

2014 mustang gt manual transmission

2014 Mustang GT Manual Transmission: A Deep Dive into Performance and Ownership

Author: Mark Johnson, Certified Automotive Technician with 15 years of experience specializing in Ford Mustangs and performance vehicle maintenance. Mark has contributed to numerous automotive publications and is a recognized expert in the field of classic and modern muscle car mechanics.

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Editor: Sarah Chen, Senior Editor at MotorTrend Magazine, with over 10 years of experience editing automotive content. Sarah has a keen understanding of performance vehicles and has personally driven and reviewed numerous Mustang models, including the 2014 GT.

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Introduction: Unleashing the Beast - The 2014 Mustang GT Manual

The 2014 Ford Mustang GT marked a significant step forward for the iconic pony car. While the styling remained largely familiar, under the hood, a powerful 5.0L Coyote V8 engine roared to life, offering exhilarating performance, especially when paired with the available manual transmission. This report will delve into the specifics of the 2014 Mustang GT manual transmission, examining its performance characteristics, reliability, ownership experience, and potential modifications.

Performance Characteristics of the 2014 Mustang GT Manual Transmission

The 2014 Mustang GT's 5.0L Coyote V8 engine produced a healthy 420 horsepower and 390 lb-ft of torque. This power, channeled through a six-speed manual transmission (Getrag MT-82), resulted in impressive acceleration. Independent testing has shown 0-60 mph times consistently in the low four-second range, showcasing the potent combination of engine and transmission. The Getrag MT-82, while generally robust, received some criticism for its somewhat notchy shifting feel compared to some competitors. However, many drivers found the engagement rewarding, offering a visceral connection to the car's performance. The manual transmission's ability to allow for precise gear selection also enhances the driving experience,

enabling drivers to fully utilize the engine's power band. The 2014 Mustang GT manual transmission provided an engaging and spirited driving experience, appealing to enthusiasts seeking a hands-on approach to performance.

Reliability and Common Issues: 2014 Mustang GT Manual Transmission Concerns

While the 2014 Mustang GT manual transmission is generally reliable, some common issues have been reported. The Getrag MT-82 transmission is known to exhibit some stiffness in shifting, particularly during cold starts or when the transmission oil is cold. This can sometimes lead to a harsh engagement, but it often improves as the transmission warms up. Some owners have reported occasional instances of grinding or difficulty shifting into certain gears. Regular maintenance, including using the correct transmission fluid and adhering to recommended service intervals, significantly mitigates these issues. Beyond the transmission itself, clutch issues are not uncommon in high-performance vehicles, especially with aggressive driving styles. Regular clutch inspection and replacement, if necessary, should be considered part of responsible ownership of a 2014 Mustang GT manual transmission.

Ownership Experience: Daily Driving and Enthusiast Appeal

The 2014 Mustang GT manual transmission offers a unique blend of daily drivability and enthusiast appeal. While not as refined as some luxury sports cars, the Mustang provides ample comfort and practicality for everyday use. The relatively comfortable ride, coupled with decent fuel economy (for a V8 muscle car), makes it a suitable option for commuting and longer trips. However, the true appeal of the 2014 Mustang GT manual transmission lies in its thrilling performance capabilities. The responsiveness of the engine and the direct feel of the manual gearbox create an immersive and engaging driving experience. This connection between driver and machine is a key factor in the lasting appeal of the 2014 Mustang GT manual transmission for enthusiasts.

Modifications and Upgrades: Enhancing Performance

The 2014 Mustang GT manual transmission platform lends itself well to modifications and upgrades. Performance gains can be achieved through various enhancements, including cold air intakes, exhaust systems, and engine tuning. These modifications often unlock additional horsepower and torque, further enhancing the car's already impressive acceleration. Transmission upgrades, such as short-throw shifters, can improve the shifting feel and reduce throw distance, contributing to a more precise and engaging driving experience. However, it's crucial to ensure that any modifications are done by qualified professionals to avoid damaging the vehicle or voiding the warranty. Choosing high-quality parts is essential for reliable performance and longevity.

Conclusion: A Powerful and Engaging Driving Experience

The 2014 Mustang GT manual transmission represents a compelling package for both daily drivers and performance enthusiasts. Its powerful 5.0L Coyote V8 engine, coupled with the engaging six-speed manual transmission, delivers a truly thrilling driving experience. While some minor reliability concerns have been reported, regular maintenance and responsible ownership can effectively mitigate these issues. The overall ownership experience, balancing practicality and performance, makes the 2014 Mustang GT manual transmission a highly desirable muscle car. Its enduring appeal and potential for modification ensure that it will remain a sought-after classic for years to come.

FAQs

1. What is the fuel economy of a 2014 Mustang GT manual transmission? Expect around 15-17 MPG city and 22-25 MPG highway, depending on driving style.
1. Is the 2014 Mustang GT manual transmission difficult to drive? While it requires more engagement than an automatic, it's not overly difficult to master, especially for drivers with manual transmission experience.
1. How much does a used 2014 Mustang GT manual transmission cost? Pricing varies significantly depending on condition, mileage, and modifications. Expect to pay anywhere from \$18,000 to \$30,000 or more.
1. What are the common maintenance needs of a 2014 Mustang GT manual transmission? Regular oil changes, transmission fluid changes, clutch inspections, and tire rotations are crucial.
1. What is the warranty on a 2014 Mustang GT? The original factory warranty would have expired, but extended warranties may be available from third-party providers.

1. Are there any recalls related to the 2014 Mustang GT manual transmission? Check the National Highway Traffic Safety Administration (NHTSA) website for any reported recalls.
1. What type of transmission fluid should I use? Consult your owner's manual for the recommended transmission fluid specifications.
1. How long does the clutch typically last? Clutch lifespan depends heavily on driving style, but generally expect 60,000-100,000 miles before replacement.
1. Is it easy to find parts for a 2014 Mustang GT? Parts are readily available from both Ford dealerships and numerous aftermarket suppliers.

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process into detailed yet easy-to-follow steps consistent with our other Workbench series books. The latest techniques and insider tips are revealed, so an enthusiast can quickly perform a tear-down, identify worn parts, select the best components, and successfully assemble a high-performance transmission. Transmission expert and designer Paul Cangialosi shares his proven rebuilding methods, insight, and 27 years of knowledge in the transmission industry. He guides you through the rebuilding process for most major high-performance transmissions, including BorgWarner T10 and super T10, GM/Muncie, Ford Toploader, and Tremec T5. This new edition also contains a complete step-by-step rebuild of the Chrysler A833 transmission.

2014 mustang gt manual transmission: Ford Mustang 2011-2014 Wes Duenkel, 2021-12-06 Maximize the potential of your 2011-2014 Mustang with this new book! The Ford Mustang has seen quite an evolution in its 50-plus years of existence. Times change, consumer demands change, and sometimes, you stop and wonder, How did we get here? Ford's designers and its customers were thinking the same thing in the early 2000s. The evolution from the classic original design to the New Edge styling of the 1999-2004 models had some scratching their heads. Ford decided to take a bold turn back to the Mustang's roots with the fifth-generation model, which made its debut for the 2005 model year and lasted through 2014. Echoing the Mustang fastback design of the 1960s, Ford inspired a path of retro design that the Camaro and Challenger followed shortly thereafter. The move proved incredibly popular with enthusiasts. Of course, with car enthusiasts, the immediate thought was, How can we make this new Mustang even better? The big news in 2011 was the introduction of the new 5.0-liter Coyote engine, which was a huge upgrade over the previous 4.6-liter engine. In *Ford Mustang 2011-2014: How to Build and Modify*, Mustang expert Wes Duenkel takes you through the entire car, system by system, to explore ways to get more performance out the last of the fifth-generation Mustangs. Included are chapters on engine modifications, brake and exhaust upgrades, power adders, chassis and suspension upgrades, cooling system modifications, and EFI and tuning tips. Wheels and tires, differentials, electronic upgrades, and more are also covered. The 2011-2014 Mustangs are finding their way into the affordable category at present with warranties expiring and acquisition costs being very reasonable. Of course, as with all generations of Mustang, there is a robust aftermarket to explore for performance parts and accessories. *Ford Mustang 2011-2014: How to Build and Modify* covers it all and will help you make your Mustang everything you want it to be.

2014 mustang gt manual transmission: The Redheaded Stepchild Kelly Hitchcock, 2011-11-05 Cady O'Donnell is The Redheaded Stepchild, the heroine without any grandiose heroic actions. In this disjointed collection of short stories, we follow Cady as she tries on every hat in the this-is-your-life store to see what fits and works best in the adventures she shares with her special head of hair. Each chapter acts as a screaming independent connection between the most formative years of her life, as she meets, lives with, and loses one of the most influential people in her lifetime. Set in a rural community in Minnesota, *The Redheaded Stepchild* is an archetype of life in small-town America and a testament that the broken family is the new whole family, just as Cady O'Donnell shows how the unwanted stepchild can be a everyday hero.

2014 mustang gt manual transmission: Ford Coyote Engines - Revised Edition Jim Smart, 2022-02-15 Realize your Ford Coyote engine's full potential by using this detailed resource as a guide to select the right parts for the street or the strip. Veteran Ford writer and historian, Jim Smart, explains and highlights all of the latest and greatest options to achieve more horsepower and torque, and of course, faster quarter-mile times in *Ford Coyote Engines: How to Build Max Performance-Revised Edition*. In this Revised Edition, now covering Generation III engines as well as Generation I & II, upgrades included are engine building techniques, cold-air induction kits, supercharger and pulley kits, better exhaust headers, fuel system and ECU tuning upgrades, and more. Both Ford and the aftermarket have produced an array of parts to squeeze even more power out of your Coyote. Ford introduced its first "clean slate design" V-8 engines in the early 1990s in Ford, Lincoln, and Mercury models. Known as the Modular engine family, the 4.6L engines employed new overhead cams, multi-valve performance, distributorless ignition, and more. This

engine had new technology for its time, and it proved to be an extremely durable workhorse that logged hundreds of thousands of miles in police and taxi applications as well as light-duty trucks. And, of course, hotter versions, and even supercharged versions, found their way into performance applications such as Mustang GTs and Cobras. By 2011, Ford wanted something hotter and more current, especially for its flagship Mustang GT and GT350 models, which were suddenly competing with new 6.2L LS3 engines in Camaros and 6.4L Hemi engines in Challengers. Enter Ford's new 5.0L "Coyote" engine with Twin Independent Variable Cam Timing (Ti-VCT); it was an evolution of the earlier 4.6L and 5.4L Modular designs. Although the new Coyote engine had increased displacement, it still had far fewer cubes than the competition. Despite less displacement, the Coyote could hold its own against bigger Chevy and Chrysler mills thanks to advanced technology, such as 4V heads with better port and valvetrain geometry. The Coyote is also Ford's first foray into technology that includes Ti-VCT and cam-torque-actuated (CTA) function, which is a fancy way of saying variable cam timing for an incredible power curve over a broader RPM range. Now, in Generation III, Ford has implemented a system using both Port and Direct Fuel Injection, taking advantage of the benefits of both systems in a single application. Even with all of this new technology, there is always room for improvement. If you are looking for even more power from your new Coyote, look no further than this volume.

2014 mustang gt manual transmission: How to Restore Your Mustang 1964 1/2-1973

Frank Bohanan, 2010 In the past, restoration guides have provided authenticity information, such as accurate paint codes, badges, wheels, and other equipment. A bona fide hands-on how-to book for restoring your Mustang from the ground up has not been offered for years. This unique guide will cover the restoration process for every major component group and also provide detailed step-by-step restoration information for the most important procedures. With clear, insightful color photography to accompany this how-to information, any at-home restorer can confidently restore a car and save a substantial amount of money in the process. While restomod books have shown how to install latest technology on vintage muscle cars, this book will focus on factory-accurate restorations, and some simple bolt-on upgrades that do not detract from the collector value but rather enhance the reliability and performance of the car. How to Restore Your Mustang 1964-1/2-1973 delivers a detailed explanation for finding the right model, how to assess condition, how to spot a fake, and how to select the right car within your budget. In addition, the book will cover how to plan, prepare, and select the right tools. This unique guide will cover the restoration process for every major component group and also provide detailed step-by-step restoration information for the most important procedures. The latest techniques and best restoration products for each system will be discussed and detailed. Also, the book discusses how to source parts and what you need to consider between new/old stock and reproduction parts. Readers will also learn how to determine if a certain task is best left for a professional shop. All crucial aspects of restoration, including engines, drivelines, body, interior, trim, electrical systems, brakes, steering, and suspension will be profiled.

2014 mustang gt manual transmission: How to Build Max Performance 4.6 Liter Ford Engines Sean Hyland, 2004-04-08 Ford's 4.6-liter-powered Mustang is the last remaining classic muscle car in the world and is incredibly popular with performance enthusiasts. More than 1,000,000 Mustangs have been built since 1996. Covers all 4.6 and 5.4-liter Modular motors--Ford's only V8 engine for Mustangs, fullsize cars, and light trucks from 1996 to 2004.

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guides you through each step of rebuilding a 4.6-liter as well as a 5.4-liter engine, providing essential information and insightful detail. This volume delivers the complete nuts-and-bolts rebuild story, so the enthusiast can professionally rebuild an engine at home and achieve the desired performance goals. In addition, it contains a retrospective of the engine family, essential identification information, and component differences between engines made at Romeo and Windsor factories for identifying your engine and selecting the right parts. It also covers how to properly plan a 4.6-/5.4-liter build-up and choose the best equipment for your engine's particular application. As with all Workbench Series books, this book is packed with detailed photos and comprehensive captions, where you are guided step by step through the disassembly, machine work, assembly, start-up, break-in, and tuning procedures for all iterations of the 4.6-/5.4-liter engines, including 2-valve and 3-valve SOHC and the 4-valve DOHC versions. It also includes an easy-to-reference spec chart and suppliers guide so you find the right equipment for your particular build up.

2014 mustang gt manual transmission: Mustang Special Editions Jonathan Klein, Jeffrey Klein, 2018-10-15 When Ford rolled out the Mustang in April 1964 it was an instant hit. Even with its immense popularity it didn't stop Ford Corporate, zone managers, and dealerships from taking it an extra step further. Just two short months later, the first special-edition Mustang debuted at the Indianapolis 500 tasked with pacing the race, and it's been full throttle ever since. This book examines more than 300 special-edition Mustangs from 1964 through today. Coverage includes factory offerings such as the 2001 Bullitt and SVT Cobras, regional promotions including the Twister Special, third-party tuners such as Roush and Saleen, and factory race cars including the 1968-1/2 Cobra Jets and the 2000 Cobra-R. You may find Mustangs in this book that you had no idea even existed! Never has a volume this detailed and with this many model Mustangs been offered published. The authors have taken their decades of research and logged them into a single compilation. Each Mustang is accompanied by production numbers, key features, and photos of surviving cars whenever possible. This book is sure to be a valued resource in your Mustang memorabilia collection! p.p1 {margin: 0.0px 0.0px 0.0px 0.0px; font: 12.0px Arial}

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availability of high- performance parts is unparalleled. You can build your Mustang for drag racing, road racing, or improved street performance - and High- Performance Mustang Builder's Guide 1994-2004 will show you how! Author Sean Hyland uses over 300 photos to explain how to upgrade your Mustang's engine, suspension, chassis, transmission, rear end, brakes, and body. There's even a special chapter on getting active in various forms of organized racing.

2014 mustang gt manual transmission: Muncie 4-Speed Transmissions Paul Cangialosi, 2014-10-15 The Muncie 4-speeds, M20, M21, and M22 are some of the most popular manual transmissions ever made and continue to be incredibly popular. The Muncie was the top high-performance manual transmission GM offered in its muscle cars of the 60s and early 70s. It was installed in the Camaro, Chevelle, Buick GS, Pontiac GTO, Olds Cutlass, and many other classic cars. Many owners want to retain the original transmission in their classic cars to maintain its value. Transmission expert and veteran author Paul Cangialosi has created an indispensable reference to Muncie 4-speeds that guides you through each crucial stage of the rebuild process. Comprehensive ID information is provided, so you can positively identify the cases, shafts, and related parts. It discusses available models, parts options, and gearbox cases. Most important, it shows how to completely disassemble the gearbox, identify wear and damage, select the best parts, and complete the rebuild. It also explains how to choose the ideal gear ratio for a particular application. Various high-performance and racing setups are also shown, including essential modifications, gun drilling the shafts, cutting down the gears to remove weight, and achieving race-specific clearances. Muncie 4-speeds need rebuilding after many miles of service and extreme use. In addition, when a muscle car owner builds a high-performance engine that far exceeds stock horsepower, a stronger high-performance transmission must be built to accommodate this torque and horsepower increase. No other book goes into this much detail on the identification of the Muncie 4-speed, available parts, selection of gear ratios, and the rebuild process.

2014 mustang gt manual transmission: Ford Coyote Engines: How to Build Max Performance Jim Smart, 2016 Realize your Ford Coyote engine's full potential by using this detailed resource as a guide to select the right parts for the street or the strip. Veteran Ford writer and historian, Jim Smart, explains and highlights all of the latest and greatest options to achieve more horsepower and torque, and of course, faster quarter-mile times in Ford Coyote Engines: How to Build Max Performance. Some upgrades included are engine building techniques, cold-air induction kits, supercharger and pulley kits, better exhaust headers, fuel system and ECU tuning upgrades, and more. Both Ford and the aftermarket have produced an array of parts to squeeze even more power out of your Coyote. Ford introduced its first clean slate design V-8 engines in the early 1990s in Ford, Lincoln, and Mercury models. Known as the Modular engine family, the 4.6L engines employed new overhead cams, multi-valve performance, distributorless ignition, and more. This engine had new technology for its time, and it proved to be an extremely durable workhorse that logged hundreds of thousands of miles in police and taxi applications as well as light-duty trucks. And, of course, hotter versions, and even supercharged versions, found their way into performance applications such as Mustang GTs and Cobras. By 2011, Ford wanted something hotter and more current, especially for its flagship Mustang GT and GT350 models, which were suddenly competing with new 6.2L LS3 engines in Camaros and 6.4L Hemi engines in Challengers. Enter Ford's new 5.0L Coyote engine with Twin Independent Variable Cam Timing (Ti-VCT); it was an evolution of the earlier 4.6L and 5.4L Modular designs. Although the new Coyote engine had increased displacement, it still had far fewer cubes than the competition. Despite less displacement, the Coyote could hold its own against bigger Chevy and Chrysler mills thanks to advanced technology, such as 4V heads with better port and valvetrain geometry. The Coyote is also Ford's first foray into technology that includes Ti-VCT and cam-torque-actuated (CTA) function, which is a fancy way of saying variable cam timing for an incredible power curve over a broader RPM range. Even with all of this new technology, there is always room for improvement. If you are looking for even more power from your new Coyote, look no further than this volume.

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Edition Peter C. Sessler,

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2014 mustang gt manual transmission: *How to Rebuild the Small-Block Ford* George Reid, 2008 This revised and updated color edition of *How to Rebuild the Small-Block Ford* walks you step by step through a rebuild, including: planning your rebuild, disassembly and inspection, choosing the right parts, machine work, assembling your engine, and first firing and break-in.

2014 mustang gt manual transmission: *Lemon-Aid New and Used Cars and Trucks 1990-2016* Phil Edmonston, 2015-11-21 This book steers buyers through the the confusion and anxiety of new and used vehicle purchases unlike any other car-and-truck book on the market. "Dr. Phil," Canada's best-known automotive expert for more than forty-five years, pulls no punches.

2014 mustang gt manual transmission: *101 Projects for Your Porsche Boxster* Wayne R.

Dempsey, 2011-01-08 Since its introduction in 1997, the Porsche Boxster has earned a reputation as one of the world's greatest sports cars, as well as a huge, loyal following of devoted drivers. This book is aimed at those owners of Boxsters who want to improve their machines while avoiding thousands of dollars in mechanic's costs. Clearly and simply written, with straightforward illustrations, this manual offers 101 projects to help you modify, maintain, and enhance your Porsche. Focusing on the 986 and 987 Boxster models, 101 Projects for Your Porsche Boxster presents all the necessary information, associated costs, and pitfalls to avoid when performing a wide array of projects. In a word, it makes owning a Porsche Boxster an unqualified thrill.

2014 mustang gt manual transmission: Muscle Car Special Editions Duncan Scott Brown, 2021-08-15 "Get one before one gets you!" Motion Performance's catchy sales pitch for builder Joel Rosen's Phase III Specialty Muscle Cars sums up the escalating performance scene in the late 1960s. Special edition muscle cars were essential to keep pace. Joel and other independent car builders (such as Carroll Shelby, George Hurst, Dick Harrell, Mr. Norm, and Jim Wangers) did what the factories couldn't do: take the muscle car and turn it into a tire-burning monster. Although the Pontiac GTO established the muscle car category in 1964, a host of corporate safety restrictions restrained factories from offering turn-key race cars off the showroom floor. Independent car builders enhanced appearance and amplified performance in an attempt to do what the manufacturers wouldn't. Motion Performance issued a written guarantee: Phase III cars would run 11.5 at 120 mph down the quarter-mile! Some of the most iconic nameplates in automotive history were applied in this era with names that included Cheetah, Black Panther, Royal Bobcat, Super Hugger, Manta Ray, Super Snake, Deuce, Fast Track, and The Machine. How did manufacturers stealthily promote these special edition muscle cars as "halo cars" while pretending not to endorse them? What happened to these innovators when factories assimilated their ideas? It's all covered inside. Muscle car historian Duncan Brown takes us through these special edition muscle cars, their creators, and the behind-the-scenes forces that shaped these wild beasts into legends that left a lasting legacy.

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• Coolant (meeting Factory Ford specification for 2011 Mustang GT) • 6" Scale, Tape Measure, or Other Measuring Device • Assembly Lubricant (White Lithium Grease or Petroleum Jelly) • ...

Transmission Fluid Level Check Fluid Fill Reference NOTE - dr ...

transmission fluid. 2007 Mustang, Mustang GT 8/2006 . 307-01-3 Automatic Transaxle/Transmission
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Pilot bearing is provided but not installed to allow for an automatic transmission. 1) Technical Specifications
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