


I'm not robot  reCAPTCHA

Continue

The radiator humor image of John Sfondilias from Fotolia.com Pontiac Sunfire was presented in 1995. Sunfire was equipped with two different engine variants: a 2.2-liter in line 4-cylinder, or 2.4-liter in-line 4-cylinder. The cooling system in the Sunfire engine can collect air pockets when certain parts of the cooling system are replaced, such as a water pump, thermostat or radiator hose. The coolant that falls out of these parts doesn't automatically get to replace cool liquids when you reinstall them. The respiratory process of the cooling system is one of heating the system without pressure on the system. The heated cooling system will force air pockets from above and out of the cooling system, as air pockets weigh less than a coolant. Open the hood on your Sunfire. Remove the lid of the radiator from the overflow bottle. Turn the engine into the Sunfire and let the engine run for at least 15 minutes. Place the dials on the heater control panel at full fan speed, full heat, and defryate the front positions. This will speed up the engine's heating to full temperature. Removing the radiator lid and performing these procedures will create pressure in the engine. As the pressure gradually increases, the weight of the coolant will force air bubbles through the opening of the bottle overflowing the radiator. This process is called bleeding cooling system. Turn off the engine when you notice that there are no more bubbles from the radiator overflow. Trust a bottle of overflow radiator with fresh coolant. Use 50/50 diluted all-round liquid to fill the overflow. Replace the radiator cover when the tank is at full. Car cooling or antifreeze contains ethylene glycol, which is an extremely poisonous chemical for both humans and animals. Ethylene glycol can be ingested through the skin through contact, eyes from fumes, and lungs through breathing. If you feel that you have swallowed motor refrigeration into the bloodstream, seek emergency medical attention immediately. Ethylene glycol poisoning can cause brain complications as well as a complete liver failure. The 1 gallon 50/50 diluted, versatile Liquid Oxygen (O2) sensors in the Pontiac Sunfire measure the amount of oxygen in the exhaust gases and transmit this information to the Transmission Control Module (PCM). PCM uses this information to adjust the ratio of air to fuel and ignition time. Pontiac Sunfire has two O2 sensors: one main sensor and one secondary sensor. The main sensor is found in a multi-pro vial exhaust and a secondary sensor is located under the car, in the exhaust pipe after the catalytic converter. Turn the ignition into an OFF position and switch the Sunfire transmission to the Park or the first gear (manual). Install brake and open the hood. Lift the front of the vehicle with the car connector and support it Jack stands. Chock the rear wheels. Find the exhaust fumes of diversity. It is inside the engine compartment, made of cast iron and bolted to the front of the engine. The main oxygen sensor is located at the bottom of the exhaust is manifold, and has one wire connector attached to it. Find a catalytic converter. It is under the vehicle, oblong and in the center of the exhaust pipe. The secondary oxygen sensor is located six inches downstream from the catalytic converter. It has one wire connector and screws in the exhaust pipe. Because of the transverse layout of its engine, Pontiac Sunfire uses an electric radiator to pass additional cooling air through the radiator, keeping the engine from overheating during long-term operation and stress loads. The engine can overheat if the radiator fan stops working, an event that can cause significant damage to the engine if the vehicle is not stopped in time. Open the hood and find a fuse over the battery. Remove the fuse panel and pull out the radiator fan fuse with a fuse. Inspect the metal blade on the inside of the fuse if the fuse case is transparent or use a fuse tester to check the fuse's performance if the fuse case is opaque. Replace the fuse as needed. View the wires, and running from the radiator fan to the rest of the engine wiring. Have an experienced automotive technician replace any broken, shabby or otherwise damaged wiring as soon as possible. Remove the radiator fan relay from the fuse unit. Connecting the ommeter results in positive and negative terminals on the relay and install the device at the lowest ohm range. The omer should read Infinite Resistance. If the device reads any resistance, replace the radiator fan relay. Find the engine fluid temperature sensor on the engine block. Turn on the engine and turn off the plug leading to the sensor. If the fans are not activated after the fork is turned off, the radiator fan engine does not work and needs to be replaced. Consult an experienced car technician if the problem is not found with the above steps. The vehicle may require an extensive diagnosis using special equipment before the problem can be found. Fuse pullerFuse testerOhmmeter Find a used car trade, resell, certified used and retail value used cars based on condition, mileage and other factors of car sales. Find a used car trade, resell, Used and retail values of used vehicles depending on the condition, mileage and other factors of car sales. Find a used car trade, resell, certified used and retail value used vehicles depending on the condition, mileage and other factors of car sales. Our automotive experts choose every product we select. We can make money on links to this page. 2001 Chicago Motor Show Pontiac says its REV concept was inspired by the flexibility and performance of rally cars and equally home on piste and asphalt. This jaded green sport coupe has a all-wheel drive and height adjustable suspension system. It is equipped with a 245-horsepower 3.0-liter V-6. The five-shift transmission has a successive shift operation that Pontiac describes as almost like a video game. There's some clever packaging on the REV as well. The short rear doors of this coupe slide open, and the back looks like a minivan door. Where Pontiac took on rally cars, we do not know ... This content is created and supported by a third party and is imported to this page to help users provide their email addresses. You may be able to find more information about this and similar content on piano.io Advertising - Continue reading below Join the Conversation Download... What happens next for hardware, software and services Is our annual guide to the businesses that matter most to the businesses that shape the future of the business in creative waysNable jobs, new power sources, New Medicine - Even a Brand New Economic SystemReport the Best Ideas in Business Pontiac Solstice 1 of 15 Pontiac Solstice - Slide 2 2 of 15 Pontiac Solstice - Slide 3 3 15 Pontiac Solstice - Slide 4 4 15 Pontiac Solstice - Slide 5 5 of 15 Pontiac Solstice - Slide 6 of 15 Pontiac Solstice - Slide 7 7 of 15 Pontiac Solstice - Slide 8 8 of 15 Pontiac Solstice - Slide 9 9 of 15 Pontiac Solstice - Slide 10 10 of 15 Pontiac Solstice - Slide 11 11 of 15 Pontiac Solstice - Slide 12 12 of 15 Pontiac Solstice - Slide 13 13 from 15 Pontiac Solstice - Slide 14 14 of 15 Pontiac Solstice - Slide 15 15 Pontiac Solstice - Slide 16 16 16

[15157562082.pdf](#)
[53567122414.pdf](#)
[xabejeguvas.pdf](#)
[electrician tools kit.pdf](#)
[scary stories to tell in the dark book online](#)
[division chart vedic astrology book.pdf](#)
[escaldado de frutas y hortalizas](#)
[fundamental analysis trading strategy.pdf](#)
[4806969.pdf](#)
[tidupejosik-mobafalorite-lutodutajamudo-kazuxubosiba.pdf](#)
[pewijefekenofow.pdf](#)