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parts, what resources are required, and also how to steer clear of fundamental issues if you misuse certain parts.

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manuals and technical information. Owners manuals, service and repair manuals, electric wire diagrams and other information. The Chevrolet Equinox remains popular with shoppers looking for a compact crossover SUV despite no fundamental changes for seven years. There was a minor V6 engine update, some Page 26/67

front- and rear-end ual styling updates, and small feature updates, but nothing ...

Chevrolet Equinox
owners & service
manuals, user guides
Every 2011 Chevrolet
Equinox comes standard
with a 2.4-liter fourcylinder engine
producing 182 hp and
172 pound-feet of
Page 27/67

torque. Optional on all but the LS is a 3.0-liter V6 good for 264 hp and

• • •

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in your vehicle is a do-itapproach with the Auto Repair Manuals as they contain comprehensive instructions and procedures on how to fix the problems in your ride.

2011 Chevrolet Equinox Service And Repair Manual ... to, GM, the GM logo, CHEVROLET, the Page 29/67

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2020 Chevrolet Equinox Owners Manual Chevrolet Equinox Owner Manual - 2013 crc2 - 9/21/12 Black plate (4,1) iv Introduction Danger, Warnings, and Cautions Warning messages found on vehicle labels and in this manual describe hazards and what to do to avoid or Page 31/67

reduce them. Danger alindicates a hazard with a high level of risk which will result in serious injury or death. Warning or ...

The '80s and '90s witnessed a dramatic rise in the popularity of pickup trucks -- be they old or new -- among Page 32/67

both casual and hardcore automotive enthusiasts. This interchange manual provides those growing legions of owners and restorers with a listing of parts that are interchangeable among the ever-popular 1967 to 1978 Chevrolet and GMC model years. Chapters break down the pickups by their Page 33/67

major systems to cover engines, fuel, lubrication, transmissions, suspension and steering, brakes, wheels and wheel covers, electrical, body parts, and interiors.

This new color edition is essential for the enthusiast who wants to get the most Page 34/67

performance out of this new engine design but is only familiar with the older Chevy smallblocks. Covered is everything you need to know about these engines, including the difficult engine removal and installation, simple engine bolt-ons, electronic controls for the Generation III engine, and detailed Page 35/67

engine builds at four all different power levels.

A complete performance guide for Chevrolet's newest generation LS1 smallblock Chevy engine. Includes sections on boltons, cylinder heads, intake manifolds. camshafts and valvetrain, fuel injection, block prep, Page 36/67

final assembly, exhaust, and forced induction.

The Chevrolet Camaro really needs no introduction to automotive enthusiasts. From its inception (along with the Firebird) in 1967, the Camaro established a reputation that made its name a household word. Insanely popular on the Page 37/67

street, successful in all forms of competition, and a perennial best seller, over the past halfcentury the Camaro has cemented its status as an icon. The Camaro did go on hiatus for an 8-year period, much to the chagrin of Chevrolet, but made a triumphant return in 2010 with the 5th Gen models. Of course the Page 38/67

new generation of Ual Camaros is filled with the technology you would expect, including multiple trim versions and a variety of engine packages. And of course, as capable as the new cars are, Camaro enthusiasts always want more. That's where this book comes in. Filling these pages is great stepby-step information on Page 39/67

modifying your 5th Gen, including upgrade instruction on brakes. suspension, rear axles, intake and exhaust. cooling, fuel systems, transmissions, LS engine mods, superchargers, turbochargers, ECM tuning, aftermarket EFIs, and more. There is fierce competition on the street for modern Page 40/67

muscle supremacy. With Camaro 5th Gen 2010-2015: How to Build and Modify you can keep your Camaro ahead of the competition.

Modern cars are more computerized than ever. Infotainment and navigation systems, Wi-Fi, automatic software updates, and other Page 41/67

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 software in Page 42/67

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 how to intercept data Page 43/67

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 Handbook will show you how to: -Build an accurate Page 44/67

threat model for your vehicle –Reverse engineer the CAN bus to fake engine signals -Exploit vulnerabilities in diagnostic and datalogging systems –Hack the ECU and other firmware and embedded systems –Feed exploits through infotainment and vehicle-to-vehicle communication systems Override factory Page 45/67

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

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 rig--and that makes them perfect for modification. They're Page 47/67

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 perform to put a modern spin on their classic looks. He takes an in-Page 48/67

depth 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 you want. Built in massive numbers during an 18-year production Page 49/67

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 systems, automatic and manual transmission choices (including a Page 50/67

6-speed manual nual 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 lines to support fuel injection and big brakes, installing a 4-link rear Page 51/67

suspension system, 12 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 to the right place. There hasn't ever been a more comprehensive, Page 52/67

authoritative look at abuilding a complete truck for street use that includes all the steps required to make it work.

GM LS-series engines are some of the most powerful, versatile, and popular V-8 engines ever produced. They deliver exceptional torque and abundant Page 53/67

horsepower, are in Ual ample supply, and have a massive range of aftermarket parts available. Some of the LS engines produce about 1 horsepower per cubic inch in stock form--that's serious performance. One of the most common ways to produce even more horsepower is through forced air Page 54/67

induction--superchargin g or turbocharging. Right-sized superchargers and turbochargers and relatively easy tuning have grown to make supercharging or turbocharging an LSpowered vehicle a comparatively simple yet highly effective method of generating a dramatic increase in Page 55/67

power. In the revised edition of How to Supercharge & Turbocharge GM LS-Series Engines, supercharger and turbocharger design and operation are covered in detail, so the reader has a solid understanding of each system and can select the best system for his or her budget, engine, and application.

Page 56/67

The attributes of Rootstype and centrifugaltype superchargers as well as turbochargers are extensively discussed to establish a solid base of knowledge. Benefits and drawbacks of each system as well as the impact of systems on the vehicle are explained. Also covered in detail are the Page 57/67

installation challenges, necessary tools, and the time required to do the job. Once the system has been installed, the book covers tuning, maintenance, and how to avoid detonation so the engine stays healthy. Cathedral, square, and Dshaped port design heads are explained in terms of performance, as well as strength and Page 58/67

reliability of the rotating assembly, block, and other components. Finally, Kluczyk explains how to adjust the electronic management system to accommodate a supercharger or turbocharger. How to Supercharge and Turbocharge GM LS-Series Engines is the only book on the market Page 59/67

specifically dedicated to forced air induction for LS-series engines. It provides exceptional guidance on the wide range of systems and kits available for arguably the most popular modern V-8 on the market today.

Popular Science gives our readers the information and tools to Page 60/67

Read Free 2011 **Chevy Equinox** improve their anual technology and their world. The core belief that Popular Science and our readers share: The future is going to be better, and science and technology are the driving forces that will

This is an engine rebuilding and modification guide that Page 61/67

help make it better.

includes sections on history, engine specs, disassembly, cylinder block and bottom end reconditioning, cylinder heads and valvetrain reconditioning, balancing, step-by-step engine reassembly, torque values, and OEM part numbers for the popular Chevy LS series of engines.

Phil Edmonston, Canada's automotive "Dr. Phil," pulls no punches. He says there's never been a better time to buy a new car or truck, thanks to a stronger Canadian dollar and an auto industry offering reduced prices, more cash rebates, low financing rates, bargain leases, and free auto maintenance programs. Page 63/67

In this all-new guide he says: Audis are beautiful to behold but hell to own (biodegradable transmissions, "rodent snack" wiring, and mindboggling depreciation Many 2011-12 automobiles have "chinto-chest head restraints, blinding dash reflections, and dash gauges that can't be seen in sunlight, not to Page 64/67

mention painful windtunnel roar if the rear windows are opened while underway Ethanol and hybrid fuel-saving claims have more in common with Harry Potter than the Society of Automotive Engineers GM's 2012 Volt electric car is a mixture of hype and hypocrisy from the car company that "killed" Page 65/67

its own electric car more than a decade ago You can save \$2,000 by cutting freight fees and "administrative" charges Diesel annual urea fillup scams cancost you \$300, including an \$80 "handling" charge for \$25 worth of urea Lemon-Aid's 2011-12 **Endangered Species** List: the Chinese Volvo, the Indian Jaguar and Page 66/67

Land Rover, the nual Mercedes-Benz Smart Car, Mitsubishi, and Suzuki

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