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Transmission repair manuals A6LF1/2/3, A6GF1, A6MF1/2 Information about rebuild transmission A6LF1/2/3, A6GF1, A6MF1/2 The A6LF1 is counting as very reliable and durable automatic transmission. New modification, which came out on 2011, is matching to engines, which have 1.8-2.5 liters' volume and is easy to repair.

~~Transmission repair manuals A6LF1/2/3, A6GF1, A6MF1/2~~

Transmission general data The automatic transmission A6MF1 is intended for front-wheel drive

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cars belonging to the class HeavyDuty (IC-engine 2.0-2.4L and torque up to 280 Nm). This transmission is a modification of A6LF1. Click on main category to see more related parts

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The vulnerability of the A6MF1/2 transmissions resides in burning of clutches 3-5\R and 2-6. For replacement of these burning packages, Hyundai released the kit of "Power Pack" friction elements with steel and bearing discs. The Overdrive is also frequently replaced by repair specialists. The problem is explained by overloads caused by contaminated fluid, resulting in wear-out of teflon rings ...

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A6MF1 TRANSMISSION TEAR DOWN

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The second transmission in the A6 lineup is the A6MF1, which usually sits behind 2.0L or 2.4L engines

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having a maximum torque rating of 170 lb-ft. Next is the A6MF2, which usually appears with the 2.4L engine with a maximum torque rating of 210 lb-ft. Then there's the A6LF1, which comes with the 3.3L engine with a maximum torque rating of 245 lb-ft. That's followed by the A6LF2, which ...

~~Gears Magazine | Hyundai/Kia's A6 Family of Transmissions~~

The name for this transmission is determined by the size engine it's paired to. From as small as a 1.2L engine to as big as a 4.0L, the names begin with A6GF1, increasing to A6MF1 and 2, and then to A6LF1, 2 and 3. Similarly, as engine size increases, so does the size of the transmission. This of course is due to the necessary increase in ...

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can buy from you. Personal communication—the key to the 22 action steps—will make your company stand head-and-shoulders above the competition.

Introduced in 1997, the GM LS engine has become the dominant V-8 engine in GM vehicles and a top-selling high-performance crate engine. GM has released a wide range of Gen III and IV LS engines that deliver spectacular efficiency and performance. These compact, lightweight, cutting-edge pushrod V-8 engines have become affordable and readily obtainable from a variety of sources. In the process, the LS engine has become the most popular V-8 engine to swap into many American and foreign muscle cars, sports cars, trucks, and passenger cars. To select the best engine for an LS engine swap, you need to carefully consider the application. Veteran author and LS engine swap master Jefferson Bryant reveals all the criteria to consider when choosing an LS engine for a swap project. You are guided through selecting or fabricating motor mounts for the project. Positioning the LS engine in the engine compartment and packaging its equipment is a crucial part of the swap process, which is comprehensively covered. As part of the installation, you need to choose a transmission crossmember that fits the engine and vehicle as well as selecting an oil pan that has the correct profile for the crossmember with adequate ground clearance. Often the brake booster, steering shaft, accessory pulleys, and the exhaust system present clearance challenges, so this book offers you the best options and solutions. In addition, adapting the computer-control system to the wiring harness and vehicle is a crucial aspect for completing the

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installation, which is thoroughly detailed. As an all-new edition of the original top-selling title, LS Swaps: How to Swap GM LS Engines into Almost Anything covers the right way to do a spectrum of swaps. So, pick up this guide, select your ride, and get started on your next exciting project.

Keith McCord recounts the history of automotive onboard diagnostic systems and creation of the rudimentary OBD I systems and the development as well as the evolution of OBD II. Currently, OBD-II (OnBoard Diagnostic II) is the standard of the industry, and this book provides a thorough explanation of this system. It details its main features, capabilities, and characteristics. It shows how to access the port connector on the car, the serial data protocols, and what the serial data means. To understand the diagnostic codes, the numbering system is defined and the table of common DTCs is shown. But most importantly, McCord provides a thorough process for trouble shooting problems, tracing a problem to its root, explaining why DTCs may not lead to the source of the underlying problem, and ultimately resolving the problem.

Shut Up, Stop Whining, and Get a Life was immediately hailed as "not your average self-help book" and demanded attention and praise right out of the gate. It is now considered one of the icons of the personal development movement. Now, Larry Winget is back with his signature caustic, no-nonsense, hilarious style, which earned him the titles "Pitbull of Personal Development®" and "World's Only Irritational Speaker®." Winget's "get off your butt and

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go to work" approach to self-improvement boils success down to a simple formula: Everything in your life gets better when you get better. Get tangible advice from one of the world's most successful speakers and the author of five bestselling books and television personality. Learn the keys to turning your life, money and business around. Stop making excuses, stop blaming others and take responsibility for your life and your results The brutal advice he offers has changed the lives of millions of people and increased sales for countless businesses. In this Second Edition of Shut Up, Stop Whining, and Get a Life, Winget takes the same principles and expands the lessons with brand new examples, stories, and added wisdom. It may sound ruthless, but your life is your own fault and if you shut up, stop whining, and take action you can create a better life.

By the coauthor of the #1 Wall Street Journal and New York Times bestseller The One Minute Entrepreneur Offers a simple, straightforward, and proven approach to negotiating anything Written in the popular and accessible "business fable" format Negotiation impacts every aspect of our lives, from the deals we strike on the job to our relationships with family members and neighbors, to the transactions we make as customers. Yet most people do anything they can to avoid negotiation -- it makes them uncomfortable, nervous, even frightened. This plague of "negotiaphobia" is that The One Minute Negotiator will remedy. Don Hutson and George Lucas use an engaging business parable to tell the story of a high-level sales professional who learns to master a simple yet profound approach to negotiations. Jay Baxter

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sells more than anyone else in his company, but his profit margins are slim. Instead of negotiating the best deal for the company, he's giving too much away to get the sale. On a company-sponsored cruise he meets the One Minute Negotiator, who teaches him a three-step negotiating process that can be applied to any situation: closing a deal to get your product in a big-box retail store, getting the best loaner car while your car is in the shop, seeking a fair solution after a hotel messes up your reservation, settling on the price for your new home -- in short, any transaction. The key is flexibility. Most books on negotiation preach one of two gospels: thou shalt collaborate or thou shalt compete. Either everybody works together toward a common goal or the process is basically adversarial. The problem is no two negotiations are alike -- one strategy cannot fit all. The One Minute Negotiator teaches you four potential strategies and shows how to choose the one best suited to the situation, your own inclinations, and the strategy being used by the other side. Besides the obvious benefits, conquering negotiaphobia will reduce your stress level. You'll never walk away thinking about what you should have asked for or might have gotten. Instead, with tools Hutson and Lucas provide you can confidently and consistently guide any negotiation to the best possible conclusion.

Millions of Chevrolet vehicles were built and sold in the 1960s and 1970s, and the great majority of those were rear-wheel-drive models with differentials known as 10-bolts or 12-bolts. High-performance limited-slip versions of these differentials also have been installed in Camaros, Chevelles, Corvettes, and many other GM

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muscle cars from 1964 through the 1970s, as well as Chevy and GMC trucks. If you have owned a GM performance car from the 1960s or 1970s, you have owned one of these sturdy, reliable, and versatile differentials. Many of these differentials are now more than 50 years old and are due for an overhaul. In Chevy Differentials: How to Rebuild the 10- and 12-Bolt, author Jefferson Bryant walks you through the entire process of procuring, evaluating, and rebuilding the perfect differential for your GM application. In this step-by-step guide, you learn how to completely disassemble the differential, evaluate components, and select replacement parts. You're also shown all of the up-to-date techniques for re-assembling the differential and axle. Informative sections on axle identification and replacement parts are also provided. Maybe you have found a salvage-yard unit and want to rebuild it to upgrade your existing vehicle. Maybe you would like to install an aftermarket 12-bolt assembly for extreme performance or racing. This is the only book dedicated solely to rebuilding, setting up, and modifying these axle assemblies for long service life and maximum performance. If you're going to rebuild a Chevy 10- or 12-bolt axle, this book delivers the essential information to get the job done right.

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