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TI Automotive Aids Mustangs With Six New Module Systems

TI Automotive, a global supplier of fluid storage, carrying and delivery technology, has announced the release of six new replacement fuel module systems for Ford Mustangs.

The line includes three new Walbro-brand high-performance modules and three stock replacement modules and covers the 2005 through 2010 model years.

Each new module meets or exceeds OEM specifications relating to quality, flow and durability, and each features TI Automotive's 2010 *Automotive News* PACE Award-winning DCSS 39/50 fuel pump.

The part numbers are as follows: TU281/TU281HP - 2005 model year; TU282/TU282HP - 2006-2009 model years; TU289/TU289HP - 2010 model year.

All "HP" designations signify the high-performance versions.

"One of the key advantages of the new high-performance modules is the fact that they are all 'drop-in' ready - meaning you don't have to take apart the entire fuel system to replace the modules," said Doug Thomson, director of Aftermarket Sales, TI Automotive.

The modules expand the TI Automotive and Walbro-brand Ford Mustang offerings to cover the 1985-2010 model years.

Fluid thinking shapes the mindset of TI Automotive. Global automotive manufacturers turn to TI Automotive for insight and focus to develop industry-changing fluid storage, transfer and delivery technology.

Go to www.tiautomotive.com/aftermarket for more information.

60-Year Evolution Culminates in 7th-Generation 'Vette

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It has remained the standard engine of the Corvette for 57 years.

During those first three years, the automaker used the stalwart Chevy inline-six engine, dubbed "Blue Flame."

While the type of engine has remained the same over the decades, advancement in fuel technology has allowed the C7 to be the most powerful and efficient engine ever in a Corvette.

Performance and style have always been a focus of the vehicle and each generation has offered something unique that has helped shape the vehicle we see today.

The first-generation (produced from 1953 to 1962) was the first to mass-produce a car featuring an all-fiberglass body. It boasted dual round taillamps and a dual-cockpit-style interior.

The second-generation (1963-1967), dubbed the Stingray, represented a more revolutionary design. It was based on a clean-sheet design that allowed a lower center of gravity and lower, sportier seating position.

It also sported the landmark "split rear window." According to a press release by GM, the 1963 Corvette is often recognized as one of the most "beautiful in automotive history."

The C2 also introduced retractable headlamps, which would remain a signature of the car for the next 40-plus years.

The third generation of the Corvette was the longest running. It ran from 1968 to 1982.

It too was labeled the Stingray, but was now two separate words. The C3 was known for its aggressive styling, especially its blistered fender and long dash-to-axle design.

During the third generation, most of the focus was on the car's technology. That's when the vehicle evolved from fiberglass to a sheet-molding compound.

The C3 Corvette was one of the most popular generations ever, setting an annual sales record in 1979 of over 58,000 vehicles.

The fourth generation (1983-1996) of the vehicle included advancements in technology and design and manufacturing techniques.

It was the first complete redesign of the vehicle since 1963.

The C4 boasted a "backbone" frame structure and sleeker body. It also was the first to have an electroluminescent instrument panel with digital readouts.

According to GM officials, there were not models offered for

sale in 1983 and only 44 prototypes were built.

Only one remains today and it's currently on display at the National Corvette Museum in Bowling Green, Ky.

The fifth generation (1997-2004) offered big changes to the Corvette.

Not only was it lighter, roughly 100 pounds lighter than the C4, it also contained a higher plastic content than ever before.

The engine (LS1 small block) featured an aluminum cylinder block and aluminum heads to make it 10 pounds lighter than its predecessors.

The sixth generation (2005-2013) was the first to lose its signature retractable headlamps and replace them with fixed ones. The move was made to reduce the weight of the vehicle as

well as aerodynamic drag.

The C6 was the introduction of the Z06, which had a higher power-to-weight ratio than most sports cars on the market. It has a curb weight of less than 3,200 pounds.

In 2009, the ZR1 was released and included the same carbon fiber body parts and aluminum chassis as the Z06.

All the improvements in technology and performance over the generations have led to the car we see today, the seventh-generation Stingray.

The C7 model is slightly longer than the C6 Corvette and includes a wider stance. Its frame has also been changed from steel to aluminum to reduce weight.

This latest model includes more defined headlights, a new Gen V small block V8 engine and

square rear taillights (similar to those seen on the Chevy Camaro), instead of round ones.

While the Corvette has continued to evolve over the last 60 years, some elements have remained the same.

Each generation has shared these four unique elements: all Corvettes have been two-seat sports cars with a front engine and driving rear wheels, they've always featured bodies made of composite materials, the small-block V8 has been standard for 57 years, and the Corvette has been used to test new technologies for other GM vehicles.

Got News?

If you have solid business news for this paper, please contact us at News@DetroitAutoScene.com.

GM Introduces Two Industry-First Air Bags

CONTINUED FROM PAGE 1

"The front center airbag has real potential to save lives in side crashes," said IIHS President Adrian Lund. "GM and Takata are to be commended for taking the lead in this important area."

Another industry-first air bag co-developed by GM and Takata debuted this year on the 2013 Chevrolet Cruze, also an IIHS 2013 Top Safety Pick.

The flexible venting driver air bag on the Cruze is designed to effectively use the inflator output and the characteristics of the vent to manage the ride-down of the occupant and help reduce the risk of inflation-induced injuries by allowing the occupant's forward momentum to effectively push the gas from the inflated bag out and away.

Unlike more complex dual-stage air bags that use one inflator for low-speed crashes and another for high-speed crashes, the

Cruze's new single-stage "smart air bag" uses one lower output inflator to manage both low-speed and high-speed crash forces.

GM testing shows the single-stage driver air bag provides excellent cushioning for drivers of varied sizes in both low-speed and high-speed crash events.

The National Highway Traffic Safety Administration recently tested the 2013 Cruze with the new air bag technology under its New Car Assessment Program. The Cruze received NHTSA's maximum 5-Star Overall Vehicle

Score, the same vehicle rating it received in 2011 and 2012 when the small car used a dual-stage driver air bag system.

"These new air bag technologies provide smart ways to manage crash forces, and are an integral part of Cruze's continued success in safety testing and real-world performance," said Gay Kent, GM general director of vehicle safety and crashworthiness. "The latest safety rating reflects the confidence we have in its new and carry-over safety technologies and overall crash-worthiness."

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