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Chrysler sold its equity stake to Mitsubishi in 1993, and DiamondStar Motors was renamed to Mitsubishi Motors Manufacturing America MMMA on July 1, 1995. Avengers and Sebring coupes built from 1994 to 1996 both have DSM markings in their engine compartments. In 1997, the front

fascia, trunklid, and rear bumper were changed; 16inch wheels were standard, and the license plate was moved from the decklid to the rear bumper. The fourcylinder engine was dropped for 2000.A DOHC 16valve 2.0 L I4 engine 140 hp, 130 lbft 176 Nm of torque is standard. A SOHC 24valve 2.5 L V6 engine and an automatic transmission 155 hp, 160 lbft 217 Nm of torque are made optional on the ES. Fog lamps and ABS are also optional on the ES.The Avenger Sport package consisted of exclusive 16inch aluminum wheels and a bodycolor spoiler. New front and rear fascias are added. The V6 is also standard for the ES, as well as rear disc brakes.The V6 engine and automatic transmission are standard on all models in midyear, as well as several options.The V6 with automatic drive train are standard. ABS an option on ES models. Gained a number of standard features that had previously been optional, including power windows and locks. Base models added cruise control and 4wheel disc brakes. ES coupes now come with standard leather upholstery, keyless remote entry, and a power drivers seat.This model was also made at the former Diamond Star plant by Mitsubishi, using the Eclipse platform and architecture, though the Stratus sedan was engineered and built by Chrysler.It was launched in Europe and was sold in the United Kingdom, filling a gap in the Chrysler range that was left by the Neons demise four years earlier. It was also launched in Australia, although with only the 2.4 L engine. The 2007 2014 model was sold widely in New Zealand.This new version continued with SE, SXT trim levels and is not badged the same way as North American or the South American versions.

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The Avenger competed directly with the Chevrolet Malibu and Ford Fusion, with the 2007 and later Chrysler Sebring being aimed at the higher priced American cars such as the Mercury Milan, Pontiac G6, and Saturn Aura.Exterior changes include slightly revised sheet metal with a new crosshair grille displaying the new Dodge logo on the lower right corner of the grille, a sleeker bumper cut design, and standard LED combination tail lights. Higherquality softtouch plastics for dashboard, door, and trim panels replaces the old materials, which were criticized for their poor fit and finish quality, as well as being unpleasant to the touch. The seats receive better cushioning and highergrade upholstery.Discontinued after 2011.Avenger sheet metal was also used on race cars by several ARCA race teams from 1995 to 2000.In 2008, the Dodge CoT was changed back to the Charger.Retrieved 7 April 2015. Retrieved 7 April 2015. By using this site, you agree to the Terms of Use and Privacy Policy. The company was founded in 1900, but didn't begin producing cars until 1914. Up until then, they were a parts supplier to Detroitbased car makers. They have an extensive range of performance vehicles, as well as lowerpriced variants of Chryslerbadged models. They are manufactured under the Ram brand, which is wellknown for models like the 2500, the 3500 and the 5500. Dodge introduced a line called "Adult Toys" in the 1970s to help boost their truck sales, which included various customized versions of popular models. The purposebuilt Ramcharger was manufactured in 1974 and features a powerful V8 engine. This model was redesigned in 1994 and followed this up with the Durango model in 1997. Dodge vehicles are sold throughout the world, including Europe, Canada and Brazil. At Haynes we have an extensive selection of Dodge repair manuals for various models. Get all the technical information, howto guides and other helpful information for your Dodge repairs and services.

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The bottles look identical with the only difference being that the cap for the 95 has two spouts, and the one for the 96 only has one. Please refer to CarGurus Terms of Use. Content will be removed if CarGurus becomes aware that it violates our policies. Click here Please login to submit your evaluation Cancel Submit OK You May Also Like 2019 Dodge Challenger SRT Hellcat RedEye Review How to L. We recently drove the 2019 Dodge Challenger SRT Hellcat RedEye, a monster that must be respected in order to be properly tamed. Viva Havana! The Classic American Cars of Cuba Auto123 warms itself up with a look at the classic cars that beautify Havana and Cuba, which have

become a tourist attraction in their own right in this welc. FCA Recalling 300,000 Dodge Darts Over Faulty Transmissio. FCA is issuing a recall of around 300,000 Dodge Dart models due to a potential issue with the vehicle's automatic transmission. The gear shifter cable can di.To add it to your profile, you will need to sign in. However, as time passes these cars are fading from memory. This is a sad chain of events that we're going to attempt to undo right here. Before we get into the three AMC cars that will make you say, "oh yeah, I remember that car" let's talk about the American Motors Corporation. In 1954 an epic coming together of Hudson, Nash and Kelvinator formed the American Motors Corporation. Nash had been building cars since 1916 and Hudson had large manufacturing facilities located in North America. The two struggling companies banded together with plans to make a run at the big three car makers. The company hit the ground running by building small, midsize and fullsize automobiles. By 1965, with several models on the top 10 bestsellers list, the debtfree company seemed poised to give Chevy and Ford a run for its money. Although this didn't turn out to be true, the company produced some AMC cars worth remembering in the 60s and early 70s.

The company faced major challenges with an increase in government intervention in the form of mandatory automotive regulations. Then the gas crunch crashed onto the shores of the United States in the early 1970s. With AMC cars producing some of the worst gas mileage numbers, the uphill battle to remain competitive turned into a slippery slope. Nevertheless, the American motors Corporation didn't give up without a fight. They launched the Eagle series of automobiles featuring some unique fourwheeldrive cars. Unfortunately, in the mid80s the debt ridden company accepted an offer from the Chrysler Corporation for a complete buyout. The little Nash Rambler had been around for a decade, but the AMC version launched in 1958 with a new look. They built the car for more than 10 years and it went through three different redesigns. The company touted the two door sedan as an economical workhorse built for hardworking Americans.Although these AMC cars remained unchanged under the hood from the previous years, the exterior received a heavy restyling. They moved this workhorse into the fun category in 1961 when they offered a convertible version. Sidebar A sharp looking 1962 Rambler American convertible wearing fire engine red paint starred in the hit sitcom series The Third Rock from the Sun. Thanks to abundant fuel and the need for speed, automotive consumers started moving away from economy cars. In 1966 the American Motors Corporation responded with the launch of a 225 HP V8 powered Rambler in an attempt to turn the grocery getter into a muscle car. By 1970, with slumping sales, they decided to move the platform back to its roots of the family car and renamed it the Hornet. AMC through big money at the car and even formed a race team run by Penske. Mark Donahue piloted a Javelin to victory in several Trans Am series races. However, competing with the Chevrolet Camaro and the Ford Mustang would prove to be more than challenging.

The acronym stood for American Motors Experimental. This car packed the allnew 6.4 liter 390 cubic inch big block engine. In its original version it produced about 320 HP. However, the factory started installing high performance exhaust manifolds, an aggressive camshaft and a high flow performance intake manifold. With horsepower reported in the 350 range these cars fell just short of taking down the Chevy Camaro, Ford Mustang and the Dodge Challenger. In 1970 the company wanted to think outside of the box by making a car that looked like a box. Its overall look, with a long front end and a boxy rear end received mixed reviews. What many don't realize is the car remains only a few inches longer than the Volkswagen Beetle. In fact, they built the car with the intention to take a bite out of the Volkswagen Beetle's market share. However, sales figures disappointed the AMC executives. Despite the higher price tag sales increased to over 122,000 units that year. In 1974 American Motors struggled with the design and installation of catalytic converters to meet tightening government emission requirements. Nevertheless, in 1974 and 1975 the company posted its best sales figures with around 175,000 cars sold in each of these years. They gave up on the Gremlin in 1978, yet it remains one of the classic AMC cars worth remembering. Buy a rebuilt

part or purchase a brandnew one. You can rebuild almost any part available in a remanufactured version. Yes, the car owner instead of a shop. Therefore, we'll review the top three automotive parts you can rebuild yourself instead of replacing. In some cases an alternator will make noise which actually indicates the failure of one of the two bearings. A brandnew replacement alternator can be extremely pricey on some models. A overhauled unit is less expensive, but often less reliable. Sure, the auto parts store replaced it, but they don't reimburse you for the labor it takes to remove and replace the alternator two or three times.

The alternative to a new or remanufactured part is to rebuild the alternator yourself. Personally, I search down the overhaul kit before I make the decision on whether I'm going to rebuild the part or buy a new one. If the kit is available, I look at what's included and then I make my decision from there. We don't have to get into diagnosing each individual component, because we might as well replace them all once we take the screws out of the case and open the alternator up. The high quality kits include complete instructions and most of the time you don't need any special tools. Unfortunately, just like my experience with rebuilt alternators, you don't always get a good replacement starter right out of the box. This especially true on German cars like the Mercedes Benz C Class or the BMW 5 Series automobiles. Diving a little deeper into the issue, you find these worn out brushes installed on high mileage automobiles. A complete overhaul kit for a starter can cost as much as a new part on some year, makes and models. They also include new front and rear bearings. Since the starter motor doesn't spin all the time like the alternator the bearings aren't usually the problem. The Armature is a heavy longlasting component and can often be cleaned or reconditioned. This applies to both foreign and domestic automobiles. Another thing I inspect is the commutator bars on the armature. When the brushes wear out the carbon works into the spaces between the commutator bars. You want to make sure you can clean this out and there's no damage to the surface, because this is where the new brushes will ride. As in the case with the alternator a core charge is also due for a starter motor. The automotive parts company will return it to their factory where it's reconditioned and then resold to the next customer. The CV stands for constant velocity. Basically this is a large heavy duty universal joint that drives the wheels while they're turned and go up and down.

The factory covers the CV joint on a front wheel drive car with a flexible rubber boot. After a couple of decades, this rubber begins to harden and develop cracks. As the lubrication level decreases wear increases on the CV joint. Drivers of high mileage front wheel drive cars will often complain about a clicking or grinding sound from the wheel area when this situation occurs. The complaint is most evident when the car is taking off from a stop with the wheels turned. This includes the inner tripod joint that attaches to the transmission, the shaft, the outboard CV joint and the hub assembly. It seems kind of wasteful to replace this entire unit when the only bad part is the CV joint itself. However, with stiff competition, rebuilt driveshafts are often available for popular models at very reasonable prices. Since there's a bit of work involved in replacing just the CV joint you'll have to make this judgment call on your own. A basic set of snap ring pliers is usually the only odd tool that you might need. It's also recommended that you check your Dodge auto repair manual for the procedure for your specific model. When these old rides start running poor, getting rotten gas mileage or stall it might be time to rebuild the carburetor. Reconditioning this low tech fuel delivery system makes a great weekend project. See if you should replace or rebuild an old carburetor. Not only do they sound amazing at idle, but the further you push your foot down on the gas pedal, the better they sound. Although this upgrade remains popular, because of the noise a tuned exhaust header creates, there is actually a scientific reason to go for this aftermarket upgrade. If we relate both of these upgrades to how an athlete performs we can better understand why we'll see a big boost in horsepower. The intake manifold represents the inhalation of oxygen for a human being. The exhaust manifold represents the exhale, but more importantly, the ability to expel all of the air from the lungs.

This allows us to take in the maximum amount of oxygen on the next inhale. Imperfections in the casting slowed down the intake of air and fuel. In the same way the sharp bends and rough inside castings of a standard exhaust manifold reduce the flow of exhaust. If we only increase the ability for the intake to pull in more air and fuel, without increasing flow on the exhaust side we don't reap all of the benefits. So let's talk about a few reasons to upgrade the exhaust headers. On a classic muscle car era automobile you'll find a compact part with 90 turns and ports that share the task of removing exhaust fumes from multiple cylinders. 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. Get your search started with these beautiful models to find the perfect fit!

Almost like the nameplate on the back of a football player's jersey. The Demon has 830 horsepower to pick up as fast as your everyday commute will allow. Its reputation is so powerful, even Bumblebee from Transformers wanted to be one. The new Camaro adds on its reputation by integrating a new package that pairs perfectly with its classic style. That reengine you've heard so much about. Still there. Who says you can't have it all If so, the BMW M2 would fit you quite nicely. All those factors make this a match made in Munich heaven for you and your sports car fix. It has fuel efficiency, access to 455 horsepower, sevenspeed manual stickshift if you desire, and a fair price

for the amenities you're receiving. Nothing like having the size to match the speed of your new sports car! 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.

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