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Camshafts two per block were in the head, and each cylinder had 4 valves, which is unusual for the American engine building. Also in 1996, the limited edition Chevrolet Corvette C4 Grand Sport, named after the 1963 model of the same name, was released. It was released only 1000 copies 810 with a coupe and 190 roadsters. An interesting feature of the new platform is the construction of the floor, which is a "sandwich" of two layers of metal, between which is clamped a plate of balsa wood. The balsa was chosen because it absorbs the vibrations perfectly. The standard version was equipped with an LS1 engine V8, 5.7 liters, 345 hp, and the Z06 version with an LS6 engine V8, 5.7 liter capacity, 385 hp. It was built 247 851 C5 Corvette in coupes and cabriolet. For the FIA GT and ALMS series on the basis of the C5 in the Z06 version, a GT1 class car, the Chevrolet Corvette C5.R, was built. Built on the updated platform of the C5 model, which has the same suspension and the scheme with the rearend gearbox, the C6 got a new 6.2liter engine, developing 437 liters. from. and a torque of 585 Nm. In 2008, the model received a modernized transmission, an exhaust system, new versions of the body painting, design of wheel disks and improved interior decoration. On its basis, a modification of the Corvette Z06 was created. This version is distinguished by the extensive use of aluminum in the power elements of the cockpit, aluminum levers, as well as the

505horsepower sevenliter LS7 engine; Based on this, the Corvette C6.R racing was prepared to participate in the ALMS series and the FIA GT race, which won the Le Mans race in its class six times, as well as the Corvette ZR1, equipped with a compressor 6.2liter LS9 engine developing 638 liters. from. The car was created in a single copy and together with the classic roadster Chevrolet Corvette 427 1967 release was a prize in a special lottery.<http://amoosetracksmanor.com/userfiles/fn41-motherboard-manual.xml>

In addition, on the inside of the hood, their autographs were left by the engineers of Chevrolet, who participated in the development of the supercar Corvette. Technically, the novelty has not changed. Chevrolet Corvette seventh generation was introduced January 13, 2013 at the North American International Auto Show. The new generation also received the prefix "Stingray" for the title, and the design was partially inherited from the concept car Stingray, which General Motors introduced in early 2009 at the Chicago Motor Show. Well assume youre ok with this, but you can optout if you wish. Totally Free to Download and Enjoy. Owners Manuals for Every Corvette Model by Year We come across a lot of material when we research Corvette models including the original Corvette owners manuals. While our list is nowhere near complete contact us if you have an owners manual we are missing, we do have a bunch of owner manuals we wanted to share. As always, we want to make sure this is available for free to download. The Corvette owners manual has changed a lot over the years mainly due to the sheer increase in technology and functionality with every new model. Overall though, your owners manual is your quick reference guide to your Corvette. It outlines the important features in your Chevrolet Corvette, how to use standard and optional equipment, what certain lights and indicators mean and much more. It is your operation and maintenance bible for your Corvette. We find that when we work on our cars having the owners manual for easy reference is invaluable. They are perfect for Corvette restorers or DIY tinkerers at home. As you can see the owners manual is almost exactly the same in the first few years. Feel free to download these owners manuals and we hope they are helpful. We still have a gap in manuals so if you have access and are willing to share with us please let us know. We need help getting some so if you have them send them over.

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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 highperformance 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. Do you love the thrill of finding an antique license plate Do you love the thrill of finding an antique license plate at a thrift store or a speciality one with your favorite sports team on it Welcome to the club. Whether you've been collecting for years or are just getting your feet wet, there's something for everyone here. Let's dive in! While that might be the case for some, chances are it's another piece of aluminium. Though we've slipped to the number four position in recent years behind China, the EU and Japan, we're still up there. They're likely not as valuable, either. Even 80 years ago, each state would issue a new license plate design on an annual basis.

The takeaway A 1920s plate and a 1990s one could be worth roughly the same, even if one has a better patina! These are standard, yearoveryear plates that each state produces. Beginning in the early 1900s, it's easy to track these issues. Retro ones look especially appropriate on classic cars ! Instead, they were known as prestate territories and their plates are likewise labeled as such. More difficult to find are speciality plates created throughout the decades, such as those designed for firefighters, universities, organizations and more. You can utilize online resources to find more information on what yours is worth to understand its resale value. Depending on where your sites are set, you could have a difficult time doing so. Governments often place strict controls over the

sale of both current and historical plates. Even poorcondition foreign license plates can earn a few hundred dollars depending on where they're from. This is the case with Rhodesia and Yugoslavia, among others. Or, the plates may be rare due to the specific time period. For instance, preWWII plates from European countries are a challenge to secure because most of them were demolished in the war. While you can find myriad online forums and chat groups on the topic, you may be able to meet inperson with folks in your own backyard! You can find a list of their local meets here. Note that you'll need to join the ALPCA to be granted access to these gatherings, but if you intend to pursue this hobby, that's a natural next step! Yet, this process becomes a little harried when you're accepting a shipment from a foreign country. The plates may arrive cheaply packaged, especially if they're coming from a new seller. Trying to explain to airport officials why you're traveling with the plates can be a nightmare, so arrange to ship them home before you leave if possible. From DIY auto repair tricks to repair manuals and classic car info, if you want to learn about it, we're covering it.

Check out our guide on how to install license plates to get started! The question becomes whether this is the right thing to do or not. To determine the answer to this question we first have to figure out what camp you hoist your flag in. In fact, they might consider replacing the factory installed castiron intake with a highperformance aluminum intake manifold sacrilegious. Then we have the folks that buy these classic muscle cars to enjoy them. They want to drive them around and have fun while doing it. Nevertheless, I'm a believer that you can have your cake and eat it too. If you upgrade to an aluminum intake and save the original castiron one, with all of the original mounting hardware, you can satisfy both groups of people. Here we'll talk about the different kinds of highperformance aluminum intake manifolds available. We'll even get into the differences between single plane and dual plane intakes and which one is right for you. Finally, you'll discover how much horsepower you can actually gain from this performance upgrade. These include the single or dual plane design. Most people choose the dual plane, because the original castiron part utilized this design feature. Therefore, when upgrading to a highperformance aluminum intake manifold, of the dual plane variant, the car basically runs the same throughout the throttle range. However, the main characteristic of the dual plane manifold includes long flowing runners. These runners are polished to a smooth finish that increases the flow rate over the stock component. The dual plane provides improved lowend power, while maintaining engine idle quality similar to the original equipment. This allows for all eight cylinders to feed at the same time. However, the big difference between this set up and the dual plane remains the length of the intake runners. With a single plane set up, the runners become much shorter. This provides a faster and more direct delivery of fuel to the cylinders.

Therefore, a single plane manifold is considered best for racing applications. Now that we understand the difference between the two types let's talk about the advantages of installing an aluminum intake manifold. Car makers have identified that reducing the vehicle's total weight increases performance and fuel economy at the same time. The incredible part about their transformation into a lighter automobile is they actually provide better crash protection now. In some cases, these modern cars weigh more than 1000 pounds less than our beloved vintage automobiles. At the same time they get triple the fuel economy, provide better performance and hold up better in a crash. A muscle car like a Chevrolet Camaro Super Sport with a big block 396 cubic inch engine comes with a heavy castiron intake manifold. These original equipment parts weigh 75100 pounds, depending on the design. An aluminum highperformance version comes in at less than 20 pounds. Therefore, this upgrade becomes a major weight reduction operation. Since the intake manifold rides directly over the front springs of the automobile you get a surprising boost in the front ride height of the automobile. In many cases the front springs on our muscle cars are starting to get worn and tired. Reducing the weight that rides on top of them can put a little spring back in their step. As a result the car maintains a healthier looking ride height. When the factory originally molded the cast iron intake installed on your engine they didn't do the greatest job.

Imperfections and bumps inside of the fuel runners reduce the efficiency of fuel and air flow to the cylinders. The aluminum intake not only weighs a lot less, but they buff it to a high polished finish inside. The question that everybody wants to know is how much all this improvement means to the bottom line. In other words, how much horsepower will I gain from a highperformance aluminum intake manifold upgrade.

Without getting too scientific we'll attempt to answer this question. How much you gain depends on a variety of variables. The efficiency of the carburetor and the exhaust system become two major elements to consider. If you increase the carburetor size and the efficiency of the exhaust by installing headers you will receive the maximum benefit from replacing the intake. The combination of replacing these three highperformance components can net horsepower increases from 20 to 60 HP. An interesting side effect of this combination upgrade comes in at the fuel pump. Increasing the horsepower can also increase the fuel economy. With that said, increased fuel economy only comes with grand mom like throttle position. In other words, if you keep your foot off the floor you'll also receive better fuel economy when you're cruising around town. When it comes to what type of vehicle The right choice comes down to how the engine will be used, as well as how high your budget is. However, while this could potentially save you money in the long haul, it won't necessarily save you money as we'll explain in the next section. That means faster acceleration and higher top speed. Diesel engines typically have more torque, which will increase the size of a load that a vehicle can haul. However, if it's the performance you're looking for, then gas might be the right route. If so, be sure to come back often for other similar content. Whether it's Whether it's transporting the family through the woods to grandmothers for a Christmas dinner or another adventure, make sure the family car is ready. A good DIY trip inspection can give you peace of mind that lets you enjoy the trip and the company of those along for the ride. When something happens on a holiday, like Thanksgiving or Christmas, roadside assistance or finding an open auto repair shop might be impossible.

The sad part is, a DIY trip inspection a few days before your departure date can surface potential problems and leave you the time to deal with them. Here we'll cover the inspection process used by professional drivers and a few additional tips. Although these usually apply to public transportation buses and 18 wheelers, many companies also require the inspection as policy. To make a long story short, many expensive traffic fines and over the road breakdowns remain preventable. Why ruin a vacation, holiday trip or even an important delivery of merchandise, because you didn't take the time to check the vehicle The items on the checklist pertain to vehicle safety. This simple walk around first verifies that all the lights remain operational. This includes turn signals, headlights, marker lamps, fog lights and brake lights. A closeup inspection of the lug nuts can also expose any lug nuts that loosened up or backed off. While the driver is inspecting the wheel they take a look at the tires and inspect for defects. Tread separation and sidewall damage remain two of the important items to look for. In addition, they visually inspect the inflation of each tire. Some companies require the driver to document the amount of pressure in each tire. This becomes a good opportunity to look for road debris, sticks and branches that can get stuck in the undercarriage as well. After completing the walk around and winding up at the front position, again they get down on one knee and look under the front. Here they pay close attention for wetness on the bottom side of the engine as a sign of a leaking fluid. Any discrepancies found on the DIY trip inspection require a followup by a trained mechanic before the vehicle hits the road. However, since this is your car we can take this DIY trip inspection one step further. Let's pop the hood while the engine is cold and take a look around the engine compartment area.

In most cases were just talking about a visual inspection to verify that these fluids remain filled to their proper level. Most cars have fluid reservoirs for engine coolant, brake fluid, power steering fluid and windshield washer solvent. Top off these fluids as necessary, especially the windshield

washer. You never know when 18 wheeler will kick up a splash of mud on the automobile windshield. We'll inspect the drive belt looking for signs of cracking, wear or shredding. Next we'll move on to the cooling system hoses. The upper radiator hose is usually the easiest one to see. We're looking for signs of trouble. As an example, swelling, leakage around loose hose clamps or bubbles. If you radiator hoses look like a snake that swallowed a large rodent this becomes a sign to take action before you embark on the scheduled trip. You can increase this level of serenity by performing a few additional services before you hit the road. Why not put on a brandnew set of wiper blades since it's the easiest DIY car repair you'll find. I don't know about you, but for me it seems like bad weather always passes between me and my destination. There's no reason to listen to the annoying scraping sound of a dried out wiper blade for 500 miles of driving. I see a lot of articles saying that people might be changing their oil too often. As a professional mechanic, I can tell you that I see exactly the opposite of too often. Why not treat your automobile to a lube, oil and filter service prior to the trip, even if it's a little early. Having the vehicle up in the air gives your trusted mechanic an excellent opportunity to point out any potential problems. Trust me, performing a DIY trip inspection on your car, truck or SUV makes these events more enjoyable on both the departure and return trips.

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The flexible board is easily damaged and should be handled with care. Therefore, when checking the laser diode emission, observe from more than 30 cm away from the objective lens. It is feared that you will lose your sight.