for serious offroad treks. Towing capacity was 2000 pounds. Standard equipment included air conditioning and split folding rear seats. L and S versions added antilock braking. The S edition also included rear disc brakes, larger wheels and tires, a chrome grille, bigger power mirrors, and an upgraded interior. In addition to the Honda CRV and Toyota RAV4, Forester rivals included the Chevrolet Tracker, Kia Sportage, and in 1999 the Suzuki Grand Vitara. Transmissions were revised in an attempt to provide smoother, quicker shifts.

New interior fabrics and colors were offered. Power side mirrors became standard on L models. Foresters also gained structural modifications intended to improve crashworthiness. Basemodel Foresters could no longer get the optional leather upholstery and remote keyless entry system. That left L and upscale S editions on sale. The Forester L gained standard cruise control, while the S added a standard limitedslip differential. Replacing last year's S Premium model was the OV Premium Package option. It added front side airbags, sunroof, and unique alloy wheels to the S. The new OK Package included the OV equipment plus leather upholstery. Either a 5speed manual transmission or a 4speed automatic might be installed. But any SUV owner who drives one will be immediately impressed by its blend of carlike manners and allwheeldrive utility. That transmission shifts smoothly and kicks down promptly, but passing power that feels adequate with just a driver aboard feels subpar with a load of passengers and luggage. We averaged 17 mpg in one automatictransmission Forester, and 20.9 mpg in a longterm trial. The engine is gruff when pushed hard, and the idle is lumpy with the air conditioning on. Handling isn't as nimble as a car's, but Forester is less ponderous than truckbased midsize SUVs and far more agile. Body lean is moderate in fast turns, and AWD provides reassuring grip. With a suspension tuned for the street and not the trail, Forester does not pitch or rock on uneven pavement, as do many true SUVs. Braking feels adequate, but pedal action is spongy. You can also expect a fair degree of nosedive in hard stops. The driving position, while higher than in a traditional sedan, does not impart the "commandoftheroad" feeling of a true SUV. However, tall, thin roof pillars and a low cowl make for outstanding outward visibility to all directions. There's no stepup to speak of, and the doors open wide. Head room is generous all around.

Front leg room is good, but rearseaters are squeezed for knee clearance and foot space. Forester's dashboard is welldesigned, but some buttons hide behind the steering wheel and the radio controls are too small and low to operate easily while driving. With the exception of Value, these numbers reflect how the vehicle compares against the universe of vehicles, not just against rivals in its class. Lower is better Rod must be replaced. 200103 The vehicle may not remain in "Park." Dealer will inspect and replace all affected parts. Prices may be higher in areas serviced by independent distributors. Prices may vary in areas served by independent distributors. Prices may vary in areas served by independent distributors. Requires 4speed automatic transmission. Therefore, we recommend visiting websites that list used cars for sale to get a better idea of what a specific model is selling for in your area. Our editors test drive and thoroughly evaluate virtually every new car, truck, minivan, and SUV sold in America. In many ways, it's much better than the small SUVs that have been recently introduced. The reason for this is that there's more car coursing through Forester's unitbody than truck. As a result, the Forester inspires confidence in slippery conditions in ways that traditional truckbased sportutilities can never hope to do. Subaru's allwheeldrive system constantly redirects power to whichever tires offer the best grip, providing precise control in all types of conditions. Its long, soft springs and stiff shocks allow lots of controlled wheel travel so handling balance isn't upset in bumpy corners. And its generous ground clearance allows it to tread places a sedan cannot go. It offers substantially better braking and cornering performance than a truck, making it easier to handle on winding roads or in emergency situations during the stopandgo of the daily commute. Best of all, the Forester is fun to drive, a phrase that doesn't really apply to trucks.

Forester is similar in size to the Honda CRV and Toyota RAV4, but offers superior performance and handling. That's good because the Impreza boasts a rigid chassis and is used as the foundation for Subaru's rally cars, which have won the punishing World Rally Championship two years in a row. Dropping the bigger Legacy's engine in the smaller, lighter Impreza platform results in good acceleration performance. This boxer engine is also not nearly as tall, which permits a low hood line for excellent visibility out front and a low center of gravity for improved handling balance in corners. It smoothly redirects power to whichever tire offers the best grip. About the size of a grapefruit, the transfer system takes up little space and adds little weight. It does not have a low range set of gears, however, and is designed more for blasting through snow and mud than creeping up steep rocky faces. The RAV4 or the Jeep Wrangler are better suited for rock climbing, but the Forester is quite capable of carrying a trout fisherman to that remote stream or a backpacker to that distant trail head. Automatic transmissions are often the best choice for V8 and V6 powered sport utilities, but Subaru's manual gearbox shifts as easily as a 5 speed on a compact and it makes driving the Forester more fun and more efficient. The S model adds rear disc brakes, a chrome grille, big power mirrors, deluxe cloth interior, cruise control and vanity mirrors. It doesn't offer that master of the universe driving position that many sport utility buyers prefer. Visibility out front is excellent, a benefit of a low hood and large windshield. All switchgear is easily operated and instruments are straightforward. When the split folding rear seats are down, the Forester offers 64.6 cubic feet of cargo space. That's slightly more than the RAV4, slightly less than the CRV and nearly 80 percent of what a Ford Explorer offers.

It's easy to load cargo into the back of the Forester; the rear gate lifts out of the way and a rubber cargo mat protects the interior. There's more low rpm torque available for passing and better steering response in transient maneuvers than what's available in the RAV4 and CRV. We have also driven Foresters with the 5 speed manual gearbox, which shifts smoothly and makes the car more fun to drive. The pedal arrangement is such that the Forester can be driven like a sports sedan and this makes it more enjoyable on mountain roads and dirt trails. The all wheel drive system offers predictable handling when sliding around corners yet the suspension offers sufficient damping to soften harsh vibration and big bumps. Subaru's four wheel MacPherson strut suspension uses soft springs, stiff shocks and relatively long suspension travel to achieve this balance. This is among the best cars on the road in a real downpour. On dry paved roads, it offers performance and handling comparable to a sporty compact sedan and is dynamically superior to the Toyota RAV4 and Honda CRV. Its offroad capability approaches that of the Ford Explorer and other sport utility vehicles, yet it inspires much more driver confidence on tricky mountain roads with superior braking and handling performance. Comfortable seating for four and commodious cargo capacity make it an attractive alternative to a truck based SUV. We highly recommend the Forester. Login. You may order presentation ready copies to distribute to your colleagues, customers, or clients, by visiting That makes it tough to recall that not only did Subaru sell Legacy Outback sedans through 2004, although by that time the Legacy badges had been dropped from the Outback wagon but Impreza Outbacks as well.

This isn't as confusing as Oldsmobile selling three unrelated models badged as Cutlasses at the same time, or Toyota calling the Tercel a Corolla Tercel for a few years, but it's a bit of automotive history that can be illuminated via a junkyard visit. Because you'll find examples of just about every vehicle Subaru built during the last 25 years in every Denver junkyard, it didn't take me long to find this Acadia Green Impreza Outback here. All North American Subarus went to all wheel drive for 1997, so the Impreza and Legacy Outbacks became more outdoorsy looking at that point, to distinguish themselves from the non-Outbacks. You'll see similarly busy fabric in Volkswagens Jetta Trek Editions and Plymouth Expressos from around the same period. This one appears to have been lifted from the Japanese market WRX. If you wanted the 150 horsepower 2.5 engine in an Impreza in 1998, you had to buy the RS Coupe. Here we go! Check your inbox to get started. Please consider whitelisting

Autoblog. But ads are also how we keep the garage doors open and the lights on here at Autoblog and keep our stories free for you and for everyone. And free is good, right. If you'd be so kind as to whitelist our site, we promise to keep bringing you great content. Thanks for that. And thanks for reading Autoblog. A drop down menu will appear. The exact text will differ depending on the actual application you have running. It only takes a few seconds. Please follow the instructions below to enable JavaScript in your browser. Based on the radius, a new location list is generated for you to choose from. This vehicle has a good engine and transmission it also has a sunroof with a stock Compass display. If you're interested in any parts please call Jimmy at 4168186542. Does not overheat. And would make a great donor for another Subaru. Lots of parts. CALL 7054469572 All sold items will be listed at bottom of ad. The transfer case blew, but the transmission was working fine at the time of the failure.

Assume that it's contaminated, and selling for parts only. Lightly used. Low km pressure plate and disc. Best offer takes it. To add a new vehicle, select the year, make, and model at left. Our payment security system encrypts your information during transmission. We don't share your credit card details with thirdparty sellers, and we don't sell your information to others. To hide it, choose Ship in Amazon packaging at checkout. To hide it, choose Ship in Amazon packaging at checkout. Please try again. Please try again. Please try again later. In order to navigate out of this carousel please use your heading shortcut key to navigate to the next or previous heading. In order to navigate out of this carousel please use your heading shortcut key to navigate to the next or previous heading. Register a free business account Please try your search again later. Click here to make a request to customer service. Ensure the item is in its original packaging and in good condition free of damage. Return processing may take up to 5 business days from the time your product is received by DB Electrical. Items not qualifying for a refund include ones with evidence of damage or use, as well as items in which a refund request is made after 30 days since the purchase was made. Return processing may take up to 5 business days from the time your product is received by DB Electrical. If you need to exchange your merchandise, you may also do that within 30 days. Except for items damaged in transit, exchanged merchandise should be in new and undamaged condition. Note All shipping fees on orders outside of the 48 continental United States are the responsibility of the customer. Replaces Mitsubishi M0T81681, M0T83981; Subaru 23300Aa380, 23300Aa381 Located in Kingsport, Tennessee, the people of DB Electrical make it their goal is to get your vehicle back on the road, field, trail or water. Uncompromising choices in premium materials and fine craftsmanship add up to high performance and efficiency.

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