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diagnosis and an easy to use index.

Ford introduced its first "clean slate design" V-8 engines in the early 1990s in Ford, Lincoln, and Mercury models.

Known as the "Modular" engine family, the 4.6L engines employed new overhead cams, multi-valve performance,

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distributorless ignition, and more. This engine had new technology for its time, and it proved to be an extremely durable workhorse that logged hundreds of thousands of miles in police and taxi applications as well as light-duty trucks. And, of course, hotter versions, and even supercharged versions, found their way into

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applications such as Mustang GTs and Cobras. By 2011, Ford wanted something hotter and more current, especially for its flagship Mustang GT and GT350 models, which were suddenly competing with new 6.2L LS3 engines in Camaros and 6.4L Hemi engines in Challengers.

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Enter Ford's new 5.0L "Coyote" engine with Twin Independent Variable Cam Timing (Ti-VCT); it was an evolution of the earlier 4.6L and 5.4L Modular designs. Although the new Coyote engine had increased displacement, it still had far fewer cubes than the competition. Despite less displacement, the

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Coyote could hold its own against bigger Chevy and Chrysler mills thanks to advanced technology such as 4V heads with better port and valvetrain geometry. The Coyote is also Ford's first foray into technology such as Ti-VCT and cam-torque-actuated (CTA) function, which is a fancy way of saying

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variable cam timing for an incredible power curve over a broader RPM range. Even with all of this new technology, there is always room for improvement, and both Ford and the aftermarket have produced an array of parts to squeeze even more power out of your Coyote. In Ford Coyote Engines: How to Build

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veteran Ford writer and historian, Jim Smart, explains and highlights all of the latest and greatest options to achieve more horsepower and torque, and of course, faster quarter-mile times. Some of the upgrades covered are engine building techniques, cold-air induction kits,

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supercharger and pulley kits, better exhaust headers, fuel system and ECU tuning upgrades, and more. If you are looking for even more power from your new Coyote, look no further.

Ford's Mustang is America's most iconic pony car. This lavishly illustrated work walks readers through

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models, to 2015's all-new Mustang, Ford Mustang Red Book offers all the data and detail Mustang fans lust after. This is an in-depth look at all the Mustang models, including the anniversary and pace cars, and the specialty packages for street and competition driving that have made the Mustang

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remaining "classic"
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Get the behind the scenes view of arguably the most iconic automotive movie car and scene in history. Ask any automotive enthusiast what his or her favorite chase scene to appear in a movie is, and the majority will

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respond with "Bullitt."

It has made the top 5 in every list covering the best automotive chase scenes in history. But the appeal isn't just about the chase scene. Shot entirely on location in picturesque San Francisco in 1968, the movie not only features the historic chase scene but also many outdoor scenes filled with cars

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and architecture of the period that are filmed in crisp clear color. The movie was the fifth-highest-grossing film for 1968, it was well received by critics, and the chase scene won Franks P. Keller an Oscar for editing. In *Bullitt: The Cars and People Behind Steve McQueen*, you will get the complete behind the

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scenes picture of how all the action was coordinated and filmed. Included are the ideas behind the making of the movie, an interview with Director Peter Yates, production stills, and the planning for the scene. Also covered is the cast, the building of the cars used in the film, and the how and why the stunts were

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Choreographed and

filmed. To round out the story, an examination of what happened to the cars is included as well as coverage of the multiple Bullitt Edition cars released by Ford after the film, including the latest 2019 edition. While several books have been published about Steve McQueen, the "King of Cool,"

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never before has there been a thorough examination of this specific film and these specific cars. This edition is a welcome addition to the library of any McQueen, Mustang, or automotive film history fan.

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the Shelby GT500, and
more. The wildly
popular 4.6-liter has
created an industry unto
itself with a huge supply
of aftermarket high-
performance parts,

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machine services, and accessories. Its design delivers exceptional potential, flexibility, and reliability. The 4.6-liter can be built to produce 300 hp up to 2,000 hp, and in turn, it has become a favorite among rebuilders, racers, and high-performance enthusiasts.

4.6-/5.4-Liter Ford

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Engines: How to

Rebuild expertly guides you through each step of rebuilding a 4.6-liter as well as a 5.4-liter engine, providing essential information and insightful detail.

This volume delivers the complete nuts-and-bolts rebuild story, so the enthusiast can professionally rebuild an engine at home and

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achieve the desired performance goals. In addition, it contains a retrospective of the engine family, essential identification information, and component differences between engines made at Romeo and Windsor factories for identifying your engine and selecting the right parts. It also covers how to

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properly plan a **Owners Guide**

4.6-/5.4-liter build-up
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equipment for your
engine's particular
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work, assembly, start-up, break-in, and tuning procedures for all iterations of the 4.6-/5.4-liter engines, including 2-valve and 3-valve SOHC and the 4-valve DOHC versions. It also includes an easy-to-reference spec chart and suppliers guide so you find the right equipment for your particular build up.

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