

98 honda civic manual transmission



File Name: 98 honda civic manual transmission.pdf

Size: 1334 KB

Type: PDF, ePub, eBook

Category: Book

Uploaded: 30 May 2019, 18:29 PM

Rating: 4.6/5 from 781 votes.

Status: AVAILABLE

Last checked: 5 Minutes ago!

In order to read or download 98 honda civic manual transmission ebook, you need to create a FREE account.

[**Download Now!**](#)

eBook includes PDF, ePub and Kindle version

[Register a free 1 month Trial Account.](#)

[Download as many books as you like \(Personal use\)](#)

[Cancel the membership at any time if not satisfied.](#)

[Join Over 80000 Happy Readers](#)

Book Descriptions:

We have made it easy for you to find a PDF Ebooks without any digging. And by having access to our ebooks online or by storing it on your computer, you have convenient answers with 98 honda civic manual transmission . To get started finding 98 honda civic manual transmission , you are right to find our website which has a comprehensive collection of manuals listed.

Our library is the biggest of these that have literally hundreds of thousands of different products represented.



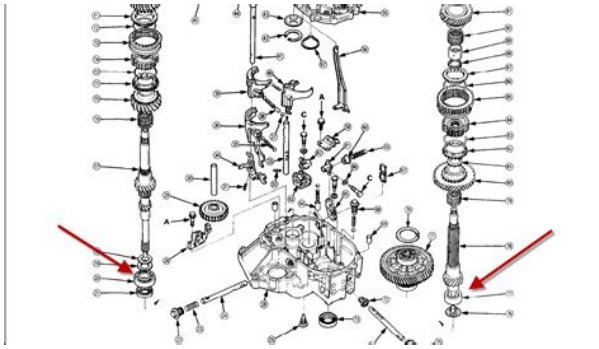
Book Descriptions:

98 honda civic manual transmission



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. Disabling it will result in some disabled or missing features. You can still see all customer reviews for the product. Very reliable car; no major work to my 2 98s; wouldnt hesitate to take on long trips. Highly recommended. Great value for the price. Reviewed in the United States on June 1, 2017 Take care of it and it will keep on running. A bit tinny. Fine for short runs. Zippy and fun to drive. Zippy meaning you are having a good time but nobody notices because it is not that fast. The fun is inversely proportional to the distance driven. I dont recommend it for long trips, the car will do fine, you will get tired of it about 100 miles in. Wonderful car for errands or to and from work. Great second or third car. Dependable if you do the maintenance. Very reliable car; no major work to my 2 98s; wouldnt hesitate to take on long trips. Highly recommended. Great value for the price. Please try again later. Please try again later. Alvaro J. Urbaez 5.0 out of 5 stars Please try again later. Please try again later. nobody 5.0 out of 5 stars My current Honda Civic has 100,000 miles, its 19 years old, and it has been magnificent. Japanese cars have earned my loyalty. Ive owned a Jeep. If I have to own American, Ill get a Chrysler but theyre now Italian. Please try again later. Please try again later. Jay 4.0 out of 5 stars It is getting older and needs a pretty good over haul now. I love this car so much Im debating whether or not to soup it up and keep it. Please try again later. Please try again later. Chris T. 5.0 out of 5 stars Of the 12, 4 of them were 6th generation Honda Civics, 1996-2000. The first was a 2000 Civic Dx coupe automatic, brand new. <http://aquafilling.com/userfiles/epson-lcd-projector-model-emp-82-manual.xml>

- **98 honda civic manual transmission, 98 honda civic manual transmission fluid, 98 honda civic manual transmission fluid type, 98 honda civic manual transmission oil, 98 honda civic manual transmission fluid capacity, 98 honda civic manual transmission fill plug, 1998 honda civic manual transmission fluid, 1998 honda civic manual transmission, 98 honda civic automatic transmission, 1998 honda civic manual transmission fluid capacity, 98 honda civic manual transmission, 1998 honda civic manual transmission, 1998 honda civic manual transmission fluid, 1998 honda civic manual transmission for sale.**



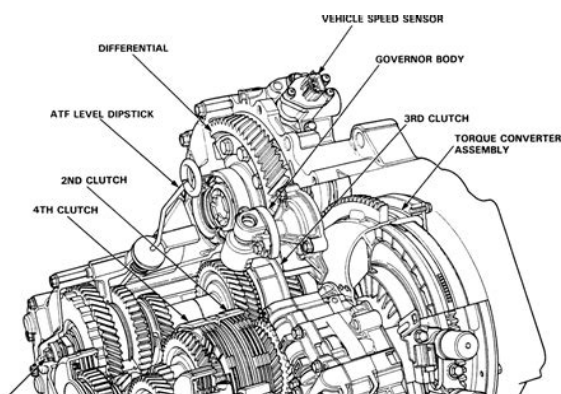
Then I had a 1999 Civic EX sedan, 2000 Civic Si and now this 1998 Civic DX Hatchback. All have been great. Average ownership is about 2 years each. Other than typical maintenance, never had any issues with these cars. Many reviews by Car and Driver, Edmunds and Kelly Blue Book, have rated this generation civic with the least amount of problems. Also, these cars, as old as they maybe, are getting better or rate the same MPG as cars today. Thats real engineering. Planning to keep my hatch forever. Currently, I have 170k on the odometer and this car still runs strong. Please try again later. Please try again later. lance 5.0 out of 5 stars Great second car! Please try again later. Please try again later. jayruz 4.0 out of 5 stars Please try again later. Please try again later. Rachelle 5.0 out of 5 stars Please try again later. Please try again later. NELS R BALWIT 3.0 out of 5 stars A bit tinny. Fine for short runs. Zippy and fun to drive. Zippy meaning you are having a good time but nobody notices because it is not that fast. The fun is inversely proportional to the distance driven. I dont recommend it for long trips, the car will do fine, you will get tired of it about 100 miles in. Wonderful car for errands or to and from work. Great second or third car. Dependable if you do the maintenance. Please try again later. Ive had my civic for over a decade and have 160,000 miles on it. Had to do very little to it and still get excellent gas milage. Please try again later. Please try again later. 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. <http://gallery4walls.com/upload/editer/epson-lcd-projector-emp-x3-manual.xml>



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. To calculate the overall star rating and percentage

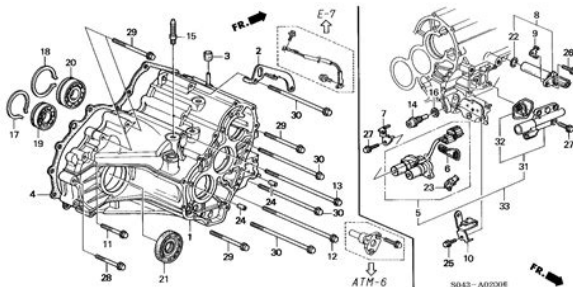
breakdown by star, we don't use a simple average. Instead, our system considers things like how recent a review is and if the reviewer bought the item on Amazon. It also analyzes reviews to verify trustworthiness. Please try again later. SNJ 5.0 out of 5 stars Very reliable car; no major work to my 2 98s; wouldnt hesitate to take on long trips. Highly recommended. Great value for the price.My current Honda Civic has 100,000 miles, its 19 years old, and it has been magnificent. Japanese cars have earned my loyalty. Ive owned a Jeep. If I have to own American, Ill get a Chrysler but theyre now Italian.It is getting older and needs a pretty good over haul now.I love this car so much Im debating whether or not to soup it up and keep it.Of the 12, 4 of them were 6th generation Honda Civics, 1996-2000. The first was a 2000 Civic Dx coupe automatic, brand new. Then I had a 1999 Civic EX sedan, 2000 Civic Si and now this 1998 Civic DX Hatchback. All have been great. Average ownership is about 2 years each. Other than typical maintenance, never had any issues with these cars. Many reviews by Car and Driver, Edmunds and Kelly Blue Book, have rated this generation civic with the least amount of problems. Also, these cars, as old as they maybe, are getting better or rate the same MPG as cars today. Thats real engineering. Planning to keep my hatch forever. Currently, I have 170k on the odometer and this car still runs strong.Great second car! No cleanup reason has been specified.

Please help improve this article if you can. December 2010 Learn how and when to remove this template message The Domani replaced the sedan version of the Concerto in Japan while the sedan version of the Concerto was directly replaced by the sixth generation Civic sedan in other markets. Neither were offered in North America. The Civic 5door hatchback also formed the basis for the 1995 Rover 400 although the 4door sedan version of the Rover was quite distinct from the Domani.In 1997, the CX added 14inch wheels as standard equipment.Power steering was standard on all sedans, and on the coupes when ordered with automatic transmission.It included all standard equipment from DX plus 14inch wheels, power windows, power locks, power mirrors, power steering, front stabilizer bar, front center armrest with storage compartment, cargo area light, cruise control, and tachometer. For 1997, the LX added air conditioning as standard equipment.It included all standard equipment from LX plus a higherhorsepower SOHC VTEC engine, power sunroof, air conditioning, remote entry system, plus bodycolored side mirrors and side molding. ABS was standard on sedan only and optional on the coupe if equipped with an automatic transmission.It was the only trim available with a CVT continuously variable transmission, though customers could also choose a 5speed manual transmission.See Honda Civic GX for detail and references.It included all standard equipment from DX plus automatic transmission, power locks, CD player, air conditioning, keyless entry, and special paint. EX trims had the slave cassette player standard. All vehicles were equipped with four speakers except for the EX which included two extra tweeters located on the front doors, radio wiring prep, and an antenna regardless of whether or not they had a radio.



With the adoption of the VTi badge in Europe and the SiR and Type R badges in Japan for the sports variants of Civics, the Si became primarily a US-specific badge, a branding trend that would continue in subsequent Civic generations. These redesigns could vary according to the country of origin for the car. For example, in some European countries there was no redesign to the climate control area or to the rear of the sedan models. The coupe and sedan models also received a slight redesign to the bottom of the rear bumper. On the pre-facelift sedans, the stop lights were on top of the reverse and turn lights; for the facelift version, the reverse and turn lights were on top of the stop lights. The sliding air system controls were replaced by rotary ones, which freed up space to accommodate an enlarged radio, which included the cassette player or Compact Disc player. Previously, the large size of the ventilation controls reduced the size of the radio, necessitating a slave cassette player or Compact Disc player at the bottom of the console. It had a compression ratio of 12.5:1. Various gear sets and final drives were used between trims and model years, resulting here are 4 different manual transmission combinations. The conventional 4-speed automatic was not available on the HX trim. A JDM variant called the Civic RTi was also produced and it featured either manual and automatic transmissions coupled to a Honda real-time all-wheel drive layout. Other JDM Ferio models included a model with the RealTime 4-wheel drive and a rear wiper in the back window of the sedan, which was not seen in other markets. Canadian Civic coupes came in DX, Si, and SiR, the equivalent of the DX, EX, and Si in the United States. Only the EX sedan, Si coupe and SiR coupe had power locks and power windows, the Si and SiR coupes were the only Canadian Civic trims with a power moonroof. All sedans and coupes had a group option package available that added air conditioning and antilock brakes.

<http://genesisrealtycorp.com/images/canon-s90-manual-download-pdf.pdf>



The hatchbacks, available only in CX and DX trims, were sold as economy cars; as in the US, they had none of the amenities of other trims in the Civic lineup, not even as options. All sedans, coupes, and the hatchback DX had two front airbags; while the CX hatchback had the driver's side airbag only. The car was similar to the Canadian DX hatchback, but came with additional standard parts including mesh 14-inch wheels identical to an optional wheel in the Japanese market beginning with the previous generation of Civic, and similar in design to the common third generation 15-inch Integra mesh wheels, body-colored side mirrors and side moldings, a midwing and a Special badge on the rear of the hatch. The high output 118 kW B16A2 VTEC engine was introduced later and available in the coupe and hatch, known as the VTiR EM1 and EK4 respectively. This engine produced 160 hp 120 kW at 7,800 rpm with a displacement of 1,595 cc. Both came with regular front disk brakes and rear drum brakes. Transmission choices were a 5-speed manual or a 4-speed automatic, available in both trims. During the 1999 facelift, an SiR version was introduced. It had a B16a2 1.6L DOHC VTEC engine and was initially available in nighthawk black, tafetta white and passion orange variants. Formula red and sunburst yellow color variants followed afterwards with silver accents on the center console. The only transmission choice was a 5-speed manual. This model was equipped with the B16B 185 PS 136 kW; 182 hp at 8,200 rpm AKA PCT, which is essentially a detuned, but powerful, version of the B18C engine from the Integra Type R. The chassis was given

the designation EK9. The EK9 was very special as it was essentially based on the JDM EK4 SiR but taken out of the production line and given additional reinforcement to the chassis and body shell. Weight was also meticulously removed to create a light weight racecar feel.

<http://apartmangyula.com/images/canon-s9000-user-manual.pdf>



Other additions over the EK4 were bigger brakes, 5 stud wheel hub, quicker steering ratio, specially tuned suspension, Recaro seats, MOMO steering wheel, titanium shift knob, front lip spoiler, rear wing, smoked headlights and a hand built engine that embodied the racing spirit of Honda. This engine featured a hand polished cylinder head, lighter flywheel, redesigned cam profiles, high compression pistons and balanced crankshaft. The gearbox was fitted with a helical type limited slip differential. The Civic ViRS had a threeway switch installed on the right side of steering wheel marked D, S1, or S2. These settings affected which cam was used, the ECUs airfuel mapping, and gearbox behaviour on automatics. S2 was the sportiest mode. The Type R was never released into the South African market. No SOHC VTEC motors were available either. South African model options were. Civic 150i D15Z4. Civic 160i D16Y9. Civic VTEC B16A6. Ballade 150i D15Z4. Ballade 160i D16Y9. Ballade 180i B18B4 and. Ballade VTEC B16A6. The VTEC model Civic and Ballade were the highest specification model one could purchase at the time. Although the VTEC models came with a lower displacement, power was greater thanks to the VTEC system. Leather seats, electric power windows and better performance all came with the VTEC models Civic or Ballade. As Honda in SA were distributed by MercedesBenz SA at the time, many models used some Mercedes trim, such as their leather trim and alarm system on the Ballade and Civic VTEC models. It was built in five door hatchback and Aerodeck Estate models in various trim levels and engine sizes. These came with five door body and fifty five litre fuel tank, ABS, driver and passenger air bags, power steering and electric door mirrors, amongst other things. The later models came with air conditioning as standard. The 1.8 VTi model was the flagship model explained in detail below with the biggest petrol engine to be given to MA MB MC Civics.

The Domanibased Civics were also available with the Rover L Series diesel engine which was a 2 litre, eight valve, direct injection turbocharged unit 20T2N, 20T2R; an essential addition in the European market. Later diesel engines came with intercoolers. The chassis codes designated to this model and generation of Civics were chassis codes MA8, MA9, MB1, MB2, MB3, MB4, MB6, MB7, and MB8 for the liftback, while the Aerodeck chassis codes are MB9, MC1, MC2, MC3, and MC9. Compared to the original Domani, the Liftback and Aerodeck featured a new interior, similar to that of the more upmarket Rover 400. The VTiS improved on the appearance of the standard Civic VTi five door with a more pronounced front lip and also a rear lip on the bumpers, and different side skirts. Other than this, it is identical to the regular VTi. The instrument dials on later VTiS models changed slightly,

now with italic numbering. The boot badges spelling out Honda Civic 1.6VTi and VTEC were all replaced with a single VTiS badge, and there was an alloy gear knob and VTiS floor mats. Mechanically and in performance terms it is identical to a regular EK4 VTi. Due to a problem with the registration process, many genuine VTiS were not on the log books as a VTiS, but a VTi, and regular VTi Civics were logged as VTiS; this problem also affected the special edition EK4 Civic Jordan, of which some were also logged as a VTiS. A 500 car special limited edition Honda Civic VTi EK4 3door model was created with their own signed Eddie Jordan plaque with the specific number stamped on it in the centre console. It had the same basic spec as the EK4 VTi, but the extras included Sunlight Yellow paint work, yellow and black leather interior, Jordan decals on the sides and rear of the car as well as stitched into the seats and floor carpets. Like the Renault Clio Williams, the Jordan team had no involvement in the development of the car.

<https://klingende-zeder.de/wp-content/plugins/formcraft/file-upload/server/content/files/1628069f870b68--bryston-bp20-manual.pdf>

UK produced with styling and interior specifications were aimed primarily at the UK market. Proto Corporation. Retrieved 20120814. By using this site, you agree to the Terms of Use and Privacy Policy. Jack stands and put it in neutral and let the clutch out the Through the hole under the car or the Please refer to CarGurus Terms of Use. Content will be removed if CarGurus becomes aware that it violates our policies. When cold, the transmission works as normal, however when warm the transmission "slips" when in "D4" and accelerating from a dead stop. To remedy this situation, I will use "2" to start when warm and manually shift to "D3" and "D4" if I'm going on the highway when warm. However, after using "2" and then shifting to "D4" on the highway, the transmission won't shift into the "overdrive" or whatever one would call the highway gear. Therefore I'm in th 35004000 rpm and using more fuel. Is there a less costly alternative to replacing the entire transmission in this situation If it is low, adding fluid might help. How many miles are on the odometer When I say slip I'm referring to the fact that when I step on the gas pedal the engine revs, but the wheels don't move for a few seconds until the gears finally grab and get the car moving. This doesn't happen in "2" so when I press the gas pedal from a full stop, I get quick response and the car moves. Again, this hesitation happens after the engine is warm. If the transmission can shift up to 3rd without slipping, you might consider just not using overdrive. Your gas mileage will suffer but probably not as bad as you think. Also sniff the dipstick to see if the fluid smells burnt and acrid. Also compare the color of the fluid to new fluid to see if they match. If the fluid smells burnt and has a darker color, you might have a fluid change. You might be able to limp along in the lower gears if you don't heat up the transmission and burn the fluid trying to drive in 4th.

Automatic transmissions have clutches just like manuals, only more of them. And they'll eventually wear out and slipping just as you describe is the symptom. When my Ford truck had that symptoms, it was in the shop for a rebuild within a couple weeks. The rebuild brought it back to like new. Don't use social media or the yellow pages. Rely on trusted sources, somebody you know who has used the shop and recommends them. I asked my auto mechanic to recommend a good tranny shop. There's usually only one or two tranny shops in a metro area that the pro mechanics trust when their own cars misbehave. If this cable is loose, then the transmission will not put as much pressure on the clutches and they can slip. The cable must be just taunt, no play. Also change the ATF tto the Honda ATF. The wrong ATF can cause slipping. FYI, there is no pan ad no accessible filter in the transmission. Just drain and refill. Do it a couple of times with some riving in between each change. The transmission holds 6 qts of ATF, but only 2.5 qts can be changed at a time. So it's a 2 speed U stop, and shift to D or u shift to park and than D and it will shift into OD eventually If so, get your codes read. A blinking D4 is like a check engine light for the transmission. The basic codes P0700P0799 can be read by any code reader. If so, get your codes read. A blinking D4 is like a check engine light for the transmission. The basic codes P0700P0799 can be read by any code reader. The

VSS vehicle speed sensor located on top of the transmission close to the engine and firewall could be the cause. You have to use only Honda ATF. The additives that claim to make universal ATF or Dexron III compatible with Honda's doesn't work. The VSS vehicle speed sensor located on top of the transmission close to the engine and firewall could be the cause. You have to use only Honda ATF. The additives that claim to make universal ATF or Dexron III compatible with Honda's doesn't work.

The issue didn't start during a trans fluid change. I'm using the same stuff as the original poster too. However it does state to meet Honda specs. I could try flushing with Honda fluid but only if you promise to send me the check for the fluid costs when it acts the same way when the trans warms up. The car sounds super cool and can make a crowd take notice when revving its engine. I just love it! My ride is amazing and I feel safe and blessed by such a great SUV. I would recommend this dealership to anyone who likes being treated as a friend and valued customer. Their selection is amazing, they gave me fair price for my trade and have great financing options. Excellent customer service as they took time to answer all of my questions and explain everything to me in an up front, honest manner, which I appreciated. The whole process took just a short while and the hardest part of the buying experience was choosing which SUV I wanted from their great selection of high quality vehicles. Thanks guys! We will be coming back to Select for any of our future needs and would recommend them to anyone looking for great vehicles at great prices and an easy buying experience. Finding one that has been maintained will grant you a great ownership with few compromises. Fastest car I've owned. Better than 93 Toyota Corolla. Quieter, accelerates faster, superb handling, uses less gas. They had several trucks that were from the southern region of the country. The truck exceeded my husband's expectations. Great finance rates that were better than our own bank. We will without a doubt be back when we are ready for our next truck. That being said I will always own at least one Honda and at this point I've talked so many into owning a Honda I should start getting some kickback! We had a certain range we wanted to stay in and they got straight to the point when we arrived. They helped my family and I find the perfect fit that accommodated our needs.

The sales people are truly professional and really care about your needs in a vehicle. Everybody there was great and if you're looking for your next vehicle definitely don't waste your time anywhere else where they won't attend to your needs and waste your own time. We were looking for over a month and everywhere else they pressured us and didn't have anything that even came close to this dealership. Found the best vehicle for the best price. Check these guys out, you won't be disappointed!!! After all of their success they stuck with the simplicity and reliability they will always be known for. The D series motors can run for well over half a million miles if you perform all necessary general maintenance. They perfected the platform with the EK and after technology was heavily implemented on all of their cars after the year 2000, they started performing and looking less like a raw driving experience. Take a blast to the past with a real driver's feel with a 1998 Honda Civic. Bought a truck with oil change package and now bring all my vehicles here for service. Great crew, love the popcorn. Great on gas has great gas mileage, repairs are simple and easy as well. The only issue that was found was a leaky oil seal. 507 Motorsports adjusted the price accordingly. He said that if I bring him a new water reservoir, then he'll fix it for free. After I bought the car, several people snow tire installers, backup camera installers, Browns Auto Care to fix the leaky oil seal messed around near that area, and perhaps it was accidentally cracked. Love it! I wish I can keep it for another 20 yrs. The best small car ever! For this I salute you. The next friend that is looking for a truck I will send them your way. Nowadays I drive 60 miles round trip to work, every day without fail my little Honda patters up the Turnpike at a solid 80mph with no complaints. There's something to be said for modest little Japanese cars.

I consistently still get 36mpg, but back when I first got my car I was getting closer to 42. I can't complain. I hope their new cars are still this high quality, so in 10 years with any luck! when I'm

finally forced to let my civic go, I can get another one. I went in on July 19 to look at a Ford Fusion and hopefully trade in my Cruze that I bought at auto nation and didnt like very much. I was frustrated with the car I had and really no idea how trading in my car would work, or if it was even possible because I just bought it 6 months ago. He sat down with me and explained every step of the way thoroughly. He was always ready to answer any question I had. He was very personable and fun throughout the whole experience. We test drove a few and I found one I REALLY liked. The tough part was I had some negative equity and quite a high interest rate, however I came back the next day and he had the car detailed and all the paper work filled out ready for me to sign at a crazy deal and an interest rate that was far less than half my previous one. Tory was really understanding with my situation and didnt pressure me into anything. I had the best, least stressful car buying experience thanks to Tory. I would highly recommend him if youre in the market for a new or used car. Although all the new Civics have the Vtec engine like the one pioneered in this car, theyre lacking so much that this car has. You cant even ride in the back seat of the newer coupes without hitting your head on the back window every time the car hits a bump. This car is quick, but also great on gas. In its prime, I averaged 44 mpg overall. Stay away from the CVT stick with the manual transmission. Glad I find these guys. I dont understand why are there complains from others while these cars were used previously, but you get what you pay for. New cars are for sale some other place. Got good advices and great customer service at Capitol Auto Sale and affordable rates for unexpected repairs that may pop up.

But nothing bad until now. Very satisfied with these guys. The VTec engine on the HX model is tuned for high fuel efficiency. At 150k miles, I still averaged 43mpg combined when I drove it carefully. They are gas saver and easy maintenance vehicles. I absolutely love it. Jennifer in service got us right in, and when we found that the repair would be a duplicate of something we recently had done, and just as expensive, we made the decision to look for a newer model. Jen introduced us to Ryan, and the rest is history. Ryan worked tirelessly as we went over the details, but the entire team was fantastic in helping us decide which car would be right for us. We left New Jersey in a 2011 Cadillac SRX and drove home in a 2017 XT5, and we absolutely love it. Thank you everyone at Buchanan for making this our best carbuying experience ever!! Tina and Bob Tate After the purchase weve had one small issue with the car that was taken care of in a timely manner. All of our oil changes were done quickly and problem free. While waiting for them to do the service I love to look at all the great cars in the lot. This was my first interaction with Honda of Tenafly and I was extremely impressed by the level of professionalism conducted by my Sales and Leasing Consultant, Anna Marie Kuhn. Not only was she able to answer all my questions and provide me with a new 2019 Honda Pilot EX to replace my 2016 version, she was very patient with regard to ensuring I was able to understand all the functionality and customization of my new Pilot to ensure my driving experience was as turnkey as possible. Not once did I ever feel pressured to make a purchase and every question I asked was addressed with a direct answer. For these reasons I knew my business was not just desired but VALUED. Ultimately I look forward to being a Honda of Tenafly customer for many years to come! Joaquin Humphreys was excellent, he was able to provide me with multiple choices.

If you are a first time buyer like me contact Joaquin he will not disappoint you. For my first car Im beyond happy with the choice I made a 2018 Toyota IA. Thank to the amazing service and staff at Hatch Toyota, Im impressed! Joaquin Humphreys 928 8929196 This car doesnt have too many thrills other than cruise control and power windows, but it always gets from point A to point B without any fuss. This car just works, and thats what makes it so great. We did not have a tradein, as we had just received the news that my current car was beyond fixable, and the reason for our inquiry. Aaron Hauer responded to our online inquiry very promptly. Though we live in Spokane, my partner works in Alaska, which can make these moments a bit tricky. Aaron was phenomenal in working around the logistics of spotty reception, time zones, and a few thousand miles. I cannot say enough about the sincere, nonpressuring, informative, and truly above and beyond, customer service of not only

Aaron, but the financial team as well. Tyler was friendly, professional, and incredibly patient with my questions; which was greatly appreciated during my first brand new car purchase. I feel exceptionally good about our purchase of a 2016 Crosstrek, and very confident in the continued support of the team at the dealership. These gentlemen truly speak volumes for the brand, and the team at Spokane Subaru. I cannot say thank you enough!!! Starts every time. Ride is rough. but to be expected. Richard extremely nice and willing to work with us during the whole process. I recommend them to anyone who is looking for a very nice used car! Other taxes may apply.

<https://skazkina.com/ru/boss-1180-user-manual>