

## 4 door cars with manual transmission

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## Book Descriptions:

### 4 door cars with manual transmission

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 stickshiftequipped 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 sixspeed for its rowdy Ftype. 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 trackready 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 sixspeed 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 sixspeed 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. <http://www.zscamke.sk/userfiles/comfort-zone-manual.xml>

- **4 door cars with manual transmission, four door cars with manual transmission, 4 door sports cars manual transmission, 4 door cars with manual transmission, 4 door cars with manual transmission, 4 door cars with manual transmission.**

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 sixspeed 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 sixspeed 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 sixspeed manual is available on the midrange Sport trim with either the turbocharged 1.5 or 2.0 liter inline four as a no cost option. It's part of the reason the Accord has appeared on our 10 Best list a record 34 times. You can order your Civic sedan or coupe with the sixspeed 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 sixspeed 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 manuelequipped 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 fivedoor Elantra GT hatchback now pairs exclusively with a sixspeed

automatic.<http://www.wistco.co.kr/upload/editor/comfort-zone-space-heater-manual.xml>

But for those who prefer their hot or warm hatches with three pedals, the sportier N Line model packs a sixspeed manual as standard equipment. The sixspeed manual is available in the base FE trim level and in the turbocharged Forte GT also available with a sevenspeed dualclutch. 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 eightspeed slushbox in the Stinger. Its also one of the only midengine sports cars you can buy with a stick shift. Though an automatic is available on the outgoing Evora 400, a sixspeed manual is the only choice on the GT. We like to think that the companys “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 frontwheel drive and the Premium package. If you want the sedan, allwheel drive, or a lower trim level, youll have to settle for the automatic. No matter how you slice it, you get the same 2.5liter fourpot. So far, so good. Now on its fourth generation, the MX5 is still resolutely faithful to the original format. Like the Chevy Sparks, its a fivespeed. Higherspec—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 otherwiseoptional sevenspeed automatic. The sixspeed manual has a revmatching 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 its still one of the most budgetfriendly new cars you can buy, and you can get it with a manual. It has five speeds, and as with the larger Sentra, its available only on the base S trim. Higherlevel models get a CVT.

Both the Cayman coupe and Boxster convertible come with a sixspeed or the optional sevenspeed dualclutch 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 sevenspeed manualtransmission option to the 911 lineup. Its currently available on the new 992generation Carrera S and Carrera 4S in both coupe and convertible body styles as a nocost option over the eightspeed dualclutch. Currently, you cant spec the base Carrera coupe and cabrio with the manual. Thats also true of the carryover 991gen GT3 RS, GT2 RS, and Turbo models. But for now, the old Carrera GTS and Targa models are still available with a sevenspeed stick and the GT3 with a sixspeed. As for the Speedster if you can get your hands on one, that can be specd solely with a sixspeed 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 eightspeed automatic. Customers can spec their base sedan, base hatch, or Sport hatch with a fivespeed as an alternative to the CVT. The combination of a manual transmission and Subarus signature allwheeldrive system makes the Impreza something of a rarity in the passengercar market. Toyota offers a stick on the Corolla sedan but only on one trim level. The Corolla SE can be optioned with a sixspeed 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 sixspeed 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 sixspeed manual.

<http://www.drupalitalia.org/node/69372>

And whats 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 driver's machines that still do. But it's no stretch to say it was Mazda's brilliant five-speed 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 six-speed—that remained optional the five-speed 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 easy-shifting and precise six-speed manual transmission in the Roadster model but also the even better driving retractable fastback RF model. Either way, 2019 MX5s get an updated 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.

<http://kluchevoy.com/images/canon-mp20dhii-user-manual.pdf>

Of course, engineers were tempted to design a heavier and more expensive twin-clutch, paddle-shift transmission instead of a manual. But we're sure glad they didn't, and Subaru recently added a new high-performance, track-focused tS model to the range with a retuned suspension by STI Subaru's performance arm, frame stiffeners, lighterweight wheels, and high-performance 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 manual-transmission 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 V8-powered GT. Engineers installed a new twin-disc 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 seven-speed manual transmission an eight-speed 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 rev-matching feature, which makes you sound like a heel-and-toe hero on downshifts. It's a pleasure to use. And that's true of the whole car too. This is one of the best-driving sports cars in the world—at any price.

<https://jdlwealth.com/images/canon-mp20dhiii-manual.pdf>

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 4.0-liter flat six-cylinder in its tail that makes an even 500 hp way up at 8,350 rpm. The GT3 doesn't have the same seven-speed manual as the rest of the 911 line. Instead it uses a stronger six-speed 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 eight-speed dual-clutch as the only transmission. Compared to the plain-vanilla 500, the Abarth delivers 60 more hp and 72 more lb-ft of torque. The high-powered Fiat is relatively tame when you want it to be, but flat-foot the throttle and it sounds

like a squadron of light aircraft are chasing you down—Fiat doesn't 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.

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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. 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



limited production 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 1.6liter 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. 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 all in 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 next generation 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.io](http://piano.io). You may be able to find more information on their web site. 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 pedalequipped counterparts—and they shift quicker, too. Its part of the reason why a manualequipped Porsche 911 is slower to 60 mph than an identical car sporting Porsche's PDK dualclutch automatic gearbox. There's a case to be made for the automatic. And yet there is still demand for the manual transmission, though its 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. That's crucial, especially as automakers continue to push for autonomous cars. For those who prefer to pilot their own vehicles, this is our list of every car you can buy right now with a manual transmission. View Gallery 17 Photos THE LATEST IN CAR NEWS EditorCurated Stories Directly to Your Inbox. It indicates a way to close an interaction, or dismiss a notification. It often indicates a user profile. It often indicates a user profile. It often indicates a user profile. It often indicates a user profile. It indicates a way to close an interaction, or dismiss a notification. It often indicates a user profile. It indicates a way to close an interaction, or dismiss a notification. It symbolizes a website link url. It indicates a way to close an interaction, or dismiss a notification. But one can still option a manual on some performance cars and pickup trucks. Here's a ranking of my favorites, with appearances from MINI, Mazda, and Jaguar. Visit Business Insiders homepage for more stories. While one can still find manual transmissions on vehicles in Europe and South America, automatics are the rule in the US.

Even some performance cars have dropped the manual options, most notably Ferrari. Most people no longer learn to drive on a stickshift, and for the most part, automatics yield good fuel economy and can be had on inexpensive cars. So the stickshift is dying out. But one can still find it on a decent number of cars. And I hope it never goes away completely! I just love the thing, but it absolutely terrified me. The ultimate roadster is about as much fun as it's possible to have on four wheels. The Ford Focus RS, now also discontinued, is an absolute track weapon. The clutch is so firm and edgy that it's quite easy to stall the car, until you get a feel for it. On the plus side, shifts are incredibly brisk. I got the hang of it after a while, but it was annoying. One of the most basic pickups

I've ever tested. It was like managing a farming vehicle. But that's a testament to the Tacoma's legendary ruggedness. Sign up for our Shifting Gears newsletter now. His focus is the global auto industry, including Tesla, a company he has chronicled since 2007. He also looks after Business Insiders annual Car of the Year award, announced every fall. \n Hes written for The New York Times, Slate, The Washington Post, the Los Angeles Times, HuffPost, and CBS Interactive. The latest loss comes from German performance leader BMW, which announced it might cancel manual transmissions entirely on its most potent performance cars, the M5 and M6, as soon as production of the current generation ends this year. For anyone who knows the tactile, engine-revving joys of the clutch and stick, this is sad news. But it isn't extinct just yet. Just look to these worthy vehicles that all still come standard. Cadillac XT6 For more information please read our Privacy Policy. In reality, it's mostly the nonluxury sedans that are on their way out, and have been for some time.

Large and midsize domestic sedans have been on the decline since the 1990s ushered in a new era of SUVs, and the gas crises of the mid-2000s failed to make a sizable dent in the U.S. market's affinity for this bodystyle, only forcing the most egregious gas guzzlers off the road until their comeback in 2016 in response to suddenly cheap gasoline. But is another category also a dying breed, that of sedans with manual transmissions. Indeed, at times this seems like a throwback combo that reminds us of the budget cars of the 1980s and early 90s, a combo that lived on only in luxury sports sedans thereafter. The kind that came with an M5 badge and a price tag equivalent to at least two Ford Explorers. Now, even the M5 doesn't offer a stick shift option. So just how many sedans true three-box sedans with four doors and a trunk are offered with manual transmissions in the U.S. market at the moment. The full list is below, but keep in mind that manuals aren't paired with all engine versions of most of these models. 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 a commission through links on our site. Here are some of the best. Its latest Vantage confirms that with a dogleg seven-speed manual option. Sadly, you can only get the six-speed paired with the base 2.0-liter engine, but that's better than nothing. The seven-speed unit is a no-cost option that makes the car slower in a straight line, but a whole lot more fun. Chief engineer A dual-clutch version is now available, but we'd recommend skipping the wait and picking up the three-pedal version. This one is for sale on eBay right now. Its got a 332-horsepower V6 mated to a six-speed going to the rear wheels. It has an exotic flat-plane crank V8 engine, and it's one of the few performance cars out there that doesn't even have an option for an automatic. This 2019 R model is basically new, and you can own it today.

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