

I'm not a robot



the Battery charge light warning, had it looked at, and the main engine belt was totally up the duff and ended up snapping, and because it also drives the alternator I was running purely off battery for ignition. Its a 1998 RZH125R So whats the difference when driving a turbo?I have been driving automatic Mazda 2s for the last 17 years. I was made to get a manual licence back in the day and havent touched one since. In the last few weeks I have been driving a Nissan Navara turbo diesel 6 speed manual. It has been set up to tow and has a heavy duty clutch in it.If I dont keep the revs up (around 2000rpm), it goes into limp mode. If I go around driving at 2000rpm it sounds (to me), like Im revving it too much. Also cannot lift my foot off the accelerator and then put it down again. The drop in revs causes it to go into limp mode (eg if I hesitate going over bumps, like a grid). So I have to brake and then shift down a gear or two at most corners and obstacles. Also find I have to ride the clutch in first and reverse or it goes too fast/slow (have been told this is fine and the preferred way to control speed at low revs).I read that its better to drive faster in a lower gear instead of slower in a higher gear in a turbo. Any other pointers for me please? thetigrs17 writes...Any other pointers for me please?Get a different car? The Navara sounds like its stuffed. I dont think youre doing anything materially wrong... I find this thread fascinating as I learned on an auto car and got my license then followed it up with learning to ride a motorcycle. With a motorcycle you are meant to ride the clutch in the friction zone for slow speed manoeuvres and its a wet clutch so its fine. As I have never driven a manual car I have always wondered if I could use the clutch the same way as a bike or if I am doing the worse thing with that thinking. I've got 2 manual cars... one is a Ford Fiesta daily run-a-bout and the other is a Nissan 350Z weekend warrior.You can't tell someone how to use the clutch, because they are different for different cars.On the Fiesta I ease almost all the clutch slowly while giving a little gas, then as I'm bringing up the clutch and it starts gripping I actually reduce the gas pedal until fully engaged then slowly apply more gas pedal again, this gives a nice smooth take off.The 350Z has a much smaller take up point and so you pretty much have to do the complete opposite and release the pedal almost all the way up, try not to rev the guts out of it and then once the clutch has gripped 99% give it tons of gas so the engine doesn't stall.bottler1 writes...any car after 2009 will have anti roll back on it.The Ford Fiesta 2011 I have occasionally has a bug where I will be reversing and as I push the clutch in will fire the revs up to like 4000RPM by itself (no acceleration pedal at all) seemingly because it thinks its "rolling" and the only way to stop it is to put my other foot on the brake or put it into 1st. Pretty annoying when you have pedestrians walking around behind you and then think you have got mad max on them. AnotherDayInParadise writes...You can't tell someone "new" how to use the clutch, because they are different for different cars.Fixed for you Anyone experienced in driving a manual car knows how to use a clutch. nabs writes...Anyone experienced in driving a manual car knows how to use a clutch.Perhaps but folks here are mentioning the "friction point" and that varies from vehicle to vehicle . . . and over the life of a vehicle.I was asked to shift a couple of cars the other day and one, a Mazda, had no "free play" and was horrible to use. Cars these days have self adjusting clutches but clearly something had gone awry or had been assembled incorrectly.There should be some free play in the pedal . . . the point at which the clutch begins to disengage should be easily discernable.Heavy vehicles also have a clutch brake to slow the rotating mass and so allow a gear to be selected from neutral. This is engaged by pushing the pedal to the floor. All too often this is not functioning properly because of maladjustment and drivers just crunch the vehicle into gear. thetigrs17 writes...If I dont keep the revs up (around 2000rpm), it goes into limp mode. If I go around driving at 2000rpm it sounds (to me), like Im revving it too much.sorry, that car is stuffed. thetigrs17 writes...If I dont keep the revs up (around 2000rpm), it goes into limp mode. If I go around driving at 2000rpm it sounds (to me), like Im revving it too much.There are problems with that Navara . . . and probably not related to the fact it is turbocharged.Also find I have to ride the clutch in first and reverse or it goes too fast/slowI don't understand your "fast/slow" comment but I do find . . . even with five and six speed transmissions . . . some supposedly "towing" rigs are too highly geared in low and reverse.One ute I had needed low range to take off on a hill with a heavily laden trailer. It was also difficult to shift out of low range on the fly . . . made it very marginal as a tug in traffic. Zapp Brannigan writes...Pensioners zip about just fine in their manual transmission Suzuki Swifts and Honda Jazzes, so do you suppose any old way is fine? ;Ultimate is to have 2 cars, an auto for shopping/around town and a manual for touring/fun. getr writes...auto for shopping/around townOld style auto (with torque converter) are best for crawling traffic. The torque converter can absorb the energy and doesn't wear out in constant start/stop traffic. Interesting I have done millions of KM over the last 30 odd yrs driving never had to replace a clutch yet last 2 cars had well over 230000 kms on them With a manual transmission car, you are always looking at how to reduce the time when the clutch is spent in between in and out. Even after driving for 24 years, I still find ways to improve and increase clutch life even today. allis chalmers writes...There are problems with that Navara . . . and probably not related to the fact it is turbocharged.The local diesel mechanic had it for a week and drove it daily to try and replicate the problem. Put it on the diagnostic machine a few times and found nothing. His advice was its a turbo, you have to drive it and youre not driving it aggressively enough. Probably fair comment because Im not experienced in manuals and not in large 4x4s either.I don't understand your "fast/slow"If I let the clutch all the way out in first or reverse, it can be going too fast for the manoeuvre Im trying to perform. Eg parking in a tight space. By riding the clutch and balancing the friction point, I can move extremely slowly and park with more precision. thetigrs17 writes...The local diesel mechanic had it for a week and drove it daily to try and replicate the problem. Put it on the diagnostic machine a few times and found nothing. His advice was its a turbo, you have to drive it and youre not driving it aggressively enough. Probably fair comment because Im not experienced in manuals and not in large 4x4s either.what codes is it throwing?maybe you mean "limp" mode as in doesn't have boost, which is normal? thetigrs17 writes...Probably fair comment because Im not experienced in manuals and not in large 4x4s either.I don't think that is fair comment.To get the best out of a turbo, sure you need to spool it up but, any I have driven of all the common makes will trickle along just fine.By riding the clutch and balancing the friction point, I can move extremely slowly and park with more precision.Exactly!You are doing it correctly . . . balancing the friction point is key.As I mentioned, some vehicles are just geared too high and this means you need to "ride the clutch" more than you would like to perform certain maneuvers. Ah memories.With some cars the accelerator may be a little "notchy" from nothing to a little bit, so you kind of have to let the clutch be the accelerator at creeping speeds. Dont ride the clutch when you don't need to, but when you do, use it. Tire writes...what codes is it throwing?P0093 seems to be particularly in the morning (when first turned on), if I try to change it up a gear before its reached the necessary revs (going into second when its not fully up to first yet), and/or if I take my foot off the accelerator and the revs drop, then put my foot back down when I should have changed back a gear (a bad habit I have from driving auto, take your foot off the accelerator to slow down instead of using the brake)allis chalmers writes...sure you need to spool it up!What does this mean please?You are doing it correctly . . . balancing the friction point is key.Thank you. Thats why I moved to an auto in the first place, everyone was alway harping on about dont ride the clutch, youll burn it out. So I just figured it was easier not to have one. I also change down a gear going through corners if necessary, sometimes across two gears. This thread has given me confidence that Im doing things correctly in a lot of ways.When I drive it slowly and concentrate, it drives beautifully. I think I might just need some practice. (Without a bunch of doomsayers in the cab with me).Demegod writes...accelerator may be a little "notchy" from nothing to a little bit.Could be this, it usually doesnt engage until the clutch is almost all the way out, then it engages all of a sudden and Im still getting used to it. thetigrs17 writes...What does this mean please?Spool up the turbocharger. :) It will only "kick in" and create the positive feedback loop at a certain rpm and load. Ok, so it was acting up yesterday and being annoying, going into limp mode every time I turned it on. So I turned it off, pumped the clutch in and out a few times (fast) while in neutral, and went home.Did same again this morning when on the way to work. Since pumping the clutch while off, its been driving like a dream. No limp mode and clutch not as high as usual (almost normal). Completely different. Even idling smoother.Does anyone know what the connection is, if any, between the clutch and this response please? Im a complete noob to anything manual or automotive. Page 2 I tell people that I'm teaching to add (some) throttle first and then slowly let the clutch out, if the engine is about to stall then push the clutch back in. Easing away like this should create no issues of launching forward (you are not at a drag strip trying to deliberately launch the car after all).Feldspar writes...As in, if I pull it out all the way too quickly the car will shoot off too fast and hit the car in front.It sounds like you are approaching it from the opposite way of adding bucketloads of throttle and then letting the clutch out very quickly, which doesn't seem advisable for road driving! :)Feldspar writes...How about if there's a car in front of you moving quite slowly and you only just want to move but not rear end then (after a red light)?I feel if I'm getting off the clutch too quickly I end up moving to fast and might hit the car in front.Why are you using so much throttle!? :Pls your car older or newer? If it's an older car maybe the cable or idle stop is not adjusted correctly, it sounds like engine has way too much throttle on at idle. Over tightening the throttle cable could cause that.Feldspar writes...So the main thing is to have the clutch in or out but not in between right?No. When they say "don't ride the clutch" they mean don't rest your foot on it when it is not required. Using it for its intended purpose is fine! :)undermine writes...push the brake and watch the clutch pedal move..That's not supposed to happen, undermine! Maybe your firewall is flexing? Even if they share the same reservoir, the systems are not supposed to be functionally connected.Tire writes...bug get off the clutch pretty quicklyMost modern cars will have some kind of clutch delay valve anyway. :)

How to take off fast in a manual. How to take off faster in a manual car. How to get off the line faster in a manual. How to take off fast in a manual car.

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