

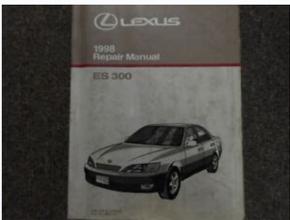
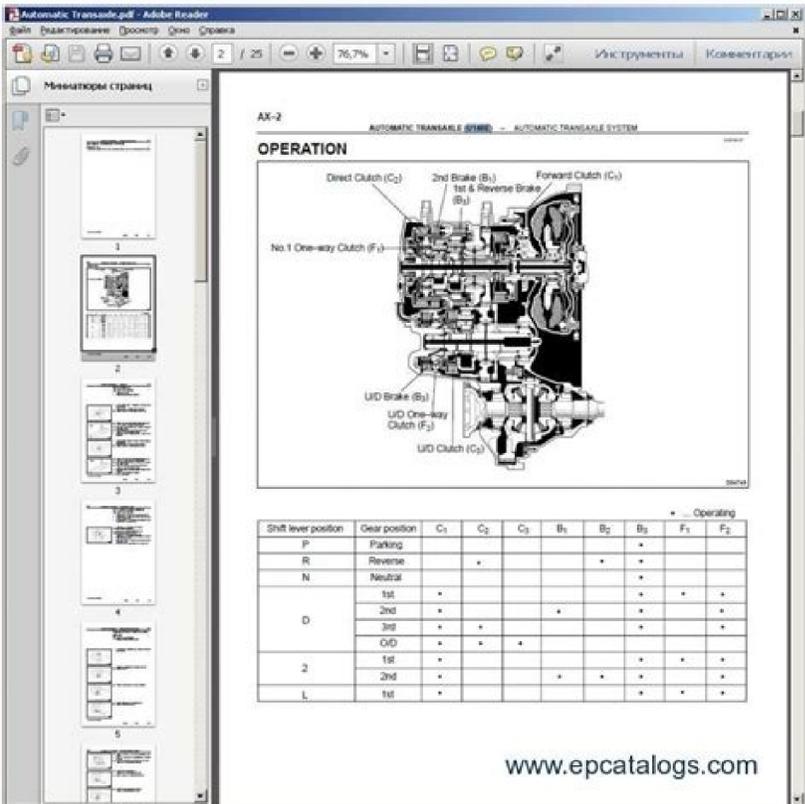
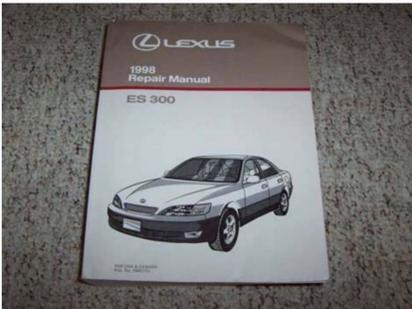
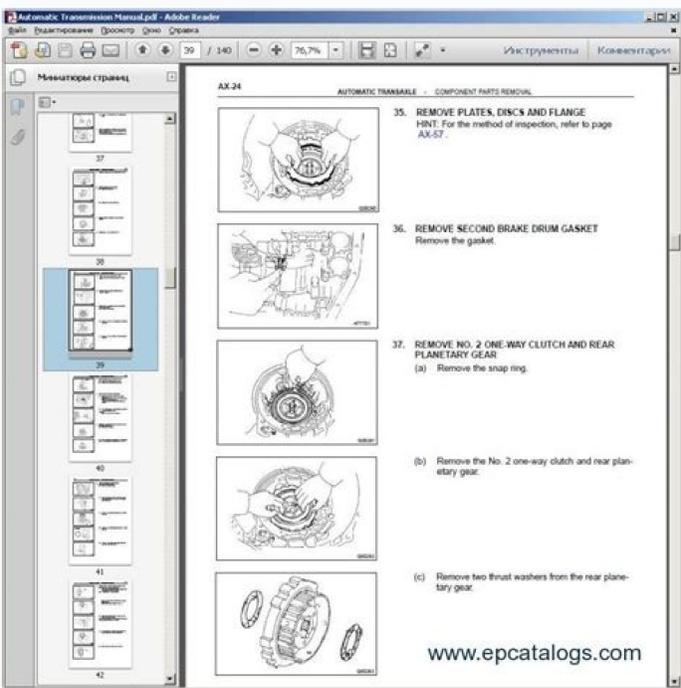


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Sales of the C300 with the manual have been weak; U.S.-market Benzes are likely to go all automatic, all the time, in the near future. But many manufacturers have surprised us by offering row-your-own manual transmissions in stuff you wouldn't expect, and for that they deserve special recognition. Plus, it's weird, and that counts for something, right? (Perhaps the biggest surprise of them all, though, is that none of the firm's hellacious AMG models comes with a manual. Mercedes sold fewer than 200 three-pedal 300SLs before the model was replaced by the automatic-only SL320 in 1994. Here's what happens: the transmission gets taken apart, just like you do with an appliance when it's not working right. Featuring the same robust 3.0-liter inline-six engine available in the fourth-generation Toyota Supra from 1993 to 1998, the SC300 was powerful and refined, and it was involving in a way that few Lexus vehicles have ever been. MORGAN SEGA! It's a given that some vehicles are available with a stick shift: the Chevrolet Corvette, the Porsche Boxster, the BMW M3. Current Surprise: Mazda 5 View Photos We love that Mazda has the cojones to offer a stick in its six-passenger family hauler. Not a word you hear a lot with cars, right? You can decide which is worse. What's the worst it can do? It's natural. In short, the transmission manipulates the engine output, to make sure that power is always available to you. After all, manuals are way more fun and give the driver a greater sense of control. And fortunately for enthusiasts, the six-cylinder model was available with a five-speed stick. There are four primary types of transmissions. Sadly, performance with this 2.5-liter engine was still slow. Pretty important, yeah? Further damage will be checked for, and replaced as necessary. Simple. No SLs have offered a stick since. Current Surprise: Mercedes-Benz C300 Sport View Photos There are actually two Benzes presently sold in the U.S. with manual transmissions. Thought so. At least the X5 first came only with a V-8, BMW added a six-cylinder version as an entry-level model in 2001; it used the same 3.0-liter mill that was in the contemporary 330i and 530i. Funny noises If you drive a stickshift, and you hear grinding when you shift gears, you're either a bad driver, or there's something wrong with your transmission. Everyone does. Of course, slim sales convinced BMW that shoppers weren't interested in stick-shift X5s, so when the second-generation X5 launched in 2006, the model went automatic only. (Sensing a trend here?) Chrysler discontinued the turbo in 1991 when the lineup shifted focus to V-6 engines, but these vans still have a cult following. Sometimes, it's cheaper to rebuild it. But not many outside the enthusiast community know that a fraction of SC300s were sold with a five-speed manual, which upped the fun and cut the C300's 0-to-60-mph sprint down to 6.8 seconds from 7.2 with the four-speed automatic. Current Surprise: Buick Regal View Photos Buick's European-bred family sedan will offer a six-speed manual in the 220-hp turbo version coming this fall, and the 255-hp GS version launching in early 2011 should have one, too. The rise of these sliding-door wonders, of course, subsequently helped cement the image of the soccer mom, and now it's the minivan that's hopelessly lame, with the latest generation of parents dropping them for trendy crossovers. About the only thing slower were the Caravan Turbo's sales numbers. Among cult members, one fan even muscled up his turbocharged kiddiemobile and had it running impressive 12-second quarter-miles. The transmission cooler will be flushed out and replaced, and the filter will be replaced as well. We know that you like to ignore that check engine light every time it illuminates. Most soccer moms, however, weren't tooting around in Dodge's 150-hp turbocharged version, complete with script lettering on the side and the optional five-speed manual on the floor. Would you rather spend more money or less money? AARON KILEY Ye Olde Surprise: Dodge Caravan Turbo (1989-90) View Photos In the late 1980s, before the SUV craze, minivans caught on with a generation of parents who rebelled against buying "boring and hopelessly lame" station wagons like those in which they grew up. You take your transmission for granted. If you drive an automatic (don't worry, only some people are judging you), then you might hear a wildly annoying whining noise from a grumpy transmission. Like the X5, the manual 300SL was not a sales success. If you have to drive a minivan, a Mazda 5 with a manual transmission is your best shot of convincing friends that you haven't totally given up. But in the case of the transmission, it comes into play. It may be slower than V-8 versions, but the V-6 Cayenne handles as well as its more powerful stablemates, and the stick gives it a bit stronger connection to Porsche's sports cars than just the crest on the hood. Automatics, manuals, continuously variable transmissions (CVTs), and dual-clutch transmissions (DCTs). You care about the role the transmission plays in your car. Here are some of our favorite shockers. This content is created and maintained by a third party, and imported onto this page to help users provide their email addresses. You don't realize how nice it is to have a fully functioning transmission until you don't have one. Ultimately, it's lit up because something's wrong with your car, and no matter how much you try and will it into existence, that reason isn't magically going away. These are the elements that easily wear with use and friction, like bands, seals, clutch plates, and gaskets. AARON KILEY Ye Olde Surprise: Mercedes-Benz 300SL (1990-93) View Photos When we think about the modern Mercedes brand, "offers stick shifts" isn't really something that springs to mind. AARON KILEY Ye Olde Surprise: Lexus SC300 (1992-97) View Photos The SC300 (along with its V-8-powered sibling, the SC400) was Lexus's first foray into the grand tourer segment—the bummeric SC430 being another—and remains one of the company's most underappreciated models. And manual-equipped cars often provide better fuel economy than their automatic equivalents. Don't beat around the bush with your transmission. You may be able to find more information about this and similar content at piano.io 4.9 (1,013 Reviews) 4.5 (987 Reviews) 4.8 (2,074 Reviews) 2002 Lexus ES300 3.0L V6 Base • 46,000 miles , CA 90405 \$2,552 - \$3,119 1998 Lexus ES300 3.0L V6 • 300,000 miles , CA 91762 \$2,655 - \$3,245 1998 Lexus ES300 3.0L V6 • 210,000 miles , CA 90008 \$2,610 - \$3,190 1996 Lexus ES300 3.0L V6 Base • 52,000 miles , CA 94577 \$2,738 - \$3,346 1995 Lexus ES300 3.0L V6 Base • 159,000 miles , CA 93110 \$2,437 - \$2,979 1997 Lexus ES300 3.0L V6 Base • 281,000 miles , CA 91901 \$1,415 - \$1,729 1998 Lexus ES300 3.0L V6 Base • 201,000 miles , CA 92029 \$785 - \$959 2003 Lexus ES300 3.0L V6 Base • 166,000 miles , CA 90606 \$1,502 - \$1,836 1999 Lexus ES300 3.0L V6 Base • 246,000 miles , CA 92882 \$692 - \$846 1996 Lexus ES300 3.0L V6 Base • 116,000 miles , CA 90720 \$753 - \$921 Last Updated: Sep 7, 2021 1:29 PM Get A Quote 12-Month | 12,000-Mile Warranty Let's start with a more simple question: what is a transmission? Check engine light Your secret isn't really a secret. Mercedes redesigned its top-of-the-line SL roadster in 1989 for the 1990 model year, and the most attention—from shoppers and reviewers alike—went to the V-8-powered, automatic-only 500SL. For shame, Mercedes.) Like the 300SL of 20 years ago, the C300 has 228 hp and six cylinders, although the newer car has its pistons arranged in a vee. When BMW face-lifted the X5 in 2004, it upgraded the transmission to a slick six-speed manual. The C300 sedan is the bigger surprise of the two; the other is the SLK300, but as a two-seat roadster, shouldn't it come with a stick? During a rebuild, the "soft" parts of the automatic transmission are replaced. But let's make this short because, honestly, you probably don't care about the technical details. Current Surprise: Porsche Cayenne View Photos Porsche's athletic SUV currently offers a six-speed manual only in the V-6 version, but who cares? The transmission is also responsible for taking the power created by the engine and routing it to the wheels. But unlike you and the appliance, the transmission actually gets fixed and put back together in the right order. But back when they were hot, Chrysler's vans—the Dodge Caravan, the Plymouth Voyager, and the Chrysler Town & Country—were the most popular people movers of them all. That's sort of understandable, given that the straight-six 300SL had just 228 hp on tap to the 500SL's 322; a five-speed stick, however, helped make the most of the 300SL's meager power. But there is a notable recent exception: the early-'90s 300SL. Ignore the check engine light at your own peril. Unless you're really determined, you can't eat a hamburger or text your mom while you drive one. To repeat: There are modern manual Buicks! (Of course, that's because they're rebadged Opel Insignias, manual versions of which aren't exactly rare.) AARON KILEY Ye Olde Surprise: BMW X5 (2001-06) View Photos When it launched in 2000, BMW's X5 was one of the first SUVs that pitched itself as a sporty, high-performance product rather than a mud-plugging off-roader. So, why not just replace the transmission? If you haven't figured it out by now, the transmission is a critical part of your car. You need a functioning transmission, and driving around with a faulty one can cause serious damage to other parts of your car. It's just a little light, right? And then it's all put back together, by people who actually know what they're doing. So, rebuilding. If your car has hard shifting, gear slipping, is banging into gears, or has blips of accelerated RPMs without increased speeds, then your transmission isn't feeling so hot. In general, CVTs and DCTs are not rebuilt, just replaced. You know, performance cars.

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