

I'm human



05 cobalt ss manual transmission

Cobalt ss manual. 2006 chevrolet cobalt ss transmission 5-speed manual. 05 cobalt ss specs. 05 cobalt transmission fluid check. Cobalt ss manual transmission.

Hi everyone, I have a few questions/asking for advice. I bought my 2010 Chevy Cobalt in May this year with an LS engine and 5-speed manual transmission. It worked fine for about 7,000 miles, but then I started having issues shifting into 5th gear, which would pop back out and grind the gears. The check engine light came on after that, and a service visit replaced the shifter housing and O2 sensor. About 500 miles later, the transmission broke again, and I brought it in for service. They also found another O2 sensor had failed and replaced it. Recently, the oil life sensor reset itself randomly, and they're unsure why. Another service visit was scheduled to replace a bearing, but it's still pending. The dealer can't reproduce the airbag light issue when it rains, and I'm worried it might happen again after 7,000 miles. The car has been generally okay except for random computer glitches like erratic gauges. I've had it in service for 12 days, which is just shy of the Massachusetts lemon law limit. I'm wondering if anyone else thinks my Cobalt has a serious problem or if these issues are common? Any advice would be appreciated, especially since the transmission broke again so soon after the last service visit. The car owner from Medfield MA is concerned about the reliability of his 2010 Chevy Cobalt SS, as it has had issues with its 5-speed manual transmission (F35). He recently took it to a local GM dealership for warranty repairs and rebuilt the entire transmission from scratch. However, he's worried that the problem might recur after another 7K miles, at which point the lemon law protection would no longer apply. The owner shares his experience with a similar issue in his wife's 2009 Cobalt, where they dropped the clutch and blew the starter and melted the flywheel due to excessive RPM. He mentions hearing from other Cobalt owners about transmission problems and Chevy's alleged knowledge of the issue but lack of recall. The GM F35 transmission, manufactured from 1994 to present, features synchronized reverse gears with triple-cone synchronizers on first and second gear shifts, and single-cone synchronizers for third, fourth, fifth, and reverse gears. The transmission weighs approximately 99 pounds (45 kg) and uses a specific type of synthetic gear oil that is validated as "fill-for-life." With a maximum engine torque rating of 260 R-lb (353 Nm), the F35 gearbox can handle high-power applications. However, it's worth noting that this transmission has a history of reliability issues, particularly with turbocharged engines. The most common issue is third gear breakage, and to mitigate this, boost ramps are often tuned in to slow down the sudden surge of power. Wheel hop can also cause stress on the transmission and axles. Different versions of the F35 transmission exist, including the MU3 and MC2 models, which differ in their gear ratios and final drive ratios. The MU3 model is commonly used in high-performance applications, while the MC2 model has a lower top-gear ratio. Other final drive ratios include 3.82, 4.21, 4.05, and 4.45 (non-turbo). It's also worth noting that the F35 transmission can be prone to failure, particularly with sudden power surges or wheel hop. To minimize this risk, it's recommended to install a limited-slip differential, such as Quaife's ATB torque-sensing differential, which can help reduce the effects of torque-steer. Overall, while the GM F35 transmission has its limitations and potential issues, it remains a popular choice among enthusiasts due to its performance capabilities.