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KEY=TRANSMISSIONS - BRODERICK OSBORNE

How to Rebuild & Modify GM Turbo 400 Transmissions *S-A Design* Enthusiasts have embraced the GM Turbo 400 automatics for years, and the popularity of these transmissions is not slowing down. Ruggles walks through the step-by-step rebuild and performance upgrade procedures in a series of full-color photos. **GM Turbo 350 Transmissions How to Rebuild and Modify** *CarTech Inc* Although not quite the stout heavy-duty performer as its big brother, the Turbo 400, the Turbo 350 transmission is a fine, durable, capable, and when modified, stout performer in its own right. Millions of GM cars and trucks have been built with Turbo 350 automatic transmissions. There always comes a time when the old transmission shows signs of wear. At some point, even the best transmissions need to be rebuilt. In **GM Turbo 350 Transmissions: How to Rebuild & Modify**, respected automotive technical author Cliff Ruggles guides you through the complex rebuild procedure of GM's popular rear-wheel-drive automatic transmission. With his proven style, Ruggles goes through the step-by-step rebuild and performance upgrade procedures in a series of full-color photos. He includes instruction on removal and installation, tear-down procedures, parts inspection and replacement, as well as performance mods and shift kit installation. Time-saving tips are part of every buildup as well. Automatic transmissions are a mystery to most. Even if you end up deciding to have a professional take care of your transmission repair and performance needs, the information contained in this book is crucial to understanding how the power gets from the engine to the road. Add a copy of **GM Turbo 350: How to Rebuild & Modify** to your automotive library today. **How to Work with and Modify the Turbo Hydra-matic 400 Transmission** *Motorbooks* Ford transmissions. Automatic AOD, BW 35/40, LE85/91/93/95/97, C4, C5, C6, C9, C10, FMX and M51. Manual 3 speed, 4 speed and 5 speed single rail, Top Loader, T5 and M57. Step by step instructions for a pull down and rebuild. Includes specifications, torque settings, problem diagnosis, shift speeds plus more information. Max Ellery Publications; Publisher of automotive repair manuals, restoration guides, technical publications and general interest books for the automobile enthusiast. For people with a wide range of interests, including 4x4 owners, restorers, hot rodders, engine builders, DIY people, mechanics and enthusiasts. **GM 4L80E Transmissions: How to Rebuild & Modify** *CarTech Inc* Learn how to rebuild and modify the GM 4L80E transmission! As the successor to the venerable and popular Turbo Hydra-matic 400 (TH400), the 4L80E was the next flag bearer in GM's line of automatic transmissions. While serving as the smaller, lighter cousin to the 4L85E, the abundance of 4L80E transmissions manufactured between 1991 and 2013 ensures that these highly capable 4-speed overdrive units will be in service for years to come. Automatic transmissions are often seen as mysterious and overly complicated, but much of the guesswork has been simplified to its basic elements in this easy-to-follow guide. This book covers the process of identifying the best versions, tearing down the 4L80E, rebuilding, reassembly, and troubleshooting. Upgrades that are available for the 4L80E, which is a popular topic among performance fans and transmission swappers, are also included. This detailed, step-by-step instructional manual is authored by racer and builder Eric McClellan. Meticulous step-by-step photos of the rebuild process are featured along with torque specs and unique identification of all major and most minor components. **Muncie 4-Speed Transmissions How to Rebuild & Modify** *CarTech Inc* The Muncie 4-speeds, M20, M21, and M22 are some of the most popular manual transmissions ever made and continue to be incredibly popular. The Muncie was the top high-performance manual transmission GM offered in its muscle cars of the 60s and early 70s. It was installed in the Camaro, Chevelle, Buick GS, Pontiac GTO, Olds Cutlass, and many other classic cars. Many owners want to retain the original transmission in their classic cars to maintain its value. Transmission expert and veteran author Paul Cangialosi has created an indispensable reference to Muncie 4-speeds that guides you through each crucial stage of the rebuild process. Comprehensive ID information is provided, so you can positively identify the cases, shafts, and related parts. It discusses available models, parts options, and gearbox cases. Most important, it shows how to completely disassemble the gearbox, identify wear and damage, select the best parts, and complete the rebuild. It also explains how to choose the ideal gear ratio for a particular application. Various high-performance and racing setups are also shown, including essential modifications, gun drilling the shafts, cutting down the gears to remove weight, and achieving race-specific clearances. Muncie 4-speeds need rebuilding after many miles of service and extreme use. In addition, when a muscle car owner builds a high-performance engine that far exceeds stock horsepower, a stronger high-performance transmission must be built to accommodate this torque and horsepower increase. No other book goes into this much detail on the identification of the Muncie 4-speed, available parts, selection of gear ratios, and the rebuild process. **Turbo Hydra-Matic 350 Handbook How to Troubleshoot, Remove, Rebuild, and Install. Details Parts Interchange, Plus High-Performance and Heavy-Duty Modifications** *Penguin* This clear, concise text leads you through every step of the rebuild of your Turbo Hydra-matic transmission, from removal, teardown, and inspection to assembly and installation. This book also covers transmission identification, principles of operation and maintenance, troubleshooting, and in-car repairs. It includes heavy-duty and high-performance modifications: coolers, high-stall converters, shift-programming kits, internal beef-ups, and more. More than 750 photos, drawings, and charts combine with text give you the most authoritative book of its kind. **How to Rebuild and Modify Rochester Quadrajets Carburetors** *CarTech Inc* The Rochester Quadrajets carburetor was found perched atop the engine of many a classic GM performance vehicle. The Q-Jet is a very capable but often misunderstood carb. This book, **How to Rebuild and Modify Rochester Quadrajets Carburetors**, seeks to lift the veil of mystery surrounding the Q-Jet and show owners how to tune and modify their carbs for maximum performance. The book will be a complete guide to selecting, rebuilding, and modifying the Q-Jet, aimed at both muscle car restorers and racers. The book includes a history of the Q-Jet, an explanation of how the carb works, a guide to selecting and finding the right carb, instructions on how to rebuild the carb, and extensive descriptions of high-performance modifications that will help anyone with a Q-Jet carb crush the competition. **Ford Flathead Engines How to Rebuild & Modify** *CarTech Inc* 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 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 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**, 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 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, 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. **Powerglide Trans HP1355 How to Rebuild or Modify Chevrolet's Powerglide for all Applications** *Penguin* Step-by-step instructions for how to modify the General Motors Powerglide Transmission for drag racing, road racing, and circle track racing. Includes sections on theory of operation, transbrakes/valvebodies, adapters, disassembly, modifications, assembly, adjustments, installation, high horsepower applications, and torque converters. **How to Rebuild and Modify High-Performance Manual Transmissions** *CarTech Inc* **How to Rebuild and Modify High-Performance Manual Transmissions** breaks down the disassembly, inspection, modification/upgrade, and rebuilding process into detailed yet easy-to-follow steps consistent with our other Workbench series books. The latest techniques and insider tips are revealed, so an enthusiast can quickly perform a tear-down, identify worn parts, select the best components, and successfully assemble a high-performance transmission. Transmission expert and designer Paul Cangialosi shares his proven rebuilding methods, insight, and 27 years of knowledge in the transmission industry. He guides you through the rebuilding process for most major high-performance transmissions, including BorgWarner T10 and super T10, GM/Muncie, Ford Toploader, and Tremec T5. This new edition also contains a complete step-by-step rebuild of the Chrysler A833 transmission. **How to Build and Modify GM LS-Series Engines** *Motorbooks* For gearheads who want to build or modify popular LS engines, **How to Build and Modify GM LS-Series Engines** provides the most detailed and extensive instructions ever offered for those modding LS engines through the Gen IV models. The LS1 engine shook the performance world when introduced in the 1997 Corvette. Today the LS9 version far eclipses even the mightiest big-blocks from the muscle car era, and it does so while meeting modern emissions requirements and delivering respectable fuel economy. Premier LS engine technician Joseph Potak addresses every question that might come up: Block selection and modifications Crankshaft and piston assemblies Cylinder heads, camshafts, and valvetrain Intake manifolds and fuel system Header selection Setting up ring and bearing clearances for specific uses Potak also guides readers through forced induction and nitrous oxide applications. In addition, the book is fully illustrated with color photography and detailed captions to further guide readers through the mods described, from initial steps to final assembly. Whatever the reader's performance goals, **How to Build and Modify GM LS-Series Engines** will guide readers through the necessary modifications and how to make them. It's the ultimate resource for building the ultimate LS-series engine! The **Motorbooks Workshop** series covers topics that engage and interest car and motorcycle enthusiasts. Written by subject-matter experts and illustrated with step-by-step and how-it's-done reference images, **Motorbooks Workshop** is the ultimate resource for how-to know-how. **How to Rebuild the Big-Block Chevrolet** *CarTech Inc* In our popular Workbench Series, **How to Rebuild the Big Block Chevrolet** covers the basics of any engine rebuild in over 450 color photos of step-by-step instruction. Subjects covered include the history of the big block Chevy, preparation and tool requirements, engine removal and teardown, first inspection, parts, machine work and clean-up, final engine assembly, and start-up. This book is essential for not only enthusiasts looking to rebuild their big-block Chevy, but as a guideline for building performance applications as well. **How to Build High-Performance Chevy LS1/LS6 V-8s Modifying and Tuning GenIII Engines for GM Cars**

and Pickups *CarTech Inc* This new color edition is essential for the enthusiast who wants to get the most performance out of this new engine design but is only familiar with the older Chevy small-blocks. Covered is everything you need to know about these engines, including the difficult engine removal and installation, simple engine bolt-ons, electronic controls for the Generation III engine, and detailed engine builds at four different power levels. How to Restore Your C3 Corvette 1968-1982 *CarTech Inc* This restoration guide provides in-depth, step-by-step information of common restoration procedures and features brilliant color photos so the reader can complete a bumper-to-bumper restoration in their own garage. GM LS-Series Engines The Complete Swap Manual *Motorbooks International* This ultimate guide to installing the LSX in your GM muscle car details all the necessary steps from concept to completion, including fabrication and installation of motor mounts, wiring, fuel system, and driveline considerations. Ford FE Engines How to Rebuild *CarTech Inc* Ford FE engines, which were manufactured from the late 1950s all the way through the mid-1970s, were designated as the large-displacement engines in the Ford lineup. FE means Ford Edsel, and reflects an era when Ford sought to promote the Edsel name. The design of these engines was implemented to increase displacement over its predecessor, the Y-Block engines of the previous decade. Early models were fairly modest in displacement, as were most big-blocks of the era, but they grew quickly to fill the needs of rapidly changing chassis requirements and consumer demand for larger vehicles. As it grew, the FE engine performed admirably as a heavy passenger car and light truck engine. It also became quite accomplished in performance circles, winning the 24 Hours of Le Mans, as well as powering Ford's muscle car and drag racing programs in the mid- to late 1960s. In this book, you will learn everything you need to know to rebuild one of these legendary engines. CarTech's unique Workbench series format takes you step-by-step through the entire rebuilding process. Covered are engine identification and selection, disassembly, cleaning, parts analysis and assessment, machine shop processes, replacement parts selection, re-assembly and start-up/break-in techniques. Along the way you find helpful tips on performance upgrades, trouble spots to look for, special tools required, and professional builder's tips. FE master, owner of Survival Motorsports, and veteran author Barry Rabortnick shares all of his tricks and secrets on building a durable and reliable FE engine. Whether you are simply rebuilding an old truck for reliable service use, restoring a 100-point show car, or building the foundation for a high-performance street and strip machine, this book will be an irreplaceable resource for all your future FE engine projects. How to Build Max Performance Pontiac V-8s *CarTech Inc* If you're considering building a traditional Pontiac V-8 engine for increased power and performance or even competitive racing, How to Build Max Performance Pontiac V-8s is a critical component to achieving your goals. Ford Differentials How to Rebuild the 8.8 and 9 Inch *CarTech Inc* The Ford 8.8- and 9-inch rear differentials are two of the most popular and best-performing differentials on the market. While the 8.8-inch differential is commonly used in late-model Mustangs, the 9-inch is the more popular and arguably the most dominant high-performance differential for muscle cars, hot rods, custom vehicles, and race cars. Built from 1957 to 1986, the 9-inch Ford differential is used in a huge range of high-performance Ford and non-Ford vehicles because of its rugged construction, easy-to-set-up design, and large aftermarket support. The 9-inch differential effectively transmits power to the ground for many classic Fords and hot rods of all types, but it is the choice of many GM muscle car owners and racers as well. These differentials have been used extensively and proven their mettle in racing and high-performance applications. The Ford 8.8- and 9-inch must be rebuilt after extensive use and need a variety of different ratios for top performance and special applications. This Workbench book provides detailed step-by-step photos and information for rebuilding the differentials with the best equipment, installing the gear sets, and converting to Posi-Traction for a variety of applications. It describes how to disassemble the rear end, identify worn ring and pinion gears, other damage or wear, and shows step-by-step rebuilding of the differential. It also explains how to select the right differential hardware, bearings, seals, and other parts, as well as how to set ring and pinion backlash so that the rear end operates at peak efficiency. Aftermarket 9-inch performance differentials from manufacturers including Currie, Moser and Strange are reviewed and you learn how to rebuild and set up these high-performance aftermarket differentials. In addition, this book provides a comprehensive identification chart to ensure readers properly identify the model and specifics of the 9-inch differential. Chapters include axle identification, inspection, and purchasing axles for rebuilding; differential tear down; ring and pinion gear removal; inspection and reassembly; drive axle choices; and more. Jeep, Dana and Chrysler Differentials How to Rebuild the 8-1/4, 8-3/4, Dana 44 and 60 and AMC 20 *CarTech Inc* Over the last 40 years, millions of Chrysler, AMC, and Jeep vehicles have used these differentials, propelling these high-performance vehicles to victory on the street, in drag racing, and other applications. Chrysler used the Dana 60 and BorgWarner Sure-Grip high-performance differentials in the Challenger, Charger, Barracuda, Super Bee and many other renowned Chrysler muscle cars. These differentials have been tied to historic powerhouse engines, such as the Chrysler Magnum and Hemi V8s in stock car, drag racing, and other forms of racing, making history in the process. Jeep CJs and Cherokees have used the Dana 44 and AMC 20 and put these differentials under tremendous loads, which often requires frequent rebuilds. After years of use, these differentials require rebuilding, and of course aftermarket suppliers offer ring and pinion and other parts to upgrade these axles. In this Workbench series title, the focus is on the disassembly, inspection and step-by-step rebuild of the most popular high-performance differentials. Axles and differentials are not incredibly complex components, but there are some specific steps to follow for rebuilding, upgrading, and setting them up properly, and this book demystifies the process and explains it in detail. A book dedicated to the Dana, Sure-Grip, and AMC Jeep axles has never been published before, and Mopar, Jeep and AMC enthusiasts are hungry for this information. The Dana and AMC axles should remain in wide use into the foreseeable future, and therefore there will be a consistent demand for this information. This book will also feature extensive gear and application charts, so the reader is sure to select the correct gear ratio for a particular vehicle and application. Special coverage is therefore dedicated to ring and pinion gears. In addition selecting the best aftermarket and production axle shafts is covered as well as modifying and upgrading the differential housings. Camaro Restoration Guide, 1967-1969 The ultimate book of knowledge to correctly restore your first-generation Camaro to its original factory specs! Hundreds of photographs aid in parts identification and correct assembly of your Camaro's engine, chassis, body sheet metal, interior and exterior colors and trim, electrical system, wheels and tires, decals and more. The technical reference for accurate restoration, assembly, refurbishing and show judging of your prized Camaro. Coventry Climax Racing Engines *Veloce Publishing Ltd* In the 50s & 60s Coventry Climax engines powered many race-winning cars, including some driven by Stirling Moss & Jack Brabham. To get the true inside story, the author, an engineer, has talked to all surviving Coventry Climax personnel who were involved with the racing engines. The author was given full access to all of Walter Hassan's papers, photographs and engine drawings. After 30 months of original research and writing, this book describes exactly how these famous engines developed from industrial fire pumps to the Hillman Imp, from Le Mans winning Lotus Elites to Formula One winners driven by Stirling Moss and Jack Brabham, right through to the company's takeover by Jaguar in 1963. Viewed through the eyes of an engineer, and the detailed recollections of those who were there, this is a fascinating account of the trials and tribulations of leading edge race engine design from 1952 to 1966. How to Build Max-Performance Chevy Small-Blocks on a Budget *CarTech Inc* Renowned engine builder and technical writer David Vizard turns his attention to extracting serious horsepower from small-block Chevy engines while doing it on a budget. Included are details of the desirable factory part numbers, easy do-it-yourself cylinder head modifications, inexpensive but effective aftermarket parts, the best blocks, rotating assembly (cranks, rods, and pistons), camshaft selection, lubrication, induction, ignition, exhaust systems, and more. Jeep 4.0 Engines How to Rebuild and Modify *CarTech Inc* The venerable Jeep 4.0-liter inline-six engine has powered millions of Jeeps, including CJs, YJs, Wranglers, Cherokees, and Wagoneers. The 4.0 delivers adequate horsepower from the factory, but many off-road drivers want more horsepower and torque to conquer challenging terrain, which means these engines are often built and modified. The Jeep 4.0, or 242-ci, is affordable, abundant, exceptionally durable, and many consider it one of the best 4x4 off-road engines. In this Workbench title, veteran author and Chrysler/Jeep engine expert Larry Shepard covers the rebuild of an entire engine in exceptional detail. He also delves into popular high-performance modifications and build-ups. Step-by-step photos and captions cover each crucial step of the engine disassembly. He shows the inspection of all critical parts, including block, heads, rotating assembly, intake, and exhaust. Critical machining processes are covered, such as decking the block, line boring, and overboring the block. The book provides exceptional detail during the step-by-step assembly so your engine is strong and reliable. Installing a larger-displacement rotating assembly or stroker package is one of the most cost-effective ways to increase performance, and the author covers a stroker package installation in detail. With millions of Jeep 4.0 engines in the marketplace (which are subjected to extreme use), many of these engines require a rebuild. In addition, many owners want to extract more torque and horsepower from their 4.0 engines so these engine are also modified. Until now, there has not been a complete and authoritative guide that covers the engine rebuild and build-up process from beginning to end. Jeep 4.0 Engines is the essential guide for an at-home mechanic to perform a professional-caliber rebuild or a high-performance build-up. High-Performance Differentials, Axels, and Drivelines *CarTech Inc* Covers everything you need to know about selecting the most desirable gear ratio, rebuilding differentials and other driveline components, and most importantly, matching the correct driveline components to engine power output. Carbon Dioxide Capture and Storage Special Report of the Intergovernmental Panel on Climate Change *Cambridge University Press* IPCC Report on sources, capture, transport, and storage of CO2, for researchers, policy-makers and engineers. Souping the Stock Engine, 1950 Edition *California Bill's Automotive Handbooks* This Roger Huntington classic will help you understand how things were done in 1950. Engines discussed include the Cadillac OHV, Chevrolet 6, Chrysler, DeSoto, Dodge 6 & V-8, Ford Model A & B, Offenhauser Midget, Studebaker Champion 6, and others. Covers general engine performance, characteristics, paths to power, the block and lower half, cylinder head, gas flow, and more. How to Rebuild Big-Block Mopar Engines *Penguin* When Chrysler introduced the 350 and 361 "B" series of engines in 1958, they launched a legacy of performance that sparked the muscle car war of the sixties and early seventies. Within a few years, these engines evolved into the famed 426 Hemi, 413 Max Wedge and 440 Six-Pack. Dubbed "elephant motors" by enthusiasts, racers, and hot rodders alike, these big-blocks ruled the streets in Barracudas, Challengers, Furies, and Chargers. They were also used in a wide variety of other Chrysler, Dodge, and Plymouth cars and trucks. How to Rebuild Big-Block Mopar Engines is a comprehensive hands-on guide to rebuilding these motors to factory specifications. Included are fully illustrated, step-by-step sections that cover the entire engine rebuilding process, from inspection, removal, and disassembly, to machine shop work, reconditioning, assembly, installation, and tune-up. Collectors and restorers who rely on correct casting numbers for authenticity will find the parts identification and interchange information to be invaluable. Written in an easy-to-understand and easy-to-follow format, this is an essential resource needed by any serious Mopar fan. Ford Y-Block Engines: How to Rebuild & Modify *CarTech Inc* 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. 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." 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 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 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. How to Restore Your Pontiac GTO, 1964-1974 *CarTech Inc* How to Restore Your Pontiac GTO covers all aspects of restoration-engines and drivelines, bodywork, interior and trim, suspension, brakes, chassis, and steering. The book provides guidance to completely restore your GTO, step-by-step. Offy America's Greatest Racing Engine Bonneville The Fastest Place on

Earth *Motorbooks International* Describes the history and tradition of the Bonneville salt flats and the speed records that have made history. **How to Install and Tune Nitrous Oxide Systems** *CarTech Inc* In this book, McClurg reviews the often-mystical subject of nitrous oxide injection systems with a level head and a clear purpose. This book educates the reader on the properties of nitrous oxide and most-effective way to design, install, and tune complete systems. A definite focus on safety and a need to answer the typical questions associated with the use of nitrous oxide is highlighted, and several complete installations are featured. **GM Automatic Overdrive Transmission Builder's and Swapper's Guide** *CarTech Inc* Vehicle maintenance. **The Straight Eight Engine Powering the Premium Automobiles of the Twenties and Thirties** *Dalton Watson Fine Books* The straight eight engine, also known as the inline eight engine, was the driving force behind some of the most fascinating luxury vehicles of the first half of the twentieth century. From its introduction in the 1920s through its demise in the 1950s, the straight eight graced a number of upmarket vehicles from makers like Pontiac, Packard, and Daimler, and even appeared under the hood of the hyper-exclusive Rolls-Royce Phantom IV, of which only eighteen models were produced. Although it was eventually replaced by the V8 engine, the straight eight engine can be found in some of the most valuable and sought-after vehicles of all time. Keith Ray's **The Straight Eight Engine** is the first volume to be published about this extraordinary mechanism. Featuring four hundred images, the book is a lush tribute to an automotive component likely to never be equaled for smoothness and refinement. **How to Restore Your Camaro 1967-1969** *CarTech Inc* About 700,000 Camaros were built from 1967 to 1969. The first-generation Camaro has won a die-hard following and has become an iconic performance car. Camaros in excellent condition command very high prices, so many owners are compelled to perform a professional-grade original restoration. Since these cars are about 40 years old, many cars need second or third restorations, and as time goes by, these cars will continue to appreciate and require restoration. That's where **How to Restore Your Camaro 1967-1969** comes in. While some owners can afford to pay shops to perform a 100-point restoration for show car competition, many owners want to perform a faithful, detailed restoration themselves, so the car maintains its collector value and use it as a fun weekend driver. This book will serve those owners. A lead title in our Restoration Series, **How to Restore Your Camaro 1967-1969** will provide in-depth, hands-on information and photography for restoring these popular and historically significant cars. It covers all aspects of restoration, including engines and drivelines, bodywork, interior and trim, suspension, brakes, chassis, and steering for the first-generation Camaros. Organization and planning will be covered, so restorers can stay on task. Disassembly, inspection, and sourcing the best parts will also be covered. This volume will deliver a concise and revealing overview of each subject area and shows the most critical aspects of the restoration process with sequential step-by-step photos and detailed captions. The most efficient techniques and best products for returning each component to like-new condition will be covered. With this information, owners will be able to determine what's involved in each step of the restoration and decide whether to perform the work themselves or outsource it to a professional shop. Color step-by-step how-to information on Camaro restoration has never been offered in a package like this before. Finally, Camaro owners have the book they need. **Four Rings The Audi Story** *Klasing & Company* 1000 Illustrations and fascinating text tells the story of Audi. **Report of the Presidential Commission on the Space Shuttle Challenger Accident** *DIANE Publishing* Reviews the circumstances surrounding the Challenger accident to establish the probable cause or causes of the accident. Develops recommendations for corrective or other action based upon the Commission's findings and determinations. Color photos, charts and tables. **How to Rebuild Small-Block Ford Engines** *Penguin* If you have a small-block Ford, then you need this book! This detailed guide covers 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 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 "hands-on" book. Don't put off your project any longer. Start rebuilding your small-block Ford today! **Rat Rods Rodding's Imperfect Stepchildren** *Cartech Incorporated* These rods rarely sport paint jobs of any kind, and their owners aren't scared to drive them. They represent an attitude, but never take anything too seriously. Rat Rods are high on style but low on budget, and that's why so many love them. **How To Build Classic Hot Rod V-8 Engines** *Motorbooks* The classic V-8 engines that got so many hot rodders started-the legendary Ford flatheads and Chevy 348s and 409s-are igniting a whole new generation. This hands-on, how-to guide is the first to give thorough, detailed, and clearly illustrated instructions for a complete buildup of these classics, including the Chevrolet 348-ci V-8 engine, the Chevrolet 409-ci V-8, the Lincoln flathead V-8, and the Ford flathead V-8/60 H.P. Longtime automotive enthusiast and writer George McNicholl offers in-depth and hard-to-find information on engine components and alternative parts, along with parts numbers, current prices, machining procedures, assembly directions, and dynamometer information. His book, illustrated throughout with color photographs, finally puts some of the world's great engines within reach of this generation's hot rodder.