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In the case of the Great Texas Mopar Hoard Auction Event, Spanky Assiter and the folks at Spanky's Freedom Car Auctions will sell the estate of the late John Haynie on October 13 and 14, 2021.
(Haynie ...

23 Barn-Find Mopars Part Of Texas

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Hoard To Be Auctioned!

Like most Pick-ups, the Ranger also runs on manual transmission where I engage a low and high gear as and when I want depending on the road terrain I am driving ...

You can drive the Ford Ranger for years

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King County sheriff's deputies are asking for the public's help to ID two suspects who stole from the hard-working owner of a hay company - setting them back two weeks - and costing them thousands of ...

Unidentified thieves steal welder, crash stolen hay truck through gate in Carnation

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It isn't there anymore. Cousin David noticed right away. Probably within an hour or two. Nyel's beloved old Ford. "What happened to Boobs?" David asked. Good for him for caring.

Elementary, my dear: A fine art: Noticing what's no longer there

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Azana Mackali-Cerasi and Josh Milkie always wanted visitors entering Shepparton's Red Truck Caf é to feel like they were coming home. And, after nearly seven months of extended renovations, their new ...

Red Truck Caf é a home away from

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home in Shepparton

The new 2021 Ford Bronco—which is a wonderful off-roader ... But it's what the off-road community adores about its trucks. Customization is king and buyers will be able to outfit their Broncos ...

This Is How You Take the 2021 Ford

Page 14/59

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Bronco's Doors and Roof Off

At 9:10 P.M. on Tuesday, January 31, 1978, Rita saw her sister get into a dark car that may have been a Ford, driven by a “ smartly dressed ” white man about thirty-five years old. Elena did not return.

The Yorkshire Ripper and The Biggest,

Page 15/59

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Most Expensive Manhunt in British
History

The Chevy warranty lasts three years or 36,000 miles. See what extended warranty options Chevy provides and compare them to the best third-party providers.

Understanding Your Chevy Warranty

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Options

A Ford Mustang GT and a Mercedes-AMG GT. Note how similar they are to a half-ton truck. In my quest to decide just how out-of-touch I am, I first asked Ram whether G/T actually stands for anything.

Dear Ram: 'GT' doesn't belong on a

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pickup

In May, Ford announced that it was working on all-electric versions of its Explorer and Lincoln Aviator SUVs, along with two EV platforms respectively built for full-size trucks and all- and rear ...

Lincoln is the latest car maker to promise

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an all-electric lineup by 2030

Welcome to the Series 1 Land Rover Discovery Car Bible. As you scroll down you ' ll learn all about this vehicle ' s qualities, features, finer points, and shortcomings. If you ' re thinking about buying ...

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Land Rover Discovery Series 1: The Car Bible (D1; 1994-1998)

We think that's a good guess, as Ford seems rather protective of the name Raptor. The Maverick, a unibody truck with 2.0-liter Ecoboost engine, probably is not likely to have the same off-road ...

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Ford 'Rattler' trademark application hints at a Maverick off-roader

Q: Where is the outdoor temperature sensor on a car generally located? I ask because it appears that the temperature indicated on the dashboard does not always align with the ambient temperature. If ...

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Motormouth: Why doesn't engine heat affect car's temperature sensor?

The final Aventador combines the looks of the S with the performance of the SVJ, and just 600 examples will be built.

The 770-HP Aventador LP780-4 Ultimae

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Is The Swan Song For Lamborghini ' s
Flagship Supercar
from Cars.com's independent automotive
journalists NEWS By Matt Schmitz By
Jennifer Newman By Joe Wiesenfelder
The simple truckiness of the 2022 Ford
Maverick is sure to appeal to some
shoppers.

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News & videos

On a diabolical off-road trail in Maine, the Land Rover Defender takes some hard-earned R&R. Alighting from the driver ' s seat into what looks like a Civil War battleground—mud, mire, the shattered ...

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The New Land Rover Defender Is
Nothing Like the Old One

It's that tactic that allowed me to take a
ride in an empty T.E.D.D.Y., the
autonomous vehicle that is being piloted in
Yellowstone this summer. Beep, in
partnership with Local Motors, is
operating ...

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The Station: Rimac-Bugatti is born, Tesla releases FSD beta v9 and Ola raises \$500M

It's offered with either a 2.0-liter inline-four or a turbocharged 1.5-liter inline-four. A manual transmission is available on the Sport and Sport Touring trim

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levels. The previous-generation ...

2022 Honda Civic Hatchback Looks
Great and Offers a Manual
Results for Ford and its F-Series trucks, the
longtime No. 1, are due on Friday. GM
reported a total sales increase for the
quarter compared with the same period in

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2020 of almost 40%.

Haynes disassembles every subject vehicle and documents every step with thorough instructions and clear photos. Haynes repair manuals are used by the pros, but

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written for the do-it-yourselfer.

As Ford 's follow-up to the famous flathead, the Y-block was Ford 's first overhead-valve V-8 and it established an impressive high-performance legacy, winning many races in NASCAR and setting records at the Bonneville Salt Flats.

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This venerable Ford engine, which powers classic Thunderbirds, Crown Victorias, Edsels, and other cars, is enjoying a performance renaissance. Many aftermarket parts, including heads, can turn a sedate Y-block into a powerhouse. The engine earned its name from its deep-skirt block design that looked like a “ Y. ”

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This stout engine was installed in millions of Ford cars from 1954 to 1962 and Ford trucks from 1952 to 1964. Author and Ford tech expert Charles Morris explains each critical aspect of rebuilding a stock 239-, 256-, 272-, 292-, and 312-ci Y-block and building a modified Y-block. He shows you how to identify components

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and conduct a thorough inspection so you select a sound block, heads, intake, and other components. He explains the specifics for obtaining high-quality machining work and verifying clearances. In addition, he delves into the intricacies of each step of the assembly process so you can rebuild a strong-running and reliable

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engine. Most important, Morris details the steps to effectively remedy the Y-block oiling problems. This is the book Ford Y-block owners and fans have been waiting for. It ' s an indispensable guide for performing a professional-caliber rebuild and buildup of the Y-block.

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Although not the first V-8 engine ever produced, Henry Ford's side-valve V-8, launched in 1932, certainly qualified as the first mass-produced V-8 sold to the public. Because of Henry Ford's stubbornness, the first versions were less than ideal. The technology was in its infancy and cost-cutting measures limited the output and

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reliability of the early models. Over time, however, the "Flattie" became the go-to powerplant for a whole generation of new hobbyists who were called "hot rodders." The engine maintained its position in the hobby well into the 1950s, even when more modern overhead-valve designs started coming out of Detroit. It's hard to

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overstate the impact that this simple little engine had on a whole generation of enthusiasts. Even today, people choose a flathead for period-correct builds over far more powerful options. The style and sound of a modified flathead is an iconic part of American history. In Ford Flathead Engines: How to Rebuild & Modify,

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veteran author Tony Thacker and flathead guru of H&H Flatheads, Mike Herman, take you step-by-step through rebuilding a vintage flathead. One of the most important steps is to actually find a good, usable core; many have been sitting for a very long time and the engine design is prone to cracking. Running changes are

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also an important consideration when selecting a core, and include cooling system, ignition, and transmission mount. After you have selected a core, Thacker and Herman take you through the entire process of a rebuild, including teardown, parts inspection, machine shop processes, replacement part selection, re-assembly,

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start up, and break-in. Also covered is a unique performance build completed at the H&H shop for legendary race car team manager and all-around enthusiast Ray Evernham. It all adds up to more than 500 color photos and insider tips on building what could be called the most iconic engine ever built, the Ford flathead V-8.

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Few new engines in automotive history have been as quickly embraced by performance-minded gearheads as was Ford ' s V-8 in 1932. Deuce roadsters were racing – and winning – almost as

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soon as their fenders could be unbolted. When the new L-head version was released motorists of nearly all stripes came to embrace the affordable engine that gave Ford cars performance to equal cars costing several times as much. Ford ' s vision – and gamble – paid off handsomely and set Ford apart from his

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competitors. More than two decades would pass – a veritable eon in the automobile industry – before another engine would offer the excitement generated by Henry Ford ' s beloved flathead V-8. This is the ultimate resource for the Ford flathead V-8 engine. It guides readers through everything from engine

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architecture to selecting the right engine for the right project, building and rebuilding the engine, and buying a crate engine. Whether you 're looking to hot-rod or restore your flathead, this book is a required addition to your workbench.

This book covers the vast majority of

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Powerstroke Diesel engines on the road, and gives you the full story on their design. Each part of the engine is described and discussed in detail, with full-color photos of every critical component. A full and complete step-by-step engine rebuild is also included.

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The Ford FE (Ford Edsel) engine is one of the most popular engines Ford ever produced, and it powered most Ford and Mercury cars and trucks from the late 1950s to the mid-1970s. For many of the later years, FE engines were used primarily in truck applications. However, the FE engine is experiencing a renaissance; it is

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now popular in high-performance street, strip, muscle cars, and even high-performance trucks. While high-performance build-up principles and techniques are discussed for all engines, author Barry Rabortnick focuses on the max-performance build-up for the most popular engines: the 390 and 428. With

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the high-performance revival for FE engines, a variety of builds are being performed from stock blocks with mild head and cam work to complete aftermarket engines with aluminum blocks, high-flow heads, and aggressive roller cams. How to Build Max-Performance Ford FE Engines shows you

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how to select the ideal pistons, connecting rods, and crankshafts to achieve horsepower requirements for all applications. The chapter on blocks discusses the strengths and weaknesses of each particular block considered. The book also examines head, valvetrain, and cam options that are best suited for

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individual performance goals. Also covered are the best-flowing heads, rocker-arm options, lifters, and pushrods. In addition, this volume covers port sizing, cam lift, and the best rocker-arm geometry. The FE engines are an excellent platform for stroking, and this book provides an insightful, easy-to-follow

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approach for selecting the right crank, connecting rods, pistons, and making the necessary block modifications. This is the book that Ford FE fans have been looking for.

If you have a small-block Ford, then you need this book! This detailed guide covers

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the step-by-step rebuilding process of the popular small-block Ford engine. Parts inspection, diagnosis, reconditioning, and assembly are outlined in simple text.

Hundreds of photos, charts, and diagrams visually walk you through the entire rebuild. You ' ll be able to completely disassemble your engine, recondition the

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block and cylinder heads, then reassemble and install the engine in your vehicle.

There ' s even a section on how to perform tune-ups to maximize performance and economy. Sections on parts interchanging will help you identify all parts and determine which ones can and can ' t be swapped. This is truly a

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“ hands-on ” book. Don ’ t put off your project any longer. Start rebuilding your small-block Ford today!

This 1969 Ford Truck Shop Manual (4 Volume Set) is a high-quality, licensed PRINT reproduction of the service manual authored by Ford Motor

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Company and published by Detroit Iron. This OEM factory manual is 8.5 x 11 inches, paperback bound, shrink-wrapped and contains 1752 pages of comprehensive mechanical instructions with detailed diagrams, photos and specifications for the mechanical components of your vehicle such as the engine, transmission,

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suspension, brakes, fuel, exhaust, steering, electrical and drive line. Service / repair manuals were originally written by the automotive manufacturer to be used by their dealership mechanics. The following 1969 Ford models are covered: F-100, F-250, F-350, P-100, P-350. This factory written Detroit Iron shop manual is perfect

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for the restorer or anyone working on one of these vehicles.

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