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A Ford manual clutch uses a cable or series of rods to actuate the clutch throughout bearing. It does not use a hydraulic slave cylinder. These were replaced with the hydraulic style activation to allow for less pressure of the pedal. Manual clutches, however, are easier to maintain and allow for much greater adjustments or different dimensions of the clutch. On a hydraulic clutch, simply turning the flywheel can be more than the slave cylinder can adjust for and causes a no-disengagement of the clutch. Start the engine. Most clutch problems can be diagnosed sitting in the car. The clutch consists of a pressure plate, a clutch or friction disc, a flywheel, a throw out bearing and the clutch linkage. The clutch is sandwiched in between the flywheel and the pressure plate. The pressure plate uses spring pressure to hold the clutch against the flywheel hard enough that it will not slip. In the center of the pressure plate, there are a series of arms in a circle angling upwards. When the clutch pedal is depressed, it pushes a throw out bearing against these arms, forcing them down toward the front of the car. When these arms are forced down, they allow the pressure plate to move in the opposite direction and release tension on the clutch, releasing it. The thicker the clutch or the better the condition of the clutch, the more the pedal must be depressed to release the clutch; conversely, the worse the clutch, the less the pedal must be pressed to release it. Press the pedal all the way to the floor. Lift the pedal slowly and notice where the pedal is before the clutch begins to grab; from a couple inches off the floor to just over the halfway point, the clutch is still good. If the pedal must be close to all the way out before engagement, then there is not much material left on the clutch and it needs to be replaced as soon as possible. The problem with letting a clutch go too long when it's bad is that the rivets holding the clutch material on will begin to contact the flywheel and create grooves in it. This requires replacing the flywheel as well as the clutch, effectively doubling the cost. Inspect the adjustment on the linkage before condemning the clutch. Look for the arm coming out of the transmission bellhousing on the left driver's side. The linkage can be seen running alongside the transmission used to push on this arm. This is called the throw out bearing release arm. The throw out bearing is attached with two spring clips to this arm. It is on a pivot so that if the arm is pushed toward the rear, the throw out bearing is pushed forward. When the release arm is pushed, the throw out bearing is pushed forward and presses on the pressure plate arms. As the arms are moved in toward the flywheel, the pressure plate releases the clutch. Grab the release arm and move it back and forth. There should be very little play in the arm; however there must be some because you do not want the throw out bearing to touch the pressure plate when released. This would soon wear out the bearing and the arms on the pressure plate if they were continuously in contact. There should be just enough play that you can feel where it is not contacting the pressure plate. If there is too much or not enough, use a wrench and adjust the adjustment rod to get the right play. Check the amount of clutch left to see if the car can be driven for a short time (if the clutch is going bad). To do this, put the car in third gear, rev the engine slightly and let the clutch out rapidly. If the car wants to stall immediately, the clutch should go another 1,000 miles. If there is any noise when the clutch is operating normally, then the rivets are grinding at the flywheel. Check the flywheel for warping. If, when the clutch is engaged, you feel pulsations in the pedal or the car jerks, it needs a new flywheel. Check the condition of the throw out bearing. If a grinding noise is heard every time the clutch is put in and goes away when released, the throw out bearing is bad and will soon wear out the pressure plate arms, making it impossible to shift or get out of gear. This must be replaced as soon as possible. Back in November, Ford unveiled the next generation of Fiesta subcompact, leaving us in eager anticipation of a fresh, new version of Ford's positively peppy supermini (and its awesome ST variant, of course). Plot twist: it ain't coming to our shores. That's right, Ford's economy hatch will no longer be sold in America from the 2018 model year onward. In terms of U.S. availability, the 2018 Ford Fiesta ST will officially be as foreign and exotic as the Alpine A110 revival mid-engined sports car (not really, but you get the point). When Ford's B-segment vehicle program manager Robert Stiller spoke with Romanian auto publication 0-100, he clarified exactly where the new Fiesta would (and wouldn't) be sold. As reported by autoevolution, "The previous model was a global Ford product, and with the new generation, we are targeting only Europe, the Middle East, and Africa," said Stiller. Not surprisingly, the Fiesta's demise in other regions comes as a result of weak sales (America's insatiable appetite for crossovers likely had something to do with it, we suspect). "In North America, especially the U.S., China, and Latin America, the demand for such vehicles [subcompact] is declining, and we are reacting accordingly."FordAutoevolution reports that Ford only moved 48,807 Fiestas last year—a 31 percent drop from its peak of 71,073 cars sold in 2013. In contrast, Ford of Europe consistently sells around 300,000 Fiestas every year. Adjusted in terms of Fiestas per capita, the Europeans would still out-Fiesta us by almost 3-to-1.The report goes on to state that the new, seventh-generation Ford Fiesta will not come as a sedan, saying customers "weren't fond" of the three-box design, which we feel might be putting things lightly considering what the last one looked like. Even if they were bringing back the hunchbacked four-door, however, it's unlikely us Yanks would ever get to see it in the wild anyways. Please stop faking performance. Driving is an experience that requires all of the senses to work together and gather information in order to make decisions on the fly. While a driver's line of sight is taken up by the road in front, the ears help determine how fast the engine is spinning and when a shift is required. The problem is, most of today's downsized and turbocharged gas-saving engines don't sound as loud as larger engines, so drivers have a hard time determining when to shift. Higher revs are the result as drivers strain to hear when they need to shift. This negates the fuel savings that come from a small and turbocharged engine because the engine is consistently sucking gas in higher RPMs. In an effort to make racy drivers shift sooner and save gas, Ford has patented a gimmick that everyone is sure to hate. It takes the already despised speaker systems that pipe in fake engine notes into the cabin and fools the driver by making the engine sound like it has more cylinders than it does. This means that an engine like Ford's 1.0-liter turbocharged EcoBoost found in the Fiesta will sound like it has the V6 or V8 of a Mustang. A fooled driver will then shift a lot sooner and save Ford from hearing complaints about fuel economy. It seems like Ford also wants to help drivers get real world fuel economy numbers that match the advertised ones. Given that the main buyer of manuals are enthusiasts or people who generally like to have more fun while driving, Ford's system seems aimed at the types of people who willingly rev their engines and not those who don't know how to shift correctly. Even though a smaller engine does take some getting used to, a good driver can use acceleration feel to know when to shift. Whether or not the fake replacement for displacement works to save fuel is unclear, but this is exactly the type of technology that makes us hate the future. Of course, we'd prefer to have a car that features a shouty exhaust, but at least we still have the Mustang for that. Ford Ford Ford Ford Ford Last year, the internet was all abuzz with disappointment when the Bronco launched without the option to pair the 2021 Bronco's Sasquatch off-road package with a standard seven-speed manual transmission. Nor was it available with the bigger 2.7-liter powerplant; you could only row your own with the 2.3-liter EcoBoost engine. About 12,000 Bronco fans flocked to Change.org to log their feedback and requests for manuals with a variety of colorful and explicit reasons why they needed one. After a year of pleas, it appears Ford is listening. The Blue Oval confirmed to its Bronco reservation holders this week that it's finally coming through with the combination you've been waiting for (im)patiently: a 2022 Bronco with the Sasquatch package will be available with a manual transmission on Base, Big Bend, Black Diamond and Badlands trims.FordIn a road test, our own Kristen Lee claimed a two-door Badlands Bronco with the seven-speed manual, and she found it to be friendly with a generous level of torque on tap. Expect the Sasquatch/manual combination for 2022 models to offer a similar feel, but with the added factors of 35-inch tires, Bilstein shocks, high-clearance fender flares, and front- and rear-locking differentials.Soon, Ford will be closing out its production for 2021-model Broncos and moving to the 2022s. In an email, Ford said, "Within two weeks, our 2022 model-year Build & Price tool and ordering system will be available, and we will send you an email invitation to place your order."Kristin ShawOther additions for 2022 include new color options (Hot Pepper Red and Eruption Green), a new available powder-coated steel front bumper, and new special edition and limited-production offerings like the Bronco Raptor SUV, which will become available next summer. Vroom. For those looking to order this new configuration, Ford says delivery timing will depend on several factors, including reservation time stamp, vehicle model and configuration, part availability (unsaid: chip availability) and the number of Broncos your dealer receives.The brand says to expect deliveries to begin in Q1 of 2022.Got a tip? Send the writer a note: kristin.shaw@thedrive.com

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