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Book Descriptions:

Does The Zl1 Come In Manual

We may earn a commission through links on our site. Ford went for a dualclutch box because it makes the car quicker at the drag strip and on a road course. The ZL1 1LE is designed to be a track car, and a 10speed should make it quicker around any circuit, especially for a novice driver though, we wouldnt suggest any novice driver track a 650hp Camaro, but thats just our take. For the ZL1 1LE, this transmission gets a new Track Mode calibration, and the way it interacts with Chevys clever Performance Traction Management system and electronic limitedslip differential has also been changed. Theres also a new oil pan for the transmission and additional cooling added for the steering gear, and Chevy even modified the ZL1 1LEs Multimatic DSSV shocks to deal with the quicker shifts of the auto. But beyond that, this is the same thing thats available in the regular ZL1. Ford opted not to use it for the GT500 because, according to chief engineer Carl Widmann, a dualclutch offered greater torquehandling ability and quicker shifts. Were glad the stick isnt going away, and frankly, we cant really begrudge Chevy for offering the ZL1 1LE with an automatic since it should increase the cars appeal. And selling more trackfocused cars is a very good thing in our book. Plus, almost nobody offers these sorts of cars with stickshifts at all, so its great the ZL1 1LE has one. Its just that being manual only distinguished the ZL1 1LE. The combination of roadcoursedestroying hardware combined exclusively with a threepedal manual made it unbelievably cool. A car that no poseur would dare buy. But such is the way of the world. And again, we should all be grateful a stickshift ZL1 1LE exists at all. You may be able to find more information about this and similar content at piano.io. We may earn money from the links on this page. <http://abeess.com/userfiles/casio-dc-7500-manual.xml>

- **does the zl1 come in manual, does the zl1 come in manual 2017, does the zl1 come in manual 2016, does the zl1 come in manual pdf, does the zl1 come in manual 2018.**

The ZL1 has a 650hp supercharged V8 behind its aggressivelooking front end, and it offers drivers their choice of an engaging manual transmission or a lightningquick automatic. The mightiest Camaro is also available as either a hardtop coupe or a softtop convertible. While its claustrophobic cabin has a tiny back seat and poor rear visibility, every model features a fully stocked touchscreen infotainment system and desirable options. Still, the ZL1 specifically caters to folks who like cars that are loud and fast. Likewise, the trackready 1LE package makes this Camaro even better at going, stopping, and cornering than it already is. Compared with the Dodge Challenger SRT Hellcat and the Ford Mustang Shelby GT500, the Chevy has fewer horses under the hood but formidable performance in every other metric. Although the regular Chevy Camaro has recently undergone a couple controversial facelifts—with the latest update helping it look less ugly —the 2020 Camaro ZL1 is essentially unchanged. The lone update includes a new exterior color called Rally Green. Chevrolet Camaro ZL1 Pricing and Which One to Buy The 2020 Camaro ZL1 isnt for the faint of heart. However, some buyers will only consider the one that wears a bow tie. Still, it makes the ZL1 hard to live with every day because the upgraded suspension is too stiff. Engine, Transmission, and Performance The Camaros supercharged 6.2liter V8, borrowed from the pricier Chevrolet Corvette Z06, is a wellbehaved and tractable beast that makes power all over the rev range and leaves black streaks all over the road. And as youd expect, when stirred up, it leaves the sound of thunder echoing in its wake. Whether paired with the standard sixspeed manual transmission or the available 10speed automatic, the supercharged smallblock V8 lays down stupidly incredible performance figures. <http://chandigarhdatarecovery.com/files/casio-digital-diary-sf-3000-manual.xml>

The fastshifting automatic, as is common these days, results in quicker acceleration times than the

stick, but either way the Camaro smokes its competition at the drag strip. Already a satisfying handler with quick and communicative steering, a balanced rear-drive chassis, and a surprisingly supple ride, the Camaro is elevated to new heights by the ZL1 gear. Its adaptive dampers change their stiffness based on the selected drive mode, but even the hardcore modes don't ruin the car's decent, if firm, ride. Want more? Grab the 1LE package, which vaults the ZL1 into near-supercar territory. Its wider, semi-slick near-race tires, manually adjustable front suspension, and exclusive spool-valve dampers help chew up racetracks and spit out happy drivers. The ZL1 stops from 70 mph in 143 feet, just four feet longer than it takes a Corvette Grand Sport to halt from the same speed. Better still, the ZL1's brake pedal operates with a firmness befitting a performance car. Granted, many cars exceed their EPA ratings in this test, so in that context the ZL1's 17 mpg might seem lacking. We haven't tested a convertible version, but its identical mechanicals promise equally weak fuel economy. It suffers the same thick roof pillars and high windowsills as other Camaros. Still, every ZL1 is well-equipped out of the box and offers few options. Standard equipment includes power-adjustable front seats with heating and ventilation, a heated steering wheel, and dual-zone automatic climate control. When it comes to the ZL1, performance and style take precedence over less sexy matters such as cupholder counts and cargo space. There is very little interior stash space for small items, an almost tacit admission on Chevrolet's part that the Camaro only comfortably seats two human beings. Behind those useless rear seats is a nearly as useless shallow trunk with an oddly shaped opening.

The ZL1 offers as standard nearly everything available on normal Camaros, including a Bose audio system, wireless phone charging, and a driver head-up display. Safety and Driver Assistance Features Although the regular Camaro scored a five-star rating from the National Highway Traffic Safety Administration NHTSA, the ZL1 variant has not yet been tested either by that agency or by the Insurance Institute for Highway Safety IIHS. It also lacks driver-assistance technology such as automated emergency braking and lane-departure warning. The few assists that are available include Standard blindspot monitoring and rear cross-traffic alert Standard forward-collision warning Standard rear parking sensors Warranty and Maintenance Coverage The ZL1's coverage is fairly typical for the industry but Chevrolet offers buyers a complimentary scheduled maintenance visit within the first year of ownership. Limited warranty covers 3 years or 36,000 miles Powertrain warranty covers 5 years or 60,000 miles Complimentary maintenance is covered for the first visit. For general Camaro information, see Chevrolet Camaro. Sales started in 2015 for the 2016 model year. Compared to the previous generation, it is 2.3 in 58 mm shorter, 0.8 in 20 mm less wide and 1.1 in 28 mm shorter in height. With similar equipment and engine, it is also more than 200 lb 91 kg lighter. Trim level content for the LS is identical to that of the base 1LT trim, with the exception that the 2.0 L turbocharged inline-4 engine and 6-speed manual transmission would be the only available powertrain options for the LS trim. The LS trim was initially introduced in coupe form, followed later by an LS convertible. Both of 1LE packages offered share a satin black hood wrap, front splitter, and a three-piece rear spoiler. For the 2018 model year, Chevrolet introduced the Chevrolet Camaro Redline Edition which joins the lineup of Chevrolet Redline Edition models already on sale at dealerships nationwide.

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Chevrolet reports the SS capable of 455 horsepower and 455 lb.ft. of torque, performing a 0-60 in 4.0 seconds. This model has three different trims: the 1SS, 2SS, and 1LE which mainly differentiate by their interior features. The 2SS includes some other features left out in the 1SS like interior spectrum lighting, heated steering wheel, blindspot monitoring, Bose audio, and wireless charging. It features a lower grille opening for improved cooling, a new front splitter, and a carbon hood insert which removes hot air from the engine compartment. It also features wider front fenders to accommodate wider tires for improved handling, unique rockers, and Magnetic Ride suspension.

General Motors manufactures its own version in its own factory in Romulus, Michigan. A more track-focused version known as the ZL1 1LE features Multimatic spoolvalve shocks similar to the previous generation of the Camaro Z28, a new front splitter, dive planes and a rear wing, and wide Goodyear Eagle F1 Supercar tires. It is available on 1LS, 1LT and 2LT trims. The 8-speed was replaced by the 10-speed automatic in the 2019 SS and 2020 V6 models. Changes for the 2019 model year include a new third-generation MyLink infotainment system, revised exterior, and interior styling, new alloy wheel designs, the addition of the 1LE Performance Package for the base 2.0 L I4 equipped LT models the 1LE Performance Package was previously only offered on V6-equipped LT and V8-equipped SS and ZL1 models, the addition of two new exterior colors Riverside Blue Metallic and Satin Steel Gray Metallic, and a new performance hood for SS models. The SS also dropped the optional 8-speed automatic in favor of the 10-speed automatic. The V6 model is now equipped with a 10-speed automatic transmission as an option and replaces the previous 8-speed transmission. The 2020 Camaro went on sale in fall 2019. The engine has a power output up to 480 hp 358 kW; 487 PS.

Other changes include the Xtrac paddleshift operated 6-speed sequential transmission, an Xtrac Salisbury type differential, six-piston Brembo front brake calipers with four-piston rear calipers, custom adjustable front and rear anti-roll bars, and two-way adjustable Ohlins TTX46 front struts and TTX36 rear dampers. Exterior changes include wider front fenders, a hood extractor, aerodynamic side skirts, lightweight carbon fiber doors and front fascia, a custom GT4 specification carbon fiber rear spoiler, GT4 specification front dive planes, and a GT4 specification carbon fiber front splitter the car also has 18-inch forged Forgieline one-piece alloy wheels with racing slicks. A second modified version of the car appears in the film's sequel, *Transformers: The Last Knight* previewing the redesign of the car which would be introduced in 2018. Retrieved 20141127. By using this site, you agree to the Terms of Use and Privacy Policy. Remember the rule that front-drive cars couldn't handle more than 150kW. It came about as whenever anyone tried, usually Saab, the end result was usually a torque-steering, tyre shredding mess. The rule no longer applies, modern tyres, clever differentials and trick suspension allowing the likes of the Honda Civic Type R and Renault Megane RS to deploy 220kW and more with few dramas. Conventional wisdom suggests that anything with more than around 300kW is not going to be well suited to a DIY shifter. However, as front-drivers can now handle 50 per cent more power than conventional wisdom suggests, perhaps the same is true of manuals. And there are marked differences in how the two cars drive and perform. The Camaro ZL1's manual is the venerable Tremec TR6060 HSV has used for years; however, there has been a number of varieties over the years. The latter is its claimed top speed, which equates to 4580rpm in sixth.

It's not as frantic as the 10-speed automatic, but the longer pauses are almost more impressive as your brain has more time to comprehend the sensation of seemingly never-ending acceleration. To give you an idea of the differences between the two variants, consider that at the end of the quarter mile the manual has just scraped into fourth gear, whereas the automatic is already well into sixth. The pedal placement also makes heel-toe downshifts difficult, though Active Rev Match removes the need to do so. If it's a daily driver the automatic is the pick; the manual's supertall gearing and ergonomic quirks are annoying. Conversely, if it's intended for weekend or track use, the manual is the one. Conventional wisdom be damned. Your contact details will be provided to a third-party dealer network so they can contact you directly. By clicking the send button you acknowledge that you have read and agree to abide by the Bauer Network Terms and Conditions and Privacy Policy. Please try again later. Oops! For us to help you make an enquiry, we do need your help. Please enable JavaScript to view the comments powered by Disqus. Your contact details will be provided to a third-party dealer network so they can contact you directly. By clicking the send button you acknowledge that you have read and agree to abide by the Bauer Network Terms and Conditions and Privacy Policy. Please try again later. All Rights Reserved. All Rights Reserved. The 2019

Chevrolet Camaro ZL1 1LE is now an easier drive thanks to a sixspeed manual transmission and its quicker and newly available 10 speed automatic transmission. But the 2019 ZL1 1LE Camaro, which will be available for sale beginning in February 2019, is switching from manual gears to an automatic transmission. Chevrolet called the 2019 ZL1 1LE "the fastest, most trackcapable Camaro ever," on their press release. Its supercharged 6.

2liter V8 engine produces 455 horsepower and 455 poundfeet torque, which routes through a sixspeed manual gearbox to the rear wheels. The transmission itself is one that's been previously used in the Camaro SS for the 2019 model. The updates come where Camaro designed a new fitted trans oil pan and added additional cooling ducts, as well as tuning the unit to work with the electronic differential and stability control. But the most important change to the 2019 model is the dampers that have also been tuned to neutralize the weight transfer from the faster shifts. You may not be a professional race car driver, but now you can shift like one". Everything is just a second quicker with the newly added enhancements. The quickness in shift should appeal more to Camaro buyers that go for automatic, which Chevy says it's about 80 percent of its buyers. Its design draws attention to the engineering excellence of Chevrolet's Performance engineers and it's corporate partners. "Success revolves around how brightly the ZL1 1LE shines against its competition," motor1.com stated. The Canadian firm, which is best known for its Dynamic Suspensions Spool Valve DSSV dampers, Multimatic, completely reengineered some of the most crucial front suspension components. This ultimate 1LE is another appealing option that is true to its racing heritage," Steve Majoros, director of Chevrolet passenger car and crossover marketing, also said on the press release. But don't worry. If you still want to purchase a manual Chevrolet Camaro ZL1 1LE, Chevrolet is still selling it. It's the new and improved Camaro for those who have wanted an old familiar friend with an automatic transmission. Make sure to stop by for a test drive and see if this model and make is the car for you. Photo credit GMPhoto credit ChevroletPhoto Credit ChevroletPhoto credit Chevrolet. Photo credit Chevrolet.

With a top speed of 195 mph, an errant bee could well turn your test drive of a Chevrolet Camaro ZL1 convertible into a trip to the dentist, who will do his best to extricate the pollinating insect and your front teeth from the back of your throat. Powered by a 6.2liter supercharged V8 with 650 horsepower and 650 lbft of torque, this droptop dental demolition machine is seriously fast. Although slightly less capable than its hardtop coupe brother, theres something about speed in a convertible that makes a car feel quicker than it is. Whether its the wind in your hair, the smell of the countryside, or the fact that youre less insulated from obstructions should you get it wrong, fast convertibles are a blast, and they dont come much faster than this animal. Thus, Chevys product development managers have decided that all the 2020 model needs is a new lick of paint. Rally Green metallic is the new color option, but the rest of the ZL1s features carry over unchanged. Massive 20inch wheels give the ZL1 an aggressive stance, while an assortment of carbon bits that include a front splitter, extended side sills, and rear diffuser make the car even racier. Other notable highlights are the tinted taillights, LED headlights, and black bowtie badges, and of course, a folding softtop. Width is identical too, at 75 inches excluding mirrors. Height is the first variation, as the droptop is 0.3 inches shorter at 52.6 inches. The wheelbase measures 110.7 inches, while curb weight is 4,120 lbs, a considerable increase over the coupes 3,907 lbs. This is a 6.2liter supercharged V8 that develops 650 hp and 650 lbft of torque. Connected to an optional tenspeed automatic transmission with the steeringmounted paddle shifters allowing for manual gear changes, all of the power goes to the rear wheels. For those who want real engagement, a sixspeed manual is thankfully still the default option, although the auto is quicker.

That auto is also remarkably smooth and sharp and is arguably better for when you just want to relax with the top down. 060 mph is dispatched in less than 3.5 seconds, and top speed is an unbelievable 195 mph. The result is a convertible that handles a lot better than youd expect, with

less chassis flex than is normal for a droptop. Naturally, if you drive the coupe and the convertible back to back, you'll notice the difference and the drop in sharpness. Nevertheless, the ZL1 convertible is an exciting car to drive and is probably one of the scariest and most focused convertibles on the market, and that includes many supercars. However, those who are more accustomed to the ride of something like a Mustang will note a hint of harshness that is not present in less focused cars. With a gas tank that is capable of holding 19 gallons of fuel, the estimated range is 304 miles with mixed driving. However, the rear seats can only fit two toddlers at best. As with the coupe, visibility with the top up is poor, rather than average, particularly in the three-quarter region. Out the front, it can be a challenge to place the long hood, but at least the wing mirrors are mounted on the doors for a better view. Its only once you try to actually use the trunk that you realize how awkwardly high and narrow the trunk opening is, and fitting anything more than a pair of duffel bags is a real challenge. In the cabin, things are not much better, with a pair of decent cupholders in the center console but a tiny armrest compartment for your phone or wallet. The glovebox is similarly confining, and the doors hold next to nothing. You also get performance enhancements like line lock and launch control, as well as an electronic limited-slip differential. Additionally, a headup display and Brembo brakes are standard, too.

Other, more conventional upgrades over lesser Camaros include dual-zone climate control, remote start if you have the automatic transmission, a heated steering wheel, wireless charging, 24-color ambient lighting, and magnetic adaptive dampers. Driver assist features are carried over from the coupe, with the exception of forward-collision warning. Instead, you make do with rear parking sensors, blindspot monitoring, and rear cross-traffic alert. The system works well and responds quickly, with attractive graphics and a simple interface making it easy to use. One gripe is that there isn't enough shade over the screen when the top is down, so the sun can sometimes make the screens display invisible. Navigation is also not standard and requires some extra moolah. This was for a fuel pump that was missing a pressure regulator. J.D. Power awarded the convertible a consumer-verified score of 83 out of 100. One complimentary maintenance visit is included in the first year. The NHTSA has also not scored the convertible, but gave the coupe four stars out of five. Standard safety equipment includes a rear parking assist system, blindspot monitoring with rear cross-traffic alert, and frontal, knee, and side-impact airbags. You also get a headup display. While the coupe gets forward collision warning, the convertible does without it. With 650 hp and the alternative of either a six-speed manual or a ten-speed automatic, the ZL1 is undoubtedly the most exciting and most focused performance cabriolet that you can get for the price. Loaded with most of the standard features that the rest of the Camaro lineup requires you to spend extra on, the ZL1 is a relatively comfortable, dual-purpose machine that you could realistically use every day, assuming that you have a big fuel budget. However, the rear seats are tiny, and so is the trunk. If you want to go ridiculously fast with the wind in your hair and the local flora in your teeth, the ZL1 is unbeatable.

Put it on a track, and the ZL1 shows its racing pedigree and thrills the driver and passengers alike. It's clearly not perfect, but the things it does right are guaranteed to make the hairs on the back of your neck stand up. Your choice will essentially come down to whether you prefer a manual or an automatic, and since you can't get the coupes insane, trackbred 1LE package, we're inclined to go for the auto. Although this is the most insane Camaro convertible available, as such, it is inherently compromised and flawed. As a result, although we're all about driver engagement, we think that going for the brilliant ten-speed auto is the right choice here. Why? Well firstly, it's quicker and deletes the opportunity for you to miss a gear when you're showing Mustang drivers how a car meet exit is correctly executed. Secondly, when you want to just take it easy which is arguably what convertibles are all about the automatic transmission is just so much more laidback and comfy. Interestingly, despite its supercar looks, the Corvette offers more cargo volume, with 12.6 cubic feet. The Corvette is also powered by a 6.2-liter V8, but without a supercharger. It, therefore, has only 490 hp and 465

lbft of torque. However, it has genuine supercar performance and, thanks to a folding hardtop, allows you to enjoy the best of both worlds. It is a strict two-seater, but considering its supercar looks and genuine curbside appeal that something like the ZL1 can never embody, it's worth considering. However, this model's 6.2-liter V8 is not supercharged and only produces 455 hp and 455 lbft of torque. However, you have to pay extra for features like ambient lighting, adaptive suspension, and Brembo brakes. You also lose out on those lovely Recaro seats, but as a fun and laidback cruiser, it's still a decent car. If you're not much of a trackday enthusiast, this regular Camaro should be more than enough for you. The ZL1 is the most powerful production Camaro ever built, powered by a 6.

2-litre supercharged LT4 V8 engine producing around 480kW of power and 860Nm of torque subject to local certification, and will be available with a choice of six-speed manual or 10-speed automatic transmission. It puts all that torque to the ground thanks to 305mm-wide 30-profile tyres on 20-inch wheels at the rear, and 285mm-wide tyres at the front. Other standard features include Magnetic ride control dampers, an electronically controlled limited-slip differential, a bimodal performance exhaust system, Recaro performance seats, a suede flat-bottom sports steering wheel and gear shifter, Sport alloy pedals. Arguably the best part of this whole package is the inclusion of launch control and a line lock feature. While Ford Australia backed out of including line lock on the Mustang, despite the technology being available in the US market, HSV wanted to ensure it was included on the ZL1. It should, of course, be used in a closed environment. Finishing off the performance package is an electronically controlled limited slip differential and magnetic ride control, which uses tuned magnetorheological fluid-filled dampers that respond to electrical impulses to modify the damping. Inside the cabin, buyers get a new infotainment system creatively called Infotainment 3. It's an 8.0-inch colour touchscreen with Apple CarPlay and Android Auto, but no in-built satellite navigation. The flat-bottomed steering wheel is wrapped in suede microfibre and features wheel-mounted paddle shifters, while the interior colour scheme can be adjusted on the fly with 24 colour combinations available to choose from. It's there to help with visibility out the slim rear window. MORE HSV news, reviews, comparisons and videos MORE Chevrolet Camaro news, reviews, comparisons and videos. Unfortunately, this is how we pay the bills and our authors. We would love for you to enjoy our content, we've worked hard on providing it. Please whitelist our site in your adblocker, refresh the page, and enjoy!

Among the 2021 Camaro's key changes is the availability of the automatic transmission option, which will now be offered in conjunction with SS trim levels and 1LE Track Performance Package. This includes the SS, ZL1, and LT with either the naturally aspirated 3.6L LGX V6, or turbocharged 2.0L LTG inline four-cylinder. Now, however, 2021 Camaro SS 1LE models will also offer the 10-speed automatic as an available gearbox. When mated to the six-speed manual transmission, a 3.73 rear axle is used. Meanwhile, opting for the 10-speed automatic adds a 2.85 rear axle on 2021 Camaro models. We welcome your submissions. See [here](#) for details. He loves anything and everything on four wheels. It has outsold the manual by a large margin. That's why they're now offering it on the lower models. Purists be damned, you can't outshift a computer. So if you want to be fastest, the automatic is always the better choice. Who wants a 2.85 axle ratio? Especially in city driving. If you coast this car in neutral, in city streets you can easily increase your gas mileage to around 35 mpg which is great for a V8. That rhymes Great for a V8. I like to recycle, so I love to save environment, conserve fuel, eat Vegan Foods, and not hit Animals, so this car with its' amazing V8 sounds, stopping and steering ability even at low speeds feels as perfect as a car can be. My dog thinks so too. Women are also very much attracted to this car especially when painted red.. If you coast this car in neutral, in city streets you can easily increase your gas mileage to around 35 mpg which is great for a V8. That rhymes Great for a V8. I like to recycle so I love to and save environment conserve on fuel, eat Vegan Foods, and not hit Animals, so this car with its' amazing V 8 sounds even at low speeds feels as perfect as a car can be. You can also subscribe without commenting. We also invite you to join other enthusiasts and fans in discussing The General in our GM Forums.

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