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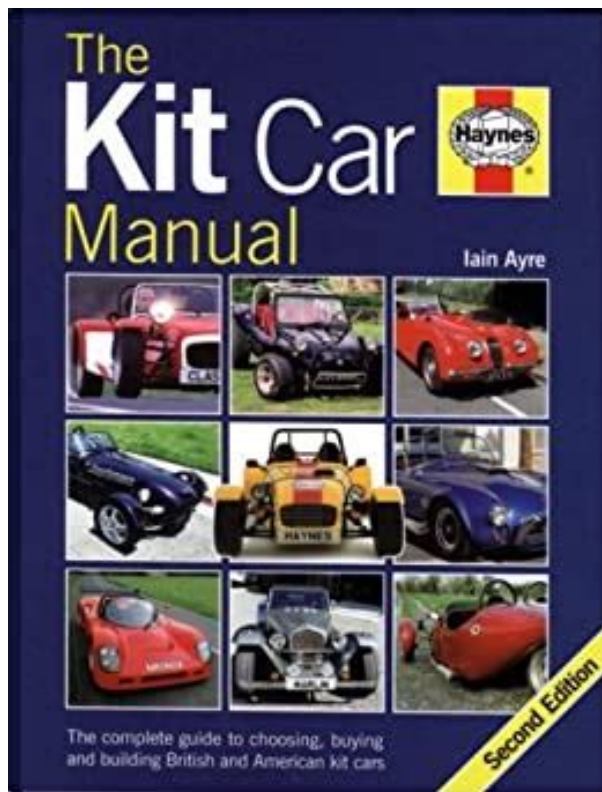
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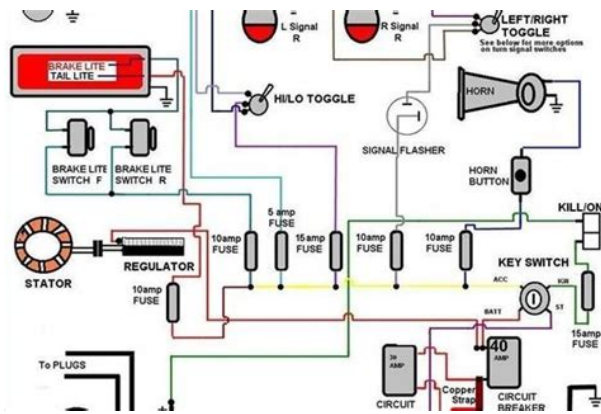
would you mind hopping in and giving me a few pointers, Ive already got financing so you know Im serious here. I'm on my fourth car now 96 Miata which I bought with zero manual experience that I bought FOR learning it. Driving manual is a fun, engaging experience with your vehicle and makes you feel as though you're more in control. I managed to get it home. Youll pick it up on no time. She was trying to save money so the salesman recommended a manual. She didnt know how so the guy told her he would teach her in 15 minutes. Sure enough after 15 minutes she was doing fine and bought the car. She basically drove it home after just 15 minutes of practice is all. She always gave me a hard time after that that she could drive a stick and I couldnt. I eventually did drive her car once and learned pretty quickly how to do it. Its not super difficult. Just get a friend who knows to teach you. Its not hard especially if you get a good teacher and buying a cheap manual car is usually the best way to learn. She said she hopped that car all over town, until she figured it out. Please note that verified professionals will have flair, take advice from nonflaired users with discretion. All rights reserved Back to top. Of pressing and depressing the clutch pedal in tandem with operating that stick in between the seats in such a way as to keep the car going without a hitch. Nowadays, most people learn to drive on automatic cars, but we think that it's still vital to learn how to drive a manual and these are the 10 best cars to learn everything about the more 'analog' way of driving. This may sound unbelievable to some of you, especially if you're older and you're used to seeing manual cars everywhere. Granted, automatic cars have been around since the '40s but, in the past three decades or so, they've really started to eat into the market share of the manuals and, now, barely anybody buys a manual car. <http://liur.ru/userfiles/dell-monitor-model-1704fpt-manual.xml>



In fact, as of 2016, less than 3% of cars Stateside sport a manual transmission and many highend manufacturers such as Audi have stopped selling manual cars in the U.S. altogether. Because you never know when you may have to drive one and, well, would you rather be the guy or gal to shrug his or her shoulders acknowledging defeat or would you rather just get on with it. I thought so. And that's just one of the many reasons That's why you'll mostly find cars that are still in production and not some generic vehicle from the '70s and '80s. There's also the fact that older cars weren't necessarily easier to operate, quite the contrary. Modern cars offer the pinnacle in creature comfort, and this also goes down to how the gearbox works. If in some older cars you'd struggle to find the gears or you'd struggle to locate the biting point of the clutch, new cars are generally smoother and easier to operate thanks to all the assists that are in place even in the most mundane options on this list. It may not seem like an obvious choice but think about it the Miata with its 2.0liter, inlinefour engine makes 181 horsepower and 151 poundfeet of torque delivered to the rear wheels. That's not too much torque to make you spin around when you attempt getting going from a standstill a Chevy Bolt puts out 266 poundfeet of torque and learning to manage an RWD manual is useful if you plan to one day go fast on a track in a manual car as most highperformance manuals are RWD.The Fit is maybe the best car to learn manual and it's also my choice over a Civic due to its small size I apply this argument to the car below and the Fiesta too that makes it a great commuter in the big city and is great if you're young and can't afford a bigger gasguzzler. What is more, the manual doesn't rob you of two horsepower from the total 130 horsepower output like the CVT and, with a manual onboard, the Fit is quicker too.

Specifications If this is something that sounds interesting to you, you should pick the Jeep Wrangler as your workhorse.Specifications Instead, Hyundai slapped the 'GT' badge to the back of the hatchback version of the Elantra, the model designed to do battle with the Volkswagen Golf and other cars in the small segment. You and I both know that Hyundais are reliable and the only issue here, really, is that the bulk of the more highend options like some of the driving assists and the panoramic roof are only available on the automatic models. It comes with a fivespeed manual probably only because nobody makes fourspeed manuals and it is as bland as a car can get but, hey, you've got to pick your priorities and if your priority is to learn to drive a manual and then end up with a usable dailydriver, the Versa is a strong choice although it will leave you unimpressed in terms of styling, equipment, and performance. However, the WRX, with its 268 horsepower turbocharged fourpot that is mated to a sixspeed manual just works. Specifications Yes, some cars have heavier clutch pedals, some cars have clunkier gearboxes or longer gears and, in some, the clutch bites quite early compared to others. But, after you've got the hang of it, getting to grips with other manual cars and their own quirks isn't by any means an impossible task as long as you give yourself time to adjust and you don't ask too much of the car some cars, for instance, don't like it

when you overrev them which happens if you attempt a hill start overenthusiastically. As the years went by, his area of interest grew wider and wider and he ever branched beyond the usual confines of an automotive writer. However, his heart is still close to anything car-related and he's most at home retelling the story of some long-since-forgotten moment from the history of auto racing. He'll also take time to explain why the cars of the 60s and 70s are more fascinating than anything on the road today. Don't have an account.



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ELECTRICAL WIRING

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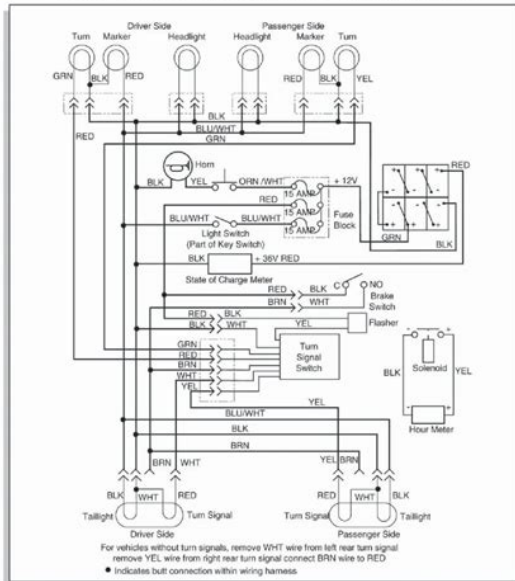


Fig. 2 Accessory Wiring Diagram

Eventually I learned that you don't need to step on the gas to get the car moving. Depending on the speed at which the engine idles—that is, the speed it runs at when you're not pushing on the gas pedal—just releasing the clutch some will move the car to an extent. At this point, you feel a little resistance, a little vibration from the clutch pedal; the car is asking for enough gas so that it can run when the clutch is fully out. Make sure you are in a secluded area and that you have enough space in front of you so you can move at different speeds without running into something. On this stick, reverse is to the right and down. The clutch pedal is second from the left. The brake is next and the gas is on the far right. If you can, you are in neutral. Usually this is to the left and up away from you. You'll usually find first gear by pushing the stick left and then away from you. But don't worry. You will stall trying to shift into gear, but with time you will get it! Many others have a lever with release button at the end. Since you are on flat ground, the car won't roll anywhere while you are figuring out what to do. Press down on the gas until the needle on your tachometer is between 1000 and 2000 rpm. Get a feel for this biting point when the car starts to shudder a bit because it will make learning to drive manual a lot easier. Practice until you can get to the point quickly. If you give too little gas, the car will stall. If you give too much, you begin to burn the clutch, which is no big deal for a beginner, but over time can wear out the clutch. Release it when you can feel the gears engage. This will feel like a vibration you can sense through the sole of your foot. Once you get to that point, you can release the clutch, and drive around without using the clutch, just as you would in an automatic transmission car. I found this technique of looking for the biting point made it easier for me to learn manual.

<http://www.amagato.com/images/brailnote-mpower-manual.pdf>



Once I came across this method, I learned how to drive very quickly. I believe this is truly the easiest way to drive a manual car. Just push the clutch back in and turn the key, and that will start the car back up. Make sure the car is in neutral, and go through the steps again. Whenever you feel like the car is going to stall, you can just push the clutch back in. To shift up to third gear, press in on the clutch and move the gear shift up and to the right. You shift from 1, to 2, to 3, to 4, to 5, and then to 6, if you have a sixth gear. It is pretty much the same procedure as starting the car up, except much easier. Follow these procedures. In order to make a totally smooth shift, you have to balance the gas and the clutch very well. Don't worry, this comes with practice. When the needle reads 2500 or 3000 rpms, your engine is ready for you to shift into higher gear. You can either look at the rpms or the speed you are going. You should usually shift at 2500 to 3000 rpms. The speed for each gear isn't as important for upshifting as it is for downshifting. To start the engine, you must be in neutral gear. Wiggle the gear shift back and forth to be sure you are in neutral. After starting the engine, keep the clutch pressed in all the way. Watch the needle on your tachometer. You can completely release the clutch when the needle is between 1,000 and 2,000 rpm. Just push the clutch back in and turn the key, and that will start the car back up. Make sure the car is in neutral, and go through the steps again. You put the car into first gear, but you didn't give the car enough gas to move. It wanted to move, but there wasn't enough gas, so it stalled. Whenever you feel like the car is going to stall, you can just push the clutch back in. You don't need to press in the clutch every time you press the brake to slow down.

But when coming to a full stop at a stop sign or traffic signal, press in on the clutch when you are almost to a full stop and shift into neutral, or you will stall the car. From a full stop, press the clutch in all the way and move the gear shift into reverse just as you would when shifting into any other gear. The brake is in the middle and the accelerator or gas pedal is on the far right. At first you will press too hard and the car will jerk to a stop. With practice, stopping and starting will be smoother. These are my techniques for learning how to drive a manual and much easier but less fun than an automatic transmission car. Leave a comment below with a question or comment! Content is for informational or entertainment purposes only and does not substitute for personal counsel or professional advice in business, financial, legal, or technical matters. Comments are not for promoting your articles or other sites. I salute you and we need honest people like you. So now I am very confident to start. I'm more at ease with your help and hope my instructor would minimize his screaming for my next class. Right now I am sitting in my dad's car ready to move it without his concern. Lol. It is fun knowing this from you. Thanks a lot. Thanks man. To those who are behind them, above all this peace of teaching has been a delicious meal to my hungry soul. Good luck. Best Regards LASTON. And after I learned I realized that is the hardest way to learn. Perhaps on your car it works because all cars are different but I wouldn't recommend it for a low torque engine. In my cars as long as you're at 2k before taking off the clutch the car won't stall. I even tried to stall on purpose and had a very hard time stalling. Again, not saying your way of teaching is bad. Just that it is specific for certain types of cars. I find it very useful. God bless you. I just learned like that as you have explained without anyone teaching me. Thanks man.

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With the right instructor you will walk away in much better shape than you would spending a ton of time working through this post. If you're in the Bay Area, check our shiftbayarea.com and see what it's about, and if not, just google and I'm sure you'll find something in your local area. Just make sure they're legit. Thanks for sharing our video. If you are doing a hill start you need to ease out the clutch and take the handbrake off simultaneously so that you don't roll the car. Because as soon as the hand brake is off, the car will move if it isn't on flat ground. Hope that's helpful. The good thing about manual is it is like riding a bike, once you know how to do it you will know for life! At least not in America. This is for automatic. And there's 3 petals. I tell all the girls; just remember WTF. Starting from your left to write. W being your clutch. T being your brake. And F being the gas. When you are learning how to use a clutch you will probably say this phrase multiple times. And also you will not always use your emergency brake in an automatic unless you find a steep incline or decline that you know your brakes and transmission will not like. Thanks for nothing. I've always driven an automatic. I'm buying a manual in a couple of weeks. I'm looking forward to trying it out. I know I will stall a couple of times but I know I will get the hang of it with practice. I used to leave mine in first in case the parking brake failed which does happen. Can't wait to apply your techniques! I have just bought a new car, which is Honda CRV, and I am the very first time to use this car, so I need the right guide on how to drive this car. I have just look for trial of manual driving. If I get enough money I would like to purchase a brand new car in the coming months. Another no go. Very frustrating. Our 5 speed Toyota Tundra remains a mere paper weight. Will try again soon as our son gets his driver's license next week and will get my 14 yr old automatic. Hubby drives company vehicle.

So we are down to the wire on my tackling this feat. No more transportation issues. Maybe find someone else besides husband to teach me might help. We will see. As a beginner I read it very carefully. I expect it will be good help to me. Thank you very much. I've been trying to learn and I always just roll backwards, even while pressing in the clutch. It's a scary experience. Thanks for this guide. It's of great help. Now someone can proceed reverse! Just got me on road.. Simple and easy to understand, very well explained. Actually I tried the same technique. It's really useful. This was explained very well simple, straight forward, and easy to understand. I have been trying and I was told to just let off the clutch while pushing in the gas. This method seems to make more sense. It helps me a lot. Someone else that realized the proper way for newbies to learn stick. Once a person learns the engagement point of the clutch, it's a piece of cake from there on. With big power cars, you simply hold the clutch at the engagement point a bit longer. That's all. Other product and company names shown may be trademarks of their respective owners. HubPages and Hubbers authors may earn revenue on this page based on affiliate relationships and advertisements with partners including Amazon, Google, and others. HubPages Inc, a part of Maven Inc. HubPages Inc, a part of Maven Inc. To provide a better website experience, axleaddict.com uses cookies and other similar technologies and may collect, process, and share personal data. Please choose which areas of our service you consent to our doing so. Login This is necessary to sign in to the HubPages Service. Google Recaptcha This is used to prevent bots and spam. Privacy Policy Akismet This is used to detect comment spam. Privacy Policy HubPages Google Analytics This is used to provide data on traffic to our website, all personally identifiable data is anonymized.

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William writes Hi Doug, I can't drive stick, but I'm planning on purchasing a used manualtransmission car. The mainstream rental agencies don't seem to offer any manuals, either. Were I buying the car from a dealer, I'd feel better practicing with the salesperson in the parking lot, and I don't think it'd take too much time for me to get the hang of it. However, the the car in which I'm interested is being sold by "some guy," and so I feel bad wasting his time and driving his car without any prior practice. What should I do William For those of you who don't want to take a break from your clearly busy work day and slog through William's message, allow me to summarize his question William wants to buy a manual car, but he doesn't know how to drive manual, and he's not sure how to learn before he takes a test drive. For example I once got a letter from a guy who told me he wanted to buy a Lincoln Navigator, and I told him that's fine, but please understand that your nearest Lincoln dealer might be out of Navigators, depending on the size of your local airport limo driver community. This is the kind of hardhitting journalism you get from Letters to Doug. Unfortunately, in this particular case, I don't know what to say to William. I get asked this question a lot, and I have no idea how to answer it. It was the summer of 2008, and I had just been hired by a Ferrari dealership to deliver cars to customers. Now, when you're being interviewed by a Ferrari dealership for a job where the sole task is driving cars, and they ask you if you can drive manual, you say yes. You don't think about this. You don't consider your options. You don't ask yourself whether

you can actually drive manual. You say yes. So I said yes, and they told me to start the next day. The only problem was, I had never driven a manual car before in my entire life. So for the next hour, I drove it around the neighborhood, where I never went above 20 miles per hour and stalled roughly fortyseven times.

Advertisement The next day, I reported for work, and the very first car they asked me to drive was a stickshift Ferrari F355. And this, ladies and gentlemen, is what I like to call trial by fire. Faced with no other choice, it's also the solution I recommend to you, William. Here's what you do show up at the dealer, announce your interest in the vehicle, and then take it for a spin with all the confidence in the world. At the end of the test drive, tell them you'll buy the car, but only if they install a new clutch, because that last guy who drove it clearly had no idea what he was doing. He owned an E63 AMG wagon and once tried to evade police at the Tail of the Dragon using a pontoon boat. It didn't work. He worked as a manager for Porsche Cars North America before quitting to become a writer, largely because it meant he no longer had to wear pants. Also, he wrote this entire bio himself in the third person. Search this website For shoppers who still want to learn or those who want to refresh their skills on the open road, they've got a few options when it comes to used cars. Here's our list of the top used cars for learning to use a manual transmission for every walk of life. And what's not to love. The base trim packs a hefty amount of power, with 268 horsepower and 258 poundfeet of torque, and includes goodtohave features like torque vectoring and brake assist to help in inclement conditions. You can set your sights on the 20152018 Ford Mustang, which is a top choice for CarGurus shoppers, as it has the highest number of unique leads.It's hard to go wrong with the Honda Civic.I don't drive stick frequently or really at all. But I have to say the clutch on the Mustang from the '05 era and newer, is pretty easy for new drivers in my opinion. I agree the Ranger is pretty good, but a lot of them are asking a high price, seeing as compact trucks are in kind of a high demand. The part stopping me is timing belts on there engines.

If they had chains instead, I'd get one in a heart beat. Get it for cheap learn stick on it then get rid of it, when you're ready. I recently picked up a 99 accord which was kept in a good condition. The clutch was replaced and shifting was wonderful. Love my car dealership very business minded. Friendly and helpful. One Love We were originally leaning towards getting a Jetta, but amidst that scandal everyone seems to be talking about, we've been reexamining other options. Glad the Ranger made the list. She of course does not want a truck but I wouldn't hate having one for myself as an extra vehicle. Thanks for the post, gives me some options to consider! These 5 Rule the Worksite. Do we do anything about it But hey man, these things are weatherproof! It was black. It was a convertible. It was the kind of car that prompted men at stoplights to shout, "Want to switch keys!" It still is, years later. It was also a manual. I was more focused on entering the sublime in the passenger seat while driving with the top down and the seat heaters blazing. Then I turned 15. We didn't have any other manual transmission cars, and my mom wasn't about to teach me in her precious, hardwon BMW she likes to say she got it with a stick shift so me and my brothers couldn't borrow it. So I learned how to drive in a lumbering Ford Expedition with an automatic. But my lack of that skill — which used to be a rite of passage in America — reflects the rest of the country. The data he's citing there is from 2016, and the numbers have been on the decline since. According to Edmunds.com, only 2% of vehicles sold in the U.S. in 2018 were manuals. The demise of the manual has been a wellknown inevitability for a while, and a topic that has grinded the gears of automotive outlets and clutch connoisseurs for just as long.

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