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transmission. **Motor Trend Simon** and Schuster **Every Haynes** manual is based on a complete teardown and rebuild, contains hundreds of "handson" photos tied to step-by-step instructions, and is thorough enough to help anyone from a do-it-your-selfer to a professional.

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classic and great bestseller for over thirty years, A Separate Peace is timeless in its description of adolescence during these boys and a period when the entire country was losing its innocence to World War II. Set at a boys' boarding precise, easy-toschool in New England during the for 1975 to 1987 early years of World War II. A Separate Peace is a pickups, harrowing and luminous parable of the dark side of adolescence. Gene is a lonely, introverted intellectual. Phineas is a handsome. taunting, daredevil innovative, highly

athlete. What happens between the two friends one summer, like the war itself, banishes the innocence of their world. Low Rider Chilton's Total Car Care Repai Owens provides follow instructions two- andfourwheel-drive 4-Runners, and cab-and-chassis models. Illustrated The Out-door World, Or, Young Collector's Handbook John Wiley & Sons Examines Japan's

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the www.ChiltonDI Y.com Web site. purchase, provides users access to information for one vehicle. Muir Publications How do the rich get rich? An updated edition of the "remarkable" New York Times bestseller, based on two decades of research (The Washington Post). Most of the truly wealthy in the United States don't live in Beverly Hills or on Park Avenue. They live next door. America's wealthy seldom get that way through an inheritance or an advanced degree. They bargain-shop

children who don't realize how rich their families are, and reject a lifestyle of flashy exhibitionism and competitive spending. In fact, the glamorous people many of us think of as "rich" are actually a tiny minority of America's truly wealthy citizens—and behave quite differently than the majority. At the time of its first publication, The Millionaire Next Door was a groundbreaking examination of America's rich—exposing for the first time the seven common qualities that appear over and over among this exclusive demographic. This edition includes a new foreword by Dr. Thomas J. Stanley—updating the

original content in the overhaul context of the financial crash and the twenty-first century. "Their surprising results reveal fundamental qualities of this group that are diametrically opposed to today's earn-andconsume culture." —Library Journal Automobile Book <u>1997</u> Haynes **Publications** Chilton's Repair & Tune-up GuideW G Nichols Pub N.A.D.A Official Used Car Guide W G Nichols Pub 2WD & 4WD. Auto Repair For Dummies John Wiley & Sons **Combines** photographs, line drawings, and exploded views with detailed

procedures for specific units and components Chilton's Repair Manual An in-depth, hardhitting account of the mistakes, miscalculations and myopia that have doomed America's automobile industry. In the 1990s, Detroit's Big Three automobile companies were riding high. The introduction of the minivan and the SUV had revitalized the industry, and it was widely believed that Detroit had miraculously overcome the threat of foreign imports and regained its ascendant position. As Micheline Maynard makes brilliantly clear in

THE END OF DETROIT, however, the traditional American car industry was, in fact, headed for disaster. Maynard argues that by focusing on highprofit trucks and SUVs, the Big Three missed a golden opportunity to win back the American carbuyer. Foreign companies like Toyota and Honda solidified their dominance in family and economy cars, gained market share in high-margin luxury cars, and, in an ironic twist, soon stormed in with their own sophisticatedly engineered and marketed SUVs, pickups and minivans. Detroit, suffering from a "good enough" syndrome and wedded to ineffective marketing

gimmicks like rebates its present form. and zero-percent financing, failed to give consumers what they really wanted—reliability, the latest technology and good design at a reasonable cost. Drawing on a wide range of interviews with industry leaders, including Toyota's Fujio Cho, Nissan's Carlos Ghosn. Chrysler's Dieter Zetsche, BMW's Helmut Panke, and GM's Robert Lutz, as well as car designers, engineers, test drivers and owners, Maynard presents a stark picture of the culture of arrogance and insularity that led American car manufacturers astray. Maynard predicts that, by the end of the decade, one of the American car makers will no longer exist in