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Category: Alternators

Subcategory: Alternator Tips

Tip: The Case for a Rebuilt Alternator

So you need an alternator, and you need to save money? You can get a rebuilt alternator and save some money without losing reliability. A Bosch alternator, for instance, has an excellent warranty and is rebuilt with all of the most important components. This way, you get a great car part without shelling out a ton of dough. If you go with a rebuilt alternator, make sure you go with a good brand name. Super cheap car parts are not the answer - the key is to get a good buy. Additionally, you can get these rebuilt alternators from reputable car parts providers so you have a way out if it does fail (which it won't!).

Subcategory: Alternators

Tip: Alternator Repair and Upgrades

Not many people will tackle a job like repairing an alternator, but some find it very cost effective to do so. For those who would rather replace an alternator, here are a few tips that may change your mind. Consider the cost of a replacement or an upgraded alternator. For a 2000 Chevy Silverado, a replacement can be up to \$250. For an upgrade, double that. For repairing the same alternator, depending on the kit you want to purchase, the cost is between \$30 and \$70. For an upgrade, add anywhere from \$5 to \$70, depending on the upgrade, vehicle and its use. Be aware of your vehicle's capabilities before attempting an alternator rebuild. Know your vehicle's intended use and do not go overboard with a rebuild. Don't exceed or decrease the amount of voltage or amps that is described by the alternator manufacturer.

Category: Brakes & Traction Control

Subcategory: Brakes & Traction Control

Tip: EBC brakes

Consider this scenario: Two different people perform their own brake jobs, but they have two entirely different methods. One performs at least two brake jobs in 18 months and always changes the rear brake shoes about three times in 48 months. This person doesn't drive excessively or use his car for strenuous work. The other person does a brake change or repair about once every three years, but does a complete brake job, front and rear. Their driving habits and mileage are almost identical to the other person, but he uses a good quality brake pad, like EBC brakes. EBC brakes are one of

the finest brakes on the market. With years of knowledge and technology on their side, they can provide you with the best deal and the best quality brake, no matter what your application.

Subcategory: Car Brakes Information

Tip: Anti Lock Brake Systems

One of the best safety features available on cars today is anti lock brake systems. In the old days when you hit brake pedal gently, it would disperse the brake fluid which would send your brake system into motion, using the brake pads to grab the rotors and gradually slow you down. When you stomped on the brakes in a panic, they would frequently lock up, especially on inexperienced drivers faced with catastrophe. Antilock brake systems modulate the pressure from the fluid in your hydraulic brake system, whether you stomp or step gently. These brakes can sense when it senses a tire slipping or locking up, and will compensate accordingly.

Tip: Racing Brake Pads

Got a race car? Getting into racing? You need a good brake pad. Hawk brake pads and systems are specifically designed for racers, on dirt, asphalt and everything in between. When you are designing your brake system, you need to consider the surface on which you are racing, the duration of the race, the weight and size of your car and the speed you hope to attain. You also need to consider the existing brake system - it may be easier to just install a new system altogether - especially on with a brand name like Hawk. Obviously your brakes are an incredibly important part of your safety equipment, but that doesn't mean you need to shell out tons of cash. Shop around online to make sure you are getting the best price on your new hawk brake pads and then race to your hearts content!

Tip: Seasoning Your Brake Rotors:

1. Use the car or truck for about a week and drive gently (Use your brakes for a couple of extra days if you have zinc plated rotors). Basically, use the brakes to the same extent that you used the stock brakes. Don't put a lot of stress on the brakes before you season them or you risk permanent damage and warping of your rotors.
2. Find a place where the brakes can be brought to the right temperature.
 - o You are going to want to increase the brake temp. Complete four 60 to 70 mph stops. Do this as if you were on a medium level highway – in other words you don't need to accelerate super fast and slam on the brakes.
 - o Next, complete four medium effort partial stops from around 60 mph down to about 30 mph. Then hop on the highway for 15 minutes to cool the rotors.
 - o Then complete four medium hard effort partial stops from around 60 mph down to 15 mph. Hop on the highway again for ten minutes to let the rotors cool again.
 - o Park the car and allow the brakes to cool overnight to ambient temperature.
3. Return to your

“safe” brake seasoning location. o Make sure the brakes are warmed up again using the procedure you used the day before. Then complete four medium effort stops from 60 mph down to 30 mph. Hop on the highway and let the rotors cool off. o Complete four medium-hard effort partial stops from 60 mph down to 15 mph. Hop on the highway again to let them cool. o Finally make six hard partial stops from 60+ mph down to 15 mph or until rotors have reached an operation temperature of between 900 and 1,100°

1. You can tell the temperature by checking out the color of the rotors if you paint them with temperature paint.
2. Try not to lock up the brakes when you complete the hard stops.
4. Let the rotors cool completely over night.

Tip: The Basics of Brake Rotors

Brake rotors are an integral part of your brake system and your wheel. The brake pads grab the brake rotors, creating a slowing friction which brings you to a stop. For the most part, your factory rotors are ok. In the case of a used car, you may want to have the rotors (or the entire brake system, for that matter) replaced, and the rotors should certainly be on your mechanics check list when you have them check the car prior to purchase. If you are doing high performance driving, racing or other more intense use of your vehicle, a brake system upgrade with new rotors and pads will most likely be in order.

Tip: The Custom Fit of Kleen Wheels

In most cases, your brake dust shield will have no trouble working in concert with your factory installed or upgraded aftermarket brake system and wheels. This is because you order your brake dust shields for your specific wheel type. You aren't ordering them for the make and model of your car - they are specifically sized to your wheels, so if you have upgraded your wheels to a larger size, or even a different brand, make sure you are specific when you buy them. Currently Kleen Wheels Brake Dust Shields are the only ones really available, but don't worry that you aren't getting a good product, even with a lack of competition. Kleen Wheels shields are made of alloy and are custom fit so you will protect your alloy wheels effectively.

Tip: Wheel Mist and Brake Shields

For many people a good brake dust shield is just not enough. If you want to maintain the glossy finish of new wheels, you may want to consider investing in a product like a wheel mist, or other wheel finishing product that will keep brake dust from bonding to your wheel. You should be careful because some of these products can corrode your wheel's finish which is why most people will only invest in a brake dust shield and engage in frequent car washing. Still, do some research online about the wheels on your make and model and see what people recommend. It could be that the right product is out there waiting for you and why should you suffer dusty wheels needlessly?

Category: Car Covers

Subcategory: Car Cover Tips

Tip: Don't Go Cheap on Your Car Cover

Car covers are a wise investment, especially for cars you aren't driving daily - or that may be older and need to be protected. Whatever you do, do not just get a simple plastic tarp and think that will protect your car. Car covers are specifically designed to let water run off and they are made of materials that will not degrade in weather, heat or humidity. Tarps trap water and have been known to melt onto cars. They can cause significant damage to your paint job and since they can trap pooled water, you actually run a higher risk of rusting on your car.

Category: Car Parts Information

Subcategory: Car Parts Tips

Tip: Aftermarket Car Parts

If you have the money or if you are doing a real restoration job, don't skimp on your car parts. Even if it takes you longer to allocate the money for your car parts, it will be worth it in the long run. Not only are parts with the lifetime warranty worth it, in the case of body parts like fenders, doors or anything made with sheet metal, you definitely want to get the better made custom or correct part rather than one that may be cheaper and needs to be retrofit. Additionally, check out the history of the car you are restoring or fixing, and try to match the color scheme and the original parts that were used when the car was created. Most of all, keep in mind that whatever you choose, you want to look at and enjoy into the future.

Tip: Core Charge

One thing that you will learn when working on your own car, or buying car parts is about the "core charge". Basically, when you buy certain car parts like brake rotors, alternators, brake calipers, distributors and even engines they have a "core" - in reality all of these parts are made of many valuable components and even though some aspect has failed, this doesn't mean the whole part is junk. The core charge is basically like a bottle deposit, but in this case, it's a car part deposit that encourages you to recycle! So when you swap the new part for the old, you return the core and it goes back to the part manufacturer for rebuilding and recycling.

Tip: Find Car Parts Online

Tired of hunting store after store for the right part? You can waste days hunting scrap yards and part stores, and even then, you may not find what you need. With the internet as pervasive as it is, more part suppliers, retailers, and collectors are selling their wares online. Some of the more advanced online shops allow you to search by application, make and model, or manufacturer for auto parts and discount car parts. Fill your virtual cart up with everything from air filters to complete engines, and never leave your garage.

Tip: Rebuilt Vs. New Auto Parts

Instead of relying on expensive brand-new auto parts, you can save money by purchasing quality rebuilt parts for your vehicle. Rebuilt parts are simply cores that have been returned to manufacturers and rebuilt to brand-new specs. Essential components are replaced and refurbished high-quality standards that are on par with brand-new parts. Recycling and rebuilding parts allows manufacturers to maintain a low overhead while providing buyers with the parts they need. For anyone wary of buying rebuilt parts, most come with a solid warranty ranging from one year to the life of the part itself. That means you can purchase your part without worrying about losing money on the deal in case things don't work out. However, these parts are simply built to last for a long time. Buying rebuilt auto parts instead of brand-new can help you save money on your next auto repair.

Tip: Ridding Gas Smell From Your Vehicle

Anytime you have a gas spill inside your vehicle, its dangerous. And the only way to remove the fumes or smell is to remove the carpet, clean it and let it air out. All carpet in any vehicle can be removed, and is not that difficult. The trunk carpet being the easiest. Remove the carpet from the trunk and hang it in an area that you do not mind getting wet, but where you can still reach it. Soak the carpet completely starting at the top and moving down as to rinse the carpet. You can use just about any cleaner you wish as long it does not contain not bleach or ammonia. Generously spray the cleaner onto the carpet. With a soft bristle carpet brush, lightly scrub the entire carpet, especially the effected area. Now rinse thoroughly. Let the carpet drip dry and air out for an entire day. Now you can spray any type of fragrance onto the carpet if you desire, re-install the carpet and you're done.

Tip: VIN numbers

A VIN (vehicle identification number) plate gives a vehicle's complete history, such as engine size, the country where the vehicle was made and the plant the vehicle was made at. It also includes the make and model of the vehicle and features. Decoding a VIN plate or number can be quite difficult sometimes, especially when the vehicle is a

classic or antique. With all the information from the VIN decoded, you can narrow down the engine's contents or internal parts and how they were made, what they were made of, by using the best information available that has been documented by the manufacturer of the vehicle in a specific make and model and in a specific year. If you want to know the information about a vehicle, check the VIN plate for all the information you need. How do you decode such information? Call your local new auto dealer and ask for the information. You can also check online and there are books you can buy for decoding a VIN number. Be wary of an online car information company, databases are easily manipulated or outdated.

Category: Climate Control

Subcategory: Car Radiator Tips

Tip: Need A High Performance Car Radiator? Recore!

Radiators are an integral part of your engine system - unless of course you're driving around a '68 VW Beetle, since these have air cooled engines. For the rest of us, engine cooling is more complicated. As your motor makes power, about half of the energy produced is released as heat. This heat must go somewhere, so it is whisked away from the explosive combustion process by the water pump. The water is pumped through tiny channels in the radiator, and these channels are laid down in sheets, or cores. Radiators can have 2, 3, even 4 cores. The higher the number of radiator cores in a car radiator, the greater the cooling capacity. As you increase the horsepower of your car, more heat is generated, and a factory radiator cannot keep up with the demand. A radiator tip: New, high performance radiators can cost upwards of \$1000, so before you plunk down your money on an aftermarket radiator, look into getting your factory radiator upgraded with an extra core. This will cost a fraction of a new radiator, and there are many local shops which specialize in this service.

Subcategory: Climate Control

Tip: Radiator Inspections

While we all know to have regular oil changes, a check on our car's radiator is rarely performed. If you plan on conducting a radiator inspection, do this: -When looking at your radiator, look at every visible part, even the inside, where the radiator cap is located. -Look for corrosion around the cap, around the fittings and around the hoses. If there is corrosion, this may be a good indication of a small or moderate leak. -Look for leaks: if any coolant is on the ground around the vehicle or on any surface of your vehicle, including the undercarriage, seek professional advice immediately. -Check for discoloration in the coolant; it may look like rust. An oily film in the radiator coolant is a sure sign of a major problem. Most mechanics or technicians will not perform a radiator

check-up unless you request one.

Category: Clutches

Subcategory: Clutches

Tip: ACT clutch kits

A performance clutch in a performance vehicle will not create more horsepower directly. A performance clutch and its accessories -- like flywheels, pressure plates and bearings -- will give you a quicker release from the starting point. You will find yourself moving smoother through the gears giving you the feel of more horsepower. If you're a racer , you may find yourself moving faster even though there is no more horsepower. Changing the way any vehicle shifts through gears, whether it's an automatic or a manual transmission, will always effect your vehicles reaction time, depending on the clutch and the vehicle. Some will use directional clutches, bi-directional or dual clutch discs. No matter what the application, when installing a clutch designed for racing or high speeds, you will want to look for more holding power, stronger friction material and reliability. When looking for a clutch that can handle the torque, horsepower and hard shifting, always look to ACT clutches for your needs. ACT clutch kits are designed to stand up to heat and give a quicker shift. Race ready, these clutches can help you with from start to finish.

Tip: Centerforce Clutch Kits

Some clutches are made for racing and off-roading, others are made for everyday drivers and heavy-duty vehicles. No matter what you drive, Centerforce clutch systems and kits are the way to go because they are extremely durable with the added holding power you need. Consistent shifting is crucial to every street racer or track racer and with Centerforce, you can be assured that with every change of gear, your vehicle will perform like never before.

Tip: Clutch Maintenance

Some people find their clutches wear out often. Sometimes this means it's a poorly-constructed clutch system, a cheaply made clutch system or a maintenance problem. As with any fluid-operating system, your clutch fluids should be checked and topped off every time you change your oil. What some folks may call clutch fluid is actually the clutch master cylinder and slave cylinder. Both of these parts help to distribute the fluid as needed. If one fails to operate or is in a poor working condition, you may experience slippage, a sluggish clutch pedal, a weak clutch pedal or a complete clutch failure. Clutch fluid is very cheap and can be purchased at any auto parts store and it is very easy to fill your clutch master cylinder reservoir. If you're having

your oil changed at one of the quick oil change places, always ask them to check your clutch fluid. A little maintenance will help keep your clutch in good working order and possibly save you a lot of money down the road.

Tip: When To Replace Your Clutch

It's not always easy to know when to replace your clutch and don't assume it should just be replaced at a certain mileage point. A lot of automotive clutches will last longer, depending on the maintenance, the driver and vehicle usage. Some vehicles will experience earlier than usual clutch failure, but it's not uncommon for a clutch to last more than 100,000 miles. Depending on the driver's habits and the terrain driven, some clutches will fail, but have nothing to do with bad driving habits. Others are due to wear and tear and abuse. Whenever you think you have a clutch problem, look for: -Slippage -The vehicle doesn't move when the clutch is released -Noises, such as chatters, shudders or grinding Another reason for clutch failure is poor quality installation or even a defect in the manufacturers clutch parts. All these symptoms can and will help you identify the clutch problem or source. Always make sure that the transmission is in good shape because this may be another cause of clutch failure.

Subcategory: Using a Clutch Kit

Tip: Why Should I Buy A Car With A Clutch?

There's many advantages to buying a car with a standard transmission (i.e. a clutch). Because you have more control over the transmission, it's possible to get better gas mileage than a similarly appointed automatic car. Up front, you will save about \$1000 buying a standard compared to an identical automatic. You also have the added insurance of being able to push start your car - dead battery? No Problem! Of course, there is also the camp of standard snobs who always quip, "I would rather drive my car than just steer..."

Category: Coil Springs

Subcategory: Tips About Car Springs

Tip: Lower Your Car The Right Way

So you want to lower your car, but can't afford a \$4000 hydraulic or air system. What to do? Don't think you can just lob off a few spring coils to drop your ride. Not only will you throw off the steering and suspension geometry enough to damage parts, but the car's ride will be destroyed. Play it smart and buy a purpose-built kit. Depending on how low you want to go, you may need to purchase special lowering springs, short travel shocks, or modified spindles to correct steering geometry. You can get at most two to three

inches off your ride height before handling and tire wear are affected.

Tip: New Car Springs: When?

How do you know when you need new springs? Well, car springs are a very long lasting car part, typically they will last 80,000 to 120,000 miles, which in reality is longer than most people will actually keep their car. But, if you keep your cars for a long time or you buy used cars, bad springs may be in your future. Here is how you tell - if you find that your car is bottoming out in normal driving or if you throw friends into the back seat and your rear end is scraping, you need new springs!

Category: Emissions Control

Subcategory: Catalytic Converter Tips

Tip: Stock Cats Vs. High Flow Catalytic Converter

Catalytic converters on most production cars are not designed for high performance engines. If you start hot rodding your engine and exhaust, don't forget to upgrade your cat too, since this will be a likely bottleneck. Be sure to check your local emission laws, as sometimes it is only legal to replace a catalytic converter if it is defective or broken. This is why many exhaust companies sell "cat-back" exhaust systems, which is basically the full exhaust from the exit of the cats, to the tailpipes. A good high flow catalytic converter will have an inlet and outlet the same size as the rest of the exhaust pipes to give you maximum airflow.

Category: Exhaust Systems

Subcategory: Exhaust System Tip

Tip: Turbocharged vs. Supercharged

So you want some extra power and you're not sure whether to go with a turbocharger or a supercharger? The key difference between a turbocharger and a supercharger is from where they get their power. In a supercharger, there is a belt that connects to the engine that supplies power to the air compressor. A turbocharger, gets its power from the exhaust. The exhaust fumes run into a turbine, which spins the compressor, giving it power. A turbocharger is thought to be more efficient because it uses the energy from the exhaust for its power source. On the downside, a turbocharger causes some amount of back pressure in the exhaust system and tends to provide less boost until the engine is moving fast. Superchargers are typically easier to install but they tend to be more expensive. If you go with a turbocharger, you should really consider upgrading

your exhaust system to something like a Gibson exhaust at the same time. You don't want a less than optimal amount of energy feeding the power of the air compressor.

Tip: What's your Favorite Flavor?

Your 8, maybe 9 years old and it's your first car show. As you stand watching the hot rods and customs file out, there's always one that gets your full attention. A nice staccato BRAP BRAP BRAP flutters your chest when it coasts by. The car pulls out, and lays rubber; you look up at your dad, and can read his lips: "CHERRY BOMBS!". Although you can't toss a pair cherry bombs on your '04 minivan, hope is not lost. Some states exempt antique vehicles from emission standards, allowing you to run everything but open pipes on the road. If you are looking for this kind of sound, a dual exhaust like a flowmaster exhaust system may be just the right fit. Not only does a dual exhaust look sweet and vastly improve your engine power, but you get that head turning sound you have always wanted! If you decide to go with a custom system like this, make sure you find a shop that specializes in exhaust systems and don't be afraid to grab the car parts online and bring them to your mechanic.

Subcategory: Exhaust Systems

Tip: Aftermarket Exhaust Systems: Things to Remember

When switching to an aftermarket exhaust system, there may be other changes that need to be made, as well. Not only are you using an exhaust system that is possibly larger or may give your engine better back pressure, but it's also different than what the car manufacturer installed. Many times, aftermarket exhaust systems and kits exceed the manufacturers suggested OEM (original equipment manufacturer) exhaust. One of the main concerns when switching to an aftermarket exhaust system is the oxygen sensor. Sometimes these sensors need to be replaced for top performance of the exhaust system. Also, consider the location of exhaust when installed. Changing the location of the exhaust pipes and muffler may interfere with other working components of the undercarriage or may deplete the exhaust's ability to perform as needed. Using accessories, such as aftermarket exhaust or silencers, can also effect the exhaust's performance.

Tip: Flowmaster Exhaust

Want a unique exhaust system? Try a Flowmaster exhaust. Flowmaster exhaust systems are unique in sound and easy to distinguish on any vehicle, especially on a Mustang. You can often hear a Mustang's exhaust before you see the car and that's what makes the Flowmaster exhaust system so unique. Flowmaster is a leader in the automotive exhaust industry, from street racers and the offroad fans, to muscle cars and the everyday driver. Heads will turn when a vehicle equipped with a Flowmaster exhaust is passing by or just idling at a red light.

Category: Exterior Car Parts

Subcategory: Exterior Car Parts

Tip: Covercraft Car Covers

Are car covers worth the investment, will they scratch a car? These are common questions by car owners. Taking care of your vehicle goes beyond the normal wash and wax, Covercraft car covers can help protect your vehicle year around. With the money spent on vehicles, it's important to protect one of our largest investments. Carcraft car covers gives you one of the simplest ways of doing so. They are known for their low price and ease of use.

Category: External Engine Parts

Subcategory: Air Filter Guide

Tip: Change Your Air Filter!

A car's engine is basically a great big gas powered air pump. Consider a basic four stroke engine, gas fired engine:

- Air comes in through the air intake, and travels through the air cleaner.
- Gas is added to the air and that mixture is compressed inside the cylinder; when the atomized mixture is at its densest, the spark plug is fired.
- This ignites the mixture, and forces the piston down into the cylinder. When all the pistons fire as they should, the driveshaft turns, and your car goes vroom. This complicated process requires precise ratios of air to fuel to be at top efficiency, so a clean air filter is essential. Dirty air filters can choke an engine, decreasing gas mileage, and cause fuel deposits to form from a * too rich * fuel mixture. Air Filter Tip: Check your air filter every 12000 miles to ensure it is at its peak performance, and replace it when it becomes dirty. Your car and your wallet will thank you.

Tip: Don't Overlook Corrosion

Sooner or later, you have to replace your spark plug wires. Over time, extreme temperatures and corrosive fumes and liquids take their toll on your spark plug wires. If the wires are breached, your electrical system will be compromised which will not only inconvenience you, it can also be dangerous. Many people overlook corrosion under the hood, especially if you don't know much about cars and never even pop the hood yourself. Check on your wiring and battery every few months (especially in the winter months) to ensure that everything looks clean and is in good repair.

Tip: Intake Manifolds; Is There A Difference?

If you're looking to squeeze the last bit of performance from your car, do not overlook swapping out your intake manifold. Most aftermarket intake manifolds are designed to work in concert with other engine upgrades, such as carburetor and fuel injection upgrades, free flowing exhaust systems, and even final gear ratio changes. Don't think you can just slap on a drag race intake manifold, and be running 10's at the track. Figure out what you want your car to do, and go from there. Do you want high revving horsepower, or gut wrenching off-the-line torque? One intake manifold cannot truly excel at both. Although most anything is better than a stock intake, don't make an uneducated purchase, or you could turn your car into a real dog.

Tip: Make Your Own Spark Plug Wires

If you have a classic car, you shouldn't have to pay a ton of money for *custom fit* spark plug wires, when you can buy a generic set, and cut them to fit your engine perfectly. A good cut to fit spark plug wire will terminate easily, be beefy enough to survive a muscle car's engine bay, and give years of trouble free service. Make sure when routing your custom spark plug wires that you keep them at least an inch away from hot exhaust and engine parts. If things are real tight around the cylinder head consider investing in some heat shield sheathing for the 6 inches of spark plug wire nearest the spark plugs.

Tip: So Many Choices

You can change a car's whole character with an air intake system upgrade. With so many choices out there, how do you know what package to buy? Choose poorly, and you'll notice your gas mileage plummet, and your car will bog and stall off the line. Choose wisely, and your car will be a blast to drive. Get involved with local car clubs and online communities; there's bound to be someone who has, or used to have your car. See what worked for them, and try to duplicate their set-up.

Tip: Washable Air Filters vs. Disposable Air Filters

Depending on your car and what you want to achieve, you need to consider the pros and cons of washable air filters vs. disposable air filters. If this is your daily driver, for the most part, a disposable air filter will serve your needs. They are cheap, easy to find and quick to install. If you are looking for a high performance boost from a higher end air filter, washable may be just what you are looking for. They are more expensive up front, but because they are washable, they have a longer life. What brand you ask? K&N air filters have a great reputation and a great warrantee (10 years). Now, the only issue with washable air filters is that they are harder to find. This is exactly the kind of car part that is perfect for buying online. You get a better price and you know you can find them.

Subcategory: External Engine Parts

Tip: Accel Ignition Parts

Accel has been supplying the automotive world with some of the most outstanding, innovative and up-to-date technology for years, at a price that more than fits all budgets. Use Accel products, like Accel spark plug wires, when you restore a car. From plugs and plug wires, to coil packs and distributors or fuel management systems, there is no way to go wrong, no matter if you're racing or just want that added performance for your street rod or show car.

Tip: Harmonic Balancers

Harmonic balancers, vibration dampeners or torsional dampener are used on an engine to stop or disrupt a vibration caused by the crankshaft. The vibrations give off a harmonic frequency and the harmonic balancer, made of both rubber and metal, is tuned to cancel out those frequencies, specifically. Since the crankshaft has to twist every time it rotates, its gives off a harmonic frequency, and the harmonic balancer helps to control that twist and the vibration. The harmonic balancer serves a second purpose, as well. It helps the engine by adding weight to the front of the engine, which allows it to runner smoother.

Category: Floor Mats & Liners

Subcategory: Floor Mat Tips

Tip: Save Your Interior! Use Husky Floor Mats

If you own a work vehicle, and it sees regular duty in all types of weather and conditions the best thing you can do to save your interior is invest in some high quality floor mats. Heavy duty ones such as Husky Liners have beefy ridges built into their structure to scrape boot soles clean, and deep grooves to catch all the debris. Husky floor mats are even guaranteed not to crack or break! They also make vacuum clean out far easier so not only will you protect your truck, you will also end up saving a lot of time!

Subcategory: Floor Mats & Liners

Tip: Customizing Floor Mats

Now, more than ever, people are customizing their vehicles and interior customization is increasingly prevalent. Logo floor mats are becoming popular in many cars. You can add any design imaginable to floor mats, as well as any color. There are computuft designs, which uses computerized tufting and scrapes and is made of rough rubber. Consider putting your school logo, company logo or team logo imprinted or inlayed into

the fabric or rubber. Although these floor mats are fun and personalized, they can cost you a bit more than an average car floor mat.

Category: Oxygen Sensors

Subcategory: Oxygen Sensors

Tip: Replacing Your Oxygen Sensor

Before you start any work or repairs on an exhaust system, be sure that exhaust has cooled, and have all your tools on hand. You will need a wrench that is either made for oxygen sensor removal or a wrench that fits the oxygen sensor, and needle nose pliers. Depending on your vehicle's make and model, there could be as many as four oxygen sensors. Getting to an oxygen sensor can be difficult so before you start, make sure you can access each one. Start by removing the wire or wires connected to the oxygen sensor. Typically for an unheated sensor you will have no more than two wires; for a heated sensor there should be three. If you cannot reach these wires, use the long needle nose pliers but be careful not to cut the wires or pull them out of place. Remember that oxygen sensors have been installed for quite sometime so it's important to be meticulous when replacing them. With your wrench in hand, loosen the oxygen sensor. Once you have the sensor loosened, remove the sensor and replace it with the new one. Plug the wire or wires back into the exhaust, and repeat these steps for other oxygen sensors if more than one.

Tip: When To Replace Your Oxygen Sensor

If not taken care of in proper time, your oxygen sensor can cause other other problems like premature failure of your catalytic converter, increasing the total you will spend with the next repair. With the prices of gas as high as they are, keeping your oxygen sensor up to date, or replacing it when it's time, will save you hundreds of dollars each year just in fuel costs. The typical time to replace an oxygen sensor for vehicles made from the late mid 1970s to about 1990 is about every 30,000 to 45,000 miles. For the newer makes and models, get your oxygen sensor checked about every 80,000 to 100,000 miles. If your check engine light comes on, have your mechanic check the oxygen sensors when you take your car in.

Category: Shocks & Struts

Subcategory: Shocks & Struts

Tip: Don't Pay The Price Of Neglect

Imagine your brakes are brand new, and installed perfectly with no flaws, but your shocks or struts are worn, and are failing. Does this affect your ability to brake? Yes! Even though your brakes are brand new and your vehicle is stopping quite well, factor in road bumps, pot holes, roads that are uneven or on inclines, or road debris (such as shredded tires) and you've got a bad shock problem. Add all the possible road conditions out there, along with worn out shocks or struts, and add some bad weather and you've got the makings for a disaster. Worn shocks and struts can also add wear to tires faster, decreasing your vehicle's ability to perform. When worn tires are now added to the worn out shocks and struts, you increase your chances of a mishap, not to mention you also decrease, even more, your vehicle's braking, steering, handling performance. All these will happen in the case of worn out shocks and struts.

Tip: Lessening The Blow With Good Shocks And Struts

Anyone looking for a smoother ride understands the importance of having good shocks and struts. But the comfort of the ride is not the only reason to have good shocks and struts. There are safety reasons for wanting to keep your suspension in good shape. When you're jarred by a pot hole or bump in the road, you can easily lose control of your vehicle if the jolt is hard enough. Front shocks and struts seem to pay the biggest price when hitting bumps or pot holes because the bulk of the weight is in the front of the vehicle. Good automotive shocks and automotive struts are a must on any vehicle for safety and comfort. Shocks and struts wear for several reasons including the usage of the vehicle, lack of maintenance, abuse, worn down, and poor installation. The care we put into our vehicle is extremely crucial to the comfort we expect from the vehicle and the safety not only for ourselves, but for others as well.

Subcategory: Shocks and Struts Tips

Tip: Bilstein Shocks - German High Performance

Bilstein shocks have been standard equipment on all Mercedes Benz vehicles since 1958. This fact speaks volumes of Bilstein's quality and performance. Bilstein shocks are not just found on German Q-ships; they've proven themselves in the legendary Baja 1000 off road endurance race, and can be found on RV's, street rods, and full-out circle-track and road race cars. To give you an idea of the quality of Bilstein shocks, they are OEM equipment on Ferrari, Porsche, BMW, and Chrysler vehicles.

Tip: Shocks and Struts - What's the Difference?

Both shocks and struts are designed to damp the harmonic oscillation of the car's springs after hitting a bump, or taking a curve. The most common shock absorbers have a "twin tube" design that makes up a hydraulic pump that sits between the car frame and the wheels. They work in a compression cycle and an extension cycle – the compression cycle compresses the hydraulic fluid downward (as the piston moves

down) while the extension cycle occurs when the piston moves up, compressing the hydraulic fluid in the opposite direction. Most modern shock absorbers are speed sensitive so the faster the car moves, the more resistance the shock absorber gives.

Tip: The Ultimate In Shock And Strut Control

Do have a car that sees duty on the street, and the track? These two environments require very different suspension settings, and if you optimize your car for one, the other will suffer. There is a simple solution - The KYB AGX Adjustable Gas Shocks. These high performance KYB shocks allow on-car adjustment to suit your needs; set the dampening high for the track, and turn it back down for street driving. Older style adjustable shocks could not be adjusted on-car, which was a huge detriment.

Category: Used Auto Parts

Subcategory: Used Auto Parts

Tip: Foreign Auto Parts

Used foreign auto parts are sometimes extremely hard to find, especially for older makes and models. Most foreign auto makers do not make parts that interchange as often as American made cars, trucks, vans or SUVs. One of the best ways to find good used foreign auto parts is to visit online auto forums. At these forums, people who are building or have built vehicles just like yours or very similar will be able to help you find good used foreign auto parts.

Tip: Where To Find Used Parts

Now, more than ever, people are rebuilding vehicles from the ground up and used auto parts are a must in when they cannot be bought new. Just about anytime you buy a part from your local parts store, its going to be refurbished, rebuilt or re-manufactured. When buying used auto parts anywhere other than your local parts store, always see the part before making your purchase. Ask for pictures if they are unable to show it first hand. Specialty stores usually carry a wide range of used auto parts that couldn't be used, too.