

THE PITCREW AGENCY



“Go Like Hell”

Ford Performance & Velocity



1966 - Ford Wins 1, 2, 3 at 24 Hours of Le Mans

“Go Like Hell”.

Those were the iconic words shouted by Bruce McLaren (yes, THAT McLaren) as he cheered on his co-driver in the 1966 LeMans race that Ford would go on to win. In fact, not just win, but win in grand, sweeping fashion against the most notable brand in auto racing history; Ferrari.

When it comes right down to it, there are few brands in this world with the performance and racing heritage of Ford Motor Company. During its 117-year existence, Ford has played a role in the growth of America and has been in lockstep with the changing culture, values, and direction of our ever-changing, dynamic country. What has separated Ford apart from the rest of the automotive world is a keen ability to adapt and a knack for releasing some of the most iconic vehicles ever produced. Names like Mustang, Bronco, and F-150; just to name a few. Vehicles like the Classic Ford Bronco go well beyond just being popular. They have moved into the pantheon of automotive iconography, and remain buried in our collective conscience.

As Velocity built our brand and tapped into the soul of Classic Ford Bronco lovers all over the world, we needed to find partners that spoke our language and understood our goals. Velocity didn't set out to just restore vintage Ford Broncos, no, we set out to resurrect the soul of the Ford Bronco by bringing these old workhorses into the modern century with a combination of fine craftsmanship, deep nostalgia, and modern performance. Who would we choose to help bring our unique vision to life?

Ford Performance: Many Names - One Goal

Much like Velocity, Ford is a company that is full of passionate people that share a common goal. At the backbone of incredibly iconic machines like the vintage Ford Bronco and the Mustang are engineers, designers, and product planners who possess a little more gasoline in their blood than the average human. People who see a checkered flag as a starting point, not the end of the line. People who wrench, get their hands dirty and create automotive magic. See a parallel between this heritage-filled brand and the craftsmen at Velocity? We sure do.

Even though it's gone by several names over the years, the gear heads at Ford Performance have served as the ten-tenths crew for the global brand and have had first-hand experience creating some of the most iconic factory-built, specialty vehicles on the planet as well as headed up factory racing efforts for nearly 70 years.

A History Of Speed



1902 - Henry Ford Race Car

Ford's racing efforts have been the battleground for Ford products for longer than the brand has been around! In fact, it was the winning from a 1902 race driven by Henry Ford himself that provided the funds to eventually start the Ford Motor Company. Ford has always seen racing as a proper proving ground for their production parts and a public relations engine that showed the world that Ford possessed a passion for speed and a passion for creating some of the world's finest automobiles.

We could write an entire article on their stories history but for the sake of brevity and impact, let's lay down some highlights:

1949: Jim Roper Driving a Lincoln, wins the very first NASCAR race

1963: Jim Lund wins Daytona 500 with a Ford

1966: Ford, partnered with Shelby American, wins 1, 2, and 3 at Le Mans

1967: Jim Clark, driving a Lotus-Ford wins the Dutch FIA (Formula 1) Grand Prix

1994: Michael Schumacher wins his first of 7 drivers championships with Ford - Benetton

2016: Ford enters 4 Ford GT Ecoboost cars at Sebring, finishing 1-3-4-10



Michael Schumacher's Championship Winning Ford Benetton B194

One look at all those wins in those incredible racing series tells the whole story. Ford has not only built iconic vehicles like the classic Bronco and the Mustang but they've competed in some of the most grueling and challenging motorsports events throughout the world.

Ford Performance Is Born

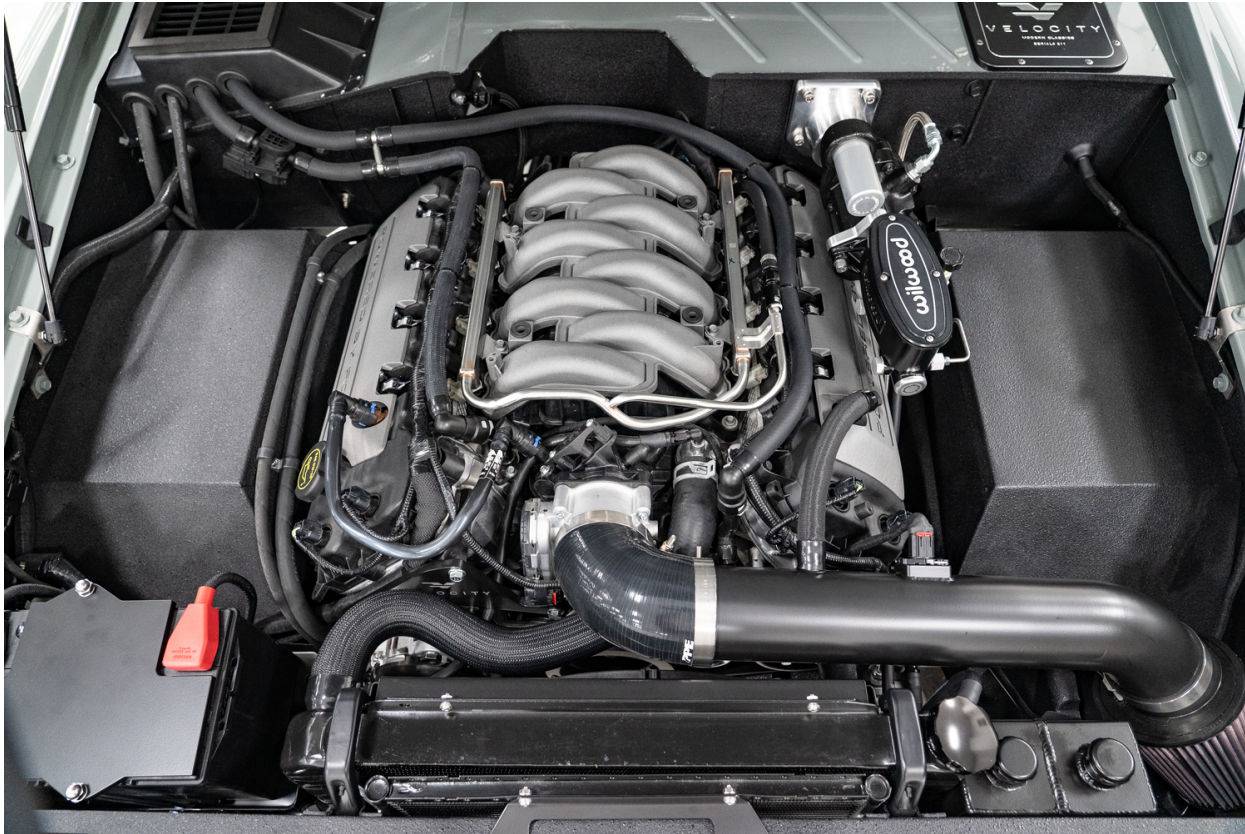
Much like Velocity, Ford Performance has built a reputation for taking classics and dialing them up to a level that sets automotive enthusiasts' hearts on fire.

Back in 1981, Ford put together a team of engineers that would be known as SVO or Special Vehicle Operations. This ragtag group of engineers would be transitioned into the SVT group in 1993, with a separate budget and goals from the original SVO team. SVT was tasked with not only producing parts and running Ford's motorsport program but also producing unique, high-performance street vehicles. The SVT Cobra and SVT Lightning pickup are among the most famous of the vehicles produced by SVT during this era. A partnership with Shelby America in 2005 would start another series of vehicles that would become the pinnacle of Ford's streetcars and create a need for a certain V8 engine.

In 2015, Ford's SVT merged with Ford Sport RS (Europe) to form what we now know as Ford Performance. Not only would this new division continue Ford's factory racing efforts but they would begin to offer a wide array of factory-backed, race-proven performance parts for builders all over the world. This included performance crate engines that were factory engineered and ready for installation in a wide variety of vehicles like our incredible classic Ford Broncos for sale that we ship to buyers all over the country!

From racing teams across a staggering number of disciplines to building incredible performance parts for world-class builders like Velocity; Ford Performance is the result of 117 years of heritage and passion.

The Howling Coyote



As the premier builder of Classic Ford Broncos in the country, Velocity needed an engine that would make our beautiful, bespoke restorations "Go Like Hell" and Ford Performance absolutely delivers with a specially built, crated 5.0L V-8. This beautiful engine, appropriately dubbed the "Coyote" for its howling soundtrack, was developed to be a 5.0-liter powerplant as a tribute to an old muscle car friend but packs in modern technology honed from the racetrack that makes our classic Ford Broncos scream.

This high-tech engine harkens back to the fox body Mustangs that roamed the streets for a staggering 15 model years and proudly displayed 5.0 on their fenders to show the muscle that was packed underneath. Few engines in the last 50 years have such an iconic attitude as the original OHV 5.0. Beyond that burden, the new 5.0 needed also to be a worthy successor to the 4.6L 3V and provide a strong base for not only the Mustang but Ford's entire performance portfolio as well. Ford Performance also knew that this motor would make its way into the shops of builders like Velocity and make it into the engine bays of all kinds of vehicles. It needed to be refined, reliable, and powerful.

While the original 5.0 engine was advanced for its day, the modern, all-aluminum Coyote is leaps and bounds ahead of anything that existed when the fox body was at its heyday. In fact, the Coyote is not only a great engine for a muscle car but a world-class engine that has been praised by trusted publications like [Wards Auto](#); who have awarded it a coveted 10 best engine award twice. The modern Coyote engine is truly a class above powerplant that packs in classic muscle car power and nostalgia with modern levels of refinement and poise.

The Coyote V8 is an ideal companion to the unique builds from the Classic Ford Bronco fanatics at Velocity. Much like our custom Broncos, the Coyote brings together old-school attitude and noise with modern levels of technology and refinement. This combination brings two separate eras together in a way that only the most passionate and knowledgeable builders like Velocity can properly highlight. Our in-house tuning ensures that our Coyote V8 packing Broncos retain a refined driving character that can also shred tires and hearts. We love the Coyote and we think you will too.

A Perfect Pair

Looking back on the history of Ford Performance, the pedigree and experience are hard to ignore. From Formula 1 and Le Mans wins to deep partnerships with iconic streetcar builders like Shelby American; Ford Performance has the credentials to back up the Blue Oval's 117-year history. For Velocity, the pedigree of Ford Performance was an easy choice. Not only does it allow us to offer our customers a slice of true racing pedigree, but it plays a crucial part in the performance and luxury story that Velocity tells with its classic Ford Bronco builds every day. We don't just offer old Ford Broncos for sale; we offer the most premium classic Ford Bronco experience in the country.

Velocity couldn't be more proud to feature Ford Performance products in our vintage Ford Bronco builds and we think you'll see why when you stand on the throttle and feel the raw, visceral power of the Coyote's howl. We dare you to wipe that smile off your face because when you "go like hell", it's nearly impossible to not get addicted to the speed.

How To Change The Oil In

A Supercar - 4 Common Mistakes

Changing your own oil is an absolute right of passage for most automotive enthusiasts. Yes, we get a little guarded over our precious rides, and that sense of addiction, I mean, ownership includes providing the life-giving nectar of automotive life. Oil is the lifeblood of any vehicle by going about its thankless job, silently providing crucial lubrication to your vehicle's engine, and keeping things running smoothly. When that vehicle happens to be a high-performance supercar; the stakes are much higher and every piece of the maintenance puzzle needs to be completed with perfection. No pressure, right?

So, if you think you're ready to change the oil on your supercar and are looking to gain some valuable advice and insight into avoiding common mistakes - we've got you covered!

Here are the 4 most common mistakes when changing the oil in a supercar:

1. Not Doing Your Research
2. Not Having The Right Tools and Materials Ready
3. Not Using The Correct Oil and Filter
4. Not Taking Your Time

Ready to get your hands dirty? Let's talk oil!

Not Doing Your Research

Yes, we do have an incredible team of techs that know our fleet of supercars inside and out and take care of these beasts week after week. No, we don't know everything! In fact, trying to know everything about a vehicle as complex as a supercar is an exercise in ultimate failure. In fact, our techs utilize service manuals that are direct from the manufacturer, as well as a litany of tools that help us keep our supercars in peak condition. Information changes often and we're always on this cutting edge.

When embarking on your first foray into this new territory, make sure that you consult a variety of resources prior to embarking on your first oil change project. Start by researching your specific make and model on the internet and putting special focus on how-to videos done by other owners like [this one](#) on the Ferrari F430. Also, consult the internet's wide array of owner forums like [Ferrari Chat](#) as well as sites like Reddit so you can gain a complete picture.

If you prefer a more traditional source of information, consider rolling with the manufacturer's service manuals/guides that can usually be downloaded or purchased directly. The caveat here is that many of the websites that host this information require you to work in the automotive repair field or own a repair shop. If you know someone who owns a shop, this could be a resource for you, if not, you'll have to glean the information from other sources.

Not Having The Right Tools and Materials Ready

Let's be straight here, embarking on changing your oil on a supercar is not for the faint of heart. Once you are knee-deep in the service procedures, any lack of preparation will be readily apparent and could leave you in a potentially sticky position. No one wants to be the guy who has to abandon his post mid-project because he forgot a crucial part to completing the procedure.

Once you've consulted the manuals, service guides, and the internet at large, it's time to gather your materials. Our advice is to get all parts as needed from your local dealer and not skimp on anything that isn't designed to work with your particular vehicle.

Although each process will vary for each supercar, here's a generic list that can help you get your head on straight:

- Manufacturer recommended oil type
- Manufacturer recommended oil filter
- Vehicle specific drain plugs
- Vehicle specific gaskets or o-rings
- Vehicle specific washers or spacers
- Oil filter wrench
- Oil catch basin
- Properly sized funnel
- Plenty of rags
- Oil cleaner or degreaser
- Plan for oil disposal
- Ramps or lift

Check, check, and double-check to make sure you have at least these basics prior to taking on the job! Your car's process will likely be unique, so pay attention.

Not Using The Correct Oil and Filter

We can't stress this one enough. The oil for your supercar is its lifeblood and skimping on oil quality or making a mistake on the type of oil could lead to catastrophe for your ride. In general, although there are two types of oil (synthetic and conventional) your supercar will almost assuredly be utilizing a high-end, synthetic oil that packs in a cam protection additive and high film strength. The reason is simple. These motors take an absolute lashing and the high RPM, high heat of a supercar engine needs the ultimate in lubrication.

There are a wide variety of oil weights and viscosities that are used across the supercar spectrum and you'll want to consult with your owner's manual or with your dealer to determine the exact type of oil used in your supercar. Oil that is too heavy or too light can lead to engine damage, reductions in horsepower, and reductions in overall efficiency.

This same mantra applies to your oil filter as well. Supercars typically utilize a high-flow oil filter that is a match for the oil consumption and oil mobilization needs of these high horsepower monsters. Using the wrong oil filter can lead to your engine being starved of oil and lead to engine issues. Don't skimp here! Buy the RIGHT part!

Not Taking Your Time

Although you may be driving a 4 - wheel rocket, changing the oil on your vehicle is not something that you want to be a fast process. You have to remember that, depending on the vehicle, this will not be a fast process and could take several hours for an experienced technician to complete - let alone a DIY enthusiast.

For example, Godzilla, also known as the Nissan GTR, is comparatively easy to complete an oil change on compared to vehicles like the Huracan. The Nissan GTR has 1 Drain Plug and takes about 45 Min to change and complete in full while the Lamborghini Huracan has 8 Drain Plugs and takes between 2-4 hours depending on who is doing the work. In addition, you have to be ultra-careful due to the location of the plugs, since it can be an extremely messy endeavor. Yikes!

Rushing can also lead to cross-threading your drain plugs, which will cause the plugs to not seal properly and leak. Trust us, this is a nightmare scenario and can lead to a lengthy repair that involves re-tapping the drain plug hole and replacing the plug itself.

Time may be of the essence on the track but not while working on your car!

There's No Shame In Getting Help

At the end of the day, we can't tell you what to do. What we can tell you is that changing the oil on a supercar is not like changing the oil on a Honda Civic. It is a highly involved process that can take several hours for even the most accomplished of techs to complete. A supercar is simply not designed to be easily worked on. It is designed to achieve stunning levels of performance and that performance often comes at the expense of common sense engineering like oil changes.

If this all seems a bit overwhelming to you, we don't blame you. You may not possess the skill set of our accomplished technicians and that's totally okay. There's no shame in taking your supercar down to your local dealer or better yet, finding a specialist in your area who makes their living working on exotics. You may even be able to find a specialist who works on your particular brand only. These folks are often former factory technicians and have a deep working knowledge of these beasts of the track.

At Xtreme Xperience, we're all about speed and we meticulously maintain an incredible fleet of supercars to make sure that you have the most fun out on our selection of challenging tracks all across the country. So, when you're ready to put a supercar through what it was designed to do, come take a ride with us!



LOOKING BACK AND LOOKING FORWARD

When you're a company that's been around for over 100 years, you have some serious bragging rights, sure, but you also have some serious expectations as well.

After all, if we're talking about the impact on car culture, Vogue Tyre occupies a position in the hall of automotive greats. From the whitewall tires on the chauffeured grand machines of old Hollywood to the lowrider and custom car scene of today, Vogue has always been at the center of something great. What we've never done in our 100 year plus history is rest on our laurels, take our heritage for granted or stop innovating and pushing forward. Sure, we can talk about the wonder of making it 100 years all we want but if we want to be around for the next 100 years, we need to continue to adapt and evolve. We need to stand out in new and different ways.

Standing out can mean so many things. In the beginning, we stood out by providing a unique product that helped the most beautiful automobiles and the most beautiful people in the world stand out from the rest. We rode a wave that would eventually turn into a tsunami, a force of nature that we today simply know as "car culture". Americana. An America that's so interlaced with car culture, that we've turned cars from an appliance, into a pastime. A nation full of car-crazy people, that expands through generations and generations alike. We were always there, right in the middle of this movement toward automotive bliss and passion.

Back in the 1930s and 1940s, car culture was just starting to get its legs. From custom rods in garages all over Southern California to the beginnings of American luxury that would eventually become the hallmark of the Vogue name, our nation was quickly becoming car crazy. With innovative products like the Vogue Gold Streak, Vogue trucked through decades and decades of national upheaval, and post-war prosperity and began to cement a business plan that would take it through the next 5 decades. Primarily operating through Cadillac dealerships, Vogue Tyres became the hallmark upgrade for consumers looking to stand out in one of our countries most illustrious brands of vehicle. Yes, you could say that Vogue is indeed the "Cadillac" of tyres and this moniker is well deserved. We use this phrase to describe something that is the best example of a particular product and that's exactly what Vogue Tyres gave to Cadillac buyers. The opportunity to purchase a tyre for their vehicle, which represented the

standard of the world, was rolling on tyres that were also the standard of the world. This was standing out in the most fantastic of ways and it was a great plan for nearly 50 years.

In 2008, everything changed for not only Vogue but for the rest of the world as well. The Great Recession forced Vogue's leadership into reconsidering their ability to stand out as the economy of the world completely collapsed around them. Vogue Tyre needed to shift directions, and fast, if they wanted to make it out of this trying time. This called for action as bold as the tyres themselves and in 2010, we emerged with a new manufacturing partner, a new business plan, and a new lease on the future. If you think we would be knocked down after making it just shy of 100 years - you'd be wrong.

The 2010s brought the opportunity to stand out in a completely new way and with a completely new set of customers. Although Vogue made its name on the whitewall and Gold Stripe line sold on Cadillacs, Vogue leadership saw an opportunity to take our high - quality, hand-built tyres and completely change the market by offering a product that was a perfect match for the luxury and grand touring cars that consumers were eating up. In 2013, the blackwall, Signature V line was introduced. Further catering to consumer's buying habits, in 2015, Vogue introduced the Custom Built Radial SCT, and the Signature V Black SCT. Tires that are specifically designed for the unique needs of today's modern SUV.

Not only did we completely change our product line, but we completely changed how our product went to market as well! Our partnerships with local tire retailers have allowed Vogue Tyre to connect with consumers that may not be aware of Vogue's incredible history, hand-crafted quality, or industry leading Vogue Craftsmanship Promise: 5 Year/60,000 mile Limited Treadwear Warranty. This approach has allowed us to continue to build a legion of local, raving fans that will not only be returning buyers to local shops but also tell their family and friends about their experience with both the shop and Vogue Tyres. As we look toward the future, we're filled with excitement and hope. Through our robust social media channels, we've allowed Vogue Tyre fans to share their personal take on their own rides. This deep pride and love for their own personal automobiles goes hand in hand with the Vogue mission of providing the best quality tires in the world to the best fans in the world!

Who could have ever thought a hundred years ago that our business would not only be growing, but growing based on interactions with fans on a smartphone. It's remarkable!

There are some ways that Vogue remains decidedly "old-school" but we like it that way. We still provide exemplary quality tires, unique sidewall designs (have you seen the red-stripe line?) and outstanding, passionate customer service. Those things will never change but that doesn't mean that we don't apply these core values to bigger and better opportunities. It's this mentality that will take us through the next 107 years and will allow us to continue to be the most unique and highest quality tire on the road today.



Mustang SVO: Everything You Need To Know

If you don't believe in crystal balls but love the Mustang SVO, you might want to change your opinion on the unknown. The 1984 Mustang SVO holds a special place in the hearts of Mustang enthusiasts because it marked the beginning of a new era and it would provide an unequivocal glance into the future of performance cars in America. It was born out of regulation and raised in the era when performance and efficiency started to intersect in a way that was unheard of for the time but is seen as normal today. Sure, it didn't put out bombastic, crazy amounts of power but it did equal its big brother's horsepower with a full 2.7L LESS displacement. So, it seems, there really is a replacement for displacement and the Mustang SVO was on the cutting edge.

This article will cover everything you need to know about the turbocharged 1984-1986 Ford Mustang SVO, including:

- Why Regulation Drove Change In Performance Cars
- Powertrain Design and Specs
- Chassis Design
- Interior and Exterior Changes
- Colors and Production Numbers

Why Regulation Drove Change In Performance Cars

There were a few major things that really brought the world of performance cars to their knees in the 1970s. First off, the massive oil crisis of 1973 made fuel not only extremely tough to purchase (long lines at stations were common) but also made fuel extremely expensive. Richard Nixon's creation of the EPA would also drive home the fact that these ozone belching muscle cars were also no longer fit under increasingly stringent emissions regulations. The last nail in the coffin was the insurance industry's war on muscle cars, led by none other than American safety activist Ralph Nader. Since muscle cars were primarily bought by young people, they could no longer afford to run the fuel swilling, expensive to insure beasts they came to love.

The muscle car was dead.

Ford, like all other American manufacturers, was reeling from the sales death of one of its most popular and profitable vehicles. In the post muscle car era, Ford struggled with unloved Mustang designs that offered none of the performance or attitude that the

Mustang became famous for. More efficient European cars were becoming increasingly popular in the United States and the men and women at Ford were ready to go to war.

Enter SVO or Special Vehicles Operation Team, which was formed to do three things:

- Run all Ford motorsports programs
- Expand Ford Racing as a brand and establish a performance parts business
- Produce road cars

Powertrain Design and Specs

Under the hood of the Fox Body SVO was not a fire-breathing V8 but a diminutive 2.3L SOHC 4-cylinder that also did duty in the Mustang II and Pinto. Yes, Ford put a Pinto motor into the legendary Fox Body Mustang and it worked. Wonderfully. To bump up the power, the engineers from SVO utilized a trick that is now utilized in everything from CR-V's to BMW's: advanced, computer-controlled fuel injection and turbocharging. SVO pushed 14 lbs of boost to this basic engine to produce 175 horsepower and 210 lb-ft of torque. This made the 1984 Mustang SVO one of the most powerful American made cars of its day and cemented SVO as a force to be reckoned with.

A new water cooling system and additional fine-tuning would see a solid bump in power for 1985.5 and 1986 models. All SVO Mustangs utilized a Borg Warner 5-speed gearbox.

Engine

Type: Turbocharged & intercooler SOHC I-4

Displacement: 2.3L / 140 CID

Bore x Stroke: 96mm x 79.4mm

Compression: 8.0:1

Horsepower and Torque Ratings:

1984

175 HP @ 4400 RPM

210 LB.FT. @ 3000 RPM

1985

175 HP @ 4400 RPM

210 LB.FT. @ 3000 RPM

1985.5

205 HP @ 5000 RPM

248 LB.FT. @ 3200 RPM

1986

200 HP @ 5000 RPM

240 LB.FT. @ 3200 RPM

Performance

0 to 60 mph: 7.7 seconds (Road & Track)

60 to 0 braking: 158 feet (Road & Track)

1/4-mile @ MPH: 15.8 seconds @ 89 mph (Road & Track)

SVO Chassis Design

Sure, that turbocharged powerplant is something to behold but some of the best magic from the SVO was found underneath the Fox Body. Since the engine in the SVO was much smaller and lighter than the heavy V8 found in the standard GT, the engineers at SVO were able to move the engine back in the engine bay and behind the front axle. This had a hugely positive effect on weight distribution and overall chassis feel.

Ford completely revised the suspension geometry to make the SVO a true handling machine. To match this revised geometry, SVO also quickened the steering ratio to 15:1 and added in thicker front/rear anti-roll bars, a limited-slip “Traction-Lok” differential, fully adjustable KONI struts/dampers, and meaty 225 series “Gatorback” tires from Goodyear. Bringing things to a halt were upgraded 4-wheel disc brakes that were pulled from the Fox platform-mate Lincoln Continental.

Suspension

Front: Independent, Koni adjustable struts, coil springs, 30.5-mm anti-roll bar

Rear: Solid axle, four trailing links, two leading hydraulic links, Koni adjustable shocks, coil springs, 17-mm anti-roll bar

Brakes

Front: 10.9 in. vented disc

Rear: 11.25 in. vented disc

ABS: N/A

Wheels

Wheels: 16 x 7 in 5-lug aluminum

Tires: 225/50VR16 Goodyear

Interior and Exterior Changes

The SVO Mustang instantly looked the part on both the inside and the outside. A HURST shifter operated the 5-speed gearbox and Ford even adjusted the pedals for easier heel and toe shifting. Optional leather adorned the adjustable sport bucket seats and leather was also found on the unique SVO steering wheel while additions like power windows, door locks also made an appearance on the Mustang. You could even get an optional, upgraded stereo system. These features were not typically found on compact American coupes of the era and were done in an attempt to persuade European brand shoppers over to the Blue Oval.

Outside, the uniqueness of this model was even more prevalent with the addition of two iconic styling elements: the bi-plane rear spoiler and the large, functional hood scoop. These two things instantly set the SVO apart from standard Mustangs and would go on to define this unique vehicle. Eagle-eyed muscle car addicts will also note that the unique taillights also made an appearance on 1993 Cobra - a distant cousin of the SVO.

Colors and Production Numbers

Total Produced: 4,508

Total U.S. Market Cars: 4,263

- Black: 1,389
- Dark Charcoal Metallic: 1,023
- Medium Canyon Red Metallic: 984
- Silver Metallic: 865
- Oxford White: 1
- No Paint Code: 1

Total Canada Market Cars: 222

- Silver Metallic: 100
- Black: 57
- Dark Charcoal Metallic: 35
- Medium Canyon Red Metallic: 30

Total Export-DSO Cars: 23

Website Copy:

Overview

At John Bean, we are the pioneers in wheel alignment technology.

After nearly 100 years of working with automotive professionals, we've learned a thing or two about building industry-standard wheel alignment machines that merge modern technology with old-school durability and precision. At their core, our machines are designed to correct the geometric angles on your customer's wheels in order to minimize uneven tire wear and keep your clients rolling smoothly. As an automotive repair professional, deciding to bring a wheel alignment machine into your limited shop floor space means you're also looking for that machine to perform another crucial task: bringing in revenue. John Bean delivers on both of these crucial metrics.

Benefits

As an automotive repair professional, you already know that the key to building a successful business is equal parts customer service and revenue generation. Wheel alignment machines allow you to offer a necessary service to your customer that will keep their newly purchased tires from wearing unevenly. Offering a full-service experience will maximize customer satisfaction by offering a one-stop-shop that saves your customers precious time. Not only will this level of service ensure that they return to your shop in the future but it will also ensure that they refer their friends and family as well. Beyond building a base of loyal customers, keeping wheel alignment services in-house also allows you to diversify your revenue stream for the long haul. Whether you run a high-volume tire shop or you're a smaller, local mechanic; John Bean has a machine for your needs.

Modern Vehicles Need Modern Solutions

Today's modern, fuel-efficient cars, trucks, and SUVs utilize a variety of advanced suspension designs and autonomous safety technologies to provide modern vehicles with a stable, secure driving experience. Performing a 4 wheel alignment for your customers ensures that the vehicle's front and rear axles are perfectly aligned. This is important because vehicles out of alignment will suffer from additional suspension wear, premature tire wear, and be more challenging to drive. Performing 4 wheel alignment services bring a unique challenge to the table for shop owners since the machines and time required to run these machines can often be a huge challenge for shop owners and managers. High Volume and Quick Alignment Times = Shop Revenue and John Bean machines are up to this task.

Space Limitations

One of the biggest challenges with integrating a wheel aligner into your shop is crucial shop floor space. Every piece of equipment on your shop's floor is meant to service your customers and bring in revenue. Wheel alignment machines are traditionally large machines that require an alignment lift, console, and sensors to perform their duties but modern technology has allowed wheel aligners to remain incredibly accurate while drastically shrinking in size. Thanks to advances like imaging 3D technology, John Bean's machines are smaller and more accurate than ever.

Additional Services = More Revenue

A John Bean wheel aligner allows you to capture more revenue and increase job profitability by offering more services to your customers that take less time to complete. Wheel alignment goes hand in hand with new tires and is part of the maintenance regimen for modern vehicles. Much like offering oil changes at your shop, offering wheel alignment ensures that your shop can perform a variety of high-revenue, repeatable services, along with one-off opportunities as well. Modern wheel aligners like those offered by John Bean allow your team to quickly perform alignment services so you can get more cars on the rack and make more money.

A Wide Range Of Models For A Wide Range Of Needs

Whether you're looking for a high-level, drive-through style machine with automatic lift tracking or a more compact, wireless design that's perfect for a shop with limited floor space; John Bean has a machine that will fit your needs. We know that not every shop has the same needs or the same budget and that's why we've developed a range of wheel alignment machines to meet the diverse needs of automotive service professionals. Even though we pioneered this technology, we never rest on our laurels and continually offer new, more advanced technologies.

How do alignment machines work?

Alignment machines use clamp-like devices attached to the wheels of a vehicle that take precise measurements of the position of the wheels. This is to ensure that wheels and axles are all moving in the same direction and that the wheel's adjustments fall into the manufacturer's recommended range for toe, thrust, camber, and caster.

What should you consider when purchasing a wheel alignment machine?

First and foremost, stick with a company that's been making alignment machines for almost 100 years. Next, a wheel alignment machine should be extremely accurate, but perform its duties in an expedited manner. The longer it takes to set up, adjust and confirm alignment - the less productivity and less revenue you'll realize. You should consider the size of the space you have to work in since some alignment machines can be quite large.

Why buy alignment machines with us?

With almost 100 years of experience, John Bean is the pioneer in an industry that's full of imitators. We offer an incredibly diverse portfolio of products that allows shop owners and managers to purchase a machine that's optimized for their needs and their budget. Whether you're looking for a high-volume machine with an advanced user interface and high degrees of calibration or a basic machine that allows your independent shop to capture more revenue; we can help.

Front Page

Headline

Get an offer in just a few easy steps. Autogeek makes it easy to safely and quickly sell your car from the comfort of home.

How It Works

We know it's a hassle to sell your car, and we're here to help.

Tell Us About Your Car

Share a few details about your unique ride such as the VIN, year, make, mileage, and any accessories or upgrades you have.

Get Your Price

A dedicated appraisal professional will review your car's information and provide you a competitive, no-haggle offer on your vehicle within 24 hours.

You Get Paid

Autogeek will set up a time to view your car and quickly perform a vehicle condition evaluation to confirm all the details. We take your car off your hands and pay you cash on the spot.

Vehicle Condition Checklist

Does your car have a few dents or scratches? Tires a little worn out? Cracked windshield? Don't worry, we won't judge you. Even if your vehicle isn't in perfect condition, at Autogeek, we want your car!

To make sure we provide you with a fair and accurate offer, we provide a comprehensive Vehicle Condition Evaluation tool to ensure that the price you expect to receive is the price you get. No bait and switch here. Just transparent pricing, great service, and quick pick-up!

What Do You Need To Sell Your Car To Autogeek?

Tell us more about your unique situation and we'll tell you what you need to sell your car to us.

Are You Making Payments?

Do You Have The Title In Hand?

Are You The Only Person On The Title?

Can Everyone On The Title Be Present At Pick Up?

FAQ

You've got questions and we've got answers. Autogeek is here to help make the complicated process of selling a car quick and easy.

Can I Sell A Vehicle That's Not In My Name?

The person whose name appears on the title/registration must be present when selling to Autogeek.

Does My Car Need To Be Paid Off?

No, we will buy your car, even if you still owe money on it.

What If My Car Needs Repairs?

We will buy your car, no matter what the condition is.

What If My Car Has Been In An Accident?

We know it happens and not to worry, we will buy your car, truck or suv even if it's been in an accident.

What If I Have A Salvage Title?

Autogeek does not buy vehicles with a salvage title.

Exhaust Service

Dealing with exhaust issues in Provo? Let Cougar Tire, your trusted, locally owned, and operated automotive professionals, help get you back on the road - no matter what type of exhaust issue you're dealing with! The exhaust system on your car is a complicated series of components that are designed to quiet down your engine, as well as work alongside your vehicle's emissions system to keep that Provo air beautiful and clean.

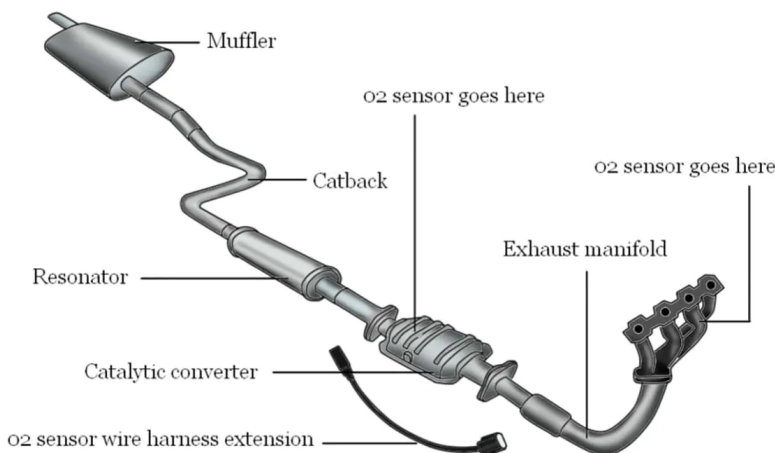
Depending on your unique make and model, the cost to repair your exhaust system in the Utah Valley area can vary from as low as \$110 for an exhaust manifold gasket replacement, all the way up to \$2350 to replace a catalytic converter.

So if you live in Provo, Orem, Vineyard, Lindon, Springville, and surrounding areas or you're a student attending BYU or UVU and you think you may have some exhaust issues, Cougar Tire can help!

Components Of An Exhaust System

Whether it's a strange noise, a warning light, or a strange smell; for most folks, they're not really sure what's going on when it comes time to their exhaust system. At Cougar, we think knowledge is power and as your Provo automotive experts, we know a thing or two about the complicated exhaust system in your car, truck, or SUV.

We're here to help you better understand your exhaust system so you know exactly what you're paying for. We want to earn your business by doing things the right way! So let's talk a little bit about exhaust system basics.



Exhaust Manifold: This component hooks directly up to your engine and collects exhaust gases from all of your engine's cylinders into one pipe. There's a gasket that sits between the manifold and the engine, which is a common failure point.

Catalytic Converter: The Catalytic Converter is an expensive piece of your vehicle's exhaust and emissions system that keeps that beautiful Utah Valley air clean. It basically "burns" the nasty emissions coming from your engine into more environmentally friendly parts.

Resonator: This simple component is designed to ensure your engine remains quiet and composed so you don't wake your neighbors when your car starts. Not all cars have resonators.

Muffler: Every car has a muffler! This critical component is designed to quiet down your engine's exhaust but still provide ample flow.

Symptoms Of Exhaust Issues

Maybe you're rolling down Center Street in Downtown Provo and all of the sudden your engine starts making a strange smell or a tapping noise that you haven't heard before. Don't worry, there's no reason to panic! It may be your exhaust system and the team at Cougar Tire are here to help.

Here are some of the most common symptoms of an exhaust system that is not functioning properly:

1. **Noisy Engine:** If your exhaust manifold is cracked or your exhaust manifold gasket has bit the dust, you may notice that car, truck or SUV suddenly sounds much louder than it used to. This may be especially noticeable on a cold Provo morning.
2. **Decreased Power:** An engine needs to "breathe" properly to produce maximum horsepower. So if your exhaust system is malfunctioning, the engine may produce less power than it typically does.
3. **Decreased Fuel Efficiency:** Much like the loss of power, losing your fuel economy could be a symptom of a malfunctioning exhaust system.
4. **Strong Smells:** Whether is the smell of gasoline or the smell of tailpipe emissions, these are typical symptoms of a failing exhaust system. Rather than exit the rear of the vehicle via the tailpipe, the fumes are leaching out from another location.

Why Do Exhaust Systems Develop Issues?

So, if you think you may have an issue with your exhaust system, then you may be wondering why it happened in the first place.

1. **Age:** Over time, the gaskets, connections, and flanges in your vehicle's exhaust system start to wear. As your car, truck or SUV gets older, this is simply part of the maintenance and ownership experience.
2. **Corrosion:** Living in Provo, you know all too well the downsides of road salt, and your exhaust system can bear the brunt of the winter. Although your car, truck, or SUV is designed to withstand the damaging effects of corrosion, over time, those protections wear down and your exhaust system can actually corrode. Yikes!
3. **Damage:** Whether you're off-roading your vehicle at any of the off-road parks around Provo or just rolling down Highway 15; the motoring world can throw a ton of things at you that damage your exhaust system.

What If You Suspect Exhaust Issues?

We know that you take a ton of pride in your vehicle and that's why the automotive experts at Cougar Tire are here to help you with any exhaust issues that you may be dealing with! Bring your car down and let us perform a comprehensive inspection on your vehicle's exhaust system so we can help determine the root cause and get you back on the road as soon as possible.

1979 - 2017 Ford Mustang Fog Lights

From new wheels and tires to body wraps and custom spoilers, there's no group of people more enthusiastic about their car's looks than Mustang owners. We know you like to make a scene and show off, after all, you're your entire neighborhood knows when you head off to work in your Mustang because of that awesome exhaust system. The one thing that many people forget about when considering their perfect build is the lighting set - up on their Mustang.

From the very beginning of the Mustang existence, iconic lighting design has been an integral part of the Mustang experience. Sure, pure beauty may be found within but when it comes time to make a statement with your Mustang - there's nothing quite like a set of awesome fog lights to really set off your build! Not only do a set of Mustang fog lights look absolutely stunning on the front of your ride but they also provide additional lighting performance on those pitch dark nights where it's only you and your ride.

Steeda offers a huge selection of Mustang fog lights to really set off the front end of your build - no matter what generation of Mustang you own. Upgrading your lighting is especially important for older models that, let's just say, we're a little lacking in the lighting department. Just like engine technology, lighting technology has come leaps and bounds in recent years, and upgrading your older Mustang with fog lights can make a huge difference.

With brands like PDI, Morimoto, Diode Dynamics, and Anderson Composites; Steeda has just the right Mustang fog light to set off your unique build. What are you waiting for?

1979 - 2017 Ford Mustang Headlights

There are few styling elements on our favorite pony car that are more iconic than the headlights of the Mustang. Whether it be the original, iconic round design of the 1964 model or the mean-looking, ultra-aggressive design of the S550 Mustang, headlights are an integral part of the looks of your car during the day. Once the lights go out, a whole new monster comes out to play and a properly equipped Mustang shows off its lighting with clean and purposeful aggression.

Not only do Mustang headlights need to look good but they also need to light the road ahead of you for ultimate safety and perform reliably night after night. Over the years, automotive lighting has seen the biggest advances in both availability and price. Owners of the original fox body could have only dreamed of finding LED lights beaming the road ahead of them! Today, modern LED lights allow aftermarket companies to dial in performance and designs that were never possible on older vehicles.

Steeda carries an unbelievable selection of headlight upgrades for everything from the SN-95 to the S550. From a smoked-out look with chrome LED halo to an LED turn signal upgrade that adds just enough flair and style; we have it all. From brands like Diode Dynamics to Morimoto, we only carry the best products from the best manufacturers in the space!

