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Lincoln Continental  
Lincoln Continental is a model name for a series of automobiles produced by the Lincoln division of Ford Motor Company from 1939 to 1948 and again from 1956 to 1980 and from 1981 to 2002. To date, the 1948 lincolns were the last

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Make: Lincoln Model:

Continental Year:

1997 Car Category:

Large / Luxury Cars

Car Engine position:

Front Car Engine:

4601 ccm (279,35

cubic inches) Car

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Engine type: V8 Car

Valves per cylinder: 4

Car Max power:

220.00 PS (161,19  
kW or 215,92 HP) at  
5750 Rev. per min.

Car Max torque:

372.00 Nm (37,71 kgf-  
m or 273,03 ft.lbs) at  
4750 Rev. per min.

Car Bore stroke: 90.1  
x 90.4 mm (3,48 x 3.6  
inches)

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Aviator, Blackwood,  
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Lincoln EWDs.. In  
1917, Henry Leland,  
the founder of the  
Cadillac brand,  
registered a new  
company, Lincoln, to

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begin production of  
aircraft power units  
commissioned by the  
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The Ford 8.8- and  
9-inch rear  
differentials are two of  
the most popular and  
best-performing  
differentials on the



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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

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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

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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

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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.

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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

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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

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differential. 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

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tear down; ring and pinion gear removal; inspection and reassembly; drive axle choices; and more.

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network, you'll learn 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

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  - Exploit vulnerabilities in diagnostic and data-logging systems
  - Hack the ECU and other firmware and

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embedded systems  
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and have the urge to  
hack a two-ton  
computer, make The  
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Handbook your first  
stop.

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wars of the 1960s,  
Holley carburetors  
emerged as the carbs  
to have because of  
their easy-to-tune  
design, abundance of



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parts, and wide range of sizes. The legendary Double Pumper, the universal 600-cfm 1850 models, the Dominator, and now the Avenger have stood the test of time and are the leading carburetors in the high-performance engine market. To many enthusiasts, the operation,

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components, and rebuilding procedures remain a mystery.

Yet, many carburetors need to be rebuilt and properly set up for a particular engine package. Veteran engine building expert and automotive author Mike Mavrigian guides you through each important stage of the rebuilding

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process, so you have the best operating carburetor for a particular engine and application. In addition, he explains carb identification as well as idle, mid-range and high-speed circuit operation, specialty tools, and available parts. You often need to replace gaskets, worn parts,

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and jets for the  
prevailing  
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conditions or a  
different engine setup.

Mavrigian details how  
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so you have a smooth-  
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Holley carburetor

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carbs, so the carb  
then delivers  
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acceleration, quick  
response, and

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Holley and get back  
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is a vital addition to  
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Ford's 4.6-liter-  
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incredibly popular with performance enthusiasts. More than 1,000,000 Mustangs have been built since 1996. Covers all 4.6 and 5.4-liter "Modular" motors--Ford's only V8 engine for Mustangs, fullsize cars, and light trucks from 1996 to 2004.

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On a frequent basis, the expected engine life was 100,000 miles rather than double and triple the expectation that you see today, and an everyday hassle, especially in warm climates, was being the victim of an overheating car. It was not uncommon on a hot day to see

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Cars stuck in traffic, spewing coolant onto the ground with the hoods up in a desperate attempt to cool off. Fast-forward to today, and it's easy to forget that modern cars even have coolant. The temp needle moves to where it is supposed to be and never moves again until you

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shut the car off. For drivers of vintage cars, this level of reliability is also attainable. In High-Performance Automotive Cooling Systems, author Dr. John Kershaw explains the basics of a cooling system operation, provides an examination of coolant and radiator

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options, explains how to manage coolant speed through your engine and why it is important, examines how to manage airflow through your radiator, takes a thorough look at cooling fans, and finally uses all this information in the testing and installation of all these

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