

4 speed manual cars



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Book Descriptions:

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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. 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 <http://www.demenagements-remond.fr/userfiles/20200908133341.xml>

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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. Fivespeed 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 fivespeed transmission might have the firsttosecond selectors on the countershaft, but the thirtdtofourth 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 fifthgear 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 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 possibly 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.<http://yakoads.com/MVRF/userfiles/command-and-conquer-kane-s-wrath-manual.xml>

When the driver selects a gear, the dog clutch for that gear is engaged via the gear selector rods, locking the transmissions 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 footoperated 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.

<http://www.drupalitalia.org/node/69657>

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.

<https://www.freizeitbauwagen.de/images/canon-mp530-user-manual.pdf>

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 floor-mounted 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 thumb-actuated 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 18 speed. The 9 speed transmission is basically a 13 speed 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. Two speed 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.

<http://homebackpackers.com/images/canon-mp530-repair-service-manual-pdf.pdf>

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. We may earn money from the links on this page. Guess what You're right. Sales of electric cars recently surpassed those with three pedals. And since earlier this year, when we last revised this list, several stickshift-equipped models have been dropped from the U.S. market, either because the option or the entire model line has been discontinued. Most notably, the Cadillac ATS-V is gone, and Jaguar no longer offers a six-speed for its rowdy F-Type. But here's the good news. There are more than 30 cars available in the U.S. that come with a manual gearbox. A handful of sportutes come with them, too, but we covered those in a separate list. If it's a rowdy yourself new car you're after, this list will help you find it. Here's hoping the next time we have to update this story, we'll be adding entries.

The unconventional dogleg-pattern shifter is offered only on the track-ready AMR performance variant. Powered by a twin-turbo 4.0-liter V8 supplied from Mercedes-AMG, the Vantage is as quick as it is beautiful. The rear-drive 230i and M240i coupes can both be specified with a six-speed manual, as can the M240i convertible, the BMW M2 Competition, and the top-of-the-line M2 CS. The new 2-series Gran Coupe, however, will be an automatic-only affair. The 430i, 440i, and 440i xDrive coupes can be had with the six-speed manual, as can the 430i Gran Coupe and both the coupe and convertible versions of the M4. With the demise of the 6-series, though, that's the sum of BMW's manual offerings; the rest of the lineup is paired with automatics, no matter how nicely you ask. And sadly, the new 2021 4-series will be automatic-only as well. GM's engineers quantified the lack of a manual transmission, noting it would compromise the structural efficiency of the car. But some C7 Corvettes are still available for now, and like every prior iteration, it can be had with a stick. The Vette's seven-speed manual comes standard on the base Stingray, Z06, and ZR1. It still comes standard with a five-speed manual. And with the Fiat 500 hatchback gone from the U.S. market, the 124 is also one of the groups only passenger cars to be offered with a manual. Similar to its Mazda cousin, it comes standard with a six-speed stick. So if you insist on three pedals and want a high-performance Ford Mustang, the Shelby GT350 is as focused and potent as you can get. That extends to its upscale Genesis division, which offers its entry-level G70 luxury sedan with a six-speed stick—albeit in one specification, with the turbo 2.0-liter inline-four and rear-wheel drive. All-wheel-drive and V6 models come with automatics. Same goes for the flagship G90 and mid-level G80 sedans, including the so-called G80 Sport. Honda has you covered with the Accord. The six-speed manual is available on the mid-range Sport trim with either the turbocharged 1.

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5 or 2.0-liter inline-four as a no-cost option. Its part of the reason the Accord has appeared on our 10Best list a record 34 times. You can order your Civic sedan or coupe with the six-speed in either Sport or Si guise, or you can get a rowdy yourself gearbox in the hatchback Civic in Sport, Sport Touring, and Type R specs. With subcompact hatchbacks dropping like flies from the U.S. market, the jury's still out on whether the new Fit will make it to this part of the world. But for the time being, the current model, introduced here in 2014, can still be found with a six-speed manual on all trim levels save for the top EXL. The Honda Fit offers a surprising amount of room for its size, and for the price, it's a real bargain when it comes to obtaining a heel-and-toe education. The moment you step up from the base SE model to the mid-level SEL or the top Limited trim, though, you're stuck with a CVT. But it's not the only manual-equipped car from this Korean automaker. That model will come with either a continuously variable or dual-clutch automatic transmission, depending on the trim level. Also, the five-door Elantra GT hatchback now pairs exclusively with a six-speed automatic. But for those who prefer their hot or warm hatches with three pedals, the sportier N-Line model packs a six-speed manual as standard equipment. The six-speed manual is available in the base FE trim level and in the turbocharged Forte GT also available with a seven-speed dual-clutch. All other models come with a CVT. Everything else that Kia offers aside from the Soul crossover has an

automatic, from the CVT in the cheaper Rio to the eight-speed slushbox in the Stinger. It's also one of the only mid-engine sports cars you can buy with a stick shift. Though an automatic is available on the outgoing Evora 400, a six-speed manual is the only choice on the GT. We like to think that the company's "simplify, then add lightness" founder, Colin Chapman, would have wanted it that way.

But like some of its competitors, the manual is available in one configuration only: the hatchback with front-wheel drive and the Premium package. If you want the sedan, all-wheel drive, or a lower trim level, you'll have to settle for the automatic. No matter how you slice it, you get the same 2.5-liter four-pot. So far, so good. Now on its fourth generation, the MX5 is still resolutely faithful to the original format. Like the Chevy Sparks, it's a five-speed. Higher-spec—and we use that term generously—versions come with a CVT and return better fuel economy as a result. Not much has changed. The roadster has been discontinued, but the coupe soldiers on. The Nissan 370Z comes with a stick in most trim levels, including the NISMO version, but the loaded Sport Touring model requires the otherwise optional seven-speed automatic. The six-speed manual has a rev-matching feature that puts the revs where you need them when dropping into lower gears. It may not be as cheap as the old one, but it's still one of the most budget-friendly new cars you can buy, and you can get it with a manual. It has five speeds, and as with the larger Sentra, it's available only on the base S trim. Higher-level models get a CVT. Both the Cayman coupe and Boxster convertible come with a six-speed or the optional seven-speed dual-clutch transmission in all trims. Plus, the hardcore Cayman GT4 and Boxster Spyder come exclusively with a stick shift. Well, the German automaker has you covered. It recently reintroduced a seven-speed manual transmission option to the 911 lineup. It's currently available on the new 992-generation Carrera S and Carrera 4S in both coupe and convertible body styles as a no-cost option over the eight-speed dual-clutch. Currently, you can't spec the base Carrera coupe and cabrio with the manual. That's also true of the carryover 991-gen GT3 RS, GT2 RS, and Turbo models. But for now, the old Carrera GTS and Targa models are still available with a seven-speed stick and the GT3 with a six-speed.

As for the Speedster if you can get your hands on one, that can be spec'd solely with a six-speed manual. In the minds of many enthusiasts, that gives the "Toyobaru" sports car a leg up on the more powerful and capable new Toyota Supra, which comes exclusively with an eight-speed automatic. Customers can spec their base sedan, base hatch, or Sport hatch with a five-speed as an alternative to the CVT. The combination of a manual transmission and Subaru's signature all-wheel-drive system makes the Impreza something of a rarity in the passenger-car market. Toyota offers a stick on the Corolla sedan but only on one trim level. The Corolla SE can be optioned with a six-speed manual as an alternative to the standard CVT. Buyers can also spec a manual on the SE and XSE versions of the Corolla hatchback. You can, however, opt for the six-speed stick on the lower two of the sedans' three trim levels. We know that VW plans to send the GTI here in 2021, and the Golf R later, but sadly not the SportWagen and Alltrack. In the meantime, you can get the 2020 Golf hatchback and GTI models, which are both available with a six-speed manual. And what's even better is that we now have confirmation that the new model will keep that tradition alive. 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. 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 secondgeneration 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. 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. 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 that's 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. 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.

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