

Title:

Tips for customizing import tuners

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880

Summary:

So you've tacked a three-foot-high metal bar onto the back of your trunk, spent \$200 on clear-

Keywords:

japanese import cars, honda import cars, import tuner

Article Body:

So you've tacked a three-foot-high metal bar onto the back of your trunk, spent \$200 on clear-

1. Even if the point is to build your own personal Import Tuner, it's critical to start with a

- What's popular isn't always best. Sure, you could become Slammed Honda Import Car Owner #1

- Get a rear- or all-wheel-drive car if you plan to go fast. One set of wheels can only do so

- Lighter is better. Mass is the enemy of all vehicle dynamics: acceleration, braking, roadho

2. Now for the upgrades themselves.

- The single most beneficial: a turbocharger seen modified on japanese Import Cars. Assuming

- After fortifying your engine is the time to worry about intake and exhaust mods (better cams

- As far as suspensions and lowering, feel free to go as hard as you can handle. But build pr

- Bigger wheels benefit handling, but there are drawbacks: harder ride, more unsprung mass, mo

- Speaking of tires, no one brand is best, and model lines change names all the time. Just st

- As far as brakes go, bigger rotors help, but also only to a point. Braking depends just as

- Fitting a new set of gears and/or a new final-drive ratio can boost torque and make your eng

- If all you want is more low-speed muscle (like many motorists), all the tiny engine tweaks i

- Unless you have a rear-drive car and drive at triple digits, stay away from spoilers. Speci

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