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The officially licensed Corvette Stingray: The Mid-Engine Revolution chronicles the full development story behind Chevrolet's reimagined sports car with an engaging, detailed text and photography from GM's archives and Corvette team members. Corvette is Chevrolet's iconic performance car. Page 39/65

Its importance to the brand cannot be overstated. Thus each new generation is sweated by Chevy's designers, engineers, marketing staff, and executives to ensure that it sets the bar higher than the preceding version. With the eighth generation, Chevrolet has done more than raise the bar or move the Page 40/65

goalpost--they've torn down the stadium and started from scratch. For the first time ever in a production version, the new Corvette features a mid-engine configuration. Though Corvette engineers have experimented with this engine placement over the past several decades, 2020 marks the first time GM has committed Page 41/65

it to production cars. S Corvette already had prodigious power on tap, but its front-engine configuration put some limitations on its handling and traction. The new mid-engine Corvette eliminates any final performance barriers and takes the battle to supercar rivals like Ferrari. Lamborghini, and Page 42/65

McLaren. It's the story every Corvette fan needs to read.

"The full illustrated history of Chevrolet, from the Series 490 to today's Silverado and Colorado"--

From 2001 to 2009, General Motors Corporation produced the powerful 8.1L Page 43/65

Vortec/496 CID engine for trucks, boats, and more. From factory engines to aftermarket manufacture, Larry Hofer and Don Taylor cover the ins and outs of increasing horsepower and modifying torque for increased performance to suit your needs. This is the only book written about the 8.1L Vortec/496 CID Page 44/65

engine. For every use you can think of, there is a different way to configure this engine. This book covers the block, oiling systems, cooling systems, cranks, rods and pistons, cylinder heads, computers, exhausts, and everything you want to know to select the right combination of components. Whether Page 45/65

you're a truck or boat owner looking to modify an existing engine or a mechanic wanting to expand your knowledge of Chevy blocks, Chevrolet 8.1 L Vortec/496 Performance Manualhas the information you need. Full-color photographs and additional sections and tips highlight options for advanced Page 46/65

modifications. You won't be disappointed!

Build and modify your 1973-1987 GMC or Chevrolet truck in your garage with step-by-step processes to boost power, add curb appeal, and improve stopping ability, handling, safety, and more. GM's squarebody trucks are a solid, simple, and easy-to-find Page 47/65

rig--and that makes them perfect for modification. They're American classics, and they've become the hot rods of a new generation. Veteran magazine editor Jim Pickering brings these trucks into focus, taking you through the aspects that make them so popular and modifications you can Page 48/65

perform to put a modern spin on their classic looks. He takes an indepth look at all the major systems in your C10 and covers what can be done to them to turn your classic hauler into the modern hot rod that you want: a truck that's fast, safe, full of curb appeal, and reliable enough to drive whenever and wherever Page 49/65

you want. Built in ers massive numbers during an 18-year production run, these trucks aren't hard to source, but finding a good starting point and mapping out your plan are important. This book covers a lot of territory: how to find a good starter truck, LS power builds and installs, slammed air suspension and coilover Page 50/65

systems, automatic and manual transmission choices (including a 6-speed manual conversion), cooling system upgrades, safely adding a modern alternator to factory GM wiring, modifying a mechanical clutch pedal to use a hydraulic master and slave cylinder, making new fuel lines and brake Page 51/65

lines to support fuel injection and big brakes, installing a 4-link rear suspension system, fabricating an under-bed mount to hide air suspension components, building exhaust, adding LED lighting, interior restoration, and more. If you're building a squarebody truck that you'd actually like to drive regularly, you've come Page 52/65

to the right place. There hasn't ever been a more comprehensive, authoritative look at building a complete truck for street use that includes all the steps required to make it work.

Diagnostics, or fault finding, is a fundamental part of an automotive technician's Page 53/65

work, and as automotive systems become increasingly complex there is a greater need for good diagnostic skills. Advanced Automotive Fault Diagnosis is the only book to treat automotive diagnostics as a science rather than a check-list procedure. Each chapter includes basic principles and examples of a Page 54/65

vehicle system followed by the appropriate diagnostic techniques, complete with useful diagrams, flow charts, case studies and selfassessment questions. The book will help new students develop diagnostic skills and help experienced technicians improve even further. This new edition is fully updated Page 55/65

to the latest wners technological developments. Two new chapters have been added – On-board diagnostics and Oscilloscope diagnostics and the coverage has been matched to the latest curricula of motor vehicle qualifications, including: IMI and C&G Technical Certificates and NVOs: Page 56/65

Level 4 diagnostic units; BTEC National and Higher National qualifications from Edexcel; International Motor Vehicle qualifications such as C&G 3905; and ASE certification in the USA.

As the 1950s dawned, General Motors focused its industrial might on producing revolutionary Page 57/65

rather than evolutionary cars with the ultimate goal to become the clear market leader in the automotive industry. To accomplish this goal, the company designed, developed, and consistently released innovative automotive technology. During the decade. Chevrolet introduced the smallblock V-8, automatic Page 58/65

transmission, air-ers conditioning, power steering, and many other innovations that made the cars faster, more comfortable, and safer. All of the pieces had fallen into place. General Motors had astute leadership, a brilliant engineering team, forward-thinking stylists, a massive manufacturing Page 59/65

infrastructure, and the capability to produce cutting-edge technology. With unbridled optimism and exuberance to meet the demands of the booming U.S. economy of the 1950s, the company designed, developed, and delivered an unprecedented number of breakthrough technologies, and Page 60/65

established the blueprint for the modern automobile. Automotive historian and veteran author David Temple goes behind the scenes to reveal how these technologies were designed, manufactured, and installed on Chevrolet's fine portfolio of cars: the Corvette, 1955-1957 Bel Air, Nomad, Impala, Page 61/65

and many more. Inside General Motors, many dedicated and talented leaders who were determined to make Chevrolet cars the best on the market. Vice President of Styling Harley Earl and his team designed the 1952 Corvette concept car for the Motorama show. After receiving numerous accolades, it Page 62/65

was rushed into ners production. Design chief Bill Mitchell used his design acumen and creative vision as he led his team to style the 1955-1957 Bel-Air. Zora Arkus-Duntov worked tirelessly and transformed the Corvette from a touring car into a genuine sports car. Ed Cole and his engineers overcame Page 63/65

many challenges to \(\) develop the compact, efficient, and powerful Chevy small-block V-8, which continued in production for decades. Chevrolets of the 1950s retraces the design, development, and production of these cars, but it also covers innovative vital components that were installed in them. If you Page 64/65

have been looking for the inside story on GM's arguably greatest decade, the models, and the technology it produced, you have found it.

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