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Even if your late 60s or early 70s muscle car came from the factory with an alternator, you probably

still have an external regulator. It wasn't until the mid-1970s when vehicle manufacturers started moving the voltage control function inside the alternator case. When an externally mounted voltage regulator develops issues it can limit the voltage output. It can also fail in the opposite direction. In this situation the battery will overcharge. And overcharge scenario boils away the water and acid fluid covering the lead plates. Symptoms of voltage regulator problems include a consistently dead battery and headlights that appear dim at idle. In an overcharging situation you can often hear a gurgling from the battery. You can find more information about this subject from this great article about charging system diagnosis and repair. With that said, charging system upgrade kits abound for popular muscle cars like the Chevrolet Chevelle and Chevy Camaro. This can become a dangerous situation. When you're driving behind a modern car you need to allow extra space because of their ability to stop in half the distance as you. In an emergency situation this may not be enough. A single reservoir master cylinder is often found on older cars that use four wheel drum brakes. This single chamber design uses one fluid reservoir to supply brake pressure to all four wheels. Obviously, if the fluid leaks out you lose braking at all four wheels. As the 60s rolled on, car makers faced increasingly strict safety standards. Therefore, these American car manufacturers improved brake designs by adding disc brakes to the front. This provided an opportunity to use a dual chamber master cylinder. The larger master cylinder chamber provides fluid for the front disc brake calipers. A dual chamber master cylinder allows the front and rear hydraulic braking systems to act independently of each other.

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Now, in the scenario of a hydraulic brake fluid leak on the front brakes, the driver can still use the rear brakes to slow the vehicle. And this is why a master cylinder upgrade makes my top 3 list of classic car upgrades. These cars didn't stop well. However, at least all of the automobiles on the road at that time stopped in the same total distance. The invention of antilock braking systems cuts the stopping distance in half when compared to a vintage automobile. For this reason it's recommended that classic car owners improve the braking system for regularly driven classic automobiles. This often requires the upgrade of the master cylinder as mentioned above. You can also add a vacuum operated power brake booster that multiplies the brake pedal pressure from the driver. Fortunately, this is one of those classic car upgrades that remain extremely popular. In fact, entire businesses have grown to support disc brake conversion. Considering that this can save major damage to a significant investment and maybe even save a life, the money would seem well spent. But chances are you've never stopped to think about it. Here are 7 cool things about GMC truck history that you probably don't know. The popular truck-turned-status symbol is beating most luxury competitors. On August 1, 1909, the future giant's Rapid F406 B was the first truck to climb Pike's Peak in Colorado. No matter if it's today's bestselling trimmed out cash cow or the "the Jimmy" of yore. And, they come by it in the most honest of ways. The delivery drivers made the trek from Seattle to New York in five days. The amphibious DUKW353 swam and drove across more than a few continents during WWII. Complete with bilge pumps, rudder, and outboard engine, GMC made them for the U.S. and allies. GMC won awards from the military for this design perfection. And, they are still around today! And, GMC gave America a dandy. The first on the market was the TVS4, or travel vehicle streamlined.

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The team was also behind GMC's history of its bus makes. And, the interior was replete with avocado green shag carpet. Though they were in production for a short time, they hold a great place in our hearts. His fond memory of touring days is the reasoning. GMC even came out with the "Sprint" in the 70's which is quite like Chevy's then-popular El Camino. GMC began diverging from their competitor's designs in the 90's. Today, their trendy designs like the Yukon and Denali series makes converts. Each year it seems, the celebrity GMC SUV has another milestone in sales. It seems

the luxe black edition with a 10speed transmission is perfect for the desert. The language may be different there, but this region's buyers refer to GMC models as "Jims". The serious team took on the addition of a turbocharged V6 with a higher torque than the Corvette. And, the coolashell van the mercenaries drove as a base camp. And, the heavy duty machine took enough turns, dives, and gunshots to make it the true hero of the series. So much so that when the reboot ATeam movie came out in 2010, the van got a contract, too. For example, the first electric car began a short drive before the Model T was gracing roadways. But, they did not gain enough interest for good reason. Bicycles of the era were faster. Whether you are buying new, fixing the old, or need good advice, we've got your back. Or, need a manual for your wheels. We've got those, too. Not only will we cover troublesome components, but we'll talk about the operation of the warning light and how drivers can often mistake normal operation as a perceived problem. Before we start to review common ABS system problems let's talk about why car manufacturers developed this technology. In addition let's talk about what it means when the warning light comes on and what we should do about it. If a tire locks up it loses the ability to properly control the vehicle.

The ABS system quickly applies and releases the brake on any wheels that show a lockup situation. In the old days they told us to pump the brake pedal on icy roads. Now the driver can just push as hard as they want on the brake pedal and the ABS system accomplishes the same task automatically. They often mount these wheel speed sensors on a backing plate. Although this plate provides some protection the sensor remains exposed to the harsh elements, road salt and flying debris. If the sensor becomes damaged the computer turns on the ABS warning light to notify the driver that the system isn't functioning properly. These trouble codes can point you in the direction of the malfunction. This greatly reduces diagnostic time and removes the guesswork so you're not replacing unneeded parts. In other words, if a wheel speed sensor gets crushed by road debris the brake module sets a trouble code for this sensor. After you replace the damaged wheel speed sensor the car's computer automatically sees the completed repairs after a short drive. The light goes out and it's not necessary to clear any set trouble codes. Again that's why they call it a constantly monitored system. If a wheel speed sensor fails, parts and labor to replace this item run around hundred dollars on many cars. However, some aging ABS systems are known for modulator valve problems. This part of the system controls and allows hydraulic fluid to flow to individual calipers. Many manufacturers built these modulator valves into an assembly that contains the EBCM electronic brake control module. Now when one part of this assembly fails, you need to replace all of it. These units manufactured by Kelsey Hayes failed in large numbers. Aftermarket companies jumped in to take advantage of this business opportunity. They rebuild or repair your original component and send it back to you. Therefore, a little research on your individual problem might uncover costeffective solutions.

In other words, drivers can go for long periods of time without needing to use a panic stop function. Then when an emergency occurs, these drivers can hear and feel harsh engagement of the antilock safety feature for the first time. Mechanics highly recommend that car owners become familiar with how this safety feature performs when everything is working correctly. In fact, dealers that sell you an ABS equipped vehicle should demonstrate how it operates. Unfortunately, this rarely happens. Get use to judging the total stopping distance from different speeds and road surface conditions. Taking the time to do this remains a better solution than being surprised by the first panic stop in an emergency situation. This prevents drivers from complaining about common ABS system problems that actually indicate normal operation. Things like the violent pushback from the brake pedal, a buzzing or grinding noise when the system becomes active indicates proper function on many models. A prime example of this is the traction control system. When a wheel speed sensor detects a wheel or tire slipping, the brake control module gently applies the caliper, restoring traction to that tire. Stability control systems also use the vehicle speed sensor, wheel speed sensors and the antilock brake system to help keep the automobile straight on the road. A malfunctioning wheel

speed sensor is an excellent example of this. If the computer sees a missing wheel speed input signal, it turns on the warning light for all systems that use the information from the sensor. When it comes to what type of vehicle The right choice comes down to how the engine will be used, as well as how high your budget is. However, while this could potentially save you money in the long haul, it won't necessarily save you money as we'll explain in the next section. That means faster acceleration and higher top speed.

Diesel engines typically have more torque, which will increase the size of a load that a vehicle can haul. However, if it's the performance you're looking for, then gas might be the right route. If so, be sure to come back often for other similar content. If so, we have the perfect beginner's guide to auto equity loans. [Click here for more information.](#) If you've got a car, you might be able to get some. A vehicle equity loan is a loan based on the value of your vehicle. There are many factors that go into determining the value and term of your loan. We'll discuss that in further detail in a minute. The equity in your vehicle depends on how much of that original loan you have paid off. Home equity loans, for example, require more time and paperwork to complete. Let's take a look at a few other types of loans and see how an auto loan compares. If you don't own a home, this isn't an option for you. Also, you can't get money fast with a home equity loan. They also need a more thorough credit check. Plus, they may require an appraisal to value the home. If you've got bad credit, this isn't an option for you. Also, these loans tend to be smaller. If you're looking for more than a few hundred dollars, this isn't the loan for you. Again, if you've got bad credit, you won't get approved. And credit cards also have high rates and fees, so be careful what you sign up for. An auto loan will usually have a reasonable rate and no surprise fees. If not, you should. The three major credit agencies, Transunion, Equifax, and Experian, all offer free reports once a year. Your score depends on your credit history. If you have limited past credit, or have had a few slow payments, then your score might be lower. That's okay too. You might pay a higher interest rate, but it's still an option. That means you'll have a higher interest rate. Mileage counts as well. If you've taken good care of your vehicle, you shouldn't have any problems.

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