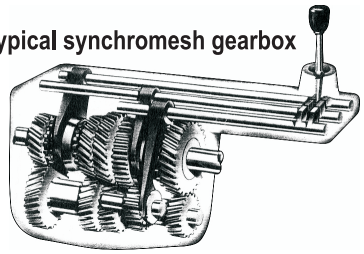
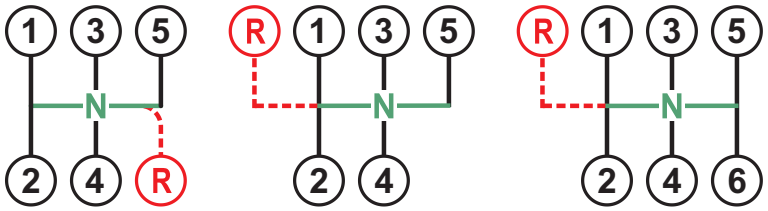
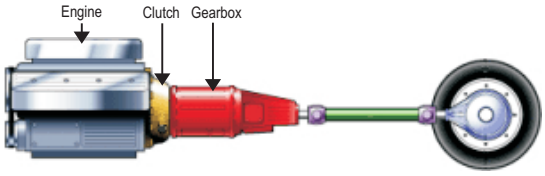
MANUAL TRANSMISSIONS

Typical synchromesh gearbox



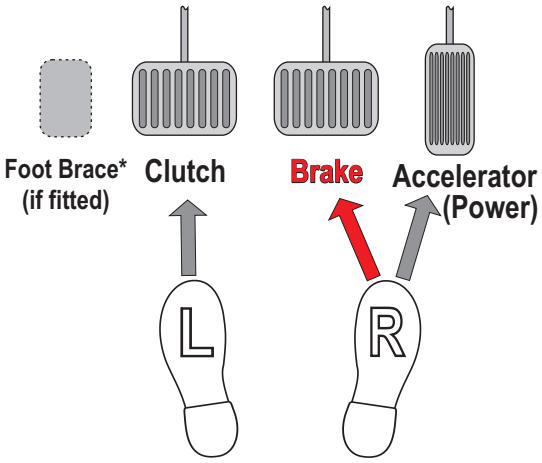
5-speed & 6-speed GEARBOXES
(typical patterns)





The "N" is where the gearlever rests when in neutral.
Do not grip the gearlever hard, or shake it.
Use the palm of your hand without gripping, so that you can feel the action of the spring.

THE PEDALS



When operating a pedal, press it with the BALL of the foot (the padded area just under the toes), not with the instep. The HEEL rests on the floor and acts as a pivot to make adjustments to the pedal pressure.

Don't "stab" a pedal, use steady pressure as required.

Using tachometers - When setting power (revs) for moving off from a stationary position, don't "chase the needle" while staring at the tachometer - you won't have your eyes on the traffic and your moving-off will be delayed; this could cause a dangerous situation.
Instead: squeeze the pedal then hold it still. Listen to the engine revving, if it "sounds right", you have your takeoff power. Small adjustments to the revs can be made by varying the pressure on the pedal slightly, then holding it still.
If you need to check the tacho (e.g. to avoid over-revving at high power settings), quick glances at the tachometer needle will suffice.

CLUTCH

When pressed fully down, disconnects the engine:
- to allow gear changing without damaging the gearbox
- to allow the car to go very slow or to completely stop without stalling the engine

The left foot is used for the clutch. When not in use the foot rests on the floor or a specially provided foot-brace. Don't rest it on the clutch pedal (ie don't "ride the clutch"), it causes damage.

With the clutch pedal pressed down, the car is freewheeling ("coasting") and the engine has no control. Don't use the clutch to slow the car down unless the engine is already at or near idling speed, and don't press the clutch in while going round corners!

The **FRICTION POINT** is where the clutch pedal is lifted high enough for the engine to "grab" the car.

BRAKE

Pressing the brake pedal "grips" the wheels and slows the car down, allowing the driver to control the rate of slowing, and to stop the car accurately.

The right foot is shifted between the brake & accelerator pedals as necessary. Never brake with the left foot!

The brake pedal is often "covered" (the right foot touches it without pressing) when approaching intersections or any other hazard. This prepares the driver physically & mentally for braking.

A gentle press on the brake pedal will switch on the brake lights without actually applying the brakes. This warns vehicles behind of your intention to brake or if there is the possibility of an emergency stop.
Think of your brake pedal as a signalling device.

ACCELERATOR

The primary speed control. When pressed, increases the fuel/air mixture fed into the engine, increasing the engine power.

The right foot is shifted between the accelerator & brake pedals as necessary. In normal driving the right foot rests with heel on the floor, with sufficient pressure on the accelerator pedal to maintain the desired speed.

*The **Foot Brace** is not a pedal, it is used to brace your left foot in the event that you have to do an emergency stop.
It is also a handy place to rest your left foot while driving, instead of resting it on the clutch pedal where it can cause damage.