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## 2018 mustang ecoboost auto vs manual

Joins Nov 11, 2014 Posts 813 Reaction Score 163 Location USA Vehicle (s) 2015 GT PP Nothing too surprising there, but an interesting read nonetheless. They really should have tested a manual with a 3.73 gears though, just to eliminate another difference. I always prefer to drive a manual, although I understand that I am now in the shrinking minority. Joined June 3, 2018 Posts 2311 Reaction Score 1209 Location usa Vehicle (s) stang Multiply the couple for sure. Once the diets reach the top of the auto keep it in the power band very efficiently. Joins Sep 22, 2014 Posts 1770 Reaction Score 765 Location Michigan Vehicle (s) 2005 Mustang GT No surprise. What I haven't seen mentioned is that Ford eviscerated the ratios for Manual 18 as well. It would have been closer with the 15-17 MT82, but still a loss. The shorter ratios combined with a higher red line is powerful, but for some reason they have stripped it. Joined June 17, 2016 Posts 3496 Reaction Score 918 Location USA FirstName Dr Frankenstang Vehicle (s) 2016 gt/cs auto 3:55 speeds Showcase Vehicle 1 The 18 mt-82 are breaking shift forks because Ford decided to go cheap with aluminum shift forks. Don't they know that aluminum in this application is weaker than steel? 2016 Ruby Red GT/CS 401a Exedy step 2 6r80 build with entry tree ticket, 3:55 speeds, Procharger Stage 2 D1x (750/539 RWHP) with 4.88 pulley, Mak Performance 4 entry hose, Innovations Fore Beefcake budget dual pump fuel system, Stock Cams, Livernois Valve springs, Injectors Id-1050x, Reische thermostat at 170 degrees, Tial 50 mm Bov, Gt-350 intake collector and t.b, ARH Lt's ARH exhaust complete, with offroad x pipe, pipe Kooks Race ball mufflers, Tss OPG, Crank Speeds Ticket, ARP crank bolt, FTI 3200 rpm triple clutch stall, Dynotech 3.5 ds, loop ds stifi G-force 1500 hp half-tree, Steeda suspension, with some bmr parts, Rev auto 93 octane dyno tune, Driven FR-5w-50 motor oil, Mercon LV Synthetic Atf , Amsoil Severe Gear 75/90 Diff... Joined Feb 26, 2018 Posts 2055 Reaction Score 1514 Parkville Location, MO Vehicle (s) 2018 GT Coupe PP2 Seems a little out of me. I don't doubt 1/2 sec faster in the 1320, but not sure I buy a full dry behind at 100 mph and do up to 1/2 sec in the latter 400-500 ft. I still think that with air and tires, the M6 can be in the 11. I hope we find out soon. Joint Oct 3, 2017 Posts 430 Reaction Score 137 Location Knoxville Vehicle (s) 2019 CAMARO SS Vehicle Showcase 1 Nothing too surprising there, but an interesting read nonetheless. They really should have tested a manual with a 3.73 gears though, just to eliminate another difference. I always drive a manual, even though I understand that I'm now in the shrinking minority. I thought the manual had 3.73 ... according to tech info anyway? Right? 2019 CAMARO SS A10 18 GT A10 3.55-SOLD Reactions: White\_GT\_CS The 18 mt-82 breaks the lag forks because Ford decided to go cheap with aluminum shift forks. Don't they know that in this application is weaker than steel? . Stop spreading stupid rumors. 2019 GT, PP1, MT82, 301A, Magneride, Active Exhaust, Kona Blue Mods; Wither and luxurious luxury flooring and Lloyds chest rugs. . Joined May 10, 2015 Posts 6,975 Reaction Score 5,914 Location New Jersey First Name BigD Vehicle(s) Ruby red 2019 GT Premium. Technology will always improve. The man has already reached his limit of performance. If you want to go fast and be consistent. Get the automatic. If you don't care about 10 years. Take what you want. Side note. Devil of a trap speed for a hot day. 119 is amazing. Premium of 15 GT. Paxton powered full weight, 9 seconds getter grocery store. I'm going to miss this ole girl. Ruby red bone stock 2019. with painted under the car hood show bling! Reactions: Norm Peterson Joins March 8, 2017 Posts 1875 Reaction Score 930 Location Houston, TX Vehicle (s) 2020 GT500 Awaiting Shipping, 2019 STX 4X4 Ford Ranger, 2016 Audi A7. Stop spreading stupid rumors. I have no insight into the validity of the post, but it is being spread. My son and his friends who are not here told me the same thing. So it is broadcast independently whether true or not. Again, I have no first-hand knowledge in either way. Last edition: June 25, 2018 2020 GT500 Awaiting shipping 2019 Ford Ranger 4x4 2019 Dodge Charger Hellcat Sold 2018 GT Recycled 2017 GT350 Sold 2016 Audi A7 Grand article, I think many of us were looking. It wouldn't stop me from buying the manual, but it's great to see a perfect match of the auto vs manual. Two things struck me from the statistics; 1. Weight. They're damn heavy cars. 2. Side Dat G tho!!!! 1g for the manual!!! I think it's largely to the new MP4S PNEUS. I'm going to put them on my car next. I don't know why though, I never took my past .72G car in a corner. I suck..... Last edition: June 23, 2018 GT, PP1, MT82, 301A, Magneride, Active Exhaust, Kona Blue Mods; Wither and luxurious luxury flooring and Lloyds chest rugs. . Joined June 27, 2016 Posts 2652 Reaction Score 1204 Location Simpsonville SC Vehicle (s) 2016 Ruby Red GT PP Technology will always be better. The man has already reached his limit of performance. If you want to go fast and be consistent. Get the automatic. If you don't care about 10 years. Take what you want. Side note. Devil of a trap speed for a hot day. 119 is amazing. I believe motortrend applies correction factors to their 1/4 mile times. 2016 Ruby Red Mustang GT PP Prior Cars 1989 Mustang Notch - Twin Turbo - 500RWHP 1996 Mustang Cobra 1994 Mustang GT Green - 408w - 500RWHP Joined feb 4, 2018 Posts 254 Reaction Score 155 Central Location FL (s) 2018 Mustang GT Thread starter Thread

Starter #13 Excellent article I think many of us were looking for. It wouldn't stop me from buying the manual, but it's great to see a perfect match of the auto vs manual. Two think hit me from the statistics; 1. Weight. They're damn heavy cars. 2. Side Dat G tho!!!!!! 1g for the manual!!! Je Je it's largely down to the new MP4S tires. I'm going to put them on my car next. I don't know why though, I never took my past .72G car in a corner. I suck..... I noticed the difference in the side G as well. It doesn't say they're both PP cars, but judging by the statistics I guess they are... Current Stable: 2018 Mustang 5.0 10 speed Magneride PP 1994 Mustang 408 If trim 617 rwhp scream machine 1988 Mustang 5.0 LX auto mainly stock Previous Tours: 1986 GT Conv 2003 Mach 1,2003 Cobra 1992 5.0 5 speed (LX strawberry) 1992 5.0 Notchback Joint on May 10, 2015 Posts 6,975 Reaction Score 5914 Location New Jersey First Name BigD Vehicle(s) Ruby red 2019 GT Premium. I believe motortrend applies correction factors to their 1/4 mile times. That's the way it is. Im pretty sure they correct to see the level. Where I run, we see DA of -2000. So compared a trap 119 to the trap 2017's 114. Pretty anazing. Premium of 15 GT. Paxton powered full weight, 9 seconds getter grocery store. I'm going to miss this ole girl. Ruby red bone stock 2019. with painted under the car hood show bling! I noticed the difference in the side G as well. It doesn't say they're both PP cars, but judging by the statistics I guess they are... It has to be. I guess a standard GT wouldn't get much passed .85 or more. Plus the weight being so similar. I can't imagine having power without control. I have to do at least PP1 on these cars. 2019 GT, PP1, MT82, 301A, Magneride, Active Exhaust, Kona Blue Mods; Wither and luxurious luxury flooring and Lloyds chest rugs. . Starter Discussion - #1 - May 18, 2018 I'm torn about whether to buy a GT premium with the trans car or stick to a manual. My 08 vette is a manual and I've never had a performance car with a trans car. That being said, I like to run my cars at the dredging track. Getting a little long in the tooth and my reaction times slip a bit, that's why I consider an automatic trans. Certainly looks like the new trans auto Mustang GT are running better stock time than manuals. All thoughts??????? I'm torn about the opportunity to buy a GT premium with the self-acronym title/acronym or stick with a manual. My 08 vette is a manual and I've never had a performance car with a self-acronym title transmission./ That being said, I like to run my cars at the dredging track. Getting a little long in the tooth and my reaction times slip a little, which is why I consider a self-acronym title transmission./ Certainly looks like the new auto acronym titled transmission/acronym Mustang are running better stock time than manuals. All thoughts??????? Wow, you must have read my mind. I just came online to make a thread about it. haha I'm curious to answer as well. I did some research online and surprisingly turned very little... I heard the new car though is crazy! As faster than some high-end Porsche with the PDK. I don't know if I can carry myself buying and auto though. I really like manuals and always miss when driving my wife car as I find I get advice and missing out on moving a lot. haha The automatic has manual mode with right paddle gear levers? so you'd only miss the clutch . . . After years and years of stick changes, I went on the dark side when I bought my 2016 GT/CS. My left foot was alone for a while, but you'll get over it pretty quickly while driving through heavy traffic. Manual. This is not a quick reaction out of line for me. Instead, it's about dropping a gear to pass and having that direct connected feeling of the engine connected to the wheels. It's like the turbo shift when I drive my other car with an automatic. It has paddle gear levers and while the answer is there, I still have this feeling that I turn a torque converter that is then moving to drive the wheels in its own right time. I live in Southern California, and the traffic is there, but not such a problem where rowing my own is compensated by the lack of my left leg to rest. My third form of transportation, a bike, (pedaling type, not motorized) helps with that. Mine is only a v6, but with the manual it's a lot of driving pleasure. I wish the shifter was a little easier through the gears, but since I'm not my car, it's not such a problem. Sometimes I think all these automatic driving aids, which started with transmissions and lead to driving fewer cars are designed to make life easier for people who would rather be on their cell phones than having to develop a skill called driving. I think the OP and I know I was hoping for more comparisons on the performance between the manual and Auto (facts). It seems that this has gone into what is best in the direction of opinion. haha I'm sure the auto will outperform the manual in virtually every measurement, probably all. The only thing I wonder about is the ability to anticipate as you can with a manual; like holding a lower speed when you can see something coming, or downshifting in anticipation of acceleration. I wonder if the automatic in manual mode can quite well duplicate all this? I'm sure the auto will outperform the manual in virtually every measurement, probably all. The only thing I wonder about is the ability to anticipate as you can with a manual; like holding a lower speed when you can see something coming, or downshifting in anticipation of acceleration. I wonder if the automatic in manual mode can quite well duplicate all this? I didn't drive a 2018 Auto or Manual, but assumes in manual mode if it's a real manual mode should be extremely fast when you downshift. I'm talking about manual mode terms saying a C63 AMG or CTS-V. Now the Ecoboost I rented some time ago had a bit of a delay when using paddle gear levers and everything, but I don't know if I remember a true manual mode. hmmm I'm more curious to know the performance states in between. Like 0-60, 1/8 and 1/4 1/4 in between. I don't know if OP is as interested and I don't want to take the thread anymore if the OP is interested in anything else. If the OP doesn't come back, then it's fair to hijack the thread, right? I'm torn about the opportunity to buy a GT premium with the car... Yes... Manual. ... I like to run my cars at the drag track. Get a little long in the tooth and my reaction times slip a bit, that's why I consider a self.... Mustang GT are running better stock times than manuals..... Back to the OP op - it looks like the automatic will produce faster and more consistent times on the drag band, the only reason not to do so would be pride or nostalgia If the OP doesn't come back, then it's fair to hijack the thread, right? Back to the OP op - it seems that the automatic will produce faster and more consistent times on the drag band, the only reasons not to do so would be pride or nostalgia, I agree that it does sound that way, but how much better exactly? Are there any sites that discuss gritty nitty differences and talk about time differences? I have not found any. Discussion Starter - #13 - May 21, 2018 I would like to develop this technique but at 74 I don't think I'm being trained. Harvey, I just turned 75 and you just have to accept the fact that you're losing a step or two at our age. But hey I'm still drag racing motorcycles just not the ones as fast as they used to be. frowning: Vote for the car here! When we were kids, you wanted the stick because it was faster. A good human driver could move better than the automobile. But today, technology is so much better than a good human can't change better than the computer/auto. Just my \$.02 I just switched from a 2013 GT to a 2016 auto in February. All the hype about this new auto in the 2018 is declaring to make me wonder if I should be looking again? 4 months may be the shortest time I have ever owned a car. But just thoughts now. Vote for the car here! When we were kids, you wanted the stick because it was faster. A good human driver could move better than the automobile. But today, technology is so much better than a good human can't change better than the computer/auto. Just my \$.02 I just switched from a 2013 GT to a 2016 auto in February. All the hype about this new auto in the 2018 is declaring to make me wonder if I should be looking again? 4 months may be the shortest time I have ever owned a car. But just thoughts now. 4 months would be short for myself, but if you can get out of it for close to what you got into it, I'd say go for it 100%. new cars from what I read beat 100K Porsche PDK transmissions and that's awesome. I don't know if I can make a car because I really like to change. It just makes driving more fun and less sit and get bored. I feel like I'm doing something. However, if I've seen some statistics on time differences and if they are drastic that could make me change my mind and go auto, but I can't seem to find statistics to the comparison. yeah, I still think so. I have to give up convertible though to go 2018 from a budgetary point of view. This is my first convertible. Maybe I want to get through a summer. lol. Harvey, I just turned 75 and you just have to accept the fact that you're losing a step or two at our age. But hey I'm still drag racing motorcycles just not the ones as fast as they used to be. Frown: Hey it's awesome. I have to admit I probably lost 3 to 4 steps here, but if I didn't find myself messing around with the left foot braking yesterday. You're in my head. I was right to tell my little sister about this. She's had a Mustangs stick chain over the years and just bought a 2018 car. She wanted another stick, but there were only a couple of low option stick cars on the ground. She slowly decides that she likes it, I think she really likes the ease of starting remotely to get the air going into the sticky time of Alabama. She always prefers to stay on the paddle gear levers, but she said she's starting to pick up on the fun of it. 10 gears so there is a lot of change to make. She admitted, however, that the thing will take off and go through the gears much faster than she can on her best day. I hope she drives it on her next trip home to Kentucky. As long as Ford is crammed Chinese junk transmissions into their cars, I will never own another one. My Boss 302 2012 was an absolute explosion.... except for this stupid, clumsy, POS transmission. It made me sell the car, it was so terrible. I swore when I would never own another MT-82 motor vehicle, of any kind, never again. That said, I am 37 years old and I have conducted many textbooks in my life. The 10-speed in my '18 is absolutely awesome and I can guarantee you that you're not going to move it with a manual, no matter how some people think they are with no lift moving (your trans really, really hates you for it by the way), etc. I'm in traffic all day, every day of the week, so the car was a no-brainer. As for a pouch, not at all. The sport mode on this transmission is soft and it will even hold in a low speed around 40 mph in case you find yourself next to a Camaro with something to prove on the track. I'd drive and I'd never look back. You still have the paddles, but you don't need them. Try an '18 in sports mode and you'll see. Paddle changes and fast-moving cars are the future. Even Ferrari has abandoned the manual manual for more efficient and faster automatic transmissions on the track. I like a manual for the fun of driving on weekends, etc., but guys who say You have to have a manual to feel the car, to have that power go right to the wheels when you need it haven't driven a modern automatic. It is not the same as it was three years ago. Ask me how I know. As long as Ford is crammed Chinese junk transmissions into their cars, I will never own another one. My Boss 302 2012 was an absolute explosion.... except for this stupid, clumsy, POS transmission. It made me sell the car, it was so terrible. I swore when I would never own another MT-82 motor vehicle, of any kind, never again. That said, I am 37 years old and I have conducted many textbooks in my life. The 10-speed in my '18 is absolutely awesome and I can guarantee you that you're not going to move it with a manual, no matter how some people think they're with no elevator moving the acronym title/transmission (your trans really, really hates you for it by the way), etc. I'm in traffic all day, every day of the week, so the car was a no-brainer. As for missing a pouch, not at all. The sport mode on this transmission is soft and it will even hold in a low speed around 40 mph in case you find yourself next to a Camaro with something to prove on the track. I'd drive and I'd never look back. You still have the paddles, but you don't need them. Try an '18 in sports mode and you'll see. Paddle changes and fast-moving cars are the future. Even Ferrari has abandoned manual transmission for the most efficient, faster on the track, automatic gearboxes. I like a manual for the fun of driving on weekends, etc., but guys who say You have to have a manual to feel the car, to have that power go right to the wheels when you need it haven't driven a modern automatic. It is not the same as it was three years ago. Ask me how I know. I couldn't agree more with you about the unwanted trans they seem to put in the Mustangs. My 2011 manual 5.0 I had whined so bad people literally used to ask what type of supercharger and HP numbers. I was asked so much that if I wasn't parked and it was just while driving down the road instead of trying to tell them that honestly it wasn't overloaded, I'd just say it's a Kenne Bell and I put over 500 on the wheels. hahaha yes my 13 Boss 302 trans was not so bad. I mean it would grind or lock on a rare opportunity, but maybe only a handful of times all the time I have it and I put more than 20,000 miles on it while I owned it. Now the clutch is a whole different story. Weak link for sure and has even been replaced under warranty.... ha Now, about at hand. I agree modern cars like whats in the Mustang and Porsche are amazing and no human can move a manual as fast. Thumbs up there for sure. I do question however if the cars in the Mustang are better than the manuals in production though. Where are the cars made? Aren't they made in the place than textbooks? If not, I didn't know it and maybe it's something that could really make me consider one more. Regarding your other thoughts on You need to have a manual to feel the car, to have this power go straight to the wheels when you need it have not driven a modern automatic. It is not the same as it was three years ago. Ask me how I know. I drove an S550 auto, tuned not a speed 2018 10, but a new car nonetheless. I also drove the Porsche PDK auto as well in a Cayman. Great cars moving for sure and the Porsche PDK was def better than the 15-17 cars in the Mustang. The 2018 Auto I might have to test to see how it compares to the Porsche PDK, but according to the reviews, it must be better as they say the GT 2018 with Auto Trans beats 100K Porsches with the PDK. However, even when in a Cayman with a trans PDK I missed the move, I missed the manual feel and experience and ultimately why I didn't continue to consider a Cayman as a next car option. Of course you can get them in the manual, but I have a bad feeling resale will hurt. Now I know that not buying a car for resale people will hunt me down for this as they always do, but I need to consider reselling cars usually 2-3 years and moving on so resale value is very important to me. Me.

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