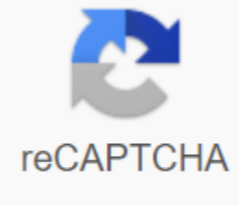




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New rumors suggest that the hybrid version may also be on the cards. After a 16-year hiatus in the automotive industry, Toyota Supra finally made a triumphant comeback this year at this year's Motor Show, albeit in the form of the GR Supra Racing Concept. Precious few details have been revealed about the car, and while it's a shame we're not looking in awe at the final car production, the style gives us a clear idea yet of what the final car will look like if you remove the racing car bits. Many enthusiasts also wondered whether the new Supra would have a manual gearbox. Answer? Can. Unfortunately, previously leaked information suggested you would not be rowing gear manually, which seems like a travesty in a Japanese sports car. The GR Supra Racing concept doesn't fill us with hope either, as it sports paddle switches on the steering wheel and is not a manual shifter. (There are three pedals, but the clutch is used to just get the car rolling rather than shift through the gears.) There's still hope the resurgent Supra will have a manual gearbox, however. During an interview at the St. Petersburg Motor Show, AutoGuide spoke with Toyota's chief engineer Tetsuya Tada on the subject. It makes sense for the new Supra to have a guide, Tada-san told the publication. I'll try my best,' he promised. After all, Supra is not designed to set lap records. Instead, Tada-san is working to make sure that the car is engaging, fun to drive, and that it will have a ease of agility that is more important than quantitative numbers. This gives us new hope that the new Supra will please purists by offering traditional guidance. However, Tada-san and his team have been consulting with Supra fanatics to learn their priorities for a reborn sports car. High on the list was a turbo straight six engines, a front engine and a rear-wheel-drive layout, and the ability to make changes. The demand for a manual transmission was not high. Don't be surprised then if the new Supra is only offered with automatic, but don't rule out a guide just yet either. A new Top Gear report suggests that the new Toyota Supra, which is being developed in conjunction with the BMW No4, will pack a recalibrated BMW engine pumping 450 horsepower. A hybrid version is also under consideration, but the plans have not yet been confirmed. As for when the resurgent Toyota Supra road car debuts? We've previously been inspired to believe it will break the lid in just a few weeks at the New York Auto Show, but Top Gear now reports that it won't debut until the 2019 Detroit Auto Show next January. The image of Brett Bouver's car from Fotolia.com Air Conditioner in your Toyota Corolla consists of three main components - a compressor, and the receiver-dry. If you need to repair or replace any of these parts, you should have the air conditioning system discharged - only a licensed automotive car Conditioning technician can do this. Once your work is done, take the car back to the same equipment to have the system evacuated, recharged and drain tested. Lift the front of the car and support it on the connector stands. Remove the engine under the lid if it is equipped. Remove the drive strap from the compressor by rotating the tension strap clockwise with the wrench, or switch the bar and socket and slip the belt away from its pulleys. Unplug the compressor wiring connector and unplug the refrigerant lines by disabling their flanks. Answer the compressor and lift it out of the vehicle. Fill a new or refurbished compressor with refrigerant oil according to specific instructions given to this compressor. Mount and install the compressor in place and connect the wiring connector and refrigerant lines. Use new O-rings on fittings that are specially made for R-134a refrigerant and grease them with refrigerant oil. Reunite all other parts, such as the drive belt, and then lower the car. Drain the motor cooling. Place a large container under the radiator socket, attach the hose to the drainage plant and open it with pliers to drain the coolant into the container. Repeat this for the plug of the engine block. Remove the radiator from the car by detaching the upper and lower hoses and colder lines, disconnecting the reservoir hose from the radiator's neck, disabling the top two mounting brackets and lifting the radiator. Turn off the entrance and socket fittings to the capacitor by removing their flank bolts. Cover fittings to prevent contaminants and moisture from entering the system. Remove the capacitor bolts from the radiator support, angle the capacitor backwards and lift it up. Installing a replacement or rebuilt capacitor with its brackets and bolts; Make sure the rubber cushions fit correctly into the fastening points. Fill the capacitor with 1.5-2 ounces of refrigerant oil; the oil should be compatible with the R-134a refrigerant. Install the radiator and all other parts in reverse disposal order. Recharge the cooling system through the radiator to fill the neck using a fresh 50/50 mixture of water and antifreeze, then add more coolant to the tank until the bottom mark is filled. Remove a large fork at the bottom of the receiver-dry with Allen's wrench. The fork is located at the end of the capacitor on the passenger side of the car. Remove the filter-dry element inside the receiver with pliers and remove it. Install a new filter-dry in the receiver using pliers. Reinstall the plug by smearing it with an O-ring with a small amount of refrigerant oil. Instruct technicians in the store to add new refrigerant oil to the system when you pick up the car to make its AC system recharged. After the coolant is refilling, Cover the radiator and start the engine until the top hose of the radiator gets hot. Turn off the engine, let it cool, and then add coolant to the lip on the radiator filler's neck. JackJack stands WrenchRefrigerant oilContainer3/8 inch hosePliersRubber capsAntifreezeAllen key All cars rely on a cylinder lock that works with an ignition switch to ignite the engine. If there is any problem with the cylinder itself, you need to replace the cylinder to repair the ignition system. The process of removing and installing the Corolla ignition cylinder can vary; some models have added features such as the engine immobilizer system. This may depend on the year your car has been made. Replacing the cylinder will mean that you have to change the keys as well. Turn off the negative Corolla battery cable: A black cable clamp nut with a wrench to separate the clamp from the negative terminal. Remove the trim lids from the steering column; cover in two, with screws on the underside of the bottom cover. Go to Step 5 if the Corolla does not have an immobilizer engine system. Gently tie the plastic swaddle around the ignition cylinder and disable the electric connector. Lift the edge of the shroud from the tab placing enough to slip off the cylinder. Pry the lighting ring lightly off it's front end of the cylinder and then remove the unlocking reinforcement switch for the immobiliser system. Turn the ignition switch into an accessory position. Insert a small screwdriver or punch into a hole in the cylinder case, then pull out the cylinder with the key inside it. Tap the retaining pin on the replacement cylinder, insert the key into the cylinder and insert the cylinder into the body until its pin is up against the hole to accommodate. Turn the cylinder and switch back to the lock position. If necessary, connect to a gun, lighting ring and an electric connector/savan for the immobiliser system. Connect the steering column lid to the screws and screwdriver. Reconnect the negative battery cable. wrenchScrewdriverPunchLock cylinder another Subaru has the highest manual speed though MSRP: \$25,795 MSRP: \$28,785 MSRP: \$24,300 Spy photos, it seems confirm Warthog name Ford Bronco Raptor 5 Thor24 raises the bar for 'Murica 39 Oregon soldier helps fend off mom llama injury 1 2022 Chevrolet Silverado spy photos capturing interior update 10 2021 GMC Sierra 1500 Review (en) More towing, same truck 7 Toyota Corolla Cross rides aggressively high and leads our way 46 Follow us News, Review, Photos, Video Thank you for the subscription. Check your box to get started. 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