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Book Descriptions:

02 s10 manual transmission fluid

I refilled it with the GMSynchromesh h fluid, Please refer to CarGurus Terms of Use. Content will be removed if CarGurus becomes aware that it violates our policies. After inspection, this trans. Please refer to CarGurus Terms of Use. Content will be removed if CarGurus becomes aware that it violates our policies. For a better experience, please enable JavaScript in your browser before proceeding. It may not display this or other websites correctly. You should upgrade or use an alternative browser. I just bought it and want to change the transmission fluid. Can someone tell me what type I need to use, and the capacity Thanks Ive used synthetic motor oil in mine since 2000 or so. I was told you can, but have never tried. In the end its your truck though. you could use water if you want. I use the Royal Purple and it fixed a problem with my 2nd gear syncro smooth as silk now Well until the thing would not shift. Lucky for me i drained it they gave me a nice store credit and the right pensoil syncro oil for free! A good day. Well until the thing would not shift. Lucky for me i drained it they gave me a nice store credit and the right pensoil syncro oil for free! A good day. Always check the bottle first. Thats what spilt out of the overflow when he pulled it out. Mine has been bad for about a year now, the transmission shop said it would be cheaper to find a used tranny but I still havent found one. I might try that though if it actually made a difference, my syncro grinds anytime I shift into 2nd when Im not at the right rpm. A lot of times it just drops right in but sometimes especially in the winter when its easy to spin tires it just doesnt. Anything similar to what you had Always check the bottle first. The truck has 203,000 miles. New rear end is on its way and i may find a cheap low mile 5 speed to install in it. It is cheaper than the Royal Purple and I believe the same quality for less price. Thats what spilt out of the overflow when he pulled it out. <http://gildiamasterov.ru/userfiles/file/colt-mkiv-series-80-owners-manual.xml>

- **02 s10 manual transmission fluid, 2002 s10 manual transmission fluid, 2002 s10 5 speed transmission fluid, 2002 chevy s10 manual transmission fluid, 2002 chevy s10 manual transmission fluid type, 2002 chevy s10 automatic transmission fluid, 2002 chevy s10 automatic transmission fluid capacity, 02 s10 manual transmission fluid.**

Vin 4Vin 4Vin 4Vin 5 Flex FuelHeres a random tip that I found that I wanted to share. Any thoughts. I noticed that most of the people changing them had 150K or so on their trucks. I have an 03 with a 2.2 that just hit 248K and I have never replaced it. I bought the truck with 93K on. It bolts up to the back side of the factory ac bracket and that aligns the pulley perfect with the 2.2l, I'm currently. Have spark, fuel, compression 125. Have verified cam timing by using stock cam specs 109 intake centerline atdc. Tries to start but sounds like its out of time. With upper. Join to discuss rebuilds, modifications, tech articles and more. SAE 5W30 is preferred. How good are they Our synthetic motor oils blow the doors off the highest industry standards. Whether it's extreme temperatures, long commutes, towing, hauling, the added stress of a turbocharger or you're simply extending the time between oil changes, our motor oils will keep your 2000 CHEVROLET TRUCKS S10 PICKUP protected. Also, check out our customer reviews on amsoil.com to make the best choice for your CHEVROLET TRUCKS S10 PICKUP. Hear from more than 6,000 customers who have experienced AMSOIL lubricants. AMSOIL transmission fluids offer the best protection for your S10 PICKUP, even in the most severe driving conditions. Protect your vehicle's transmission from wear, sludge and temperaturerelated problems and drive with confidence. Becoming a Preferred Customer earns you savings, points on purchases and more. Simply shop amsoil.com and add a P.C. membership to your cart before checking out. You will receive an immediate savings on products for your 2000 CHEVROLET TRUCKS S10 PICKUP. Find a nearby Independent AMSOIL Dealer or retailer using the

AMSOIL Locator. Always compare fluids and lubricants that were installed in the vehicle with those replacing them during service. Never install more fluid or lubricant than what is considered adequate according to gradients on dipstick or level of filler

hole. <http://www.gemko.pl/userfiles/colt-mkiv-series-80-government-model-manual.xml>

Fill and drain locations are for reference only. Failure to perform adequate inspections or obtain proper resolution will limit or negate any liability toward AMSOIL INC. Models introduced midyear may not have the same specifications as those produced earlier. For a better experience, please enable JavaScript in your browser before proceeding. It may not display this or other websites correctly. You should upgrade or use an alternative browser. I guess that 80w90 would work there wouldnt it Synthetic Synchromesh Transmission Fluid 5W30 MTFQT. Synthetic MultiVehicle Automatic Transmission Fluid ATFQT. Low Viscosity Synthetic ATF ATLQT. TorqueDrive Synthetic Transmission Fluid ATD1G. Differential, Rear.GL5. SEVERE GEAR 75W90 Synthetic EP Lubricant SVGQTSEVERE GEAR 75W110 Synthetic EP Lubricant SVTQT. SAE 80W90 Synthetic Gear Lube AGLQT. Differential, Front.GL5. SEVERE GEAR 75W90 Synthetic EP Lubricant SVGQTSEVERE GEAR 75W110 Synthetic EP Lubricant SVTQT. SAE 80W90 Synthetic Gear Lube AGLQT. TorqueDrive Synthetic Transmission Fluid ATD1G. Synthetic MultiVehicle Automatic Transmission Fluid ATFQT. No AMSOIL Product Recommendation. Fluids. Power Steering Fluid.PS. Power Steering Fluid PSFCN. Brake Fluid.HB. AMSOIL Brake Fluid DOT3 BF3SN. Clutch Fluid.HB. AMSOIL Brake Fluid DOT3 BF3SN. Dexron VI per a Technical Service Bulletin from theDo not use synthetic lubricant in axles using RTV sealant. Synthetic lubricant will chemically attack RTV sealant. American Axle has only approved the use of Synthetic. Lubricant 75W90 GM part no. 12378261, as followsIs this something that is available at a parts store or has to be ordered. Just curious would mobil 1 5w30 synthetic work Both are full synthetic and excellent. Is this something that is available at a parts store or has to be ordered. Just curious would mobil 1 5w30 synthetic work. I dont know what oil is equal to the Amsoil stuff. Maybe Pablo or someone does. You will probably be able to find something like it at a store.

But Maybe not in a synthetic variety. Dont know for sure though. Please set a password for your account. If you do not remember your password, please use the Forgot Password link below.Manufacturer names and logos in the RockAuto catalog are trademarks of their respective companies and are used only to identify their products. All rights reserved. Spread the word. Be the first! One day heard this slight noise while sitting at a traffic light. As I accelerated I noticed the power changed. I was only going a couple of blocks to my destination and had no need to go no more then 25 30 miles per hour. Parked car and came back. Truck would not go into reverse and the idle seemed very high. The truck would go into drive but I had to shift the gears to get to 3rd this is a automatic. I check trans fluid which I felt was low and I couldnt put in any myself thus 2k for transmission. My mechanic said trans was weak blah blah blah Im ready to sell the truck although the truck has been good to me the past few years. The dealership said the transmission was out. 60,000 miles later and I am back in for my second transmission replacement. This sucks! I was out of town on business when all of a sudden my tranny made a horrible noise and I lost 1st 3rd and reverse. I limped to the nearest dealer to get it looked at. I only had 53000 miles on the thing. The dealer found a manufacturing defect in the sun gear that caused it to fail, stripping the shell. I talked them into just rebuilding the transmission, saving me a couple hundred bucks. I placed a call to Chevrolet about what the dealer had found but they insisted there was nothing they could do to help me with cost because it was out of warranty. When I presented evidence of a manufacturing defect they simply stopped taking my calls. I have family that works for GM but I dont believe I will ever buy one of their vehicles again. The sun shell and sun gear stripped teeth. These cars are pieces of crap!!! Dont Buy American!!!

<http://www.drupalitalia.org/node/66379>

Now I am at 110,000 miles and lost the trans again. It seems every 50,000 miles or so I need a replacement. Any ideas The vehicle was supposed to be the the best S10 trim, more like a beast. Contact us with any comments or concerns. Looking for something lighter. Read our funny complaints to see people who found humor in a bad situation. Find out more about our advertising opportunities. California consumers may exercise their CCPA rights here. It does not have a dipstick and I dnt know where to look on the transmission. You remove the plug and stick your finger in and see if you can touch the fluid. Got some diagrams level groundfill with CORRECT FLUIDauto parts store will know what type. Fill until it will hold no more, and starts coming out fill hole. Pic 1 There were several choices, I grabbed one, without further specifics on your rig!Location of fill hole is on the sidedrain is probably on the bottom pic 2 Fluid level inside the tranny pic 3 THIS IS MY 1977 JEEP CJ 5 TRANNYSEE THE FILL HOLE ON THE SIDE.Or Drain The Trans Oil. Transmission Problem. I have notice if you are easy on the gas you make get lucky to shift into 3rd, but the transmission downshifts to 2nd and only 30mph. I've tried shifting into 3rd manually, if the rpm is high it will not shift into 3rd but if they're low it will shift and if you press the accelerator just a little harder it will shift back to second and speed will drop to 30mph. I've changed transmission fluid and filter. The fluid was dark. I put DEX VI transmission fluid back in. Problem still exist. If the description doesn't make any sense please let me know. I just have so much to explain and not sure how. I bought this truck from a person who bought this truck brand new in 2002. He was always kept the truck maintenance but he said he has never changed the transmission fluid. The truck has 276,000 miles but they are mostly highway miles from driving from NC to DC and back. I can assure you guys this truck hasn't been "dogged".

<http://ersanteknoloji.com/images/canon-ivis-hf100-manual.pdf>

If you guys have any ideas please let me know. I read one forum and someone said to changed the ignition switch wire harness. I'm not sure if that has anything to do with it, but I only seen one person say that and I'm not sure if it works. Even with good care, which with over 12 years, 250,000 miles and no fluid change this transmission did not get, 276,000 miles is a decent life for a transmission. It's time for a change. I would not put much money into a fix. Get an estimate. If you do mostly highway driving, I wouldn't spend much to fix it before I replced it. I have a Honda Accord with the odometer broken at 464,000 miles there is way more miles on that car than that. I've successfully done it before. BTW thanks for the advice though! The PCM stores codes for the transmission as well. Try that first and if you get a code or two, post the actual code here, not what the counterman tells you what it means. You could have something as simple as a stuck solenoid. But 276k miles is a lot of an automatic transmission. It may need a rebuild. At the least I think a trip to a trans shop for a diagnosis is in order but I suspect your clutches are worn and need an overhaul. Most likely the 34 clutch is slipping badly. The 24 band seems to be holding as you have a useable 2nd gear. Since this truck has mostly highway miles, the 34 clutch would have been engaged most of the time. Shifting between 3rd and 4th would have been applying and releasing the 24 band. With the full engine torque on the 34 clutch it eventually will wear out. The black fluid indicates that something was slipping and burning the fluid. Do get the PCM scanned for codes. If possible, pull the freeze frame data from the PCM during the transition from 2nd to 3rd. That will show if 3rd gear is being commanded and any errors in the actual ratio. Another route is to get a rebuilt unit from a respected transmission rebuilding firm.

<http://esdara.com/images/canon-irc5180i-manual.pdf>

Finally you might hunt up a lower mileage recycled transmission from the truck salvage yard. It's time for it to die; the only surprise is that it's made it this far. The dark fluid is a sign of overheated fluid and friction material from the clutches. Aged rubber loses its elasticity and pressure problems can develop. That in turn can lead to slippage and friction material loss which then leads to darkened transmission fluid. The best cure to prevent transmission failures is regular 30k miles fluid

changes and if possible; the installation of an external fluid cooler if the vehicle does not have one. He sees trans problems 56 days a week all day long and has told me that the vast majority of transmission failures that he sees are caused by one thing; lack of fluid changes. I am going to get the PCM checked for trouble codes and let you guys know. However, I found what I seem to think an awesome one on a transmission and I bought it. This transmission has 85,000 and a 6month warranty. I heard from other people that rebuild transmissions doesn't seem to last long. I'm not sure if there is a specific breakin procedure that needs to be followed. I seen a forum this morning, someone said that their "rebuilt" transmission only last the length of the warranty. There are several ways of rebuilding a transmission; a soft rebuild with seals, gaskets, clutches, etc and a hard rebuild which includes all of the previously mentioned plus all hard parts including bushings, bearings, solenoid pack, update parts, etc, etc. Murphy's First Law states that if you don't change them then sure as hxxx within 2 weeks one of them will start leaking and the trans will have to come back out just because of a 510 dollar seal. I'll take a good quality rebuild over a used one any day. I would do a compression test and put a vacuum gauge on it. If an engine doesn't have any power when you put a load on it, the transmission will keep downshifting like you are pulling a steep hill.

It's just a matter of what you want and what your budget is. Can you possibly imagine how many times this trans had to go thru its shift cycle. Sorry bout that. How much more do you think you can get out of this tranny. They usually die at 120140K. You are WAY WAY WAY past due. I don't see a pretty way out of this. Auto transmissions put more vehicles in the salvage yards than any other issue. Any ideas or suggestions. I've replaced the Vehicle Speed Sensor. I'm not sure what it could be. I have no "SES Service Engine Soon" lights. I'm not sure what to try. You need either a factory service manual to study or the help of an experienced transmission specialist. Some component outside the transmission itself that directs the operation of the valves and switches inside the transmission is faulty. My knowledge of the electronics of all that is zero, but someone certainly knows, and either that's going to be you, after a lot of study, or you have to find that elusive expert. Any fuses to check If this was faulty it should affect the timing and severity of the 12 shift. If you have a VOM or some means of measuring the resistance of the TPS potentiometer, you might determine if the element is open or the wiper is making intermittant contact. Alternately, replacing the TPS might be cost effective. A freeze frame grab of the PCM data at the time the transmission should be shifting might show what the PCM is having problems with. Does the throttle show high percentage. Is the PCM commanding 23 shift. What are the input and output VSS readings The problem is the catalytic converter. I removed the catalytic converter and was able to get up to 50 mph in the city. I don't have any tags on the vehicle so I couldn't put it on the interstate. If you want to get involved, click one of these buttons! If you want to get involved, click one of these buttons! Last year I had the tranny overhauled on my S10. I dropped it and put it back up myself to save a few bucks.

www.karenlovelee.com/wp-content/plugins/formcraft/file-upload/server/content/files/16266ece85720c---04-mach-1-owners-manual.pdf

Once it cools off it will do the same thing again. Fluid level is fine and looks and smells clean, but I have not checked the filter yet. Any ideas would be appreciated. If it was just the fluid overheating it would go into limp mode and keep going. If it is a 200K with no overhaul, its time has come. Also my 4 wheel drive is not working, i can shift it into low gear and it goes into low but front tires arent locked in. BTW 1995 s10 4.3 TBI 5 speed If the fluid level is fine remove the radiator cap when it is cool and see if the water is circulating, if not your water pump may be the source of your problems. Another way to see if your water pump is the problem is when you free rev the truck at high RPMs does the temperature drop. My second guess would be the thermostat is sticking closed. The ones I ran into that did not I tapped. With your attitude you should not even be working on it. Transmission work take a patient cool head, you have neither. Your not telling me anything i dont know

already. You work on German stuff I assume, over engineered and over priced. I worked on Setra Motor Coaches, what a junk. Transmission needs to come out and apart to replace sun shell. If high time probably time for overhaul. Just recently lost 4 quarts in just 30 miles. It will do this off and on. You can drive it for days and not lose any, then all of a sudden, the whole bottom of the truck is coated. It does not leak when stopped and cold. Only seems to be once it is really warmed up and driving higher speeds. It is not foaming and is not coming out the filler tube. I removed the cover under the torque converter and it appears mostly dry around the converter and front seal. The top of the trans is dry and I checked the plastic vent hole on top and appears to be clear. It is also dry around the cooling lines. The fluid covers the entire bottom of the truck even coating the engine oil pan, all down the sides of the truck and all back along the exhaust and drive shaft.

However, when you stop to look underneath, nothing is pouring out. Is it possible that it is building up so much pressure that it literally shoots out of the pan gasket and seals. If so, what would cause this. Any suggestions are appreciated before I need to take it to a tranny shop. But in those cases it was being sucked into the intake manifold. Just the same check out your modulator and see if the vacuum hose shows signs of fluid. I would think the leak is forward of the transmission because of the fluid on the oil pan. Good luck. Both my friend with a 4 cyl 2wd 5 speed and myself with a 4.3 2wd 5 speed have that same problem. Just so everyone knows these transmissions suck for racing. With the miles on the truck 156K, I am taking it in to have new seals and if bad pump or converter will have that done also. I will keep you posted on what he finds. My question is could this be just low fluid and where the heck is the dipstick for the fluid. And what could be causing the noise of metal grinding thru those gears. Any thoughts. My truck has 130,000 miles on it. I am having some issues when down shifting. I'm changing the clutch, but haven't had any problems with the clutch. When I gear down, the transmission makes a, what sounds like a grinding sound, not only can you hear it, but you can feel it in the stick. I've had two different dealership service departments drive the truck, and they feel there is definitely something wrong. Duhhh But I'm just curious, does this sound like a syncro problem or something else. And if so, what could be the cause. I would appreciate any information anyone can give me. Thanks. Mechanic does not know why. Trans fluid is fine. Any suggestions. Does not affect speedometer, and no engine codes. But that's why they have fill plugs on trannys, and change out the fluid every 30,000 at the max. All trannys produce shrapnel and all it's doing is mixing into all the bearings till they fall apart like rotten teeth.

If it's whining at all going through the gears, it's definitely low. Clunking can come from several points, but at the point you mentioned, I would guess the pilot bearing that is press fit at the crank shaft supporting the input shaft of tranny. This brass bushing or maybe a real bearing keeps the shaft centered and also is the main support for the clutch disc. The clutch disc if not perfectly centered will chatter badly at first as it tries to center itself just as it's being clamped solid between the pressure plate and flywheel. You can test this yourself with someone holding in on the clutch pedal and with inspection cover off see if you can move disc up or sideways. It should not. Only cure is remove tranny. Good Luck. Had a diagnostic, trans is supposedly shifting fine. Told it was the TPS. It is sucking gas like crazy and is hesitating when I accel. HELP!! Any ideas. The truck has 78,000 miles and I just had the clutch, flywheel, clutch bearings and slave cylinder replaced. My question has to do with the manual gear shifter. Before it used to stay centered on 3rd and 4th gear when in neutral but after the clutch repair it just slops back and forth. Any ideas on what could be causing this. Thanks for the assistance. It had 82,000 miles in good condition. I took the truck to the transmission shop, I had the transmission flushed, new fluid filter and solenoids, the problem was fixed. Apx 1,000 miles later while I was driving in town it instantly downshifted into 1st like someone was putting the brakes, but only for 510 seconds. Then it seemed fine. The next morning I was driving to work, about 5 miles, and about the time I got to work it did it again. I seem to have all my gears, but it is doing it all the time now. I can not get up to speed, up to 20 mph.

I was told that the automatic transmission behind the 4 cylinders are prone to failure is there any truth to that, if it is bad and have to have it replaced, I dont want to have to worry about it failing early again. That will give you a better idea of what is going on. From what I have read the 4 fails about the same as the 6cyl. My 4 auto has only 53K, so I dont know how long mine will last. Any ideas let me know please. My friend said it could be the linkage and I could fix it, I have no idea about this. The latest information I got on this malfunction are worn pump bushings. Earlier the fix was repaired or remanufactured valve body. The thing is to replace the worn pump bushings the transmission has to come out, the valve body can be done in place. You need to go to a good independent transmission shop, stay away from the chain shops, they just want to replace the complete unit. Sometimes it will allow you to clear all the codes and it runs beautiful. Then out of the blue is goes snafu and has all the codes you can mention on a tranny. I pulled the pan, replaced the two solenoids to the tcc, and replaced the filter, fluid. All of which looked A OK. The bottom of the pan was clean; the fluid was bright red from where I changed it last year. When I put it back together and backed it out of the shop the light came on and still had all the codes it had before. Basically I wasted half a day not to mention the parts cost. What ever happened to good ole powerglides. If you have any suggestions on what magic does the trick please let us know John This has been an issue at times. Actually the 20 pin plug you mentioned got changed out with the wiring harness that goes to one of the solenoids that I changed last week end. We pulled and inspected all the plugs to the PCM, fuses, associated wiring, all checked out. I think theres an open circuit somewhere. But it doesnt do it all the time. Thats the frustrating part.confuse.

The easiest type of technical maintenance is changing engine oil, axles oil, manual and automatic transmission oil. Changing break fluid in Chevrolet S10 2002 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 Chevrolet S10 2002. 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 Chevrolet S10 2002. 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. If youre not sure, ask your dealer. This site is intended for reference only. Please contact your local dealer for latest info. Easy! See customer service page for refund and return details You can buy with confidence! Chevrolet markets awardwinning cars, including the S10, and they are often observed on American roads. The quality and level of engineering of your Chevrolet S10 are excellent reasons for always using performance and aftermarket components with equal level of value; outstanding parts dont need to cost an arm and a leg. Swing by PartsGeek any time you require the best quality car and truck parts and be delighted with our friendly service and a good price yearround. Excellent auto parts are what you need to keep your Chevrolet rolling no matter the driving. If your Chevrolet needs to visit the shop, the optimum solution is finding a high performance OEM or replacement component to keep your vehicle in the best running order. Whenever you want to shop for Chevrolet S10 parts, its smart to find the best available auto parts on the market and here at partsgeek.

com you also see the most affordable prices online or offline all handled with the very best in service. Usually the most difficult job about doing work on a vehicle is searching for a reasonable source of quality parts. Introduced in 1982 in the wake of dramatic rises in the price of fuel, Chevrolet S10 MPG made it especially attractive to consumers. There have been three generations of this model over the past 30 years, along with variations that include an SUV version. The S10 was developed from the Chevy LUV, which was essentially an Japanese Isuzu manufactured in the U.S. under license. When Chevrolet came out with its S series in 1982, it continued to use the same engine as the Isuzuz Pup a 1.9 liter four cylinder power plant that offered great fuel economy, but left something to be desired in terms of power. The following year, Chevrolet began offering two

larger engines, including a 2.2 liter diesel model. Further improvements were introduced in 1984 and 1985, which included a heavyduty off road suspension system and a hydraulic clutch. By the end of the decade, GM was offering two larger, more powerful V6 engines including a massive, 4.3 liter V6 and antilock brakes. By 1993, consumers had the option of the Vortec W code 4.3 liter engine, which offered a balance shaft, roller lifters and a center port fuel injection system, making for greater efficiency. Chevrolet S10 specs for the second generation introduced in 1994 including a new fourcylinder option, and air bags for both driver and passenger. The Chevrolet S Series second generation came to an end in 2004. However, after an eightyear hiatus, GM brought the series back for a third generation in 2012. The latest S10 pickups offer consumers a choice between a 2.4 liter flex fuel engine or the 2.8 liter Duramax diesel engine.

If you are looking for a used Chevrolet S10 for sale, youll be glad to know that the vehicle for most model years between 1994 and 2004 have received good to excellent reviews from owners, rating from four to five stars. Generally, secondgeneration trucks have a strong reputation for sturdiness and reliability. If you are a seller, this means that your S10 has high resale value. Of course, it is still a mechanical device, and therefore, problems are known to occur. The ones you might want to avoid are those manufactured between 2001 and 2003. You may save some money on such repairs by going with Chevrolet S10 aftermarket parts. These issues appear to have been corrected in the Chevrolet S10 2015 the jurors still out on the most recent version. Whether you are a longtime owner, or are considering the purchase of a used S10, its a good idea to do some serious comparison shopping for Chevrolet S10 parts and accessories particularly when it comes to major components like the transmission and differential. By shopping out of a Chevrolet S10 parts catalog at PartsGeek.com, you can save some serious money on repairs. Part fit perfectly and looks exactly like the original. Installation was relatively easy as I found a youtube video of how to do it and the tools needed. Easy to install. I will definitely order future parts for my cars from this website again. Good Job Geek.

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