

## 4 wheel drive manual transmission cars

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## Book Descriptions:

### 4 wheel drive manual transmission cars

We may earn commission if you buy from a link. Every year fewer and fewer cars are offered with a clutch and a shifter. Why Americans just don't want to be bothered with the chore of working a clutch with their left foot and shifting with their right. And sports car manufacturers are the worst offenders when it comes to quitting on the stick shift. Because the newest computer-controlled automatics can shift more quickly than any human can, engineers see the manual transmission as outdated. We disagree. Shifting a manual transmission is not only more engaging and fun than flicking some dainty little paddles, it also requires more skill and makes the driver a better one. Some carmakers still see the beauty of the manual transmission. Here are 20 of the greatest drivers machines that still do. But it's no stretch to say it was Mazda's brilliant fivespeed manual transmission that seriously added to the thrill ride. The stubby little shifter was so effortless, it moved with just a modest flick of the wrist. The second generation Miata of 1999 got one more gear in tenth anniversary models—a sixspeed—that remained optional the fivespeed was standard well into the third generation was equally great to use. The Miata was all new for 2016, and a few years later the Mazda not only retains the easyshifting and precise sixspeed manual transmission in the Roadster model but also the even better driving retractable fastback RF model. Either way, 2019 MX5s get an uprated engine that now makes 181 hp and revs to 7,500 rpm. And regardless of whether your Miata has a hard roof or a soft one, it's one of the best manual transmissions available on any car at any price. Of course, engineers were tempted to design a heavier and more expensive twinclutch, paddleshift transmission instead of a manual. <http://fainitelecommunication.com/public/editorfiles/commander-cd-ii-manual.xml>

- **4 wheel drive manual transmission cars, 4 wheel drive stick shift cars, 4 wheel drive manual transmission cars, 4 wheel drive manual transmission cars for sale by owner, 4 wheel drive manual transmission cars for sale, 4 wheel drive manual transmission cars 2017, 4 wheel drive cars with manual transmission.**

But we're sure glad they didn't, and Subaru recently added a new highperformance, trackfocused tS model to the range with a retuned suspension by STI Subaru's performance arm, frame stiffeners, lighterweight wheels, and highperformance Brembo brakes. Oh, and yes, there's a big wing on the back, too. All this good stuff goes a long way to make the BRZ an even more enjoyable manualtransmission machine. That's exactly what Ford did for 2018. Ford freshened the Mustang for 18 and one major improvement comes from the upgraded manual in the V8powered GT. Engineers installed a new twindisc clutch, dual mass flywheel, and more closely spaced gears. There are new synchronizers, too. And it's all aimed at making the GT a smoother, more rewarding experience. They've done an excellent job, but for those that want the ultimate Mustang GT without stepping all the way up to a Shelby, consider the Performance Package Level 2. The best news If you want one, it only comes one way—with a manual transmission. The new sevenspeed manual transmission an eightspeed automatic is optional is one of the best hooked to any V8. And that's true even for the top Z06 model. The Z06 makes a rather astonishing 650 hp from its supercharged V8 and when shifted by an expert tester can hit 60 mph in just 3.3 seconds. One might expect a car with such heavyweight performance to have a transmission that takes muscle to shift, but that's not the case. Pull one of the shift paddles that flank the steering wheel yes, shift paddles on a manual to activate the slick revmatching feature, which makes you sound like a heelandtoe hero on downshifts. It's a pleasure to use. And that's true of the whole car too. This is one of the bestdriving sports cars in the world—at any price. That's big news for Porsche fans because the GT3 is one of the most

potent and perhaps the purest models it sells. The GT3 packs a 4.0liter flat sixcylinder in its tail that makes an even 500 hp way up at 8,350 rpm.<http://djsjgs.com/uploadfile/20200908200553.xml>

The GT3 doesn't have the same sevenspeed manual as the rest of the 911 line. Instead it uses a stronger sixspeed unit borrowed from the hyperlimited 911 R model with a shorter gear lever. For many manual transmission enthusiasts, this is the car they'd most like to park in the garage. It also might be one of the last manual 911s, if the new 2020 models are any indication. The new Carrera and Carrera S launched with an eightspeed dualclutch as the only transmission. Compared to the plainvanilla 500, the Abarth delivers 60 more hp and 72 more lbft of torque. The highpowered Fiat is relatively tame when you want it to be, but flatfoot the throttle and it sounds like a squadron of light aircraft are chasing you down—Fiat doesnt bother to fit, you know, a muffler. Need another incentive to go with the manual. For inexplicable Italian reasons, the manual cars make 160 hp but the automatics only get 154. In fact, we'd guess only the Acura NSX supercar is quicker. But what's neat about the Type R is that Honda channels the output of the 306hp turbocharged fourcylinder engine through a manual transmission and on to the front wheels. That's right, every Type R is a manual. Downside The Type R isn't pretty. But try to get past the appearance because the Type R is a very smart and sophisticated performance machine. The supercharger and large displacement V8 are gone, replaced by a techheavy flatplane 526hp 5.2liter V8 that's nicknamed "Voodoo" and wants to rev hard. Nearly every body panel ahead of the windshield is all new to cover the car's wider track. Unlike Mustangs of the past—every design detail on the car is there to increase performance, not just appearances. Best of all, the only transmission Ford puts behind the new motor in the GT350 is a Tremec sixspeed manual with carbonbronze triplecone synchronizers. And thats just fine with us. The difference here is that only the Golf R is offered with a manual transmission.

This transmission will save you some dough over the DSG automatic. For 2018, there were also new touch screens and digital gauge clusters, too. Now if we can just get the Golf R in the new SportWagen body style like they have in Europe—with a manual. And second because a manual transmission adds an extra dimension of fun to 4X4s. Creeping up and over boulders with a manual transmission is challenging and requires just the right shift timing, throttle, and clutch work. An automatic lets the vehicle slowly crawl over the worst trail obstacles. All the driver has to do is steer and gently apply the throttle. The new Jeep Wrangler Rubicon is one of the most capable 4WD vehicles ever produced, and one of only a handful of 4X4s today that offer a manual. The allnew D478 gearbox sixspeed has a deeper 5.131 first gear than the previous generation Wrangler for easier creeping on slowspeed trails. It's a bummer this gearbox isn't available with the fun and frisky 2.0liter turbocharged fourcylinder engine, but it does operate smoothly and really brings out the most personality from the Wrangler's new 285hp 3.6liter V6. Long live the manual transmission Wrangler. As if the 650hp Z06 model wasn't enough, the Corvette team has upgraded the 6.2liter V8 with a larger supercharger to deliver 755 hp and 715 lbft of torque. Chevy says the ZR1 is the most powerful Vette ever and can reach 60 mph in less than three seconds and top out at 212 mph. The new aero package, Chevy says, will produce an insane 950 pounds of downforce. They might need it, too, since the Corvette team is gunning to cut a full 20 seconds off the Nurburgring lap time of the old, previousgeneration ZR1. Of all BMW's rivals in this class, few offer a rowyourown transmission, and BMW's is a good one. Get the shifts right and you can hit 60 mph in just over four seconds. In two of the drivetrain modes Efficient and Sport, this smart gearbox will revmatch downshifts for you, too, which is handy.

<http://www.drupalitalia.org/node/69937>

But select Sport Plus, and it's the driver's responsibility to do all that work. And since Caddy knows enthusiasts are buying this car, there's a sixspeed manual connected to the 464hp twinturbo V6. This is no lowtech gearbox. Do it all right and you will hit 60 mph in 4.2 seconds—and have a great time flicking the short throws of that Tremec sixspeed. You know what We'll take the regular Hellcat

instead. After all, this car still has 717 hp and 656 lbft of torque thanks to its supercharged 6.2liter V8—those are just ridiculous numbers. Dodge could have wimped out and made sure every Hellcat was paired with an automatic, too. But Dodge didn't deprive manualtrans fans. You can tap into every one of those ponies with a robust sixspeed manual and leave burnout stripes stretching several blocks long. It can hit 60 mph in under four seconds despite weighing almost 4,500 pounds. Make ours a wide body with those extralarge wheels and tires. And the latest Lotus, the Evora, can build serious grip on these roads while also providing a soft, supple ride. So, it makes sense that the company would keep the manual transmission a big part of the formula. The latest model, the limitedproduction Sport 410 GP Edition, is not only lighter by about 200 pounds but also drops the suspension slightly and retunes the springs and dampers for even better handling. The 400hp 3.5liter supercharged V6 is unchanged but the sixspeed manual, Lotus says, has a lowinertia flywheel for quicker shifts. And it is quick. The 2,910pound Lotus can hit 60 mph in just 3.9 seconds. Only 150 of these will be available for the world each year, so this will likely be one of the rarest manual machines on our list. And if you need more incentive to opt for the manual versus the automatic, the manual cars top speed is 190 mph. The automatic 174 mph. What that is, were not sure, but we can tell you that its big fun to row the STs leatherandaluminumtrimmed shifter through the gears as the little 1.

<http://granit-evolution.com/images/canon-multipass-c560-manual.pdf>

6liter EcoBoost four strains toward its 197hp peak. The Fiesta ST is one of those cheap, thrilling machines that, when its gone, will make us sad that Ford gave up on cars. And Jag made sure that there were at least a few manual transmissions in the mix. Today, the lineup ranges from the new 296hp fourcylinder up to the firebreathing 575hp supercharged V8 SVR. But only the 340hp and 380hp supercharged V6 models can be paired with manuals. Hey, these cars can hit 60 mph in 5.5 and 5.3 seconds respectively—so that's probably sufficient for most backroad adventures. While there are zillions of vehicles with Toyotas 3.5liter V6, this is the only one other than the Lotus Evora that gets a manual. The Cayman's turbocharged 2.5liter flat fourcylinder normally makes 350 hp. But here that figure is bumped by 12 hp. It also comes with Porsche's best options like Active Suspension Management, a torquevectoring rear diff, drive modes, and a sport exhaust. The Cayman GTS also comes standard with a slick sixspeed manual. We particularly like the suedelike fabric used on the seats and steering wheel. The package really comes together to make this one funtodrive sports car on a good twisty road that won't beat you up on the morning commute. And yet it's also hip and upscale at the same time. Just about every car in Mini's lineup can be optioned with a manual transmission. The most rewarding of all Minis is the John Cooper Works JCW models. Mini bumps up the power to 228 hp up 39 hp over the S model and can be optioned with a unique sport suspension to ratchet down the handling even more tightly. You may be able to find more information about this and similar content at piano.io You may be able to find more information on their web site. Here Are the Brands to Know Times have changed the stick shift is not extinct yet, but every year it becomes more endangered. The manual transmission, sadly, serves little purpose anymore. Our electric cars of the future won't use them.

<http://islamkennis.com/images/canon-ms300-manual.pdf>

Even today, improved automatics are outperforming manuals on both the race track and on the EPA fuel economy test cycle. For certain vehicles, it's that driving experience that remains paramount. Those cars' robust and loyal fan bases scoff at "flappy paddles," instead demanding ungoverned threepedal amusement. We culled it down to 10, but sadly, it wasn't as hard to cut down this list as it once was. But man, what a 365 horsepower fourpot. You could make the argument for choosing Porsche's dualclutch PDK automatic here. That transmission is an engineering marvel; in the Cayman GTS, it's a halfsecond faster than the manual from 060 mph when you also opt for the Sport Chrono package. But do you want to go a few ticks faster, or do you want row your own gears in a

Porsche like the automotive gods intended With the limited edition Vantage AMR, the company gave the enthusiasts dropping a hefty check what they wanted the visceral thrill of driving a manual transmission. Note this manual is a sevenspeed dogleg gearbox first gear is on the bottom left, which offers advantages for track driving, but is unusual in a road car. It's still the enthusiastpreferred option, unless you do an extraordinary amount of slowspeed rock climbing. But even in Wrangler world, there's a slow drift toward the automatic. The fourcylinder engine does not have a manual option; neither will the new diesel engine, which could tempt even the manual diehards, thanks to its better fuel economy and 442 lbft of torque. Unlike some other cars, the stick shift is still quicker than the automatic, by a hair. It looks great. It's loud. It will go fast in a straight line. The Bullitt edition may be the purest embodiment of that ethos. Are Highland Green paint, a white cue ball shifter, some unnoticeable extra horsepower and a whiff of Steve McQueen's coolness worth paying a substantial premium over the standard GT Maybe not.

But the Bullitt edition gets the shout out here for one main reason it only comes with a manual transmission. Toyota, however, will let you do the shifting yourself on a Tacoma with the bigger V6 and the premium TRD Pro trim. Given the unresponsiveness of the Tacoma's sluggish and outdated sixspeed automatic, the stick shift is what you want. The GTI takes that formula up a notch with added power and some of the best handling on a road car. For now, it's the halo Golf, since we are losing the Golf R for 2020. We don't yet know the full extent of Volkswagen's Golf lineup culling in the U.S. as America has gone allin on the Atlas and Tiguan. But we do know Americans will get the GTI for the eighth generation — and it will have a stick shift. Big changes have been rumored for the nextgeneration WRX, including the venerable EJ25 motor's retirement and a move to Subaru's new global platform. But, with a 90 percent manual take rate, expect the stick shift to stay — at least for the premium STI models. The car's looks belie incredibly sophisticated tuning that makes the 306hp hot hatch — which only comes with a sixspeed manual transmission — a dream to drive. Though it may not be the car to bring out on your first date. It's not quite a Golf R or a Civic Type R in the performance or practicality departments, but it's significantly cheaper. Learn more here. You may be able to find more information about this and similar content at piano.ioYou may be able to find more information on their web site. It uses a driveroperated clutch, usually engaged and disengaged by a foot pedal or hand lever, for regulating torque transfer from the engine to the transmission; and a gear selector that can be operated by hands.Higherend vehicles, such as sports cars and luxury cars are often usually equipped with a 6speed transmission for the base model.

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Automatic transmissions are commonly used instead of manual transmissions; common types of automatic transmissions are the hydraulic automatic transmission, automated manual transmission, dualclutch transmission and the continuously variable transmission CVT. The number of forward gear ratios is often expressed for automatic transmissions as well e.g., 9speed automatic. Most manual transmissions for cars allow the driver to select any gear ratio at any time, for example shifting from 2nd to 4th gear, or 5th to 3rd gear. However, sequential manual transmissions, which are commonly used in motorcycles and racing cars, only allow the driver to select the nexthigher or nextlower gear.A clutch sits between the flywheel and the transmission input shaft, controlling whether the transmission is connected to the engine clutch engaged the clutch pedal is not being pressed or not connected to the engine clutch disengaged the clutch pedal is being pressed down. When the engine is running and the clutch is engaged i.e., clutch pedal up, the flywheel spins the clutch plate and hence the transmission.This is a fundamental difference compared with a typical hydraulic automatic transmission, which uses an epicyclic planetary design. Some automatic transmissions are based on the mechanical build and internal design of a manual transmission, but have added components such as servocontrolled actuators and sensors which automatically control



the gear shifts and clutch; this design is typically called an automated manual transmission or a clutchless manual transmission. Operating such transmissions often uses the same pattern of shifter movement with a single or multiple switches to engage the next sequence of gears. The driver was therefore required to use careful timing and throttle manipulation when shifting, so the gears would be spinning at roughly the same speed when engaged; otherwise, the teeth would refuse to mesh.

Five-speed transmissions became widespread during the 1980s, as did the use of synchromesh on all forward gears. This allows for a narrower transmission since the length of each countershaft is halved compared with one that contains four gears and two shifters. For example, a five-speed transmission might have the first-to-second selectors on the countershaft, but the third-to-fourth selector and the fifth selector on the main shaft. This means that when the vehicle is stopped and idling in neutral with the clutch engaged and the input shaft spinning, the third, fourth, and fifth gear pairs do not rotate. For reverse gear, an idler gear is used to reverse the direction in which the output shaft rotates. In many transmissions, the input and output shafts can be directly locked together by bypassing the countershaft to create a 1:1 gear ratio which is referred to as direct drive. The assembly consisting of both the input and output shafts is referred to as the main shaft although sometimes this term refers to just the input shaft or output shaft. Independent rotation of the input and output shafts is made possible by one shaft being located inside the hollow bore of the other shaft, with a bearing located between the two shafts. The input shaft runs the whole length of the gearbox, and there is no separate input pinion. When the dog clutches for all gears are disengaged i.e. when the transmission is in neutral, all of the gears are able to spin freely around the output shaft. When the driver selects a gear, the dog clutch for that gear is engaged via the gear selector rods, locking the transmission's output shaft to a particular gear set. It has teeth to fit into the splines on the shaft, forcing that shaft to rotate at the same speed as the gear hub. However, the clutch can move back and forth on the shaft, to either engage or disengage the splines. This movement is controlled by a selector fork that is linked to the gear lever.

The fork does not rotate, so it is attached to a collar bearing on the selector. The selector is typically symmetric it slides between two gears and has a synchromesh and teeth on each side in order to lock either gear to the shaft. Unlike some other types of clutches such as the foot-operated clutch of a manual transmission car, a dog clutch provides nonslip coupling and is not suited to intentional slipping. These devices automatically match the speed of the input shaft with that of the gear being selected, thus removing the need for the driver to use techniques such as double clutching. Therefore, to speed up or slow down the input shaft as required, cone-shaped brass synchronizer rings are attached to each gear. In a modern gearbox, the action of all of these components is so smooth and fast it is hardly noticed. Many transmissions do not include synchromesh on the reverse gear see Reverse gear section below. This is achieved through blocker rings also called baulk rings. The synchro ring rotates slightly because of the frictional torque from the cone clutch. In this position, the dog clutch is prevented from engaging. Once the speeds are synchronized, friction on the blocker ring is relieved and the blocker ring twists slightly, bringing into alignment certain grooves or notches that allow the dog clutch to fall into the engagement. The latter involves the stamping the piece out of a sheet metal strip and then machining to obtain the exact shape required. These rings and sleeves have to overcome the momentum of the entire input shaft and clutch disk during each gearshift and also the momentum and power of the engine, if the driver attempts a gearshift without fully disengaging the clutch. Larger differences in speed between the input shaft and the gear require higher friction forces from the synchromesh components, potentially increasing their wear rate. This means that moving the gearshift lever into reverse results in gears moving to mesh together.

Another unique aspect of the reverse gear is that it consists of two gears— an idler gear on the countershaft and another gear on the output shaft— and both of these are directly fixed to the shaft

i.e. they are always rotating at the same speed as the shaft. These gears are usually spur gears with straightcut teeth which— unlike the helical teeth used for forward gear— results in a whining sound as the vehicle moves in reverse. To avoid grinding as the gears begin to mesh, they need to be stationary. Since the input shaft is often still spinning due to momentum even after the car has stopped, a mechanism is needed to stop the input shaft, such as using the synchronizer rings for 5th gear. This can take the form of a collar underneath the gear knob which needs to be lifted or requiring extra force to push the gearshift lever into the plane of reverse gear. Without a clutch, the engine would stall any time the vehicle stopped and changing gears would be difficult. Deselecting a gear while the transmission requires the driver to adjust the throttle so that the transmission is not under load, and selecting a gear requires the engine RPM to be at the exact speed that matches the road speed for the gear being selected. In most automobiles, the gear stick is often located on the floor between the driver and front passenger, however, some cars have a gear stick that is mounted to the steering column or center console. Gear selection is usually via the left foot pedal with a layout of 1 N 2 3 4 5 6. This was actuated either manually while in high gear by throwing a switch or pressing a button on the gearshift knob or on the steering column, or automatically by momentarily lifting the foot from the accelerator with the vehicle traveling above a certain road speed. When the crankshaft spins as a result of the energy generated by the rolling of the vehicle, the motor is cranked over.

This simulates what the starter is intended for and operates in a similar way to crank handles on very old cars from the early 20th century, with the cranking motion being replaced by the pushing of the car. This was often due to the manual transmission having more gear ratios, and the lockup speed of the torque converters in automatic transmissions of the time. The operation of the gearstick— another function that is not required on automatic transmission cars— means that the driver must use one hand off the steering wheel while changing gears. Another challenge is that smooth driving requires coordinated timing of the clutch, accelerator, and gearshift inputs. Lastly, a car with an automatic transmission obviously does not require the driver to make any decisions about which gear to use at any given time. This means that the driver's right foot is not needed to operate the brake pedal, freeing it up to be used on the throttle pedal instead. Once the required engine RPM is obtained, the driver can release the clutch, also releasing the parking brake as the clutch engages. Please help improve it by rewriting it in an encyclopedic style. June 2020 Learn how and when to remove this template message Multicontrol transmissions are built in much higher power ratings but rarely use synchromesh. Usual types are The first through fourth gears are accessed when low range is selected. To access the fifth through eighth gears, the range selector is moved to high range, and the gear lever again shifted through the first through fourth gear positions. In high range, the first gear position becomes fifth, the second gear position becomes sixth, and so on. This allows even more gear ratios. Both a range selector and a splitter selector are provided.

In older trucks using floormounted levers, a bigger problem is common gear shifts require the drivers to move their hands between shift levers in a single shift, and without synchromesh, shifts must be carefully timed or the transmission will not engage. Also, each can be split using the thumbactuated underoverdrive lever on the left side of the knob while in high range. L cannot be split using the thumb lever in either the 13 or 18speed. The 9speed transmission is basically a 13speed without the underoverdrive thumb lever. Transmissions may be in separate cases with a shaft in between; in separate cases bolted together; or all in one case, using the same lubricating oil. With a third transmission, gears are multiplied yet again, giving greater range or closer spacing. Some trucks thus have dozens of gear positions, although most are duplicates. Twospeed differentials are always splitters. In newer transmissions, there may be two countershafts, so each main shaft gear can be driven from one or the other countershaft; this allows construction with short and robust countershafts, while still allowing many gear combinations inside a single gear case. One

argument is synchromesh adds weight that could be payload, is one more thing to fail, and drivers spend thousands of hours driving so can take the time to learn to drive efficiently with a nonsynchromesh transmission. Since the clutch is not used, it is easy to mismatch speeds of gears, and the driver can quickly cause major and expensive damage to the gears and the transmission. Since few heavy-duty transmissions have synchromesh, automatic transmissions are commonly used instead, despite their increased weight, cost, and loss of efficiency. Diesel truck engines from the 1970s and earlier tend to have a narrow power band, so they need many close-spaced gears.

Starting with the 1968 Maxidyne, diesel truck engines have increasingly used turbochargers and electronic controls that widen the power band, allowing fewer and fewer gear ratios. A transmission with fewer ratios is lighter and may be more efficient because there are fewer transmissions in series. Fewer shifts also make the truck more drivable. Please help improve this article by adding citations to reliable sources. Unsourced material may be challenged and removed. June 2020 Learn how and when to remove this template message Gear oil has a characteristic aroma because it contains added sulfur-bearing antiwear compounds. These compounds are used to reduce the high sliding friction by the helical gear cut of the teeth this cut eliminates the characteristic whine of straight cut spur gears . Retrieved 10 March 2020. By using this site, you agree to the Terms of Use and Privacy Policy. Rare Metals What You Missed Did You Hear. Here are your choices. There was a time, though, when choosing a manual transmission meant performance and efficiency advantages over the optional slushbox. Those days are over. Modern automatics and continuously variable transmissions consistently return better fuel economy ratings than their clutch-pedaled counterparts—and they shift quicker, too. It's part of the reason why a manual-equipped Porsche 911 is slower to 60 mph than an identical car sporting Porsche's PDK dual-clutch automatic gearbox. There's a case to be made for the automatic. And yet there is still demand for the manual transmission, though it's dwindling. There is something tactile and analog and supremely satisfying about changing gears yourself that cannot be replaced with improved fuel economy or launch control and quick shifts. The responsibility of driving any vehicle is shared between human and machine. Rather than diminishing the role of the driver, a car with a manual transmission celebrates the human aspect of driving.

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