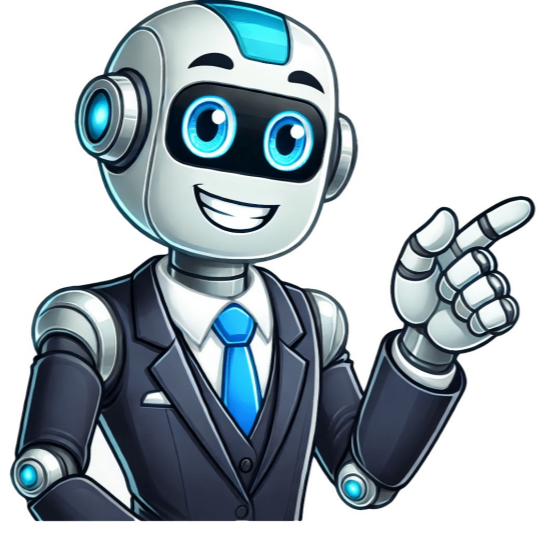


I'm not a bot



...to seek professional help. Remember, ignoring the problem can lead to further damage and more costly repairs down the road. The best course of action is often to contact a trusted mechanic who can accurately diagnose the issue and recommend the appropriate solution. To summarize, pinpointing the exact reason why your car won't go reverse is a task that requires careful observation and a basic understanding of your manual transmission's operation. It's essential to seek assistance from a qualified professional, as neglecting a problem like this can lead to extensive damage and even total vehicle failure. Remember, a little extra maintenance can save you a lot of money in the long run. So be sure to take your car to a trusted mechanic for a thorough inspection and service. Here's what you can do: - **PREVENTATIVE MAINTENANCE:** Regularly check the transmission fluid level and condition. Change the oil and filter as recommended. - **DRIVING TECHNIQUES:** Avoid "slamming" gears or forcing the shifter. Smooth, deliberate shifting reduces wear and tear on the transmission components. - **Clutch Maintenance:** Be mindful of clutch wear. Avoid riding the clutch or slipping it excessively. Promptly address any signs of clutch slippage or difficulty shifting. - **Inspect Linkage Regularly:** A quick visual inspection of the shift linkage during oil changes can help identify potential problems before they become serious. - **UNDERSTANDING TRANSMISSION NOISES:** Familiarize yourself with the normal sounds your transmission makes. Unusual noises can be early warning signs of potential problems. Here are some common noises and what they might indicate: - **Whining Noise:** This could indicate worn bearings or low transmission fluid. - **Grinding Noise:** Often a sign of worn gears or synchros. - **Clunking Noise:** Could indicate loose linkage or worn U-joints. - **BEYOND THE REVERSE GEAR:** A **HOLISTIC APPROACH** Remember that a problem with reverse gear might be indicative of a broader issue within the transmission. Don't solely focus on reverse; consider the overall shifting performance and any other unusual symptoms. A comprehensive diagnostic assessment by a qualified technician can help identify underlying problems that may not be immediately apparent. For example, a problem with reverse gear could be a symptom of a larger issue like a worn input shaft or a damaged output shaft. So, when you take your car to a professional, be prepared to describe all the symptoms you're experiencing. This will help them diagnose the problem more accurately and provide you with the most effective solution. Remember, a well-maintained transmission is essential for ensuring the longevity and smooth operation of your manual transmission. A well-maintained transmission translates to a more enjoyable and reliable driving experience. If in doubt, consult a professional. Back to Guides We all know that the manual transmission is dying out on mainstream cars. There are few cars on the market that offer a manual as an option, and even fewer that don't come with the option of a self-shifting transmission. Most of the manual transmissions are reserved for sporty and expensive models, but they can often be found on the other end of the spectrum on the most basic models. We have compiled a list of five cars that offered manual transmissions that you no one knew about. Maybe that is why no one ordered them, or perhaps they just weren't very good. The manual transmission is extremely important for Porsche models like the 911 and 718, but not as much for an SUV like the Cayenne. Few buyers of family SUVs like the Cayenne care about having a manual, but that didn't stop Porsche from offering it. The manual option was only available on the base Cayenne with the 3.6-liter V6 that produced 300 horsepower and 295 pound-feet of torque. The manual model could hit 60 mph in 7.5 seconds, 0.5 seconds faster than the eight-speed Tiptronic. Unfortunately, the Turbo never had a manual option, but the original Cayenne GTS did have the option of a six-speed manual with its 405-hp V8. The Lexus IS was always a BMW 3-Series competitor that never received the same attention as German rivals like the Audi A4 and Mercedes C-Class. Perhaps that's because the IS lost its manual transmission after the first generation IS300. Or did it? Lexus actually continued to offer the IS with a six-speed manual, but only on the base RWD IS250. The IS250 was powered by a 2.5-liter V6 engine that only produced 205 hp, which was less than the competition. If Lexus had offered the transmission on the more powerful IS350 or IS-F models, then maybe more enthusiasts would have taken it. Instead, only one in 34,719 IS250 models opted for the manual transmission. However, the more powerful C350 and C63 AMG models were sadly automatic only. We had the chance to drive one of these manual C300s once, and were expecting it to be fantastic. Unfortunately it just felt rather slow and uninspired. It wasn't nearly as good as the automatic AMG model. Too bad we never got to see how awesome the C63 could be with a manual transmission. We always lament the fact that Nissan took the once rugged Pathfinder, and turned it into a CVT-driven minivan alternative. While the Pathfinder may never be what it once was, Nissan made up for it with the Xterra. Everyone loves the Toyota 4Runner as an off-roading SUV, but the Xterra was also pretty impressive. The last Xterra model came with a 4.0-liter V6 with 261 hp. Most Xterras came with a five-speed automatic, but some came with a six-speed manual. We think that the manual Xterra is one of the best cars for off-road enthusiasts, and could even be a Jeep Wrangler competitor. Too bad Nissan discontinued it in 2015 for emissions reasons. The final car on this list is the Ferrari California. But everyone knows that in every road review of the California, it mentions a seven-speed dual-clutch transmission right? Well, Ferrari did offer the car with a gated six-speed manual transmission if you asked nicely. It is rumored that only a handful of Californians were ordered with the manual, making them extremely rare. One example already sold for well over its original sticker price. The California was actually the last manual Ferrari ever built, which should help it to become a collectible in the future. You can also check out top minivans. When your car won't go in reverse, it's natural to feel worried or agitated. This is usually an indication of transmission issues. Oftentimes, not being able to reverse is an early sign of further transmission woes to come. However, this does not always imply that the entire system must be replaced. You may only need to replace the transmission fluid and filter in some circumstances. The problem, on the other hand, can be resolved by changing the automatic transmission fluid. If you're not confident in your mechanical abilities, you can purchase a transmission fluid change kit. This guide will go into detail about the symptoms, diagnosis, troubleshooting steps, and repair processes for each of the causes. We'll even list out what repair or replacement costs you might need to expect. That, and a lot more on transmission-related issues and fixing a car that won't reverse, in this guide. Automatic vs Manual Transmission Both automatic and manual/standard transmissions distribute engine power and torque to the drive wheels. The reverse gears interlock with each other and then with the transmission's output shaft (for more insight, check out our guide on how to replace the transmission output shaft seal) to rotate the driving wheels when you shift into reverse. When the driver of an automatic transmission car shifts into reverse, a powerful pressurized hydraulic fluid system "automatically" engages an internal clutch pack and band, which locks or unlocks reverse gear sets to each other and the output shaft. A manual transmission car's reverse gear sets are locked and released by physically shifting the gears using the shifter. Driving In Reverse Before we get into why your car won't go in reverse, it's vital to understand first what enables your car to travel backward. This is due to your car's transmission. Your car's transmission allows you to select whether you want to travel forward or backward. It reacts to what you instruct it to do and comes into action to move your automobile forward or back depending on your requirements. When your car won't go in reverse, it's almost often due to a transmission problem. It may be a small problem that you may resolve without spending a fortune. In other situations, though, you may have to pay a significant sum of money to get your automobile to reverse again. In any case, you must figure out what's wrong with your transmission so you don't end up stuck driving around in a car that won't reverse. Before you take your car to a repair shop, you should investigate the various causes. There are a variety of reasons why the transmission does not go into reverse. Let's get started: Car Won't Reverse Transmission Issues 1. **Transmission Fluid Level:** The transmission fluid level is a critical factor in ensuring proper operation. Low fluid levels can lead to a variety of symptoms, including difficulty shifting into reverse. Check the fluid level regularly and top it up as needed. 2. **Transmission Fluid Condition:** Old, dirty, or contaminated transmission fluid can cause shifting problems. Consider a fluid change and filter replacement. 3. **Clutch Issues:** A worn or disengaged clutch can prevent the transmission from engaging reverse. 4. **Shifter Linkage:** A loose or damaged shifter linkage can cause the shifter to not engage reverse. 5. **Internal Transmission Problems:** Worn gears, synchros, or other internal components can cause shifting issues. 6. **Electrical Issues:** Faulty sensors or wiring can cause the transmission to not engage reverse. 7. **Brake Interference:** A stuck brake pedal can prevent the transmission from engaging reverse. 8. **Low Oil Pressure:** Low oil pressure can cause the transmission to not engage reverse. 9. **Worn Components:** Worn gears, bearings, or other components can cause shifting problems. 10. **Improper Shifting Technique:** Shifting into reverse too quickly or without the clutch fully depressed can cause shifting issues. 11. **Transmission Mounts:** Loose or damaged transmission mounts can cause shifting problems. 12. **Input Shaft Issues:** A worn or damaged input shaft can cause shifting problems. 13. **Output Shaft Issues:** A worn or damaged output shaft can cause shifting problems. 14. **Clutch Pedal Adjustment:** An incorrectly adjusted clutch pedal can cause shifting problems. 15. **Transmission Control Module (TCM):** A faulty TCM can cause shifting problems. 16. **Engine Issues:** A poorly running engine can cause shifting problems. 17. **Brake Pedal Adjustment:** An incorrectly adjusted brake pedal can cause shifting problems. 18. **Transmission Fluid Filter:** A clogged transmission fluid filter can cause shifting problems. 19. **Clutch Cable Adjustment:** An incorrectly adjusted clutch cable can cause shifting problems. 20. **Transmission Housing Issues:** A cracked or damaged transmission housing can cause shifting problems. 21. **Clutch Slave Cylinder:** A faulty clutch slave cylinder can cause shifting problems. 22. **Clutch Master Cylinder:** A faulty clutch master cylinder can cause shifting problems. 23. **Clutch Pedal Spring:** A weak clutch pedal spring can cause shifting problems. 24. **Clutch Pedal Bushings:** Worn clutch pedal bushings can cause shifting problems. 25. **Clutch Pedal Linkage:** A loose or damaged clutch pedal linkage can cause shifting problems. 26. **Clutch Pedal Position:** An incorrectly positioned clutch pedal can cause shifting problems. 27. **Clutch Pedal Travel:** An incorrectly adjusted clutch pedal travel can cause shifting problems. 28. **Clutch Pedal Free Play:** An incorrectly adjusted clutch pedal free play can cause shifting problems. 29. **Clutch Pedal Adjustment:** An incorrectly adjusted clutch pedal adjustment can cause shifting problems. 30. **Clutch Pedal Position:** An incorrectly positioned clutch pedal position can cause shifting problems. 31. **Clutch Pedal Travel:** An incorrectly adjusted clutch pedal travel can cause shifting problems. 32. **Clutch Pedal Free Play:** An incorrectly adjusted clutch pedal free play 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you can have in any color you like, as long as it is silver and black. This is the ridiculous 340R. For some, it's the perfect pickup setup. It's available for base and high-output models. Retro-futuristic styling is abound in this all-new V6 supercar. Americans still want V8s, you guys. If you have a ton of money to spend, but reckon a new Porsche 911 Turbo isn't special enough, then a used Ferrari Roma could be ideal for you. You no longer have to trade looking cool for stellar fuel economy. It's longer than we expected. Hyundai N is bringing the fun of the Ioniq 5 N to the updated Ioniq 6 - plus some new tricks. Well over one million vehicles are now affected by Ford's series of backup camera recalls. Once the most popular way to move a family in comfort, only a few minivans remain, but which is the best option? We compare two standouts. Back in the day, they ruled the world. But today, even a new Prius will show them heels. Forget tapping out. Toyota is going all-in to expand and enhance its TAPG facility in the Sonoran desert. The BMW M2 CS has shattered not only Audi's quickest time around the Ring, but even the best the M3 CS could manage. If your pockets are deep enough, Mulliner could build you a Bentleyga pickup. What was a dominating sales lead for Chrysler has nearly evaporated. There are three key strategies to right the rudderless ship. But only 25 people will get to own one. Jeep is getting ready to launch an all-new Cherokee, and it's looking to its past to make sure this new one is a hit. Page 25 The Italian carmaker developed a new steering wheel with regular buttons for the Ferrari Amalfi coupe, and it can be retrofitted to older models. Nissan's troubles expand as it asks to defer payments to suppliers in Europe to free up short-term cash. We sit down with one of their drivers to better understand one of the most interesting jobs in America. And they are going to enjoy the hell out of that Freedom Drive. The track is enormous and has a fascinating history. The Subaru Sambar is a quirky and lovable micro minivan that you can now import to the US under the 25-year rule. What do you need to know about it? EU emissions rules have been relaxed, but they're still tough enough to cost Stellantis billions. BMW's latest sales figures are in and there's a clear bias towards models with a specific design trait doing better than others. Before the Dodge Charger Daytona arrived, Dodge had tried its hand at EV mobility as far back as the 2000s. The three- and four-cylinder VC-Turbo engines may have faulty engine bearings, so Nissan is recalling 440,000 of them. Ford couldn't have picked a worse time to stage a comeback in Japan. We won't blame you if you haven't the foggiest idea what this thing is called. How reliable is everybody's favorite tiny sports car? And which years should you avoid? Dropping a V8 in such a tiny car is a recipe for madness. Two leaked photos from Dodge show the brand is looking at bringing back one of its greatest hits in a new form. Which model will offer the biggest payoff? Sir Lewis Hamilton may be disappointed. Here's why lubricant is important. Here are ten hidden gems that are now old enough to be eligible for import. Land Rover has given the 626-horsepower Range Rover Sport SV an all-black makeover. Page 26 But it starts with the entry-level Ypsilon HF Racing. The end of an era hasn't quite ended yet. A breed is dying, and this sports car marks the last new 'twin-turbo V6 sports car with a manual you can currently get. At this point, there's not much left to hide inside or outside the electric SUV. The new \$30,000 pickup truck is dead. The man who designed the Jaguar F-Type, among other beauties, has reimaged the classic Mini, with the new restomod sporting nearly double the power. Ford used to be big on V8 engines, but the offerings are dwindling. Luckily, the Mustang stands firm! Porsche just revealed it's most affordable weather-proof option in the updated 911 Range. The Genesis Neolon Concept previewed a production SUV likely to be called the GV90. And one of the concept's sweetest interior details will reach the Americans spoke, and Tim Kuniskis listened - SRT is back, baby! Chevrolet didn't limit the production of the 2025 Corvette ZR1, but timeline complications may push it to collectible status. The Ferrari Roma is dead, and in its place is an extensive facelift with a new name but the same great twin-turbo V8. Meet the Ferrari Amalfi. Calling these cars "expensive" is an understatement - you need at least \$500k to get into the club. Ford, Volvo, Nissan, Volkswagen, and Kia are all dealing with the same problem right now, and nobody's saying why. These are some of the most beautiful, rare, and expensive vehicles due to make an appearance at the Pebble Beach auction. The computer chip maker is backing out of a huge market. Subaru is prioritizing manufacturing its hot-selling Forester, which means WRX supply is drying up a bit. If you fancy having access to a potent new sedan but don't want to spend performance car money, this is the cheapest 200-hp example on sale in the US. Koenigsegg might have just revealed an all-new hypercar, but if you want to buy any Koenigsegg model, you can't. They're all sold out, meaning you're it will first appear on a new concept. If your car won't reverse, it can be frustrating and dangerous. Use our guide below to troubleshoot common issues that prevent your car from engaging in reverse gear, so you can get back on the road safely and confidently. Common reasons a car won't go into reverse Sometimes, the reason your car won't go into reverse is straightforward. Here are some common causes to be aware of: Low or contaminated transmission fluid Transmission fluid is crucial for smooth gear shifting. Low or contaminated fluid can prevent your car from going into reverse. We recommend asking a mechanic to check that the quality and level of transmission fluid is correct. Dirty or low fluid can lead to significant issues in both manual and automatic transmissions. Issues with the reverse gear Problems with the reverse gear itself, such as damaged teeth, can stop your car from reversing. This mechanical failure often requires professional repair. Listen for grinding noises when you try to shift into reverse, as this can indicate gear damage. Faulty shifter linkage or shift cables In manual transmission vehicles, the shifter linkage or cables can become worn or misaligned, making it difficult to engage reverse gear. We recommend having a mechanic inspect these components for any signs of wear or damage. In some cases, simple adjustments can resolve the issue. Sensor or valve body issues (automatic transmissions) Automatic transmissions rely on sensors and the valve body to shift gears properly. If these components malfunction, your car might not go into reverse. Issues with the transmission's computer system or hydraulic fluid can also cause problems. Diagnosing and repairing these issues often requires specialised equipment and knowledge. How to troubleshoot a car that won't go into reverse Troubleshooting a car that won't reverse involves a few practical steps - some of which should only be carried out by a professional mechanic: Checking fluid levels: A mechanic will use the transmission dipstick to check the fluid and top it up or replace it if necessary (most newer vehicles are unlikely to offer drivers access to transmission levels, though it may be possible to check it yourself if you have an older vehicle). Examining the shifter: They'll look for any visible damage or misalignment in the shifter linkage or cables. Listening for unusual sounds: Grinding or clunking noises can indicate mechanical issues within the transmission - this is something a mechanic will check for. Differentiate between types: For automatic transmissions, a mechanic will inspect for sensor or valve body issues. For manual transmissions, they'll look into the shifter linkage or assembly, as well as correct clutch operation. Can I drive my car if it won't go in reverse? Driving a car that won't go into reverse can be risky. While you might still move forward, not having reverse gear can lead to dangerous situations, such as getting stuck in a parking space or unable to manoeuvre out of tight spots. It's best to avoid driving and seek assistance immediately. Ensuring your car is in full working order is crucial for safety. What to do if your car still won't reverse If your car still won't reverse after topping up transmission fluid, it's time to seek professional help. The AA offers diagnostic services for transmission issues, ensuring you get expert advice and repairs. Consulting a mechanic can prevent further damage and costly repairs down the line. Additionally, consider The AA Breakdown Cover for peace of mind, knowing help is just a call away when you need it most. Find out what to do if you've accidentally locked your keys inside your car Learn about the best way to react if you get into a breakdown situation Learn how to read motorway marker posts on the motorway Find out how different factors and conditions can affect your stopping distance How to identify hard shoulders and when you can use them AA breakdown cover assists you any time of the day without age vehicle limit. Reverse isn't the sexiest gear, but when you need it, you truly need it. If you suddenly put the gear selector on the R and it just sits there with the engine revving, or you hear a disturbing Clunk noise and the car rocks into neutral, you know you're in trouble. If you're lucky, it's just bad transmission fluid or a faulty transmission position sensor, which are relatively quick fixes. If you've got buzzard luck, then vultures could soon be circling your bank statement while you deal with an expensive problem like a broken linkage or a blown reverse gear. To find out just how dire your straits have become, we're going to need to pick through the signs that your transmission is telling you. This includes taking a tour through how the reverse gear works, and what makes it different from the other gears in your transmission. While automatic and manual transmissions do the same thing, in that they transform power from the engine to create torque in the drive wheels. They go into reverse in different ways and have a few different components that could potentially go wrong. When you put a car with an automatic transmission into reverse the reverse gear solenoid allows fluidic pressure from the valve body to build up. This activates the clutch pack and bands that control the reverse gear. At that point, power from the engine is diverted to the output shaft that powers the drive shaft to rotate in reverse. When you put a manual transmission into reverse, you take over control of the clutch. This starts with you pressing the clutch pedal to the floor and putting the selector into reverse. As you slowly lift your leg off the clutch pedal you feel the reverse gear engage, and the car will want to move backward. Reverse is a separate gear from all the other forward-moving drive gears and uses a three-year arrangement. An idle gear engages when you activate the clutch and move the gear lever into reverse. The idle gear then slides into place to transfer force from the input gear to the output gear. This turns the transmission's output shaft and drive shaft in the reverse direction. Low or contaminated transmission fluid can be the simplest reason why a car won't go into reverse. On the face of it, this is what you're crossing your fingers hoping for, as you might be able to remedy the problem without the enormous expense of having a mechanic open up the transmission case. Though there are certainly more serious mechanical faults like a damaged reverse gear that could be the root cause of the problem. If you have low transmission fluid, there might not be enough lubrication or fluid pressure to activate the reverse gear. In an automatic transmission, this is a three-fold problem as it needs sufficient fluid pressure in the valve body to engage the bands and clutch packs that put the car in reverse. It also needs the lubrication of the transmission fluid get the reverse gear to engage smoothly. Transmission fluid also helps move heat energy out of the transmission to dissipate it at the radiator. When you have low transmission fluid any one or all of these problems combined can prevent the automatic transmission from going into reverse. Though usually, it's that there isn't sufficient fluid pressure in the valve body to start the gear-changing process. In a scenario like this, you'll likely notice other transmission issues. It might hesitate to engage first gear, or it might go into first, but then dumps it and randomly slips back into neutral. The transmission will likely overheat quickly, and you might get stuck in a gear. The lack of lubrication will probably also cause the transmission to make grinding noises. On the face of it, you simply need to add more transmission fluid. You check it, the fluid level is low, but it's pinkish and clean. You wipe the sweat from your brow. You top it up with a few small doses of new transmission fluid. Then, if you're a little lucky the car will go into reverse, and it shifts smoothly through all the forward gears. It would seem like the problem is solved. Though the real problem is that transmissions don't "Burn" or "Consume" transmission fluid. A lot of modern transmissions are completely sealed. So, the only reasonable way you could be low on transmission fluid is if there's a leak somewhere. If you don't find that leak and fix it, you'll end up with low transmission fluid again. Your inability to go into reverse will return, and it will likely bring a bunch of other serious transmission problems with it. The first place to check is the transmission lines running to the radiator. Then check the transmission oil pan for cracks and punctures. Also, feel along the side of the oil pan. Sometimes the rubber of the gasket fails and simply needs to be replaced. If you find a leak in any of these locations, a mechanic should be able to fix it without the enormous labor cost that comes with opening up the transmission housing. A mechanic will charge you \$175 to \$350 to replace your transmission's leaky pan gasket. The cost to have a mechanic replace your transmission oil pan runs between \$350 to \$550. You can usually have a mechanic replace your damaged transmission lines for \$125 to \$200. The lubricating properties of transmission fluid can break down over time which can also show up as a transmission that stubbornly doesn't want to go into reverse. This is even more likely to be the case if you recently towed something heavy for a long distance or your transmission has been showing signs of overheating, making it hard to change any gears. Without proper lubrication, the transmission won't be able to get the gears to synch up. If the transmission fluid is also contaminated with particulate debris or flecks of metal from grinding gears, it could prevent the reverse gear from engaging. A faulty or worn-out transmission lockout ring is something a capable DIY mechanic can handle on their own. Though it you're out of your depth, there's no shame in bringing it to a mechanic. The part cost for a new lockout ring varies by make and model, but you can usually find a replacement for under \$100. Depending on where you live, you might have to order the part, as manual transmissions are increasingly rare on North American roads. Once you have the replacement part, you can replace your worn out lockout ring via the following steps. Step One: Remove the shifter knob.Step Two: Carefully remove the shroud/hood and any trim pieces. You might need special tools to remove trim without breaking the clips that hold it in place.Step Three: Disengage the collar from the reverse lockout. The collar might have one or more clips that need to be released to get the lockout to come free.Step Four: Slide the reverse lockout through the shroud/hood. There's usually a slot or a tab that needs to be facing the rear of the car.Step Five: Slip the whole works over the shaft of the shifter.Step Six: Replace the lockout spring.Step Seven: Connect the trim and shroud/hood back in place. Then reattach the gear knob. If you're not comfortable with replacing the reverse lockout ring yourself, a mechanic can do it for you quickly. The part cost will usually be less than \$100. Then the mechanic's labor will cost you another \$75 to \$100. @amberv7.3 Damaged or stretched-out shift cables, or shift linkages can make it increasingly difficult to shift the car into its reverse gear. The cable/linkage marries a direct relationship between the gear knob/selector and the transmission. As time goes on it can be stretched out or even broken. If it's the cable getting stretched out in a manual transmission, the gear lever will start to feel a little loose and sloppy. You'll probably also have a lot of play in the lever when selecting gears and maybe grinding noises when it does finally slide into gear. If it gets to the point where it completely breaks, you might not be able to get the gear lever won't go back into neutral on its own. In an automatic transmission, you don't get as much feedback from the gear lever. Though signs of a bad linkage can show up as hesitation shifting gears, the engine revving for no reason and possibly even the engine running hot. These are problems that will show up whether you're in drive or reverse. If you're lucky, the problem is simply a bad collet on the end of the transmission linkage. You could then improvise a new collet by cutting down a rubber bushing and affixing it as an improvised collet. Though this is an improvised repair to get you by until you can get the entire linkage replaced. If the transmission linkage is stretched out or completely broken, then you'll need to have a mechanic replace it. Though this is something you can have a general mechanic do, which will spare you the higher labor cost of taking it to a transmission specialist. The part cost for a new transmission linkage will range from \$100 to \$220. The labor cost to have a mechanic replace it will add another \$95 to \$150 for a final repair bill of around \$200 to \$350. If one of the clutch components like the clutch plate or pressure plate is starting to go out it will make it hard to put the transmission into reverse or first. This can manifest early on when reversing as most people have a habit of riding the clutch while backing up. Though failing clutch problems eventually rear their ugly head in other gears. Other signs of a clutch problem include squeaking sounds or rumbling noises when you push the clutch pedal down. The pedal might also feel spongy or fade to the floor. As the clutch gets worse, you might also notice it slipping causing the engine to rev and a momentary loss of acceleration. Replacing a worn-out clutch is usually something a DIY mechanic can't handle on their own. You can get an entire clutch replacement kit that makes it seem easier, but most of the time there are other issues with the flywheel caused by the bad clutch. If you replace the clutch on your own, and the flywheel still has an issue, you'll end up right back at square one. The average parts cost for a replacement clutch kit ranges from \$300 to \$550. Having a mechanic install it for you can add another \$300 to \$500 in labor. If the flywheel also needs to be replaced you can expect that to add another \$350 to \$500. Though these are just average costs for parts and labor on domestic models. If you have a more exotic car or a rare foreign model the cost to replace a clutch with or without a flywheel replacement can soar to over \$1,200. A problem in an automatic transmission's valve body can cause a clutch pack or the band for reverse to not engage. The valve body works in concert with the TCM to act as the brain of the transmission. Valve body problems tend to show up in lower gears like first and reverse. Even the slightest clog in the workings of the valve body can affect the fluid dynamics preventing the process of shifting into reverse without ever moving the actual reverse gear. A valve body problem will show up in other gears as well. You might notice the transmission shifting up or down on its own. As well as hesitation when shifting gears, only to finally hit the gear at higher revs causing it to shift hard. Valve body problems tend to show up in lower gears like first and reverse. Most valve body problems will trigger a check engine or check transmission warning light. This will usually throw one of the following codes. Code P2707 is for Shift Solenoid F Performance/Stuck Off. Code P0715 is a general code for a loss of communication between a vehicle's engine and transmission. Code P0751 indicates a malfunction with the shift solenoid "A" shift circuit. This is usually related to a problem with shifting into or out of first gear, and valve body problems tend to show up in the lower gears first. It takes a transmission specialist to diagnose and deal with a transmission valve body problem. If it's just an issue of a clog or minor internal damage they might be able to rebuild the valve body without having to replace it. If your car has high mileage, rebuilding the valve body will be cheaper, and makes more sense. The part cost for a replacement valve body runs between \$200 to \$450 depending on the model. It can take a transmission specialist up to 4 hours to completely replace it, which can add another \$180 to \$300 to the final repair cost of \$380 to \$750. Though the final cost can be much higher for an exotic or high-performance transmission. The cost to rebuild a valve body and/or remove a clog can range from \$250 to \$550. Though chances are good the clog was caused by something else letting road debris into the transmission. This is usually a failure in the pan gasket seal or a bad O-ring, which will also need to be fixed, and added to the final bill. @taurusautocenter The reverse gear has its own separate solenoid, that can get stuck or fail, making it impossible for the valve body to activate the clutch pack and bands that engage the reverse gear. This is usually known as Solenoid F. When it fails the check engine or check transmission light comes on, throwing a code P2707 for Shift Solenoid F Performance/Stuck Off. A problem like this usually starts out as the automatic transmission hesitating to engage reverse. The engine might even rev high and then suddenly slam into reverse. Once the reverse shift solenoid finally fails reverse simply cannot be selected.. A bad reverse shift solenoid will need to be replaced by a transmission specialist. Though this typically doesn't require opening the transmission case, which means the labor cost is much more reasonable. The part cost to replace just the shift solenoid is usually less than \$100. The labor time to have a mechanic replace it adds another \$100 to \$125 to the final repair bill. Though the real concern here is what caused the reverse solenoid to fail in the first place. Since it doesn't get as much use as all the other A through E solenoids for the forward gears, it won't have any serious wear and tear. Chances are good that bad/contaminated transmission fluid, low transmission fluid, or a valve body problem caused the reverse solenoid to fail. Reverse has its own gear in both manual and automatic transmissions, which can go out rendering the transmission incapable of shifting into reverse at all. If you have a manual transmission and a bad habit of fast shifting into reverse it can damage the reverse gear itself, the input gear, or the idle gear. This might manifest as a grinding noise when reversing, or jerking that gets worse until the reverse output gear, input gear, and idle gear can't synch up anymore. In an automatic transmission, the same thing can happen. Especially if you sometimes need to "Rock" the car to get it unstuck from mud, ice, or snow. In these scenarios, a band or clutch pack can go without warning. You simply put it in reverse, there's an ugly "Clunk" sound and the car effectively slips into neutral even though the selector is on R. Anytime you have a reverse gear, clutch pack or band go, you'll need a transmission specialist to open the transmission up. This instantly incurs a massive labor cost. Usually to the tune of \$600 to \$1,000. If you have a newer car, with low miles and it's just the reverse gear, band, or clutch pack, then you can expect an added parts cost of \$350 to \$550. If you have a higher mileage vehicle, the mechanic might recommend a rebuild or an overhaul. This will add yet another \$500 to \$700 or more to the final bill. Though you're already paying the cost of having the transmission opened up. Having that rebuild done while they're already at it, can actually save you a thousand dollars or more in the long run. Shifting from drive to reverse at any speed over 5 miles per hour can severely damage your transmission in several ways. Not the least of which is damaging the reverse gear, or snapping one of the bands that activate the reverse gear. This leads to very expensive repair bills. The wisest move is to completely stop the motion of the car before shifting. If your reverse gear failed due to a snapped band or bad reverse clutch pack, then you might be able to safely drive forward without any risk of damaging the rest of the transmission. Though you'll have to come up with a lot of creative parking, and eventually you'll get yourself in a pickle. All the other reasons why you might lose reverse gear, like a bad valve body, low transmission fluid, or bad transmission fluid can also cause severe damage to other transmission components. Low transmission fluid or bad transmission fluid are the two most common reasons why a transmission won't go into reverse. The quick fix for these issues is simply to top up the transmission fluid or replace it. Though eventually, you're going to have to find and fix the leak or the problem that caused the bad transmission fluid in the first place. There are also some more serious transmission problems that can be fixed without the massive labor expenses of having to open the transmission housing. This includes things like a bad valve body, a stuck F reverse solenoid, or a worn-out linkage. If you've been a little abusive to your reverse gear, shifting into reverse while still going forward and you damage the gear itself or snapping a band, then a transmission specialist will need to open up the transmission housing. These are the most expensive repairs, which teach you important life lessons!

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- http://caribooohose.com/userfiles/file/cd11eb2a-dae1-41d0-841b-9e470ac40713.pdf