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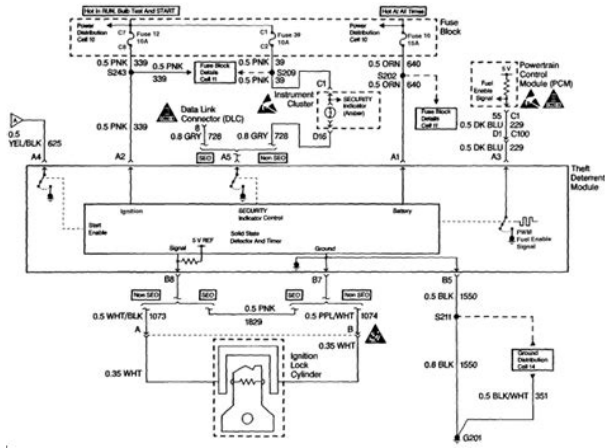
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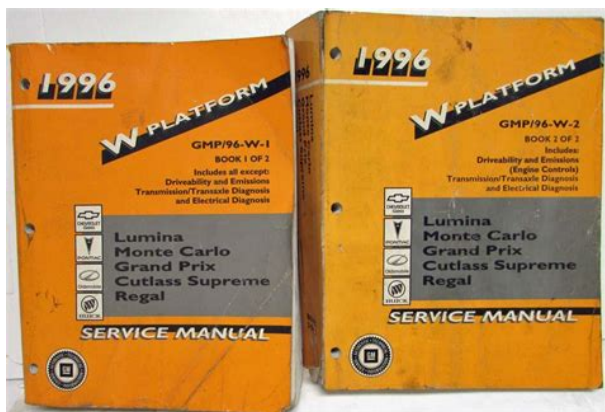


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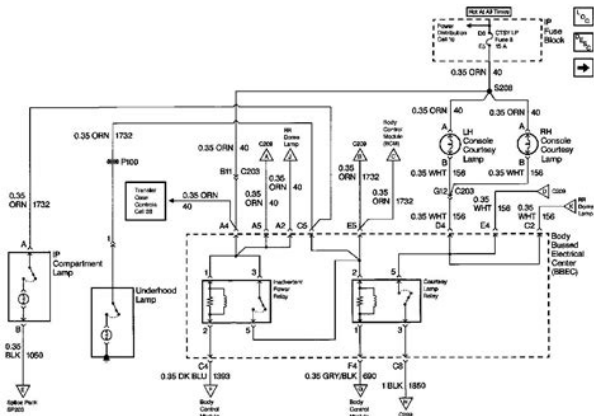
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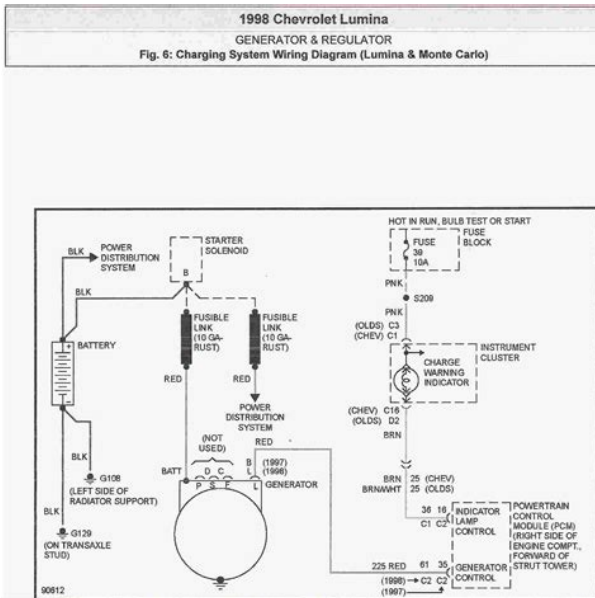
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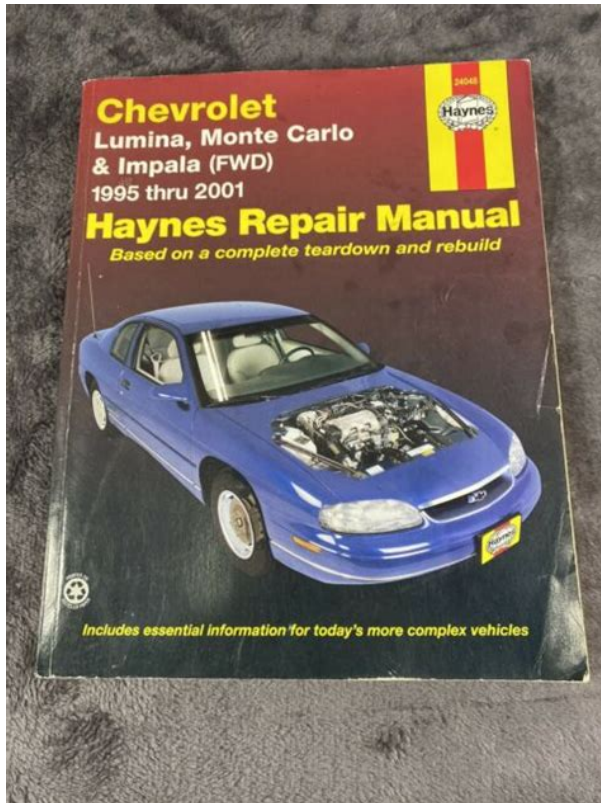
Steering Diagnosis Car pulls left or right, wont straighten out, noise when turning, wheel is stiff, wheel is loose, etc. Suspension Diagnosis Car vibrates when driving, front or rear wheels wobble, bumpy ride, overly soft ride, thumping noise, uneven tire wear, etc. Drive Train Diagnosis Clutch noise, pedal shaking, gears not working, slow shifting, transmission noise, etc. Engine Diagnosis Lowered gas mileage, stalling, pinging, ticking, rough idle, slow acceleration, wont start, backfiring, smoke, etc. Cooling System Diagnosis Overheats when starting, overheats in hot weather, radiator problems, leaks, etc. Making It Easy Getting the repair info you need has never been easier. With your online Chevrolet Lumina repair manual from RepairSurge, you can view the information on your computer or mobile device. Want to print it out. You can do that too. Youll get the vehiclespecific info you need, along with a ton of supporting info and resources to help you fix your Lumina and other vehicles as well. Unlike a book, your online manual takes up no shelf space, and it gets updated whenever new information is released by the manufacturer. Cover everything, the best bang for the buck everywhere!!! The manual is in PDF format so it is compati. Thank you, for helping us keep this platform clean. The editors will have a look at it as soon as possible. Here are the 7 best muscle cars of all time. So sit back and start your engines! It looks just as great on the road if not more now than it did in its release. Interest has spiked in recent years thanks to hit television show Supernatural. These cars were built to last and many owners have watched their Impalas stand the test of time. Time may have brought new design and premium manufacturing, but nothing will pack the same punch as a classic muscle car. In 1967 you could choose from a variety of makes and models including hardtop, convertible, and sports coupe. Plymouth delivered.

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Plymouth incorporated 425 horsepower Hemi V8 engine that made their car popular on the racetrack. Available with versions of the V8 engine, this car could reach an apex of 450 horsepower. Year after year found success for Plymouth Road Runners but in 1970 they found another hotshot. In the classic car world the more original parts you retain the better. However, on a 50yearold automobile the original weatherstrips can cost you some quality points at the local car show. When it comes to replacing classic car weatherstripping the name of the game is finding exact replica replacement parts. On classic cars susceptible to rusting sheet metal panels, the weather strips ability to seal properly becomes more important than the appearance. Since every car built in the last 120 years, utilizes rubber weatherstripping this article applies to all automobiles. Nevertheless, those with Ttops and sunroofs will want to pay special attention to the tips provided here. In addition, we'll discuss sourcing new parts that look exactly like the original ones from the factory. Whether you have a classic Pontiac Firebird Trans Am or a vintage MercedesBenz achieving a watertight seal becomes paramount. In fact, it's just as important is how the replacement parts look. This is why we'll spend some time discussing the final installation. Classic car enthusiasts have a saying. Rust never sleeps. With that said, it's a failed weather strip that lets the water in and helps the rust take over. For this reason removal procedures can often become model specific. Some classic car auto repair manuals provide helpful stepbystep information to facilitate the removal of failed weatherstripping. Unfortunately, on older classic cars, with original parts, removing the old rubber can be a difficult operation. Thankfully, some special tools help make this task easier. They make narrow blade scrapers that fit inside of the weather strip retaining tracks.

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For vintage automobiles that utilize a combination of glue and retainers, you can use specialized solvents. Patience is a virtue when it comes to using weatherstrip removing solvents. Make sure to provide enough soaking time for the chemicals to their job. Although these weatherstrip solvents work well when used as directed, precautions must be taken to protect the paint. Body shop technicians often lay down protective masking tape around the tracks. In addition, they cover the painted surfaces in the vicinity in case any splashes occur. Taking extra time in this area is critical. There are a few more areas that also require some protection. After removing the bulk of the old weatherstripping go back and soak any remaining pieces and glue spots with additional solvent. Body technicians use a clever trick. They place a rag on top of the stubborn spot and then apply the solvent to the rag. Failure to completely remove all of the old glue can cause improper sealing of the new weatherstrips. When you're finished, the tracks and mounting surfaces should look brandnew. Many auto parts companies do an excellent job of serving this niche market. Several large, respectable autoparts companies provide complete classic car weatherstripping kits. Whether you have a 50yearold classic Cadillac Eldorado or a 1970 Chevrolet Chevelle muscle car you will find exact match parts available. As a mechanic that has performed more than a few classic car restoration projects I can tell you that there are often surprises included in the weatherstripping kits. When you perform a complete restoration you uncover rubber components that exist in places you never thought of. Let me provide an example using a 1948 Cadillac 2door fastback I helped restore. These old Cadillac cars are known for water leaks in the trunk. Often by the time people figure out where the leak was coming from, it became necessary to replace the trunk pan.

Replacing the tiny little weatherstrip underneath the trunk emblem can save you a lot of time and aggravation down the road. The companies that produce these weatherstrip kits also supply specialized molding clips and oddball retaining fasteners. My advice is to give one of these companies a call and speak to somebody before you begin the project. This is better than ordering it online and figuring it out for yourself. These rubber pieces can also come with a manufacturing residue on them. Therefore, wash all of the weatherstripping with soap and water, especially the spots where you apply the weatherstrip adhesive. Now it's time to perform a dry fit installation. The dry fit is when you fully install the parts without the retainers and the glue. This allows you to get a feel for the curves and straight runs. With the dry fit completed, you're now ready for a permanent

installation. Body shop technicians usually have their favorite types of weatherstrip adhesives. With that said, 3M makes an excellent weatherstrip adhesive product. The best advice is to apply the adhesive to one section at a time. Although you will have to work quickly, you still have plenty of time before the weatherstrip adhesive cures completely. This is another reason for working one section at a time. Finally, allow 24 to 48 hours for a complete cure before performing a water test to verify proper sealing. This is why many would prefer a painful visit at the dentist than an oil change service at a repair center. Unfortunately, the old saying, "if it's not broke don't fix it", doesn't apply to a modern automobile. The fact of the matter is, we can take control of future auto repair expenses by spending money in the right place on preventive car maintenance services. Sidebar National car care month is held twice a year. The spring event takes place during the month of April and the fall car care month during the month of October.

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A survey reviewing more than 2,000 participating car care aware vehicles, found that 90 percent of them fit in the category of behind on car maintenance services. The spring event prepares your automobile for the unique summer driving experience. Summer road trips and hot weather provide a unique set of challenges for your automobile. The fall event held in October prepares your car for a long harsh winter. In this brief article we'll talk about taking control of your car maintenance services in an effort to prevent any surprises down the road. I perform these recommended services without hesitation, because the car maker put them in place for their own protection. New and certified preowned vehicles come with warranty coverage that stretch as far as 10 years 100,000 miles in some cases. In an effort to reduce warranty claims the designers and engineers come up with a maintenance plan to protect the company and the automobile. Unfortunately, very few car owners take the time to read through the maintenance section of their owner's manual. However, you must cross check any recommended preventative car maintenance services with the car maker's recommendations before approving them. Unfortunately, this desire for your automobile to maintain top condition is financially motivated. Don't get me wrong, the retail auto repair center has a right to make a profit. They also have the right to recommend services that they feel would benefit the consumer. However, these consumers need to be proactive and confirm that the services are for the benefit of both parties. As an example, a shop that just bought a brandnew alignment rack might recommend alignment services on every car repair estimate as an add on. The problem with preventative car maintenance is your performing a service to a vehicle on a regularly scheduled basis. You carry out the operation regardless of how the vehicle runs or looks at the time.

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With that said, it doesn't mean that you need to perform a service that's not recommended by the manufacturer at that scheduled mileage. In a nutshell, over maintaining an automobile is a waste of financial resources. Nevertheless, not doing any preventative maintenance services can be worse than throwing money away. Take control of your car maintenance and strike a balance between these two extremes. Often these limited maintenance programs last for a three year or 36,000 mile period. During this time, drivers tend to stick to the factory recommendations religiously, because they are free. Although this just boils down to a few oil changes, a tire rotation and maybe an air filter the car gets a good start in life. Now that they have to pay for the scheduled services they might tend to put them off. Let's use the most basic of all services, the engine oil change, as an example. As a mechanic I've seen firsthand what a lack of oil changes can do to the internal workings of an engine. For this reason don't hesitate to perform preventative car maintenance services at their scheduled intervals. Better yet, go back to my previous recommendation and read through your owner's manual and lay out a schedule of expenses at specific mileage points. Go nuts and make a spreadsheet. On many automobiles additional maintenance becomes necessary at the

30,000 mile and 60,000 mile markers. Find out how much these services cost and prepare to spend the money when you reach these mileage intervals. Put money aside in advance for these critical services. You don't have to put money in a cookie jar, but you do need to have a plan so you don't fall behind on preventative car maintenance services. 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. Read this article on how to unlock a Chevy truck without keys of course. You'll be back in your car in no time. It happens to everyone at least once. You could break a window, but then you'd have to buy a new one and that sounds a little expensive. Keep in mind, the age of your truck will determine how easy this feat will be. Newer vehicles with automatic locks are typically quite a bit harder. The downside is that you have to have door locks that stick up in order for this trick to work. If your truck has this type of lock, you're in luck. Give this trick a try. This is a type of knot that you can tighten by simply pulling on the ends of the string. It'll probably be a tight fit but you should be able to get the string in there. Most seals give enough to allow for enough space. Once it has a firm grip pull up and the door should unlock. Easy peasy! I bet you didn't know you could unlock a car door with a string! But, you have to have a certain type of door handle for this trick to work. If your truck is newer, it probably won't work. You have to be able to reach the lock mechanism through the door handle and newer trucks aren't that easy. Remove your antenna and insert one end into the door through the handle. Once it feels like you're making a solid connection, push the antenna forward and the door should unlock. Instead of having to buy a specially made Slim Jim, you can use a coat hanger. This technique often works on trucks with manual locks. You're going to slide the coat hanger down into the door on the outside of your window. The point is to find the control arm, grab it with the hook, and pull it up to unlock the door.

It might take a few tries to find the arm, but once you've got it, you're in! If you think you'll be locking your keys in the car a lot, it may be a good idea to invest in a wedge set. Once you get a big enough crack you can insert an air wedge and pump it full of air to widen the crack even more. We've mentioned the antenna, but that only works in short spaces. The antenna will just telescope down if you try to push on your door locks after having slipped it in the door crack. It's pretty easy to remove the windshield wipers from most vehicles without special tools and you can always count on it to be on hand! And with good reason. You can easily damage the door, especially if you end up doing it a few times. Make sure you get a set that is compatible with your make and model of car. The great thing about this method is that it doesn't cause damage to the door. You'll also need a special automotive torsion wrench for this method. This is what professionals typically use anyway to get into your car. The good thing is that you can get into your vehicle without spending a bundle. The bad thing is that so can someone else. You might think twice about parking it on the questionable sidestreet now. Just be sure to wedge it in a spot where it won't be easily found or fall off when driving. Get the lowdown here ! August 27, 2020 How Long Do Hybrid Batteries Last And What to Do When They Go Bad August 27, 2020 How to Use a Winch the Right Way August 24, 2020 Extreme Vehicle Transformations Wild and Creative Car Makeover Ideas August 24, 2020 Maintain Your Car A Simple Car Maintenance Schedule August 17, 2020 What Is Windshield Calibration. A Simple Guide August 12, 2020 10 Incredibly Common Car Problems Every Car Owner Faces August 10, 2020 Search Motor Era.

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