

## Contour svt manual transmission fluid

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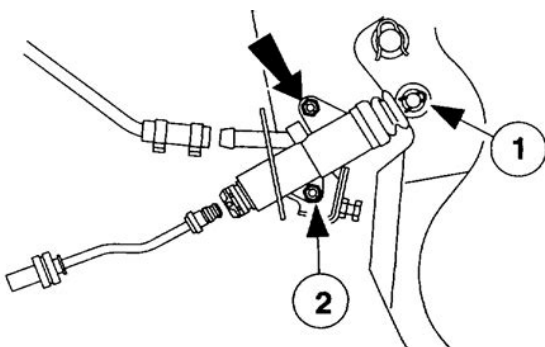
## Book Descriptions:

# Contour svt manual transmission fluid



Drain plug should be obvious to find once under the car I know lol but the fill plug could be anywhere. It seemed to make the shifts sluggish. I swapped it for Royal Purple synthetic. Luv that purple See these link for a very informative discussion regarding MTX75 fluids Its easy! Sign in here. You can register to join the community. Shotwell informed me that I should use Royal Purple SyncroMax manual transmission fluid, and Ill need about three quarts. Also, I somehow got the impression that you have to drain the fluid out, and then actually pump the new fluid up into the transmission using some sort of small pump and tubing assembly. Is this right The drain plug is underneath, and faces sideways, like the oil drain plug. It has a hexhead allenwrench, and it faces the passengers side wheel. The fill plug is on the FRONT of the case, on a vertical face, about halfway up. It faces the radiator, and also has a hexhead. From the front, its just to the right of your front engine mount. To fill it, you need a small diameter hose or tube. Run it from the top, down into the fill hole, and fill to spill. It holds just shy of 3 quarts. The SynchroMax has a small spout, so its easy to fill with a propersized tube about a halfinch in diameter. My trannys at 106k with original fluid, and its getting a little boggy. One last thing about the Royal Purple SynchroMax Is there a specific grade or type that Im looking for. Or is there only one kind. Any suggestions on where to buy it at a good priceLook around.Ill update in a week or so when I get it installed and tested.Run it from the top, down into the fill hole, and fill to spill. It holds just shy of 3 quarts. The trans will take more than 3 quarts when this happens. Also, different revisions of the MTX75 have different fill levels. Some are 2.7 quarts, and some are 2.1 quarts. Of course, fill to spill takes care of both.Should I leave it with the 2.<http://sabagdasarov.ru/upload/fellowes-powershred-220-manual.xml>

- 1.0.



7 quarts and trust that or should I fill til it spillsShould I leave it with the 2.7 quarts and trust that or

should I fill til it spills Is this OK to do Is it excessive Will it hurt the tranny In the manual it says to fill the fluid to within 05mm from the hole so I felt it was good. So I put the bolt back in and went about getting other things done. In the manual it says to fill the fluid to within 05mm from the hole so I felt it was good. So I put the bolt back in and went about getting other things done. Im currently finishing up a 4 month long project with this car that has included head gaskets and any seals I removed getting to them, PS pump, PS lines, oil filter relocation, oil separator, cleaning the intake ports, installing seat heaters, etc. I just finished up the wiring on the seat heaters earlier today and am about to get the switches mounted and the seats reinstalled. Then I will be trying to start the car up for its first time since all this either today or tomorrow. So hopefully later this week I will have some feedback on the shifts. Unfortunately I just bought this car in September and only drove it 300 miles before doing all this work so I dont really recall much of how it shifted before, though I dont recall it was real stiff or anything like that. All rights reserved. Im using Valvoline Synthetic ATF fluid

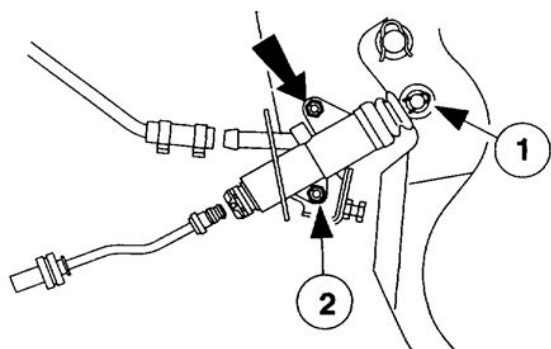
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Ford Type F ATF Transmission Fluid. Ford Contour Transmission Lubricants Reviews. Ford contour What type of transmission fluid is. Castrol. What type of transmission fluid is for a ford contour. Alex H Transmission Fluid Change on a Ford Contour. For the 1998 model year, the Ford Contour. Book Ford Contour Manual Transmission. Book Ford Contour Manual Transmission Problems How do I check manual transmission fluid level posted in Under the Hood Is there a dipstick for the MTX on my 95 Contour SE. I have looked and searched, and have. Free Ebooks Ford Contour Manual Transmission Fluid Ford Contour Manual Transmission Fluid Bargaining with reading habit is no need. Manual Transmission, MTX75 5SPD. Signature Series MultiVehicle Synthetic Automatic Transmission Fluid ATF. Reload to refresh your session. Reload to refresh your session. Something went wrong. View cart for details. All Rights Reserved. User Agreement, Privacy, Cookies and AdChoice Norton Secured powered by Verisign. 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 want to change the fluid in the manual tranny. I dont have a Haynes manual so I was wondering where the drain and refill plugs are located and how many quarts of fluid does it take. Also does Ford recommend Mercon for the fluid and would it help to put some Lucas oil additive in. Thanks for the reply!! Drain is on the face of the tranny facing the center

of the car, and I remember filling it using a hose and funnel from the top, the fill hole itself may be close to but above the drain. Sorry I dont have pictures, nor does the factory manual. You will need info if you keep the SVT. You should upgrade or use an alternative browser. It meets all the Ford specs. GL4 75W90, cant go wrong. There is a difference. VW and saab both have lubes that would likely be suitable for a 75w spec. Lots out there for a 75w90.

If youre just looking for the 75w fluid, you may want to blend in some of the lighter amsoil MT lube, which Ive used and found to be great stuff. I use Amsoil right now, and it is great on paper and in real life. Redline would also be an excellent choice. Mechtech2 hows the Amsoil fluid in the cold Terry Haines is the best known MTX75 builder around and is the authority on that transmission. He swears up and down that the XTM5QS fluid is the ideal option for that transmission. I assume this is for the contour. Have you ever done a fluid change. IIRC, the XTM5QS was not factory fill in 98. So unless you poured it in at a later time, I would suggest you give it a shot. It does wonders for that transmission. Here is the list of things Terry Haines recommends for that transmission Mobil Delvac 1, 5w40 full synthetic, a reformulated version of Mobil 1 which is intended for diesel engines. Chevron Delo 400, 5w40 full synthetic version. If your wondering why he recommends diesel oil, its because the Ford fluid has more in common with such than any gear oil. The Ford fluid is very much like a diesel oil, and VOAs have shown such. Amsoil themselves recommend their 5w40 for that application. That quote is several years old. perhaps formulations have changed. I do know the Ford stuff hasnt changed, and its still an ideal fluid for the MTX75. I have heard good and bad stories with just about everything else, Redline, RP, Amsoil, etc. In fact, the only other fluid that I heard solid positive feedback on was Specialty Formulations MTLP, but good luck finding that. Either way, what works best is what works best for you. So use what you have, and if its satisfactory. keep it. Word of advice however. depending on how old your current fluid is, anything fresh may be an upgrade. Ford lists the factory fill as lifetime on the trans, but I have noticed that after about 60k the shift quality is a bit off. I have 30k on my latest fill, and things are still great. Cheers! I read on 3si.

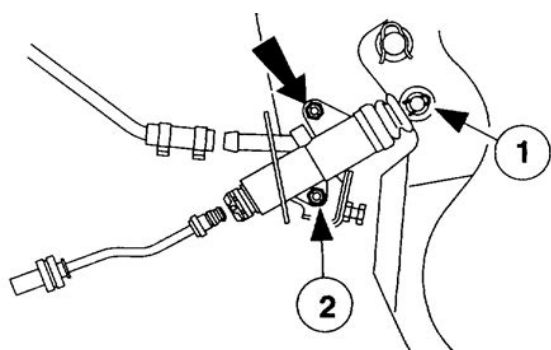


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org where people were curing finnicky 3000GT and Stealth manual trannies with Mobil 1 15W50. Wonder how that stuff fares compared to a dedicated 75W90 GL4 manual tranny fluid as to lasting shift quality and tranny protection Recommending a 7cst or 14cst fluid is just nuts. Either you use thick or thin. Even Ford couldnt make up their mind. Makes you wonder! I would have no problem using the Amsoil fluid. There is no fix or cure for a lame duck transmission. There is only luck! How many different fluid recommendations has Ford made over the years. GL4 75w90 With the movement in diesel motor oil to protect emissions equipment. I wonder if it is even a good choice anymore. Might need to look at 40 weight motorcycle or equivalent power sport oil. Mechtech2 hows the Amsoil fluid in the cold. Really good. I am using a light version their synchromesh MTF. It actually seems better in winter! This is why I may mix, or go up to 100% MTG. Advance Auto Parts has 8 different Automatic Transmission Fluid for your vehicle, ready for shipping or instore pick up. Here

at Advance Auto Parts, we work with only top reliable Automatic Transmission Fluid product and part brands so you can shop with complete confidence. We're sure you will get the right product to keep that Contour running for a long time. Hear from other customers via the 30,405 reviews on parts for your Ford Contour. If you prefer to shop in person for the right Automatic Transmission Fluid products for your Contour, visit one of our local Advance Auto Parts locations and you'll be back on the road in no time! It exceeds the requirements of the JASO1A performance standard created by Japanese Automobile Manufacturers. Developed to help prevent leaks, maximize transmission performance, reduce transmission wear, and maintain smooth shifting longer than conventional fluids. For CVT applications Valvoline recommends Valvoline Full Synthetic CVT Fluid.

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Product Features Formulated with fullysynthetic base stocks and advanced additive technology to meet the challenging demands of automatic transmissions. Highperformance seal conditioners maintain and preserve the elasticity of seals to help prevent leaks in high mileage transmissions Developed with antiwear technology to help improve transmission durability Engineered with a proprietary blend of base oils and advanced additives to provide better oil flow at low temperatures and greater film protection at higher temperatures Good quality fluid. Good quality fluid. Promotes smooth shifting. For the small price of this exact fit fluid, you can get the proper color back into the steering unit. I did a remove and refill a couple of times to get the fluid replaced. Used a turkey baster to remove old fluid. My 2006 F250 and 2010 Mercury Grand Marquis have MERCON V listed in the service manual for the steering fluid. For the small price of this exact fit fluid, you can get the proper color back into the steering unit. My 2006 F250 and 2010 Mercury Grand Marquis have MERCON V listed in the service manual for the steering fluid. Product Features Exceeds the requirements of the JASO1A performance standard created by Japanese automobile manufacturers; this standard is recognized by Japanese OEMs in certifying automatic transmission fluids for use in their vehicles Exceptional high temperature protection to effectively resist fluid oxidation Enhanced friction durability for smooth transmission performance Superb low temperature fluidity for cold weather shifting Developed to help prevent leaks, maximize transmission performance, reduce transmission wear, and maintain smooth shifting longer than conventional fluids.

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Highperformance seal conditioners maintain and preserve the elasticity of seals to help prevent leaks in high mileage transmissions. Developed with antiwear technology to help improve transmission durability. Engineered with a proprietary blend of base oils and advanced additives to provide better oil flow at low temperatures and greater film protection at higher temperatures. Good quality fluid. It also has exceptional oxidation and thermal stability, resulting in maximum service life. Product Features: Maintains friction control for smooth shift action and protection against shudder. Retains high temperature viscosity resulting in maximum oil film thickness and excellent wear. Controls sludge, corrosion, and wear of gears. It also has exceptional oxidation and thermal stability, resulting in maximum service life. Controls sludge, corrosion, and wear of gears. Enroll now and start getting rewarded its easy. Here's a fiery red '99 in a Denver wrecking yard. The Contour SVT handled exceptionally well by 1999 standards, making it ideal for transformation into the world's quickest roadracing 1966 Mustang. Yes, we love factory hotrod European sedans with manual transmissions, and we think you should buy them instead of topheavy fauxtruck mall haulers. Actually, I think you should buy Yakuzagrade 1970s JDM limousines for daily driving use, but I understand that not all of my peers share this viewpoint. I'm thinking these things will be future classics. They are also incredible to drive. I have always wanted to grab one and swap the Taurus 3.0 short block under what I presume are Yamaha designed heads. The background stories on the unusual vehicles would be fascinating. Say, China, Greece and South Africa. New Zealand, the Philippines and maybe Argentina would round it out nicely. What do you think, Murilee? They weren't especially fast, even back in the day.

And they were never popular to begin with and were based on the plebian and unloved base Contour that Ford couldn't give away. The timing with their size, made them very low priced on the used market. They were driven by people who couldn't care less. As a result, lots of them turned to garbage. If you see a Contour in Upstate New York that still has its rocker panels, there's a good chance it's mine. But the '99 front end in the junkyard car was awful, IMO. I had test driven a V6 auto Contour when they came out, and I was impressed, I really liked it. I have heard some people say the Probe was unreliable but mine had no repairs just basic maintenance. And for my money the first generation '95 SE was a much better all around car than any Contour SVT. I was there because it was a manual six in my price range. I eventually had SVT shocks installed and it made a

difference, along with a set of quality tires. The price difference was covered well in the article. Ford's response was to decontent the car every year, so things like heated mirrors went away. Luckily mine was earlier, so fixed right. The dealer was getting killed on warranty reimbursement for this job. Ford went from the concept of 3 series competitor to bargain basement in about four years. The downfall was that, by 120k miles, the car was clapped out. Interior bits, the seats, etc showed way more wear than, say, my 330i did at 300k plus. All in all, another good design, shot in the foot by marketing, and shot in the head by bean counters. A normal buyer took the Taurus because the back seat was American sized, not the euro C Class size. It's certainly held up better than my '01 A4's interior. Fixed it myself with about a dozen black zip ties. After that, the issue vanished. Probably a better fix than what Ford would have done.

<http://www.sidertest.it/wp-content/plugins/formcraft/file-upload/server/content/files/16285461dd027d---bush-television-user-manuals.pdf>

Even on the few road trips I took the Contour on, it took 3 tanks of gas run through it before it could stomp the Explorer on highway mileage my 2wd V6 Explorer got 23mpg routinely on the highway, the Contour got 24 for the first two tanks, and then the 3rd would be 41mpg. It became a 4 door, 2 passenger car at that point. Mine also apparently skipped the sound deadening process as it was LOUD at speed inside the car. The plastics inside it were made of potato chips if you even so much as moved them the wrong way, they would crumble. When I sold the car a year later, the 3rd brake light was in the glove box as the plastic surround had completely disintegrated around it. I did put a timing belt on it, and that was all I had to do to it. Utterly confidence inspiring, as the chassis communicates very well. The PO dynamat'd the entire car so it isn't particularly loud, although certainly not as isolated as most contemporary sedans loads better than my 2012 Civic at least. We bought it for the handling. Unfortunately she couldn't drive manual so we ended up with the automatic, which failed at 180KM. Before that the car nickel and dimed us to death. We finally dumped it and have never bought a new domestic car again. My wife also learned to drive manual as they rarely fail and now that's all we drive. Certainly their survival rates are lower than Jbodies and various Japanese cars the take rate and subsequent failure rate of the C4DE saw to that, but they're still around. It's rare to see a pre1997 Toyota Camry or pre1998 Honda Accord on the road here in saltfree North Texas even though millions were sold. Eventually they become more expensive to repair than replace with a less worn car. The Contour is similarly old and starting from smaller numbers.

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Sooner or later a neglected timing belt will let go on the Accord, or a balljoint will fold a wheel over and cause it to wreck, in the case of the Camry, on the 4cyl the oil pump seal leaking long enough without a topup will kill the 5S sooner or later. Besides that, both models are fantastically resilient, including to rust rear quarter panels on the Honda might go, but the subframes hold up better than anything domestic. Old Camry subframes may as well be made by Swedes impervious to rot. I'm amazed at how well they look some 25 years later. The next gen Camry was nowhere near as good from a body point of view; the reduction in the quality of materials was quite evident even when new. Still, Toyota kept the reliability of the older car in the newer model. I'd take a '96 over a '97 any day I was permanently turned off them when my 74 inches of self got stuck in the back of a rental Coutour on a business trip and got out to find the toes of my best leather shoes had been gashed to bits because Ford had cheaped out on finishing the sharp metal edges of the seat tracks in the rear passengers' toe space. Infuriating and unnecessary, and such a Ford thing to do. I really wanted to like these cars, but one thing that killed them was the ridiculously tight backseat. You can even see it from the outside, the way the rear door windows immediately curve down. After a year or two, they tried scooping out the front seatbacks, to try to create more knee room. After we split up,

my first wife bought a '97 LX with the fourcylinder and fivespeed. An electrical gremlin. A pothole I don't see any front end damage that would explain it. Perhaps someone simply pried the cover open to see what an unpopped airbag looks like. It'd be completely blown out if it had actually gone off. Since I cant afford new, by the time these were around a few years they seemed to age extremely poorly in terms of trim, interior, lamps, and rust.

I would suggest you acquaint yourself with history before invoking an insidious comparison like this. But bombing Dresden in Feb 1945, when the war's outcome was a foregone conclusion, or for that matter, even Hamburg in 1943, when my parents lived under the German occupation, really did nothing to help my parents and tens of millions of other civilians, or even the the US troops fighting in Italy and later France. The Japanese thought their captures were less than human, and committed the Rape of Nanking and other atrocities against their Asian captures. Besides the Jews, Germany decimated Poland when they passed through, and again along with the Russians as they passed back through on the way back west. Both nations were developing suicide weapons, and Hitler was sending Hitler Youth and old men into battle when there no more men to send. The Emperor got the message and surrendered after two atomic bombs were dropped; many of Hitler's officers got the message after Dresden was bombed; but Hitler did not. Are those drum brakes on the rear! I'm biased though. My first non 4cyl was a 93 Probe GT 5spd. Purchased in '97 with a loan from my parents when my 1st gen Probe 4cyl 5spd burned consumed oil at a rapid pace at 180k miles. A known problem apparently with the Mazda 12v 4pot. I bought it from a younger adult who was buying a Jeep Cherokee. It had only 34k miles. 9000 dollars. It was bright red over dark red grippy cloth. The 16 inch 5 spoke wheels with 50 series 225 section width tires and stiff suspension was next level in grip compared to anything else I'd owned the V6 sounded glorious at 7k RPM. It was fairly reliable except for the need for frequent plugs and wires which were not cheap for a grad student for the Ford OEM spec. I always used Amoco 92 as it was only 10c more in the 90s. Timing belts were cheap though, at under 300.00 at 60k iirc. It also went through a lot of tires.

I remember ordering from the Tire Rack on the phone and the salesman recommended the Dunlop D60A2. Great tire for the money. I went through so many of those I still remember the model. It fit my family of four well, took us on vacations to the beach, and provided thrills on backroads when the traffic was light. It wasn't particularly reliable though, losing a water pump at 56k, an alternator at 75k, and various sensors at inopportune times. Still, it had a light clutch action it replace a 92 SHO, whose clutch was miserable, the sound system was fairly decent, and the 200 HP Duratec engine growled nicely at high RPMs. Handling was adequate for a FWD vehicle and the ride was stiff but not unpleasantly so. It was as close to being Jererny Clarkson's "Mondeo Man" as one could be in the US at the time. I autocrossed it successfully for years, and also ran it in several time trial events at Lime Rock Park before I put it on its roof in the infield there. I got it fixed and continued to drive it for a couple of years after the track incident, before finally selling it and buying an Infiniti G35 when I needed more rear seat space for my growing daughters. The chassis was welltuned and could be coaxed into oversteer without too much effort, which made for fun racing. The first one was a Mercury Mystique with the 4 cylinder purchased new. That motor vibrated so bad they couldn't find out why. After buying a Taurus, I purchased two Ford Contours back to back both ever so slightly used with the Duratec V6 they were great motors. However the weak point was the automatic CD4E transmission it was not known for reliability and that's why cars like these with 100,000 plus miles were rare. I used them for business I was in outside sales and drove 30,000 miles a year. And if you had to be in a car most of your day, why not drive one that handled really well. One of the blandest, least inspiring vehicles on the road.

Very durable though, 300k400k km odometer readings were pretty typical until the cars went to the scrap heap. Cops used a lot of these back in the day. Because she's cool, it had a V6 and a fivespeed. No SVT badge, it only had a little "24V" badge to indicate it was faster than your Hertz rental. It was



painted Anonymous Sleeper Taupe. My brother inherited it and sold it when it was about 8 years old. Pretty durable too; he didn't take care of that car at all always pains me to watch any car get abused, but still managed to wring over 165k troublefree miles out of it. Fun to drive until I encountered uneven pavement, then it started torque steering furiously. I bought an SN95 Mustang GT convertible instead. From the people describing the quality and reliability issues I think I dodged a bullet there. I saw an 87 to 91 Camry with a Papa John's delivery sign running strong but full of rust holes. Still see a fair number of old Pontiacs. It developed a valve tick on the way to work the next day. The dealer was willing to fix it, but I wanted no parts of it. I bought the 95 Cougar V8 I went to this dealer to buy in the first place and had it for 3 years. But I wasn't taking a chance on it and it was probably for the better. I always wanted an SVT car but it never worked out. I saw a lot of the same switchgear and things eventually in my 2001 Focus. I was shocked at how poised it was on the road no dive, squat or lean; light and precise controls; tidy size. Mind you, I drove it right after driving a friend's '94ish BMW 325is on a road trip, so it's not like the bar was low. While the SVT was out of my price range, even the 4cylinder base model handled like a dream. I nearly closed on a midrange 5speed manual V6 in a dusty graybrown. I was in love with the car, my only complaint being that it lacked the extra topend oomph of the SVT, but ended up being so PO'd at the dealer's highpressure sales tactics dude, give me back my license and keys! that I walked out.

Good thing the dealer was an asshole, because as it turned out I was laid off the following day. It may have had better handling but cost and size it did not have. It faded rather quickly in the marketplace. Yes, we love factory hotrod European sedans with manual transmissions, and we think you should buy them instead of topheavy fauxtruck mall haulers actually, I think you should buy Yakuzagrade 1970s JDM limousines for daily driving use, but I understand that not all of my peers share this viewpoint." While I can't compare it to Cougars of yore, I can say that, even on sandy New England winter mountain roads with mediocre tires, she was a blast to drive and always wanted to be pushed harder and just stuck to the road. She also made a great highway cruiser with halfdecent economy. I legitimately miss that car! It's just irrational if not irresponsible not to answer. I didn't really have any expectations for the. Switching from the 6speed auto to the CVT really helped. But it wasn't at Batesville casket, it was. SVT, Mercury Mystique and Mercury Cougar owners. We have great members and professionals that can help with all your questions and needs. Running Car Ideas Racing Automobile Keep Running Cars Thoughts Running on 5 cylinders Automotive Forum discussion A friend of mine has a modified volkswagen with a vr6 motor turbocharged. The car has not been running right for awhile, right now we believe it is only running on 5 cylinders. If you pull any of the wires off the plugs except for cylinder 5 the All Spark Contour This Or That Questions Cover Ideas Contouring Blankets Thoughts Valve cover gasket leak.the wrong way OK all you ZTECYs. Replaced my valve cover gasket 3yrs ago. Lifted all the plug boots and found all spark plug wells full of erl. So heres my question. Has anyone ever used any additional seala.

Focus Wheel Ford Cap Silver Ideas Baseball Cap Money Silver Hair Ford Expedition FORD PERFORMANCE 20002011 SVT FOCUS SILVER SINGLE 1 WHEEL M1007S177 20002011 SILVER SVT FOCUS WHEEL ONE. Original equipment on the SVT Focus. Tell My Story Contour Car Ideas Contouring Automobile Cars Thoughts Svt contour aftermarket I recently purchased a 1998 Svt contour as my first car, I always wanted one since my stepdad would always tell me stories about his growing up and I. Contour Car Ideas Contouring Automobile Cars Thoughts CEG Forums CEG Forums vBulletin Forums Trailer Hitch Installation Trailer Hitch Receiver Buick Lesabre Installation Instructions Car Ideas Automobile Cars Thoughts 2004 Buick LeSabre Trailer Hitch Curt Call etrailer.com at 8002988924 for expert service. We are your Buick trailer hitch experts, and offer a lowest price guarantee. etrailer.com carrie Buick Lesabre Installation Instructions Circuit Wire Ideas Cord Thoughts 2004 Buick LeSabre Wiring Tekonsha Call etrailer.com at 8002988924 for expert service. Engine Car Ideas Automobile Motor Engine Cars Motorcycle Gross Motor Thoughts Full Oval Port 3L Swap HowTo CEG Forums Discussions on upgrading to a 3.0L Duratec engine Pinterest

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