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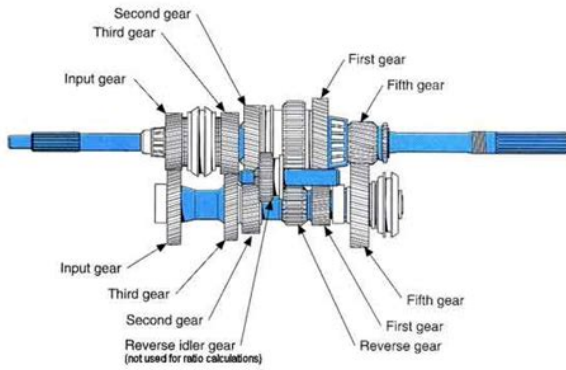
Book Descriptions:

Buy a 5 speed manual transmission



This is the third one installed in family street rods and everyone is a treat to drive. If your going to invest in a 5 or 6 speed trans.this is the one to use!Shifting into gear feels more defined. Throttle inputs also feel more direct like pushing down the throttle from cruising at like 2500 rpms it goes the way you want it to, rather than the mount flexing and absorbing power. Really love the solid feel of this mount and transmission crossmember bushings combined. Engine vibration when accelerating and gear whine is much more noticable NVH, Natural Vibration Harmonics, almost like a baby dog box, but thats okay with me. Feels like a like a whole new car and I love it!Just know the universal threads are plastic, you can always upgrade to aluminum from another store.Looks sharp and functions as expected.When it's hot out, I have to put a sock over it to be able to touch it.Takes the 12mm but fit perfect. Would have gave 5 stars but the shift pattern print was on a little crooked.Everything I wanted for a cheap price. Fits my 2007 2.4l chevy colbalt ssInstalls in minutes. A nice effort for a Chinese made product.Its a little smaller than i thought but it feels so much better than the oem shift knob. Feels like a like a whole new car and I love it!Anyway it seems to be working great. A little tab piece snapped off during shipping. I believe that was a fluke since the plastic appears to be of the same quality as the OEM parts. It didnt affect the installation, so I proceeded. All thats really on this board are copper lines and the transmission plug. If that werent the case, I doubt a generic manufacturer would have tried to copy it, in the first place. End shot, I think its fine to use a generic conductor plate for the 722.6xx transmission. Good luck.Looks sharp and functions as expected.This one is ruberized and feels secure when shifting.Everything I wanted for a cheap price. Fits my 2007 2.4l chevy colbalt ssThe fluid is honey colored just like the factory OEM.<http://p-energo.ru/content/dell-monitor-e153fpf-manual.xml>

- **what s a 5 speed manual transmission, 5 speed manual transmission with overdrive, 5 speed manual transmission gm, how a 5 speed manual transmission works, driving a 5 speed manual transmission, shifting a 5 speed manual transmission, 5 speed manual transmission for chevy 350, 5 speed manual transmission for sale, 5 speed manual transmission dodge cummins for sale, 5 speed manual transmission for chevy 350 4x4, buy a 5 speed manual transmission, buy a 5 speed manual transmission kit, buy a 5 speed manual transmission fluid, buy a 5 speed manual transmission system, buy a 5 speed manual transmission problems.**



Please note, the transmission isn't sealed for life. Regular service 50 60k intervals will help you achieve years of trouble free driving. Just know the universal threads are plastic, you can always upgrade to aluminum from another store. 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 ATSV is gone, and Jaguar no longer offers a sixspeed for its rowdy Ftype. But heres 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 its a rowityourself new car youre after, this list will help you find it. Heres hoping the next time we have to update this story, we'll be adding entries. The unconventional doglegpattern shifter is offered only on the trackready AMR performance variant. Powered by a twinturbo 4.0liter V8 supplied from MercedesAMG, the Vantage is as quick as it is beautiful. The reardrive 230i and M240i coupes can both be specified with a sixspeed manual, as can the M240i convertible, the BMW M2 Competition, and the topoftheline M2 CS. The new 2series Gran Coupe, however, will be an automaticonly 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 6series, though, thats the sum of BMWs manual offerings; the rest of the lineup is paired with automatics, no matter how nicely you ask. And sadly, the new 2021 4series will be automaticonly as well. GM s engineers quantified the lack of a manual transmission, noting it would compromise the structural efficiency of the car. <https://www.coverdolls.com/userfiles/dell-monitor-as501-manual.xml>

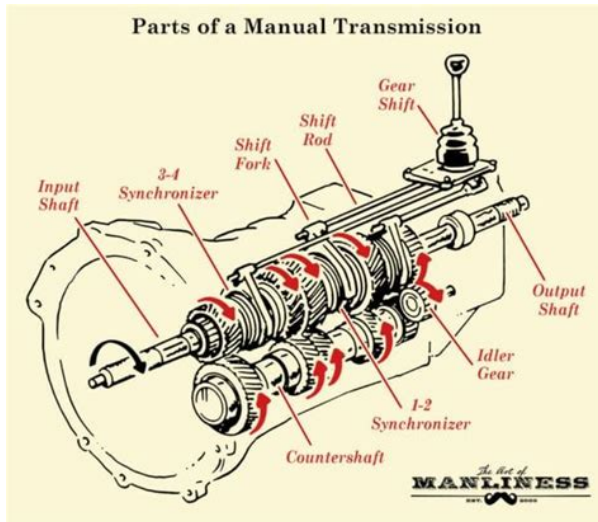


But some C7 Corvettes are still available for now, and like every prior iteration, it can be had with a stick. The Vettes sevenspeed manual comes standard on the base Stingray, Z06, and ZR1. It still comes standard with a fivespeed manual. And with the Fiat 500 hatchback gone from the U.S. market, the 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 sixspeed stick. So if you insist on three pedals and want a highperformance Ford Mustang, the Shelby GT350 is as focused and potent as you can get. That extends to its upscale Genesis division, which offers its entrylevel G70 luxury sedan with a sixspeed stick—albeit in one specification, with the turbo 2.0liter inlinefour and rearwheel drive.

Allwheeldrive and V6 models come with automatics. Same goes for the flagship G90 and midlevel 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 2.0liter inlinefour as a nocost 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 sixspeed in either Sport or Si guise, or you can get a rowityourself 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 jurys 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, its a real bargain when it comes to obtaining a heelandtoe education. The moment you step up from the base SE model to the midlevel SEL or the top Limited trim, though, youre stuck with a CVT.

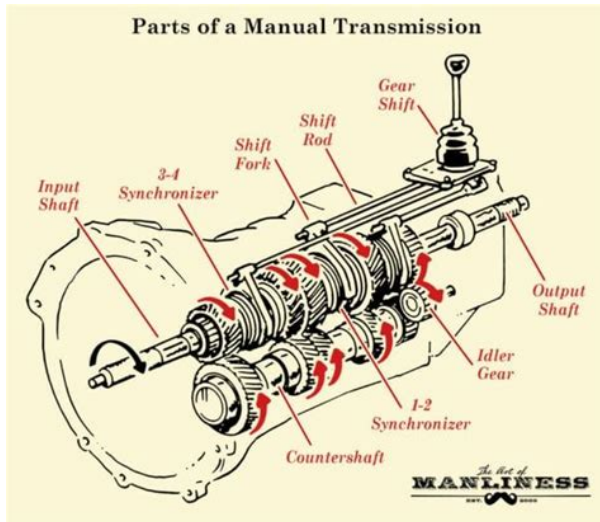
But its not the only manualequipped car from this Korean automaker. That model will come with either a continuously variable or dualclutch automatic transmission, depending on the trim level. Also, the fivedoor Elantra GT hatchback now pairs exclusively with a sixspeed automatic. But for those who prefer 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.



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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.

<http://darrellpugsley.com/images/bottle-labeller-manual.pdf>



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. 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 dont 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 computercontrolled 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.

<http://www.britishcomics.com/images/bottle-labelling-machine-manual.pdf>



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, lightweight 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.

<http://www.champcaregivers.com/wp-content/plugins/formcraft/file-upload/server/content/files/1626d71ec48701---3m-22a-manual.pdf>

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.

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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. 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 1.6liter 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. It's a more interactive experience and you have more control over the car. Driving stick has other benefits, too. For one, it's much harder to use a cell phone or text when you're driving a stick shift both your hands are busy. However, driving a manual can be a chore in bumpertobumper traffic. My wife recently bought a new car and this very thing happened to her. The new car is basically the same car she had been driving, just 10 years newer. The 2006 model had a 5 speed manual transmission and the 2016 model is a 6 speed. The gears on a 6 speed car are a bit more nuanced than a 5 speed. I've noticed that I tend to shift out of first and second much quicker in the 6 speed car. If you're on the open highway, chances are you'll make your way up to 65 mph or more. This is where your sixth gear comes in handy. It's essentially an overdrive that allows the car to operate at lower RPMs and save fuel. Tell us in the comments if you've experienced any others. If you're in the market for a manual transmission car, the Car Talk blog has a fairly recent article about what's available. Or, if you're just itching to take your ride on the road, Plymouth Rock Assurance has plenty of safety tips for you. I've been driving a 6 speed since 2007 wow 10 years already!

I feel that driving a stick makes the car feel like an extension of my body, attached at the foot where I shift. Being that we're so close to NYC here in the Garden State, I love driving stick in NYC because I feel much more in control, and thus less stressed, in a city driving environment. As a NJ commuter, it would be nice to see some tips on surviving NYC traffic patterns and crazy taxi drivers. We'll start gathering tips and put this on the schedule as a future topic. Last September I bought an an MX5 Miata 2006. The car is pristine and had 36K on it. The dealer said it was a club spec, but it has the 6 speed manual and the sport bilstein suspension. Putting the Vin into the Mazda site they can't tell me what I actually have. Any help to figure out what it is I use the 6th gear only when I am on the highway. I was just wondering if it would be ok to shift from 4th to 6th without shifting to the 5th knowing that when I am downshifting I usually skip gears. 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 hand. 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. 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 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 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 footoperated clutch of a manual transmission car, a dog clutch provides nonslip coupling and is not suited to intentional slipping.

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