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Book Descriptions:

Driving A Manual Wrangler

Good clutch work can make or break getting over an obstacle on the trail. On the street, practice makes perfect, and before long you'll find you don't even have to think about shifting the gears. Stay Flat Before you tackle taking off on a hill in your Jeep Wrangler, make sure you first have a good feel of the clutch and where the gears are on flat, straight streets. Driving in heavy traffic can really throw you off until you are experienced—stay on empty streets for a while. Also, it is not recommended for a novice to drive on wet or slippery streets because precise clutch work is necessary. If the vehicle loses traction things can get dangerous quickly. Gas On, Clutch Out Give the Jeep a bit of gas so you hear the engine RPM go up, and slowly let the clutch up until the vehicle begins to move. At that time you can gently apply pressure on the gas pedal while letting the clutch out at the same rate. When the clutch is fully out and your foot is off the pedal, the Wrangler is fully engaged in gear and you are free to accelerate. Once the engine's RPM level reaches about 3,000 for those who have Jeeps without tachometers, you'll have to play it by ear, it is time to let your foot off of the gas pedal and depress the clutch pedal. Shift the Wrangler into second gear, and then the process starts all over again. Clutch Foot on Floor Driving with your foot resting on the clutch pedal is a bad habit to get into. Doing this might result in you inadvertently depressing the clutch so that the disc disengages slightly and slips, which will quickly ruin it. Once the Jeep is in its final drive gear and you are cruising, take your foot off of the clutch pedal and rest it on the floor. It may seem scary at first as if there is a lack of control, but that is an illusion. If you need to stop quickly your foot will find the

pedal. <http://www.kovovyroba-priese.cz/media/images/upload/craftsman-wet-dry-vac-manual-16-gallon.xml>

- **driving a manual wrangler, driving a manual jeep wrangler, tips on driving a manual jeep wrangler, driving a manual wrangler, driving a manual wrangler, driving a manual jeep wrangler.**

About the Author This article was written by the It Still Works team, copy edited and fact checked through a multipoint auditing system, in efforts to ensure our readers only receive the best information. To submit your questions or ideas, or to simply learn more about It Still Works, contact us. How to Tell If a Clutch Needs to Be. How to Drive a SixSpeed Manual. This is how frustrating it gets when you start driving a manual Jeep Wrangler for the very first time. However, like all other jeeps out there that are driven on stick shifts and driven offroad, it would take a lot of trials and errors before you can manage driving it perfectly. But there are popular things as well. Here are some beginner steps on how to drive a manual Jeep Wrangler. This is nothing like your automatic SUVs or pickups. It takes more practice in handling these cars and what better way to do it than to drive it first on flat, concrete roads. Trying it right away offroad could result in the loss of control or untoward accidents, especially if you are still learning it for the first time. You can also apply a gentle amount of pressure on the gas pedal alongside the clutch letting out at the same instance. At 3,000 RPM level, you can let off your foot on the gas pedal. This is also the time for the clutch pedal to be depressed. Raising the Wrangler on the second gear would mean to have the process done all over again. For jeeps that do not have tachometers, you would need to sharpen your hearing as you would use your ears to know the vehicle's RPM. It is never a good habit to have your soles remain on the clutch pedal or you will engage yourself to ruining the discs that controls the clutch pedal and the gears itself. Once you are on the final gear of your drive, you can place your foot on the floor. This will take in a lot of practice. Everyone thinks that removing your soles from the clutch gear is being careless. This is not the case with manual Jeep Wranglers, or on any manual gear

jeeps.http://www.oliviars.it/img/img_text/craftsman-wet-dry-vac-manual-6-gallon.xml

The scare is also an illusion and it is an innate reflex on drivers to find the clutch easily without looking down at the pedals. Nonetheless, the joy of driving and the thrill of taking in jeeps to an adventure is something that everyone should try at least once in their lifetime. The scare happens only one and, once you get the feel of driving the manual Jeep Wrangler, you would want to do it all over again until you get the hang of it all. Truck freight and oversize charges still apply unless otherwise noted, and can only be shipped to the lower 48 States. Rough Country items are not included in Free Shipping offers. Tires and Wheel and Tire Kits do not qualify for free shipping. You'll see it on the item page as a Vendor Handling fee, and it will show up in the cart below the items you're ordering. Automatic Transmissions Be sure to keep on top of your rig's maintenance or it just might inch too far in one direction and leave you with a more terrifying bill. It doesn't matter if you are relaxing at your friend's house, at the bar tossing a few back, or wheeling hard on the Rubicon. The question of auto vs. Unless this is your first Jeep or you are new to offroading, you already know the basic pros and cons. It doesn't care what angle you are at. It has compression braking that automatics can't touch, and when you are driving it you feel connected to your Jeep. It is a more immersive driving experience. A slipping clutch, bad synchros, grinding bearings, or even loss of fluid will rarely if ever prevent you from getting home. You can pour engine oil into your manual tranny, pound wooden wedges between your clutch and flywheel, or just grind gears with no disengagement, and still have no troubles finding your way home. With an auto, you have to call a tow truck. It's really as simple as that. A manual transmission will almost always get you home.

On that same note, if your battery dies for any reason an automatic transmission will need a jump start to get running, whereas a manual tranny just needs a push start. This will come with practice and will change depending on the obstacle. One suggestion we received from a deaf Jeepster is utilizing a programmable shift light. Not only will this be useful on the trail when programmed properly, but in the case of our deaf friend the light would make things easier onroad. Rather than looking away from the road to check RPMs, the shift light makes driving that much safer. That said, I do own vehicles with automatic transmissions. My Ford F350 has an auto. Why? Because I don't want to work a clutch in stop-and-go traffic or worry about stalling when backing my boat up my snaking, inclined driveway. I just like to feel connected to my Jeep, and I feel an automatic takes that away. When going up steep obstacles or deep sand be wary of the trans downshifting on you, resulting in unexpected acceleration. This can also leave you stuck by letting the tires spin and dig into the terrain. Granted, you can solve this by locking it into first or second. Don't forget to swap back to drive when you're done with the trail. Seamlessly transferring gears automatically depending on the specific conditions and demands. The process is great but eliminates the choice of gearing from the driver, relying more on the transmission to make the choice. This relinquishing of power is subjective but could also lead to overheating if the Jeep is on a long, burdening trail. The overheating could then lead to gear slippage and serious damage if overlooked. This level of choice could be problematic and tiring if you're on a difficult and long trail. Often times you'll need a high level of finesse and control to maneuver slowly out of an obstacle. An improper shifting of gears could lead to a miscalculated level of movement that causes damage to the Jeep.

<http://gbb.global/blog/earth-stove-101-manual>

In addition, manual transmissions have a set level of gearing with specific shifting points that might work well on the trail, but could be tiring on the road in everyday use. In an emergency maneuver, you have to worry about how quickly you can toggle the shifter into Neutral or Reverse and then whether or not the tranny will be sucking air or if it'll actually grab and save your bacon before you roll down a tall cliff and die. Sure, autos can shift faster than a manual, but we're talking offroading in Jeeps here, not drag racing. Manual transmission Jeeps are on the decline these days, but imagine if a friend of yours in his manual TJ hurts himself to the point of being unable to drive. How are you

and the rest of your buddies going to get his rig home if none of you can drive a stick shift. You wouldn't leave your friend behind, and you wouldn't want to leave the TJ behind either. I once sunk a manual transmission into a swamp and it still worked for quite a while, although it was filled with water. An automatic instantly stops working when the oil becomes contaminated. On steep hills the oil pickup on many automatics will starve for oil, halting forward movement. As long as the gears and bearings get a splash of oil now and then, the manual transmission can run upside down all day long if need be. I'm sure you aren't going to purposely run upside down, but if you don't plan to get in potential rollover situations or do 90% of your driving on the street, perhaps an automatic is best for you. Just remember, you can't undo your decision when you are hanging upside down on the trail. Allowing you to concentrate on the obstacles ahead, without the need to engage a clutch. In addition, automatic transmissions provide you with the ability to maintain a slow steady crawling speed. Just keep in mind your minimum speed necessary to cruise without using gas pedal input. Generally, this speed will be higher than what's needed to get a manual transmission moving.

Nonetheless, automatic transmissions do have some pros and cons. This provides you with the ability to recover or get out of difficult situations easier. It is also a much simpler and straight forward drivetrain to maintain and repair. Nonetheless, manual transmissions also have some pros and cons. However, that transferring of gears comes at a price, which is heat buildup and eventually causes slippage if overly used. In addition, since it's a more set ratio, it requires more attention when setting up, because it will have a dramatic effect on the shifting points, which could be tiring while on the trail. It saves me the hassle of returning the item if it doesn't fit. It also saves me time trying to figure the fit myself from the pictures. My Jeep was my first vehicle, and first and only Jeep so far but I know there will be others. The fact that there is nothing on the road that it can be confused with is what drew me to it. The sense of community and the. Tacoma, Tacoma SR, Tacoma SR5, Toyota Racing Development TRD, and Tacoma Limited are registered trademarks of Toyota Motor Corporation. ExtremeTerrain has no affiliation with Chrysler Group LLC. Throughout our website and catalogs these terms are used for identification purposes only. ExtremeTerrain provides Jeep and Toyota enthusiasts with the opportunity to buy the best Jeep Wrangler and Toyota Tacoma parts at one trustworthy location. Read our Privacy Policy. With the enormous popularity of automatic transmission vehicles, many people don't learn how to drive manual transmission, or stick shift, vehicles anymore. But manual transmission models can be more fuel efficient if you drive them correctly, and they can put more control in your hands on the road. Learn how to drive a stick shift here! It is located at the far left of the vehicle, and you will use your left foot to depress the clutch while you are shifting gears. Instead, the gear stick has numbers 1 through 5 or 6 and an "R" for reverse.

As such, you should always remember to use the parking brake when you park a stick shift model. When you are practicing, get used to the feel of operating the clutch and switching gears at the same time, and make sure you are fully placing the stick into gear each time you switch gears. When you are ready to start the car, follow these steps: Push the clutch in and let off the gas pedal, move the stick from first to second gear smoothly and fully, slowly let off the clutch while you push on the gas pedal, and then completely let off the clutch and keep your foot on the gas. This process will be repeated with each upshift. Next Post Learning how to drive a stick shift Part Two Price is valid until the end of the current month unless otherwise noted. Vehicles subject to prior sale. For wellqualified buyers. Not all buyers will qualify for lowest rates. Must finance through lender offering said 0% promotion. Vehicle information is based off standard equipment and may vary from vehicle to vehicle. All pricing and details are believed to be accurate, but we do not warrant or guarantee such accuracy. Verify information with our team. Simply call us at 8777084632 or visit our showroom at 8320 Washington Avenue, Racine, WI 53406. Part of the DealerSocket portfolio of advanced automotive technology products. We may earn money from the links on this page. Jeepers will

recognize this Wrangler by its JL code name, as opposed to its predecessor's JK nomenclature. This is worth noting, since Jeep is selling the old model concurrently with the new one and both are labeled as 2018 model year vehicles. We have tested a twodoor, stickshift, basemodel Wrangler JL as well as a glitzy fourdoor, automatictransmission Wrangler Sahara JL with its new fulltime allwheeldrive system. Every other Wrangler still uses a parttime system unsuited for use on dry pavement. This Wrangler marks our first test of a fourdoor stickshift JL and our first brush with the rugged Rubicon model.

Given the Rubie's aggressive 33inchdiameter offroad tires, dedicated suspension, and Dana 44 axles, it's worth visiting on its differences from the mainstream Wrangler lineup. Why We Tested It and How It Performed Previous Wranglers were all pretty horrendous to drive on the mean streets of the real world, but the new JL generation has made huge strides toward civility. Seated at the hardestcore end of the Wrangler spectrum, the Rubicon stands as the toughest test yet of the new model's maturity. As with the other JL Wranglers we've tested, this Rubicon came equipped with a carryover 285hp 3.6liter V6 engine; an allnew turbocharged fourcylinder gas engine with hybridization joins the lineup later along with a turbodiesel. Spoiler alert This Rubie is the heaviest JL we've tested yet. It's also the slowest. The extra weight of this Rubicon's beefy tires, front antiroll bar disconnect feature, bevy of locking differentials, and steel rock sliders to protect the cab when offroading held its 60mph dash to 7.5 seconds. The twodoor, stickshift Wrangler Sport needed just 6.1 seconds. The fourdoor Sahara model weighed just 100 pounds or so less than this vehicle, but it still smoked the Rubicon by 0.7 second thanks to its quickershifting eightspeed automatic transmission and lighter wheelandtire package. We saw 22 mpg on our 75mph realworld highway fueleconomy loop—2 mpg better than the automatictransmission fourdoor Sahara and tied with the 607poundlighter, manualequipped twodoor Sport on the same evaluation. No Wrangler qualifies as "efficient," but consider 22 mpg the fueleconomy equivalent to a mugger leaving a fivespot in your wallet after holding you up for the rest. What We Like Jeep didn't erase all of the Wrangler's onpavement character. The SUV still reminds the driver of its heritage, with jiggly body motions from its live axles and tall ride height, but it no longer feels unsafe when piloted at normal traffic speeds.

This Rubicon, in particular, rides quite well, with gentle bump compliance from both the suspension and those tallsidewall tires aided by a stiff, solidfeeling frame. Nor is the cabin as spartan. Our Rubicon came equipped with softtouch door panels, sounddeadening panels for the removable hard top, and a spate of modern comfort and convenience features. Mixing modernish refinement and toys with Jeep's iconic styling is an alluring alchemy, particularly considering the Rubicon's handsomely brutish appearance, although diehard fans might moan that it's going "soft." What We Don't Like Our complaints are few, considering the Jeep's offroad capabilities and newfound civility. Some people like that the doors, roof, and windshield can come off, but that otherwise leaves this pricey vehicle feeling as if its skin is held together by straps. In some ways, it is. We're all for Saving the Manuals, but since the V6 makes its peak torque at 4800 rpm, one must spin it out and listen to the grainy, pained noises that result to make haste. Downshifts are an omnipresent necessity given the engine's seeming lack of lowend torque. We simply left it a gear or two lower than strictly necessary at all times just to ensure a reserve of passing power; even so, the engine feels as if it's constantly working hard just to maintain your chosen speed. The available eightspeed automatic is a much better partner to the V6, and it'll be the only choice with the upcoming diesel and turbocharged fourcylinder gas engines. Verdict The Wrangler is better than ever at being a Jeep, and better than ever at masking that on the road. You may be able to find more information about this and similar content at piano.io. For a better experience, please enable JavaScript in your browser before proceeding. It may not display this or other websites correctly. You should upgrade or use an alternative browser. All of my previous cars have been sport sedans with stick.

That being said, I have a question for those with manual transmission on your Jeep. In pretty much all of my other cars, I would typically shift around 3000 RPM. I am finding it very difficult to reach 3000 in the Jeep. Is this engine designed to run at lower RPM. Riding at 70MPH on the highway in 5th, I am still around only 2200 RPM. How would I ever even shift into 6th gear. In my car before the Jeep I would be in 4th gear around 40MPH. I take it this is just something I need to get used. For what its worth, even having come from very sport cars, I love driving the manual in the Jeep All of my previous cars have been sport sedans with stick. For what its worth, even having come from very sport cars, I love driving the manual in the JeepBut I don't even look at rpms I just go by feel This is news to me. My Fiesta ST is in 6th gear by 45 mph. All of my previous cars have been sport sedans with stick. For what its worth, even having come from very sport cars, I love driving the manual in the JeepIve rarely put it into 6th gear, hell even 5th gear. I dont do much highway, but cruising around and driving to work I stay in 13 mostly. Id run through all but 6th gear in my wrx on my daily commute. Its not bad, just different. With that said, I find my JLU just as enjoyable as my 6 speed wrx. That pattern shows theyre pretty aware of how tall those gears and axle ratios are, though. That pattern shows theyre pretty aware of how tall those gears and axle ratios are, though.Mix of highway at 6070 and city. The shifting is more about comfort than speed. The Jeep isn't a sports car. But, she will get up and go. for a Jeep. She's geared low for offroading.I had been unable to find a manual on any lot in the Phoenix Metro area to test drive prior to ordering. Ive been driving my Honda S2000 for the last 10 years which i imagine is going to be a massive difference. I dont know if any of you have driven in Phoenix but doing 40 on a local street will get you run over!

I had been unable to find a manual on any lot in the Phoenix Metro area to test drive prior to ordering. I dont know if any of you have driven in Phoenix but doing 40 on a local street will get you run over!The new 6 speed is a vast improvement over the last gen. Much more of a sporty feel. Its probably why I average 20 mpg. Take it slow, enjoy the ride. You should upgrade or use an alternative browser. Thanks in advance for your thoughts Both transmissions are probably as reliable the other unless someone has a problem learning to drive manual. Replacement clutches can be costly. I hate saying that but its true. Biggest drawback to autos now is the heat they generate. All that said, its a very personal choice. Id say drive both.get which one you like better. Its your vehicle, it should suit your desires. Practicality should be considered but many times things that are impractical can bring a smile like no other. Your wife can learn to drive stick.everyone should know how anyway. Full disclosure, I have a manual. If you're going to Offroad super heavy then in theory a clutch might be more reliable and I mean might but it has a whole host of other offroading drawbacks. There's only two advantages to a stick. Fun and cost. You'll lose mileage, replace pads, and accelerate slower than an auto. It saves you 2k. I'm looking forward to teaching the wife. If you're daily driving in bumper to bumper AND Your wide isn't crazy to learn then I'd go auto. Shifting is like butter and being in control of your gears is so much fun. Drove the Automatic on the test drive and ordered the manual. All comes down to personal preference. Every Jeep I have owned has been a manual so I dont really know any different. I will be teaching my wife how to drive it and I dont think there will be any problems with how smooth it is. If you're going to Offroad super heavy then in theory a clutch might be more reliable and I mean might but it has a whole host of other offroading drawbacks.

If you're daily driving in bumper to bumper AND Your wide isn't crazy to learn then I'd go auto.For me its also handy if I want to make my daughter the designated driverO Full disclosure, I have a manual.For the OPs list however, it looks like the auto checked more boxes. Funny, it checked more boxes on my list as well. Thanks in advance for your thoughtsAs much fun as a manual can be you will want the auto. The sensitive electronic accelerator and the soft clutch took about 2 weeks to get used to, but I like it a lot. My previous vehicles were a 1952 Willys Jeep pickup 3 sp and a 1984 Toyota diesel pickup 5 sp. I test drove a Grand Cherokee with the 8 sp auto. I didnt like it. It was shifting all the time and would jerk when going from deceleration to acceleration. The manuals are

slower starting out, but not much. I am experienced driving manual transmissions with approximately 1 million miles on the 2 vehicles listed above plus a Peterbilt farm truck 13 sp that needs double clutching. Offroad my feelings are mixed, if you use the Jeep for working pulling stumps, dragging stuff, etc. In South America where I go often, people believe that automatic transmissions cause accidents. Also, although the manual feels fine, it is not geared properly and takes some of the fun out of driving a wrangler. The site may not work properly if you don't update your browser. If you do not update your browser, we suggest you visit old reddit. Press J to jump to the feed. Press question mark to learn the rest of the keyboard shortcuts Log in sign up User account menu 8 Manual or automatic I've wanted one but never quite worked up the gumption and played it safe over the last four vehicle purchases. Stoked! This question is very specific I'm interested in hearing from people who got an automatic and wished they'd gotten a manual, and from those who went with a stick but had regrets. Just curious to hear people's experiences.

I haven't found it to be an issue on the trails at all but I've often imagined how it would be when rock crawling. I also think that with the lift and bigger tires I have being able to manipulate the gears when I want is a plus. You wouldn't believe the CONTROL you have vs. an auto. Ok, maybe you could imagine. I ended up selling the TJ solely because I didn't like the automatic, it was no fun to drive compared to the manual and I actually like the bigger range of gears to choose from in the manual while wheeling. Is it a pain at first to really get the hang of using the clutch while wheeling, yes. Have I broken more axle shafts than I reasonably should, absolutely. Will I ever go back to an automatic, only because that's all they are going to offer with the diesel JJs. I stuttered for a few seconds buying mine but I use it as a daily driver 99% of the time so my choice of an auto was an easy decision and I never looked back. Manual is really fun until you're stuck in stop and go traffic commuting to work. If you're buying it for luxury, I would do manual. I ordered a JLU in manual because that is what I prefer. If you are used to it, city driving isn't bad. It's all muscle memory. Not saying there's anything wrong with preferring automatic, but if someone loves driving manual and is used to it can be more fun as a daily driver rather than a burden. Bottom line, manual has more control and dependability, automatic is in the name. Old autos sucked, new ones are great. Unless you specifically enjoy manual shifting I don't see any reason why you wouldn't be happy with an auto. I have a JKU auto as my daily driver and I have no regrets. I have an automatic JKU only after much thought. It was with much reluctance that I sold my 07 Patriot five speed because I loved driving it. My reason for going auto this time was towing. I am a fairly recent camper owner and still getting used to backing that puppy into sites.

Knowing how peppy my Patriot was out of the gate in reverse, I did not want 1,700 pounds of building to go shooting backwards when I wasn't sure which way it would turn, or cook the clutch trying to keep it in check. By the next time I need one, which will not be soon, hopefully I'll have enough confidence to tow with a manual. Only get the manual if you plan to run 35 inch tires and it's a Rubicon. The Autos for these two years are a 4 speed, and are reasonable. As far as JJs and JJs are concerned, I'm not as adept. Test drove the 8spd in the new JL and that is what I bought. Great trans set up. Last two vehicles were manuals and do not miss it. I don't want to deal with a clutch when I'm driving on big rocks. I don't have one. I'm hoping to hear from people who wish, in retrospect, that they had chosen differently. Sometimes you can get some really good insight into factors you might not otherwise have been aware of. Then you're so low geared you'll snap axle shafts before you stall out no question. So really no fucking with the clutch cause you'll be pulling through brakes in first gear on any climb. Edit y'all don't know how manuals and transfer cases work obviously. You don't even need to touch the gas pedal to get going. Autos you're brakes and gas. Manual built right is clutch and brakes, and gas if you wanna get wild. All rights reserved Back to top. We may earn money from the links on this page. Stickshifts are disappearing from the market left and right, with models such as the Jeep Compass, Mini Countryman, and Mitsubishi Outlander Sport going all automatic recently. That leaves behind only a handful of options for those seeking a tall vehicle

that isn't a pickup truck that also has a rowyourown transmission. We've gathered every new crossover and SUV—and the specific trim levels on each that come with the humanshifted transmission—that still offer a stick.

But the revived Bronco is so exciting that we felt it merited inclusion here—and the fact that you can get it with a manual transmission is just a cherry on top. The Broncos stickshift is a sevenspeed unit, with Ford referring to the first gear as a creeper gear. Its only offered with the standard turbocharged 2.3liter inlinefour and not the twinturbo 2.7liter V6 upgrade engine, and as of now Ford says the manual cant be had with the offroadoriented Sasquatch package. But who are we to complain The standard 3.6liter gasoline V6—the only engine offered with the manual—can also be had with the same eightspeed automatic as the turbo four, but what's the fun in that We also appreciate that it still offers a manual gearbox, although only on the base LX trim level.All manual Crosstreks use a 2.0liter inlinefour with 152 horsepower. Allwheel drive is standard on every Crosstrek, and those not keen on shifting for themselves can opt for a continuously variable automatic transmission; it's included on the upper trims, including the newfor2021 Sport model with its more powerful 2.5liter engine. You may be able to find more information about this and similar content at piano.io. The funny thing is, Ive always owned dad cars, even before I needed to. Owning anything with less than four doors never made much sense, which is how I ended up with a stable of soupedup grandpa cars from the Sixties and Seventies. Now that Im a father, the 74 Oldsmobile sedan I brought my wife and son home from the hospital in seems a bit dated. Fortunately for the rest of us who lived in the house, he had no problem with any of us driving it. Once in Baja, we had no object other than to hoon the crap out of the little truck on dusty mountainsides, and then, when the dust settled and the hangovers had kicked in, spend another sunny day driving it home. If only the trip had been so romantic. Wouldbe kidnappers and sketchy Mexican strip club weed dealers aside, the drive to and from Ensenada was a slog.

<https://www.airyachtnboat.com/en/article/earth-stove-bv450c-manual>