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The Ford Explorer ... on Base, XLT and Limited trims, with the Sport boasting a 365-hp 3.5-liter twin-turbo V6; both engines are mated to a six-speed automatic transmission with manual mode.

2014 Ford Explorer

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The F-150 SuperCrew has a large and

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versatile cab, but feels ungainly and uncomfortable. The powertrain performs well, although it isn't particularly smooth and quiet when compared to its ...

2002 Ford F-150

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On board diagnostics. 1997 model year (UN) Explorer. Related to the Ford Explorer repair manual (Part no. WM312). The 1997 service manual provides information covering emissions for 1997 Ford Motor Company trucks. Complete emissions related diagnostic procedures for all

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affected systems or components that are affected are covered in this manual. The descriptions and specifications contained in this manual were in effect at the time this manual was approved for printing.

Total Car Care is the most complete,

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Save time and money by doing it yourself, with the confidence only a Chilton Repair Manual can provide.

Since 1991, the popular and highly modifiable Ford 4.6-liter has become a modern-day V-8 phenomenon, powering everything from Ford

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Mustangs to hand-built hot rods and the 5.4-liter has powered trucks, SUVs, the Shelby GT500, and more. The wildly popular 4.6-liter has created an industry unto itself with a huge supply of aftermarket high-performance parts, machine services, and accessories. Its design delivers

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exceptional potential, flexibility, and reliability. The 4.6-liter can be built to produce 300 hp up to 2,000 hp, and in turn, it has become a favorite among rebuilders, racers, and high-performance enthusiasts.

4.6-/5.4-Liter Ford Engines: How to Rebuild expertly guides you through

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each step of rebuilding a 4.6-liter as well as a 5.4-liter engine, providing essential information and insightful detail. This volume delivers the complete nuts-and-bolts rebuild story, so the enthusiast can professionally rebuild an engine at home and achieve the desired performance

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goals. In addition, it contains a retrospective of the engine family, essential identification information, and component differences between engines made at Romeo and Windsor factories for identifying your engine and selecting the right parts. It also covers how to properly plan a

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4.6-/5.4-liter build-up and choose the best equipment for your engine's particular application. As with all Workbench Series books, this book is packed with detailed photos and comprehensive captions, where you are guided step by step through the disassembly, machine work, assembly,

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start-up, break-in, and tuning procedures for all iterations of the 4.6-/5.4-liter engines, including 2-valve and 3-valve SOHC and the 4-valve DOHC versions. It also includes an easy-to-reference spec chart and suppliers guide so you find the right equipment for your

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particular build up.

The truck's role in American society changed dramatically from the 1960s through the 1980s, with the rise of off-roaders, the van craze of the 1970s and minivan revolution of the 1980s, the popularization of the SUV as

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family car and the diversification of the pickup truck into multiple forms and sizes. This comprehensive reference book follows the form of the author's popular volumes on American cars. For each year, it provides an industry overview and, for each manufacturer, an update on new

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models and other news, followed by a wealth of data: available powertrains, popular options, paint colors and more. Finally, each truck is detailed fully with specifications and measurements, prices, production figures, standard equipment and more.

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coverage for your Ford Ranger & Mazda Pick-up covering all Ford Ranger models for 1993 thru 2011 & Mazda B2300/B2500/B3000/B4000 for 1994 thru 2008: -Routine Maintenance -Tune-up procedures -Engine repair -Cooling and heating -Air Conditioning -Fuel and exhaust

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- Emissions control
- Ignition
- Brakes
- Suspension and steering
- Electrical systems
- Wiring diagrams

Ford introduced its first "clean slate design" V-8 engines in the early 1990s in Ford, Lincoln, and Mercury models. Known as the "Modular"

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engine family, the 4.6L engines employed new overhead cams, multi-valve performance, distributorless ignition, and more. This engine had new technology for its time, and it proved to be an extremely durable workhorse that logged hundreds of thousands of miles in police and taxi

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applications as well as light-duty trucks. And, of course, hotter versions, and even supercharged versions, found their way into performance applications such as Mustang GTs and Cobras. By 2011, Ford wanted something hotter and more current, especially for its flagship Mustang GT

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and GT350 models, which were suddenly competing with new 6.2L LS3 engines in Camaros and 6.4L Hemi engines in Challengers. Enter Ford's new 5.0L "Coyote" engine with Twin Independent Variable Cam Timing (Ti-VCT); it was an evolution of the earlier 4.6L and 5.4L Modular

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designs. Although the new Coyote engine had increased displacement, it still had far fewer cubes than the competition. Despite less displacement, the Coyote could hold its own against bigger Chevy and Chrysler mills thanks to advanced technology such as 4V heads with

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better port and valvetrain geometry. The Coyote is also Ford's first foray into technology such as Ti-VCT and cam-torque-actuated (CTA) function, which is a fancy way of saying variable cam timing for an incredible power curve over a broader RPM range. Even with all of this new

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technology, there is always room for improvement, and both Ford and the aftermarket have produced an array of parts to squeeze even more power out of your Coyote. In Ford Coyote Engines: How to Build Max Performance, veteran Ford writer and historian, Jim Smart, explains and

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highlights all of the latest and greatest options to achieve more horsepower and torque, and of course, faster quarter-mile times. Some of the upgrades covered are engine building techniques, cold-air induction kits, supercharger and pulley kits, better exhaust headers, fuel system and ECU

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tuning upgrades, and more. If you are looking for even more power from your new Coyote, look no further.

Modern cars are more computerized than ever. Infotainment and navigation systems, Wi-Fi, automatic software updates, and other

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innovations aim to make driving more convenient. But vehicle technologies haven't kept pace with today's more hostile security environment, leaving millions vulnerable to attack. The Car Hacker's Handbook will give you a deeper understanding of the computer systems and embedded

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software in modern vehicles. It begins by examining vulnerabilities and providing detailed explanations of communications over the CAN bus and between devices and systems. Then, once you have an understanding of a vehicle ' s communication network, you ' ll learn

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how to intercept data and perform specific hacks to track vehicles, unlock doors, glitch engines, flood communication, and more. With a focus on low-cost, open source hacking tools such as Metasploit, Wireshark, Kayak, can-utils, and ChipWhisperer, The Car Hacker 's

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Handbook will show you how to:

- Build an accurate threat model for your vehicle
- Reverse engineer the CAN bus to fake engine signals
- Exploit vulnerabilities in diagnostic and data-logging systems
- Hack the ECU and other firmware and embedded systems
- Feed exploits

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through infotainment and vehicle-to-vehicle communication systems

- Override factory settings with performance-tuning techniques
- Build physical and virtual test benches to try out exploits safely

If you 're curious about automotive security and have the urge to hack a

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two-ton computer, make The Car Hacker ' s Handbook your first stop.

Explains that the static stability factor is an indicator of a vehicle's propensity to roll over, and that US government ratings for vehicles do not reflect differences in rollover

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resistance. This report states that the 5-star system should allow discrimination among vehicles and incorporate results from road tests that measure vehicle control.

The light-duty vehicle fleet is expected to undergo substantial technological

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changes over the next several decades. New powertrain designs, alternative fuels, advanced materials and significant changes to the vehicle body are being driven by increasingly stringent fuel economy and greenhouse gas emission standards. By the end of the next decade, cars

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and light-duty trucks will be more fuel efficient, weigh less, emit less air pollutants, have more safety features, and will be more expensive to purchase relative to current vehicles. Though the gasoline-powered spark ignition engine will continue to be the dominant powertrain configuration

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even through 2030, such vehicles will be equipped with advanced technologies, materials, electronics and controls, and aerodynamics. And by 2030, the deployment of alternative methods to propel and fuel vehicles and alternative modes of transportation, including autonomous

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vehicles, will be well underway. What are these new technologies - how will they work, and will some technologies be more effective than others?

Written to inform The United States Department of Transportation's National Highway Traffic Safety Administration (NHTSA) and

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Environmental Protection Agency (EPA) Corporate Average Fuel Economy (CAFE) and greenhouse gas (GHG) emission standards, this new report from the National Research Council is a technical evaluation of costs, benefits, and implementation issues of fuel reduction technologies

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for next-generation light-duty vehicles. Cost, Effectiveness, and Deployment of Fuel Economy Technologies for Light-Duty Vehicles estimates the cost, potential efficiency improvements, and barriers to commercial deployment of technologies that might be employed

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from 2020 to 2030. This report describes these promising technologies and makes recommendations for their inclusion on the list of technologies applicable for the 2017-2025 CAFE standards.

The epic story also told in the film

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FORD V. FERRARI: By the early 1960s, the Ford Motor Company, built to bring automobile transportation to the masses, was falling behind. Young Henry Ford II, who had taken the reins of his grandfather ' s company with little business experience to speak of, knew he had to do

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something to shake things up. Baby boomers were taking to the road in droves, looking for speed not safety, style not comfort. Meanwhile, Enzo Ferrari, whose cars epitomized style, lorded it over the European racing scene. He crafted beautiful sports cars, "science fiction on wheels," but

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was also called "the Assassin" because so many drivers perished while racing them. Go Like Hell tells the remarkable story of how Henry Ford II, with the help of a young visionary named Lee Iacocca and a former racing champion turned engineer, Carroll Shelby, concocted a scheme to reinvent the

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Ford company. They would enter the high-stakes world of European car racing, where an adventurous few threw safety and sanity to the wind. They would design, build, and race a car that could beat Ferrari at his own game at the most prestigious and brutal race in the world, something no

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American car had ever done. Go Like Hell transports readers to a risk-filled, glorious time in this brilliant portrait of a rivalry between two industrialists, the cars they built, and the "pilots" who would drive them to victory, or doom.

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