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Creatas Images/Creatas/Getty Images Broken shift cable is not an expensive repair. The cable connects gear shifts with the engine's replacement hand. The sleeve of the house shift cable to keep it free of dirt and gloomy. The purpose of switching the cable is to adjust the hand as it moves from the first, second, third to fourth gear. The cable is also configured to go backwards. Shift cable breaks when there is too much pressure applied. The pressure is caused by the overheating of the transmission. When the snap switch is switched, the gear switch can no longer switch from gear to transmission. Take a rubber boot with the gear change inside the vehicle and lift it up, exposing the area where gear change and gear connect. Look for cable shifts and hand shifts. One bolt and a nut connect the cable shift and hand shift. Twist nut connecting gear and gear. Use the socket key and remove the gear change. Use the open end wrench to loosen the nut by holding the cable shift and shifting the arm together. Slide from the sleeve to the cable shift and loosen the cable shift at the other end with the open end of the wrench. Both ends of the shifting cables are attached to the displaced hand in different places. Hitch a new shift cable to two anchor points on the shift hand using the same bolts and nuts. Reconnect the gears to the transmission and push the rubber boot back into place around the gear change inside the car. Check the cable switching functionality by moving gear shifts to and from gears. Make sure the cable is damaged and is not a broken anchor arm. If it's a broken anchor, it's a problem, not the cable itself. Don't drive until you've tested the ability to switch cable to move your hand change from gear to gear. The socket wrench setOpen-end wrench setNew shift cable Find a used car trade, resell, certified used and retail value used cars based on condition, mileage and other car sales factors. Find a used car trade, resell, certified used and retail value used vehicles depending on the condition, mileage and other factors of car sales. This doesn't happen often, but in the case of chevy's new sports ute, the equinox, we can reduce its essence to one, simple word: painless. Perhaps Chevy was hoping for something more enthusiastic, such as fantastic or shiny. But the equinox, which does not deserve to earn the unfortunate but inevitable nickname Eek, is not a blood-thinking type, and that's exactly how it should be. Rather, his mission is a commuter errand runner, a job where convenience and more valued than flair. With that in mind, painless is a good thing. Equinox is the smallest SUV in the Chevy lineup. It takes the place of the now discontinued Chevy Tracker, a compact SUV that has been rebadged by the Suzuki Grand Vitara. Teh Teh is also the least expensive, with a base price of \$21,560. Our well-equipped test car included all-wheel drive, leather seats, OnStar, and driver's seat power all for \$28,225. That sounds expensive for a small truck, but even if Chevy says it's a compact ute, the equinox is not a little. Its 188.8-inch length is about an inch shorter than the Ford Explorer, and the Equinox rides at a 112.5-inch wheelbase, which is just a mile short of The Chevy's own TrailBlazers. The Honda CR-V, by comparison, is more than 10 inches shorter than the Equinox. But somehow the equinox feels much smaller than the Explorer, probably because of its unibody chassis, which looks more like a car than a truck. Equinox shares the Theta GM platform with Saturn Vue. Although the wheelbase was stretched by 5.9 inches and the body lengthened by 7.5, the equinox is a single-body design rather than a separate frame and body Explorer and TrailBlazer. Basically, it's a tall car. His advantage over Vue appears in the back seat space, where there is a three-man bench with one part of the lower cushion and a 60/40-split back with an adjustable recline. Like the recently unveiled Chevy Malibu Maxx wagon, the rear seat of the Equinox is adjustable fore-and-aft. It's one of those features that makes so much sense you can't believe it's not in every wagon and sports-ute. If you have young children who need frequent corrections, or you want to enlarge the rear cargo area, you can move the seat forward. Or slide it back about eight inches to provide enough legroom for the giants in your home. Another bonus: There are LATCH anchors for three child seats and they are installed on the seat frame, so that the rear bench can be adjusted without having to remove the child seats. The volume of cargo ranges from 29 to 32 cubic feet, depending on the position of the back bench. Compared to the not-much-longer TrailBlazer, which at 44 cubic feet is almost the same in space, and the shorter Honda CR-V (34 cubic feet), that seems a little stiff. Open the hatch and you can see why: There are two huge plastic towers that cover the wheels and take up a significant amount of space. To make your score, there is a movable plastic tray that covers the tower. It has two sides, one carpeting and one bare, and it sits flush on the floor when not in use. Ahead of the dash that every designer at GM should learn. We're not saying the Audi TT is cool here, but it's simple, clean, and very functional attributes that don't apply to many GM interiors. The main cinch sensors read at a quick glance, and the radio is at the correct height. Manual control HVAC glides through their movements, and unlike many automatic systems, they do not require a night course. Work. The bucket seats, however, are a bit flat, and the extra leather interior feels more like vinyl than cow's skin. There are center armrest, and lots of storage pockets sprinkled all over. Underhood we find GM props, a 3.4-liter pushrod V-6 (185 horsepower and 210 pound-feet of torque), and a new five-speed automatic. The roots of the engine date back to 1980, but it is constantly updated, and combined with the new five-step box, it's hard to argue with how it works. Shift the action is as smooth and unobtrusive as BMW, and there is always a quick response to calls for more power. The front drive is a base installation; our test car had an automatic all-wheel drive system, which adds \$1975 to the LS model and \$1625 to the LT. It works like most systems in unibody utes: When normal driving, all engine power routes are on the front wheels, but if the computer detects the front wheel sliding, it automatically turns on the clutch, which sends up to one-third of the engine's torque to the rear axle. Although the equinox weighs a significant 3,860 pounds, its acceleration time (0 to 60 in 8.3 seconds and up to 100 mph in 31.6) is above average in its class. More importantly, the engine never feels taxed or overworked and a lot smooth. The engine note - the initial deep growl that mixes with a high whine like an increase in ob/min - is not something we would call enjoyable, but it's not thrashy. The chassis is set to the soft side and has some curious features. Navigate the railroad tracks, for example, and you barely feel the thing. Good work. The same goes for corrected potholes and strokes. But gentle highway falls produce a cycle or two bouncing, as if the shocks weren't set quite right. The equinox is not disgustingly buoyant like the 1979 Caprice Classic; The chassis is just a soft tick. There is also a strange combination in the appeal. On the one hand, digging in parking lots and city streets is a breeze. Eek feels nimble, responsive and smaller than it is. Tap it on some twisties though, and dexterity gives way to pronounced body roll and screaming Uncle! If you're up to stomach some body roll, you can fuss around pretty quickly, but it's not fun. Again, we never talked cheerfully, we said painlessly. And here, the equinox shines with some well-thought-out details. The rear doors are huge and open to just shy of 90 degrees, so it's easy to go in and out. The front seats are at the height of the chair, so there is no climbing or leaning to get inside. The internal materials feel strong. The front hood is low, look expansive. Electric steering is easy at parking speeds. These are carefully designed details that allow us to forgive a few flaws. On the one hand, it should be noted that barely longer Explorer is available with a third-row seat, not offered at the equinox. We also noticed an irritating amount of wind noise around the A-pillars, and the speaker in the right front door buzzed even when the radio was off. And why Chevy soil soil an attractive look with a six-inch width of a shiny golden bow tie at liftgate? Is this supposed to be bling? True, our house is full of enthusiasts, but that does not mean that we can not appreciate the car for the way it performs its mission. And like Toyota's Camry, the equinox is one of those vehicles. If you want a sports version of this car, go to the Saturn store and check out the Vue Red Line. But for those looking for something decently priced, practical, and yes, painless, Chevy got your ride. RON KIINOThe equinox almost gets my vote. What I like: a beautiful style that combines sharpness with conservatism; pushrod V-6, which is adequately powerful but sounds really powerful; Smooth five-step automatic; back bench on a sliding track (all SUVs should have it); and a utilitarian two-tier cargo system. What I don't like: an interior that looks and feels cheap, with stiff plastics and fragile stems; Number than numb steering; and a price that is too close to the \$30,000 border. If I were a patriotic buyer, I would fork out a lot less dough and go to Saturn Vue with a 250-hp Honda V-6. Take that engine on the ballot paper, Chevy, and you'll have my voice. TONY KIROGA Equinox is a compelling sports-ute because it balances size, price, fuel economy, and style in a way that has avoided all the other utes in its segment. The interior is spacious and has better plastic and switch than its older brother, TrailBlazer. I fully expected the ancient pushrod V-6 to loudly complain about its latest role, but the engine is powerful enough, reasonably muted, and perfectly matches the five-speed automatic, allowing the 3,860-pound equinox to deliver satisfying acceleration and fuel economy. Best of all, the equinox looks good enough to park on the road, something that can't be said for any other Chevy except the Corvette. ANDR'o/OO ID'KOWSKIIl it's sometimes hard to believe that the same corporation that builds something as mediocre as Saturn Vue can also turn out to be a vehicle and performed as an equinox. It's a high-caliber small SUV that can really take on opponents in this segment of the market, a feat Saturday night-special quality Saturn can't. Inside the equinox, the look of the materials on the dash and the door panels are a big step forward in quality. The sliding rear seat is useful for carrying bulky cargo, but the combination of adjustable shelf/cargo area coverage is cumbersome to use and its side mounting points take up more cargo space than the system stands. This SUV they had to put the Honda engine 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 piano.io piano.io

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