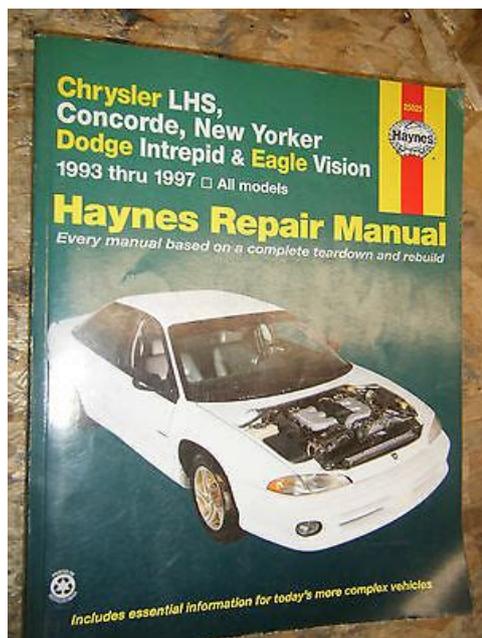


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Not only do they sound amazing at idle, but the further you push your foot down on the gas pedal, the better they sound. Although this upgrade remains popular, because of the noise a tuned exhaust header creates, there is actually a scientific reason 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.

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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. You want to purchase a set of rims that suit your wheels and your car, and one that can make an impression. It is a robust rim but remains lightweight. This refers to cars that participated in competitions, and it is these wheels that have contributed to the evolution of rims. This is a very lightweight rim and is better for general driving as opposed to racing. It works well with different models of cars. The BBS Super RS is made of forged aluminum and has an eccentric multispoke design. The style can be best described as "old school" and is meant for giving your car the classic look. This is especially a great rim if you are a classic car or luxury car enthusiast. As such, they are not cheap, but if you've got a luxury car or a classic car, why not go a step above? Instead of the standard spoke aesthetic, you will notice the rather oddshaped rings that replace the spokes. This may seem unusual at first, but it's what adds to the appeal of these rims. You can find a standard looking rim, or you can go for one that is wild if your car's personality suits it! If you are into customizing your car and standing out from others, you may wish to consider an ADV1 Rim. Additionally, it provides airflow for cooling. If you drive an American classic racing car, you may well find that the American Racing Vector is best suited for it.

They are on the pricier side, in the thousanddollar range, so they are best suited for serious racing enthusiasts. While these are no longer in production, you may be able to still find them available for purchase. Usually, a store that specializes in vintage rims will carry these in stock. As they are a rare commodity, so you can really stand out if you add a set of these to your car. These are windmillshaped and are in a fivespoke design. They are now a rare commodity. While these never caught on, they were a favorite amongst models such as the 1993 Dodge Viper. These are multispoke designs that work well with classics such as the 1966 Jaguar EType. They also work with a variety of tires such as Dunlops, Daytons, and Borrani's. But if you're not a car aficionado, you probably haven't. But if you're not a car aficionado, you probably haven't kept up with the latest car trends and features. That can put a real damper on your car buying experience when it's time to replace your current vehicle. But is the newest model of your current vehicle really the best car on the market for you? It's as simple as following our guide. Let's dive into a practical approach to

buying a new car. Nowadays, car manufacturers differentiate their catalog by specializing their products for a targeted type of clientele. Knowing what you're looking for. Buying a Jeep would likely be your best bet. You're a family of five and a sedan isn't going to cut it. A larger SUV with plenty of seating and builtin entertainment could be a godsend for those long drives with the whole family. Ask yourself, do you want a manual shift or are you comfortable with an automatic. Some vehicles excel in city driving environments and enduring the stopandgo traffic of the daily commute. Opting for a fourcylinder engine can save you hundreds on yearly fuel expenses. Think about perks like remote starters, seat warmers, and television displays.

You should have an idea of the type of car you want, such as an SUV or Jeep, as well as a list of musthave features like a backup camera and fourwheel drive. That includes car payments and car insurance. Take a moment to calculate 15% of your monthly income to determine the ideal monthly car payment. A great credit score can limit the impact of a car loan's interest, but you may want to compensate and aim for 12% of your monthly income rather than 15%. While buying has been the traditional choice for decades, the popularity of leasing continues to grow and now accounts for 27% of all newvehicle financing. However, by choosing to purchase a vehicle you also gain equity with every payment and have the freedom to sell the car whenever you'd like. Payments are significantly cheaper, but you must return the car at the end of the lease. It's a good way to drive a car that may be outside of your budget otherwise. At the end of most leases, you'll have the option to buy the car at a slightly reduced price if you choose. Still, leasing is no doubt the most expensive way to own a car — but the cheapest way to drive one. That means you're finally ready to narrow down your options through the help of a comparison website. At this point, your choice of model mostly comes down to stylistic preferences. Look at online reviews for any car model that catches your eye. You'll get a good sense of the vehicle's reliability and performance. Some car manufacturers are notorious for poor quality control, weak warranty coverage, or undertrained technicians. Any of these factors can throw a certain degree of risk into your purchase, though lemon laws in your state may be able to help. With this, alongside a physical evaluation, you should have a good idea if this car is right for you. Otherwise, head back to the car finder tool to discover some alternatives. You just need to put in a bit of effort to find it. Then search our website for more auto and motor coverage.

Then, you will definitely love Americans muscle cars. Coined in 1949 due to the demand for a fast car, muscle cars have become one of Americas most loved cars. The 1960s and 1970s saw the creation of some of the best muscle cars of all time. If you are looking for a muscle car, read one as we look into some of the best muscle cars. The Mustangs have undergone a series of transformation from the first to the fifth generation. There is more to this car that will make you want to own it. It was based on an Fbody platform and offered no less than three sixcylinder engines and four V8s. A longer and wider Camaro was then introduced in 1970. The fifth generation Camaro was later introduced in 2010 with a better body and an even better performing engine. Several other challengers were later introduced over the years but the oil crisis crippled the sales of the muscle cars and this lead to the early retirement of this car in 1974. In 2008 the challenger made its way back and this 3rd generation challenger has soldiered on and so far has had a number of stylistic updates. It is very fast and has a 797 horsepower supercharged V8 engine. It featured fourwheel disc brakes, optional side exhaust pipes, a big block, and a 6.5 liter V8. This muscle car has gotten even better with time and the C6 generation that was produced from 20052013 and has better handling and is a muchloved sports car. Get ready to experience this legendary ZR1 supercar with a 755 horsepower and a top speed of 212 MPH. If you want a luxurious muscle car, the dodge viper will be an ideal choice. This car has been in the market for 25 years and it is one of the best classics. It also borrowed a little bit from the Ferrari. This muscle car was an instant hit and GM improved its performance over the years. However, in 1974, its sales went down forcing its production to stop.

Though you will not be able to find a new Pontiac because 2006 was the last year it was produced you can still buy it from its original owners. In 1967, the second generation Plymouth was introduced and it had responded to the need of the market. The model was much more aggressive with a V8 motor and better handling. It had three V8 engines and was on its way to muscle cars success. These cars have both high and low performing options but if you want to feel the real American muscle cars, then the high performing option is your ideal choice. Subscribe to our newsletters. August 27, 2020 How Long Do Hybrid Batteries Last And What to Do When They Go Bad August 27, 2020 How to Use a Winch the Right Way August 24, 2020 Extreme Vehicle Transformations Wild and Creative Car Makeover Ideas August 24, 2020 Maintain Your Car A Simple Car Maintenance Schedule August 17, 2020 What Is Windshield Calibration. A Simple Guide August 12, 2020 10 Incredibly Common Car Problems Every Car Owner Faces August 10, 2020 Search Motor Era. Dont waste time calling around to your local bookstores or waiting for a repair manual to arrive by mail. Get access to our 1997 Dodge Intrepid repair information right now, online. Find your 1997 Dodge Intrepid repair manual right now at Chilton.

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