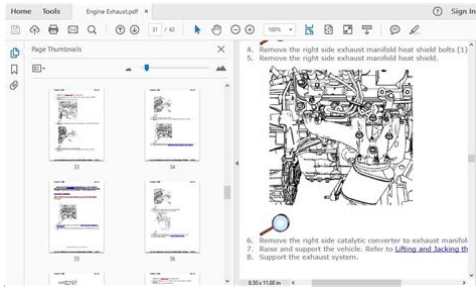


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While some of the repairs covered in this manual are complicated and require special knowledge and

equipment, most of the care that is required in the lifetime of the average BMW is well within the capabilities of the doityour selfer. Please consider supporting us by disabling your ad blocker. 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. In the classic car world the more 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. 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. 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. This article

focuses on This article focuses on the history of the big block and small block classic Chevrolet car engines from the 1960s through presentday. However, it remains relevant to any owners of General Motors automobiles seeking detailed engine information. Making a sound decision on what to replace your tired engine with begins with understanding the engine the factory installed on the assembly line. In this article we'll cover some interesting facts about classic Chevrolet car engines including an evolutionary timeline and milestone moments. Chevrolet engines can go a long way when properly maintained. Nevertheless, sometimes these engines give up the ghost before we're ready to give up the automobile. So let's dig in and learn about the history of these impressive Chevrolet engines. And let's consider repowering these automobiles to keep them in the family where they belong. Obviously, the answers are a big block V8 or the more common small block V8 engine. They offered the big block power plants in a variety of engine sizes throughout the years. Before 1970 General Motors offered big block engines in 396 cubic inches and in the 409 displacement made famous by the 409 Beach boys song. The standard LS5 version pumped out 390 HP and 500 footpounds of torque. Although a few of these engines found their way into several different models most of them wound up under the hood of the Chevrolet Corvette models and Chevelle's.

The 427 Chevrolet big block V8 became the blueprint of what would follow in the next decade. When you talk about an engine standing the test of time the 454 becomes the very definition of the statement. With that said, the 7.4 L monster power plant saw some dark days in the early 70s during the fuel shortage crisis. By 1973 the LS4 version of the 7.4 L V8 produced a miserable 275 HP. However, this wouldn't be rockbottom for the once mighty V8. They continued to build the engine as the horsepower dropped off through the years. In 1990 they launched a 20th anniversary 454 Chevrolet super sport pickup truck. The 7.4 L motor produced an embarrassing 230 HP. Two things stopped this engine from fading into oblivion. The legendary reliability and longevity coupled with an always amazing 500 footpounds of torque. In 1969 they boosted the compression ratio, installed high flow 202 cylinder heads and opened up the exhaust system. It's not often that a vehicle manufacturer builds an engine that produces exactly 1 HP per 1 cubic inch. Even the 10 5 to 1 compression ratio small block produced a reasonable 300 HP on regular pump fuel. Unfortunately, by the early 1970s, this engine slid into a slow demise just like its big block brother. Fortunately, the aftermarket world rallied around this engine and continues to manufacture aftermarket parts to bring the horsepower levels back up to where they used to be. Of course a classic car with its original engine is always worth more than one with a replaced power plant. If you believe your car or truck could be worth money someday, you need to hang on to the original engine. With that said, dropping in a fresh crate motor becomes one of the most costeffective solutions to repowering your classic Chevrolet. The question is how much will a brandnew Chevy 350 engine cost. The answer may surprise you. This bargain priced engine includes a chrome dressup kit and aluminum intake manifold.

With a 300 HP rating this remains a value priced engine that delivers ample amounts of get up and go. In fact, were actually talking about almost double the price of the Chevrolet small block. With that said, the factory fresh 454 7.4 L crate engine pumps out an impressive 438 HP. Highperformance auto parts supply companies like Jegs and Summit racing offer more affordable solutions for replacing big block Chevrolet power plants. These are the kind of folks that believe in keeping These are the kind of folks that believe in keeping a vintage automobile in original condition. Although I respect these people and their beliefs the act of keeping every nut and bolt issued from the factory isn't right for everyone. As for me, I prefer to drive my automobile to the car show. Furthermore, I want to enjoy the ride and arrive at the auto show safely. In order to achieve these lofty goals some of the original parts on my personal classic car required an upgrade. Not only did I want to arrive at a car show safely, but when things wrapped up I wanted to get in and have it fire right up to take me home. Nothing ruins an amazing day like having to call a tow truck to drag

your classic car back to home base. So let's get into three classic car upgrades that make sense from a reliability and safety standpoint. From the factory the mighty Mopar came with a 45 amp alternator. These types of low output units make your headlights appear brown at idle. Although these muscle car era alternators remain a major upgrade over the generators installed in the early 1960s, they still leave a lot to be desired. Even if your late 60s or early 70s muscle car came from the factory with an alternator, you probably still have an external regulator. It wasn't until the mid 1970s when vehicle manufacturers started moving the voltage control function inside the alternator case. When an externally mounted voltage regulator develops issues it can limit the voltage output.

It can also fail in the opposite direction. In this situation the battery will overcharge. And overcharge scenario boils away the water and acid fluid covering the lead plates. Symptoms of voltage regulator problems include a consistently dead battery and headlights that appear dim at idle. In an overcharging situation you can often hear a gurgling from the battery. You can find more information about this subject from this great article about charging system diagnosis and repair. With that said, charging system upgrade kits abound for popular muscle cars like the Chevrolet Chevelle and Chevy Camaro. This can become a dangerous situation. When you're driving behind a modern car you need to allow extra space because of their ability to stop in half the distance as you. In an emergency situation this may not be enough. A single reservoir master cylinder is often found on older cars that use four wheel drum brakes. This single chamber design uses one fluid reservoir to supply brake pressure to all four wheels. Obviously, if the fluid leaks out you lose braking at all four wheels. As the 60s rolled on, car makers faced increasingly strict safety standards. Therefore, these American car manufacturers improved brake designs by adding disc brakes to the front. This provided an opportunity to use a dual chamber master cylinder. The larger master cylinder chamber provides fluid for the front disc brake calipers. A dual chamber master cylinder allows the front and rear hydraulic braking systems to act independently of each other. Now, in the scenario of a hydraulic brake fluid leak on the front brakes, the driver can still use the rear brakes to slow the vehicle. And this is why a master cylinder upgrade makes my top 3 list of classic car upgrades. These cars didn't stop well. However, at least all of the automobiles on the road at that time stopped in the same total distance.