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With AMC cars producing some of the worst gas mileage numbers, the uphill battle to remain competitive turned into a slippery slope. Nevertheless, the American Motors Corporation didn't give up without a fight. They launched the Eagle series of automobiles featuring some unique four-wheel drive cars. Unfortunately, in the mid-80s the debt-ridden company accepted an offer from the Chrysler Corporation for a complete buyout. The little Nash Rambler had been around for a decade, but the AMC version launched in 1958 with a new look. They built the car for more than 10 years and it went through three different redesigns. The company touted the two-door sedan as an economical workhorse built for hardworking Americans. Although these AMC cars remained unchanged under the hood from the previous years, the exterior received a heavy restyling. They moved this workhorse into the fun category in 1961 when they offered a convertible version. A sharp-looking 1962 Rambler American convertible wearing fire engine red paint starred in the hit sitcom series *The Third Rock from the Sun*. Thanks to abundant fuel and the need for speed, automotive consumers started moving away from economy cars. In 1966 the American Motors Corporation responded with the launch of a 225 HP V8-powered Rambler in an attempt to turn the grocery getter into a muscle car. By 1970, with slumping sales, they decided to move the platform back to its roots of the family car and renamed it the Hornet. AMC through big money at the car and even formed a race team run by Penske. Mark Donahue piloted a Javelin to victory in several Trans Am series races. However, competing with the Chevrolet Camaro and the Ford Mustang would prove to be more than challenging. The acronym stood for American Motors Experimental. This car packed the all-new 6.4 liter 390 cubic inch big block engine. In its original version it produced about 320 HP.

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However, the factory started installing high performance exhaust manifolds, an aggressive camshaft and a high flow performance intake manifold. With horsepower reported in the 350 range these cars fell just short of taking down the Chevy Camaro, Ford Mustang and the Dodge Challenger. In 1970 the company wanted to think outside of the box by making a car that looked like a box. Its overall look, with a long front end and a boxy rear end received mixed reviews. What many don't realize is the car remains only a few inches longer than the Volkswagen Beetle. In fact, they built the car with the intention to take a bite out of the Volkswagen Beetle's market share. However, sales figures disappointed the AMC executives. Despite the higher price tag sales increased to over 122,000 units that year. In 1974 American Motors struggled with the design and installation of catalytic converters to meet tightening government emission requirements. Nevertheless, in 1974 and 1975 the company posted its best sales figures with around 175,000 cars sold in each of these years. They gave up on the Gremlin in 1978, yet it remains one of the classic AMC cars worth remembering. With Jeep, you get the ultimate combination of fuel efficiency and all the offroad muscle of a desert driving machine. You get heavy-duty, body-on-frame construction, locking differentials, four-wheel drive, stout axles, and big, sturdy tires. It even started as a farm tractor, so you might say it was born for dirty business. But this hard-bodied desert vehicle can carry you through the bumpiest, and sandiest, offroad terrains like a chainsaw cutting through a stick of butter. Pack a spare tire, or two. If you need an emergency windshield or glass replacement while in Arizona, you can get help here. Plenty of tough offroad vehicles can carry you safely through your Arizona desert adventure. Have a blast.

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But if you're not a car aficionado, you probably haven't. But if you're not a car aficionado, you probably haven't kept up with the latest car trends and features. That can put a real damper on your car buying experience when it's time to replace your current vehicle. But is the newest model of your current vehicle really the best car on the market for you? It's as simple as following our guide. Let's dive into a practical approach to buying a new car. Nowadays, car manufacturers differentiate their catalog by specializing their products for a targeted type of clientele. Knowing what you're looking for. Buying a Jeep would likely be your best bet. You're a family of five and a sedan isn't

going to cut it. A larger SUV with plenty of seating and builtin entertainment could be a godsend for those long drives with the whole family. Ask yourself, do you want a manual shift or are you comfortable with an automatic. Some vehicles excel in city driving environments and enduring the stop and go traffic of the daily commute. Opting for a four cylinder engine can save you hundreds on yearly fuel expenses. Think about perks like remote starters, seat warmers, and television displays. You should have an idea of the type of car you want, such as an SUV or Jeep, as well as a list of must have features like a backup camera and four wheel drive. That includes car payments and car insurance. Take a moment to calculate 15% of your monthly income to determine the ideal monthly car payment. A great credit score can limit the impact of a car loan's interest, but you may want to compensate and aim for 12% of your monthly income rather than 15%. While buying has been the traditional choice for decades, the popularity of leasing continues to grow and now accounts for 27% of all new vehicle financing. However, by choosing to purchase a vehicle you also gain equity with every payment and have the freedom to sell the car whenever you'd like.

Payments are significantly cheaper, but you must return the car at the end of the lease. It's a good way to drive a car that may be outside of your budget otherwise. At the end of most leases, you'll have the option to buy the car at a slightly reduced price if you choose. Still, leasing is no doubt the most expensive way to own a car — but the cheapest way to drive one. That means you're finally ready to narrow down your options through the help of a comparison website. At this point, your choice of model mostly comes down to stylistic preferences. Look at online reviews for any car model that catches your eye. You'll get a good sense of the vehicle's reliability and performance. Some car manufacturers are notorious for poor quality control, weak warranty coverage, or undertrained technicians. Any of these factors can throw a certain degree of risk into your purchase, though lemon laws in your state may be able to help. With this, alongside a physical evaluation, you should have a good idea if this car is right for you. Otherwise, head back to the car finder tool to discover some alternatives. You just need to put in a bit of effort to find it. Then search our website for more auto and motor coverage. Not only do they sound amazing at idle, but the further you push your foot down on the gas pedal, the better they sound. Although this upgrade remains popular, because of the noise a tuned exhaust header creates, there is actually a scientific reason to go for this aftermarket upgrade. If we relate both of these upgrades to how an athlete performs we can better understand why we'll see a big boost in horsepower. The intake manifold represents the inhalation of oxygen for a human being. The exhaust manifold represents the exhale, but more importantly, the ability to expel all of the air from the lungs. This allows us to take in the maximum amount of oxygen on the next inhale. Imperfections in the casting slowed down the intake of air and fuel.

In the same way the sharp bends and rough inside castings of a standard exhaust manifold reduce the flow of exhaust. If we only increase the ability for the intake to pull in more air and fuel, without increasing flow on the exhaust side we don't reap all of the benefits. So let's talk about a few reasons to upgrade the exhaust headers. On a classic muscle car era automobile you'll find a compact part with 90 turns and ports that share the task of removing exhaust fumes from multiple cylinders. These exhaust manifolds are so inefficient that it actually creates back pressure in the combustion chamber. In other words, exhaust gases don't flow out fast enough to empty the cylinder. In turn, this restriction of exhaust flow robs the engine of generating its full ability to produce horsepower and torque. When using an aftermarket exhaust header you find dedicated tubes for each cylinder. In addition, you find that the surfaces inside are highly polished. Instead the exhaust takes a long flowing turn that enhances the ability to remove exhaust gases from the combustion chamber. This improves the volumetric efficiency of the engine. Therefore, we can say high performance exhaust headers provide enhanced efficiency, because of the large diameter tubing, long flowing bends and polished inside surfaces to reduce drag and back pressure. The factory installed these compact manifolds because they didn't have the room in the engine compartment. With that said, they also didn't see it as the best way to increase horsepower at the

time. Nevertheless, installing aftermarket headers on some classic muscle cars presents major challenges. I installed a pair of Lakewood performance exhaust headers on a friend's Dodge Charger RT. Long story short, the header installation on the big block 440 cubic inch engine became a nightmare. We purchased model specific parts from a reputable Mopar specialist that designed the headers specifically for the Dodge Charger application.

In addition, interference with the upper control arms and the tie rods became another issue. After we completed the installation the true problems began to surface. In order to clear some suspension parts the driver side header becomes the lowest part under the automobile. After going over a few speed bumps the tubes that carried exhaust gases from the front cylinders became completely smashed closed. Instead of increasing efficiency the end result became exactly the opposite. In fact, you can even find an article about nitrous oxide upgrades you can put in the trunk to provide the boost you're looking for. But no matter where we decide to boost performance, deciding to upgrade the exhaust headers maximizes the benefits of all the other alterations. I'm talking about cars like the Chevrolet Malibu Super Sport and the Ford Mustang pony cars. These automobiles utilized some of the most inefficient exhaust manifolds ever created by man. It's not that the original designers of these engines did not understand volumetric efficiency, they just approached the horsepower wars in a different way. They decided to increase combustion ratios and cubic inches to achieve the desired performance level. Of course, they also had leaded fuel available to them at the time. This forced them in the direction of improving the intake and exhaust cycles on modern automobiles. Therefore, the general rule of thumb becomes the newer the automobile the less performance gains you'll find from upgrading the intake and exhaust manifolds. Why? It's because the automotive manufacturers upgrade the exhaust headers on their own. They also do a good job on the intake side of manufacturing efficient cold air intakes and intake plenums installed on the assembly line. Buy a rebuilt part or purchase a brandnew one. You can rebuild almost any part available in a remanufactured version. Yes, the car owner instead of a shop.

Therefore, we'll review the top three automotive parts you can rebuild yourself instead of replacing. In some cases an alternator will make noise which actually indicates the failure of one of the two bearings. A brandnew replacement alternator can be extremely pricey on some models. A overhauled unit is less expensive, but often less reliable. Sure, the auto parts store replaced it, but they don't reimburse you for the labor it takes to remove and replace the alternator two or three times. The alternative to a new or remanufactured part is to rebuild the alternator yourself. Personally, I search down the overhaul kit before I make the decision on whether I'm going to rebuild the part or buy a new one. If the kit is available, I look at what's included and then I make my decision from there. We don't have to get into diagnosing each individual component, because we might as well replace them all once we take the screws out of the case and open the alternator up. The high quality kits include complete instructions and most of the time you don't need any special tools. Unfortunately, just like my experience with rebuilt alternators, you don't always get a good replacement starter right out of the box. This especially true on German cars like the Mercedes Benz C Class or the BMW 5 Series automobiles. Diving a little deeper into the issue, you find these worn out brushes installed on high mileage automobiles. A complete overhaul kit for a starter can cost as much as a new part on some year, makes and models. They also include new front and rear bearings. Since the starter motor doesn't spin all the time like the alternator the bearings aren't usually the problem. The Armature is a heavy longlasting component and can often be cleaned or reconditioned. This applies to both foreign and domestic automobiles. Another thing I inspect is the commutator bars on the armature. When the brushes wear out the carbon works into the spaces between the commutator bars.

You want to make sure you can clean this out and there's no damage to the surface, because this is where the new brushes will ride. As in the case with the alternator a core charge is also due for a

starter motor. The automotive parts company will return it to their factory where it's reconditioned and then resold to the next customer. The CV stands for constant velocity. Basically this is a large heavy duty universal joint that drives the wheels while they're turned and go up and down. The factory covers the CV joint on a front wheel drive car with a flexible rubber boot. After a couple of decades, this rubber begins to harden and develop cracks. As the lubrication level decreases wear increases on the CV joint. Drivers of high mileage front wheel drive cars will often complain about a clicking or grinding sound from the wheel area when this situation occurs. The complaint is most evident when the car is taking off from a stop with the wheels turned. This includes the inner tripod joint that attaches to the transmission, the shaft, the outboard CV joint and the hub assembly. It seems kind of wasteful to replace this entire unit when the only bad part is the CV joint itself. However, with stiff competition, rebuilt driveshafts are often available for popular models at very reasonable prices. Since there's a bit of work involved in replacing just the CV joint you'll have to make this judgment call on your own. A basic set of snap ring pliers is usually the only odd tool that you might need. It's also recommended that you check your Dodge auto repair manual for the procedure for your specific model. When these old rides start running poor, getting rotten gas mileage or stall it might be time to rebuild the carburetor. Reconditioning this low tech fuel delivery system makes a great weekend project. See if you should replace or rebuild an old carburetor.

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Many folks have stripped the threads in the Neons Are the engines an interference This only happens if the Turning the It has been found A mechanic with The most direct benefit is that owners Certain codes will It is a good idea Engine lamp on the instrument panel flashes on and off. The number of There is a slight pause between the flashes Longer pauses separate It does not mean to crank There is an Oring seal at this sensor which can fail, but is relatively This is also sometimes mistaken Could this be a problem That meant that there was void in the The cap can be bought The sound may last up to eight minutes. The noise can vary in pitch and intensity from one PCM to the next and with This noise is due to This diagnostic routine will only occur when This noise may also be heard with the ignition A web of rubber joins the point of the vee with the bottom lip of the circle. This web may tear under normal use, giving the appearance that the mount has Unless one of the upper flanges of the vee is torn, the mount will function normally. This is happens when substantial water Does this mean my The seals are not terribly difficult to The Neons fuel economy varies widely depending on conditions of course Heavy use of the accelerator, or The MTX version with Numbers over 40

mpgWhen this happens, additional oxygen from the atmosphere can be drawn into. The PCM interprets thisIf the exhaust manifold is Whats wrong II diagnostic check are a common occurrence. These codes seemIf the car is running normally,If there is a problem, the PCM will keepWhats wrong II diagnostic check indicates a misfiring cylinder. It may beIn this case,Retorque the spark plugs and make sure allWhat do I do Have the car towed if neccessary toIf the light stays on at idle,It does not mean that the carThis can be done by a The engine then will most likelyThe latest version of the Mopar ATF.

It is more heat resistant than the priorNote that Red Line offers a specific ATF forIt is specifically matched to theUnder severe conditionsEven under racingThese may deteriorateMost dealers. Numerous owners have made their own bushing replacements using rubber stoppersReplacement poly bushings such as Booger Bushings from Jeff Ball are excellentIf the popping occurs frequently, however, it could be one of two things. First, check the path of the cable from firewall to transmission, makingExamine the cableAs the engine movesThe problem canInstalling a stiffened front motor mount, which limits driveline movement,It is caused by complianceHowever, here is additional informationHave your wheelsThese are usedUnlike the factoryIf so, the wheels can be off axis with the spindle, causing fluctuatingMany aftermarket wheelsIf the wheel is not perfectly centeredCamber is adjustable on ACRs andNegative camberThis influences steeringToe is adjustable on all Neons. Toein positive means that the wheels are pointed slightly toward eachSee the discussion on alignmentThe struts on ACRs listed above. With the boltsThe bolts areAdditional camber can be gained by loosening the upper strut bolts andThe SCCAmandated maximum camber is 2.4If the holes are slotted, the round bolts should be replaced with the ACRspecificNews. The struts can be slotted as above; however,Crash bolts are round and slightlyOne bolt in each strut will allow approximately 1 degree of camber. To get near the SCCAmandated maximum of 2.4 degrees, you will need twoAdditional camberConsequently, they are unableThey should be acceptable for streetNote that putting the nut forward on the top bolt makes access easier forWill they hurt my tires Neon racer. This is paraphrased both from an article in Grassroots. Motorsports, and posts to the Neon message boardsNegative rear camber willThis is why it will increase understeer.

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