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The Ford 8.8- and 9-inch rear differentials are two of the most popular and best-performing

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differentials on the 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

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cars. Built from 1957 to 1986, the 9-inch Ford differential is 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

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Manual effectively transmits power to the ground for many classic Fords and hot rods of all types, but it 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-

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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 backlash so that the rear end operates at peak efficiency. Aftermarket 9-inch

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performance differentials from manufacturers including Currie, Moser and Strange are reviewed and you learn how to rebuild and set up these high-performance aftermarket differentials. In addition, this book provides a comprehensive identification

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chart to ensure readers properly identify the model and specifics of the 9-inch differential.

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Continental, Lincoln Town Car,
Lincoln Mark series, Lincoln
Navigator, Lincoln MKS, Lincoln
MKZ, Lincoln LS, Lincoln MKX,
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Manual Premiere, Lincoln
Navicross, Lincoln Cosmopolitan,
Lincoln Lincoln, Lincoln Lido,
Lincoln Sport. Excerpt: The
Lincoln Continental was an
automobile produced by the
Lincoln division of Ford Motor
Company from 1939 to 1948 and

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Manual again from 1956 to 2002. Despite often sharing underpinnings with less-expensive Fords in more recent years, the Lincoln Continental had usually been a distinctively platformed and styled, highly equipped luxury car in the course of its long history.

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The flagship Lincoln model during most of its run, the Continental name conveyed special cachet in the product line. During the 1980s, the Continental was downsized from a full-size to a mid-size Ford Taurus platform; this introduced the Continental to

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a wider range of competition from Europe and Japan. After the Continental was discontinued in 2002, it was largely replaced by the Lincoln LS V8.

contemporaneous image of 1942
Lincoln Continental coupe 1948
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The first Lincoln Continental was developed as Edsel Ford's one-off personal vehicle, though it is believed he planned all along to put the model into production if successful. In 1938, he commissioned a custom design

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Manual from the chief stylist, Eugene T. "Bob" Gregorie, ready for Edsel's March 1939 vacation. The design, allegedly sketched out in an hour by...

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Manual, Lincoln LS, Lincoln MKX,
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Lincoln MKR, Lincoln Blackwood,
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MK9, Lincoln Liberty engine,
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Manual, Lincoln-Mercury,
Lincoln Navicross, Lincoln L-head
V12 engine, Lincoln
Cosmopolitan, Lincoln Lincoln,
Lincoln Lido, Lincoln Sport,
Lincoln V12 engine. Excerpt: The
Lincoln Continental was an
automobile produced by the

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Lincoln division of Ford Motor Company from 1939 to 1948 and again from 1956 to 2002. Despite often sharing underpinnings with less-expensive Fords in more recent years, the Lincoln Continental had usually been a distinctively platformed and

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Manual, highly equipped luxury car in the course of its long history. The flagship Lincoln model during most of its run, the Continental name conveyed special cachet in the product line. During the 1980s, the Continental was downsized from a full-size to a

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convertibleThe first Lincoln

Continental was developed as

Edsel Ford's one-off personal

vehicle, though it is believed he

planned all along to put the

model into production if...

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The chaise-longue by Le Corbusier, the radio by Rams, the chair by Eames – designers make things into cult objects and become icons themselves. But who knows which coupé was designed by Frua, which

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limousine by Engel, which station wagon by Opron? For a long time, car design was considered to be anonymous, the designers stood in the shadow of the perception of the design, even though their designs can be found on the roads in millions. This richly

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Illustrated book captures the origin of a profession and maps the development of car design based on a comprehensive introduction and the career biographies of over 200 selected designers who contributed to the design of cars and many different

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The Auto Guide 2002 is a tool in researching the best purchase that money or good taste can acquire on the world's automobile

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Art Deco design is a jazzy celebration of the Machine Age, mass production, geometry, and the straight line. In Palm Beach County, sleek themes are seen representing tropical, nautical,

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Manual, and stylized motifs that reflect speed and technology. Elements include eyebrows, flat roofs, porthole windows, rounded corners, columns, glass blocks, bandings, multiples of three, and Zig-Zag steps. Palm Beach County has

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dozens of Art Deco treasures built throughout the 1920s, 1930s, and 1940s, which are located in the downtowns of Delray Beach up through West Palm Beach. Art Deco architecture found in Palm Beach County is spread out rather than concentrated in one

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Manual. These buildings are significant to the history of South Florida because they represent some of the earliest structures ever built in the area. These remarkable gems are in danger of being demolished due to the ever-increasing amount of

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Pages: 27. Chapters: Ford Taurus,

Page 52/64

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Ford Windstar, Lincoln

Continental, Mercury Sable.

Excerpt: Lincoln Continental was 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 2002. Despite

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often sharing underpinnings with less-expensive Fords in more recent years, the Lincoln Continental had usually been a distinctively platformed and styled, highly equipped luxury car in the course of its long history. The flagship Lincoln model during

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Continental was discontinued in
2002, it was largely replaced by
the Lincoln LS and eventually the
Lincoln MKS. 1942 Lincoln
Continental convertible front
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The first Lincoln Continental was developed as Edsel Ford's one-off personal vehicle, though it is believed he planned all along to put the model into production if successful. In 1938, he commissioned a custom design

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Manual from the chief stylist, Eugene T. "Bob" Gregorie, ready for Edsel's March 1939 vacation. The design, allegedly sketched out in an hour by Gregorie working from the Lincoln-Zephyr blueprints and making changes, was an elegant convertible with a long hood

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Manual covering the Lincoln V12 and long front fenders, and a short trunk with what became the Continental series' trademark, the externally mounted, covered spare tire. They had front and rear transverse leaf springs and hydraulic drum brakes. 1948

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Lincoln Continental coupe 1948
convertible with view of
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