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Used Good condition but not perfect, Cover has minor nicks and tears, spine shows some creases from use. Ask Questions and request photos if your buying for the cover and not the content. Please try again. Please try again. Only items photographed are included Then you can start reading Kindle books on your smartphone, tablet, or computer no Kindle device required. To calculate the overall star rating and percentage breakdown by star, we don't use a simple average. Instead, our system considers things like how recent a review is and if the reviewer bought the item on Amazon. It also analyzes reviews to verify trustworthiness. For over 55 years, Pontiac has been building familiar cars such as the 243 horsepower, 2003 Pontiac Vibe 6.4 and the 2008 Grand Safari GXP. Bonneville's are much easier to maintain and repair with you have a Bonneville repair manual. If you are searching for Pontiac manuals, Tradebit has you covered. Online for over 12 years, Tradebit is the best place to find files like music, video tutorials, repair manuals, and more. If you're curious about how much our users love Tradebit, read reviews from real buyers. Models Ford gearboxes. Faults bridges Ford Foton GAC Geely The history of Geely. All content on the site is taken from free sources and is also freely. The site administration does not bear any responsibility for illegal actions, and any damage incurred by the copyright holders. All materials posted on this site for if you are the copyright owner of the materials posted on this site contact us. The brand was established in 1926 and still remains an active trademark of General Motors today. Pontiac quickly gained popularity in the 1950s and became a companion make for Chevrolet. It was also seen as the performance division of General Motors for many years. Pontiac introduced a highpowered V8 engine which, in 1956, was the first in a series of NASCAR ready engines. <http://www.astik.sk/canon-mp360-user-manual.xml>

- **1.0.**

If you want to fine tune your own Pontiac model, you can choose from our wide selection of repair manuals. They have all the information and guidance you need to handle any DIY servicing or repairs. Error codes are triggered when your Pontiac's computer detects a mechanical issue with the car and then illuminates the check engine light. Once the problem is fixed, the code will need to be cleared out to turn off the check engine light. The process is the same regardless of what year, make or model of Pontiac you drive. The battery usually is located in one of the corners of the engine compartment. It will be a square box with two cables connected to it. If you cannot visually locate the battery, consult your owners manual for specific location. It will be connected to a black cable, and the metal terminal coming out of the battery will be marked by a minus sign. Look on the instrument panel on the dashboard to confirm the check engine light has gone off. An employee of the store should be able to help you with clearing the fault code. If you fix the problem, the Check Engine or Service Engine Soon light will go out immediately and the code will clear all by itself within 25 ignition cycles, as long as there is no recurrence. The CE or SES Light is there to tell you there's a problem. If you clear the codes, but don't repair the problem, it will turn back on within three ignition cycles. Then, restart the engine. Once the ECM runs its routine, post start diagnostic and passes, it will turn off the CE or SES light and relegate the code to history. Now the car will not crank or try to crank. There is a code of witch you have to turn key on, left blinker, honk horn and stuff like that to get the car to crank. I do not know the steps to make car crank. Any suggestions. For the best experience, please consider upgrading to the most current version of your browser. Learn more about how it works. Learn more about how it works. Explore the world of Goodyear racing. <http://www.constreng.com.br/userfiles/canon-mp460-user-manual.xml>

Give us a call and we'll match it. When you're looking at your tire, your sidewall should look similar to one of these two options. Start entering the first number as highlighted below. Heads up! Some tires might show a number like 12.5 as 1250. Let us guide you there. Select the number that matches your trailer tire sidewall. Once you are at your vehicle, write down the following highlighted numbers located on your sidewall in the order shown below. We're sending you to Goodyear's Canada site to see results; don't worry, we saved your tire information. If you want to get involved, click one of these buttons! If you want to get involved, click one of these buttons! It has the Twilight Sentinel feature. The problem was, the headlights stayed full on low beam at all times. As soon as you'd turn the ignition key on, the headlights would come on. Every great once in a while, the dash lights would dim and come on bright again. Working the headlight switch plunger itself had no effect on what the headlights would do. For the longest time, I figured the headlight switch was bad. I finally decided to read the owner's manual to see what it had to say about the headlights. It was only after I did read that information that I had an idea about how the headlights were supposed to work. All of these cars have the Daytime Running Light (DRL) feature, whereby the headlights come on about half bright on low beams as soon as you put the car in gear. When the light outside gets below a certain level, a sensor on the instrument panel turns the headlights on full bright low beam. If you are in a full light situation where the sensor has the headlights in the DRL mode, you may turn them on full power low beam using the plunger in the switch. If you are parked and the headlights are off, you may use the plunger to turn the lights on and off; otherwise the plunger isn't used much.

I never use the Twilight Sentinel feature switch under plunger knob that if turned on, will leave your lights on for a certain period of time after you shut the car off to give you time to get into the house using that light. So, my headlights weren't doing what they were supposed to. It occurred to me to do something simple. Clean the dust out of the little dark blue eye on the light sensor on the left upper side of dash. My wife uses this car and it's always clean inside, but nobody has ever thought to dust the sensor. I just ran a Q-tip around in the little eye a few swipes. The next day, the headlights were working just like the owner's manual said they should. No lights on with car running and in park; come on half strength DRL when put in gear; and come on full strength in shade or darkness. Instrument lights come on bright with DRL on; dim when headlights are full on. Somewhere along in there, I went to the junk yard and taught myself how to change a headlight switch on a 99 Bonneville SLE which is just like my 97 SSEi with respect to the lights. In case you ever need to know, the headlight switch comes out straight toward you in the driver's seat; it's impossible to do it from under the dash like an old Ford. It's a very tight fit getting it out, but once you do that, carefully unplug the wiring pigtail and Bob's your uncle. There are also times where I will apply the brakes and the instrument panel lights will come on. Sometimes they will lock by themselves and the interior lights will come on again and won't go off no matter how far you drive. I used to be able to get them to turn off by cycling the lock switch in the car but not anymore. Any help would be greatly appreciated. You may have a problem with ground at the battery terminal. Check for corrosion. Then check the positive cables. They overlap and are jointly bolted to the positive. People talk about cutting back into the plastic of each to look for deterioration.

<http://gbb.global/blog/4-stroke-engine-repair-manual>

Also check the spacer between them for corrosion. You may have a ground buss problem at the ground connection just where the driver's foot goes over the door sill. They corrode and cause funny things to happen. Also a problem with a weak battery may cause strange symptoms, but yours don't sound like what people often describe. See pictures of the driver's side buss here. Lots of friendly people helping other Bonne owners. Something went wrong. Triumph Instruction Manual No. 12 Speed Twin, Thunderbird, Tiger 100, Trophy 6.00 6d 4h Make offer Triumph Instruction Manual No. 12 Speed Twin, Thunderbird, Tiger 100, Trophy Triumph Instruction Manual Speed Twin,

Thunderbird, Tiger, Trophy 194555 10.00 2d 23h Make offer Triumph Instruction Manual Speed Twin, Thunderbird, Tiger, Trophy 194555 Go to next slide Make an offer Fresh Deals this Way Find what you're looking for, for even less. User Agreement, Privacy, Cookies and AdChoice Norton Secured powered by Verisign. Please help improve this article by adding citations to reliable sources. Unsourced material may be challenged and removed. The brand was introduced as a limited production performance convertible during the 1957 model year. The Bonneville known as the Parisienne in Canada until 1981, and its platform partner, the Grand Ville, are some of the largest Pontiacs ever built; in station wagon body styles they reached just over 230 inches 5.8 m long, and at 5,000 pounds 2,300 kg and more were also some of the heaviest cars produced at the time. They were also available as hearses. Only 630 units were produced that first year, making it one of the most collectible Pontiacs of all time. The following year it became a separate model, and it would endure until 2005 as the divisions top of the line model. The name was taken from the Bonneville Salt Flats in Utah, the site of much early auto racing and most of the world's land speed record runs, which was named in turn after U.S. Army officer Benjamin Bonneville.

<http://www.btrcontrols.com/images/brother-mfc-7840w-user-manual-pdf.pdf>

Also a 300 horsepower 220 kW 370 cubic inches 6,100 cc V8 with four barrel carburetor and dual exhausts was now standard equipment. The Bonneville played an important part that year in the introduction of two of Pontiac's greatest marketing inspirations — the split grille and the Wide Track slogan. The latter was not just ad copy, either, as Pontiac pushed its wheels further out toward the fenders than anyone else and created what were considered to be the best cornering fullsize cars in the industry. Both the grille design and the Wide Track phrase remained part of Pontiac's image up to its termination. Bonneville's with the exception of Bonneville Safari station wagons were also along with Star Chiefs built on a longer wheelbase version of GM's B-Body. Also found in the Bonneville were instrument panels and door panels with walnut veneer trim, carpeted lower door panels, grab bar on the passenger side of the dash and courtesy lights and a rear arm rest. Options included power steering and power brakes as well as air conditioning. Other popular options included power windows, power seats, radio, cruise control, and 8 lug aluminum wheels that included integral brake drums for improved stopping power. The Bonneville, also, had more powerful standard V8 engines than other fullsized Pontiacs, including the 389 cu in 6.4 l or 400 cu in 6.6 l V8s with four barrel carburetors power ratings of 303 to 340 hp 226 to 254 kW depending on year with many optional V8 offerings, such as the availability of the TriPower three two barrel carburetor options on both the 389 cu in 6.4 l and 421 cu in 6.9 l V8s that offered up to 376 hp 280 kW through 1966. Bonneville's followed largely the same styling cues as on other 1965 Pontiacs, but was 8 inches longer thanks to its new 124 inch wheelbase chassis. The interior featured new instrumentation and dashboard styling as well as new upholstery. A 421 cu in 6.9 L engine was an optional upgrade.

<http://dhirarchitects.com/images/brother-mfc-7840w-printer-manual.pdf>

This new 3 speed unit had a torque converter, unlike the old fluid coupling based Super Hydramatic featured on past Bonneville models. The interior saw some updates, including a more squared up dashboard and minor changes in instrumentation. Power train components were the same as 1965. The interior featured a new wrap around style dash with new switchgear, instrumentation and trim. As per the upcoming US Title 49 legislation, 67 Bonneville's were equipped with seatbelts as standard, as well as other government mandated safety equipment. A myriad of horsepower ratings were optional. The front fascia was heavily revised with new side by side headlights, however, the side and rear styling stayed largely the same from 1967. The interior saw some minor updates to styling with less chrome, as well as an available 8 Track Tape player. The front fascia stayed similar to 68, however, the rest of the car saw a restyle. The rear end saw widened taillights and a color coded bumper insert. The interior saw even more updates, featuring more padding, wood trim and a slanted dashboard. Wrap around amber turn signals were integrated into the lower bumper. Side

body lines remained similar to the 69 model year, however the rear design was completely revised with lowered tail lights and bumper, with a design more similar to that of 65 and 66 model years than those directly prior. In effect, it replaced the discontinued Executive above the lowerpriced Catalina. The standard engine for 1971-72 was a 455 cubicinch V8 with twobarrel carburetor that was rated at 280 gross horsepower for 1971 and 185 net horsepower for 1972 and optionally available was the fourbarrel version of the 455 rated at 325 gross horsepower in 1971 and 250 net horsepower in 1972. The onpaper power ratings reflect the change in power measurement undertaken by the industry for 1972.

1971 was also the first year for Pontiac and other GM divisions to reduce compression ratios on all engines across the board to operate on loweroctane regular leaded, lowlead or unleaded gasoline, reflecting a corporate edict anticipating the introduction of catalytic converters in 1975 to help meet increasing stringent federal and California emission requirements. Optionally available was the 455 fourbarrel V8 rated at 250 horsepower 186 kW for 1973-74 and 200 for 1975-76. The 1975 model year introduced rectangular headlights its frontal appearance was similar to the Cadillac DeVilles and Fleetwoods of the same era. Please help improve this section by adding citations to reliable sources. The Bonneville also regained the Safari station wagon as part of its model lineup for the first time since 1970 with woodgrained exterior trim and interior appointments shared with Bonneville coupes and sedans. The Safari was available in both 6 and 9passenger configurations and featured a dualaction tailgate that could be opened to the side as a door or downward as a tailgate, rather than the disappearing clamshell tailgates found in 1971-76 fullsized Pontiac wagons. A 185horsepower Oldsmobile 403 cubic inch V8 was also an option. In later years, increasingly stringent fueleconomy standards mandated by the Corporate Average Fuel Economy CAFE regulations would lead to the discontinuation of the larger engines with a 231 cubicinch Buick V6 becoming the standard engine on Bonneville coupes and sedans for 1980 and 1981 with the only optional V8s offered including 265 and 301 cubicinch Pontiacbuilt gasoline engines or an Oldsmobilebuilt 350 cid diesel powerplant. With that, GM decided to pull the plug at the end of the 1981 model year. Along with them went the 301 engine, marking the end of Pontiac V8s. From now on, the division would use Chevrolet engines. Please help improve this section by adding citations to reliable sources.

Styling was revised to bear a closer resemblance to the departed Bbody Bonneville and coupes were dropped. GM also began marketing the Bonneville in Canada for the first time starting in 1984 1982 and 1983 Canadian models carried the Grand LeMans name, as GMs fullsize Bonnevilles in Canada were referred to as Parisienne. The Bonneville sedan continued in base, Limited Edition LE, and Brougham versions through 1986. The 1982-1986 Bonnevilles are direct descendants of the 1964 Pontiac Tempest. These 1982-1986 Bonnevilles were the smallest and the last of the old breed of Bonnevilles, having rear wheel drive, full perimeter frame body on frame, and oldfashioned American car ride and styling. The Bonneville was then again one notch below the top of the line from late 1983 through 1986. In 1987, the Parisienne was discontinued and the Bonneville was completely redesigned as a frontwheel drive car, rejoining its pre1982 platform mates the Buick LeSabre and Oldsmobile Delta 88 and it regained its status as the senior Pontiac. Please help improve this section by adding citations to reliable sources. Initially, a 150 hp 112 kW 3.8 L V6 was the sole engine, mated to a fourspeed Hydramatic 4T60 automatic and performance was adequate from this pairing. For LE models, an SSE sport package was also available that featured a quicker gear ratio, sportier suspension and more standard features, as the Bonneville was intended to have a more sporty, European flavor than the LeSabre and 88. First, for the 1988 model year, Pontiac replaced the LG3 with a revised version of the same engine platform, with an increase of 10 hp and 10 ftlbf 14 Nm of torque. This engine has the RPO code of LN3 and is the first time the Buick 3.8 is called the 3800 V6. Other models on the Hbody platform were fitted with the updated engine one year later, in 1989. The LN3 was used through 1991, until the Bonneville was once again redesigned for the 1992 model year.

It features sequentialport fuel injection, the LN3 produced 165 hp 123 kW and 210 lbft 285 Nm. Also new for 1988, the base model is dropped making LE the base model. Two new models are added, the midlevel SE went from option package to trim and linetopper SSE. One notable feature of the SSE was the addition of automatic leveling rear air suspensions, which also included an inflator in the trunk. For 1989, a compact disc player became optional and in 1989 a remote keyless entry system was added to the options list for all 1990 models. Suspension revisions were introduced in 1990 for the 1991 model year. The SSE trim was exclusively equipped with an exterior sport appearance package that included body cladding, assorted ground effects, a body color grille and removal of the Bonneville door badges and Pontiac trunk badge, replacing the Bonneville trunk badge with an SSE Bonneville badge. It features the Driver Information Center, automatic climate control and the Delco UT4 stereo. The first prototypes were built in 1989 and went into testing in mid-1989. According to GM's Pontiac division, these trim acronyms have no implied meaning. All engines came paired with a 4-speed overdrive automatic transmission. SSEi models got dual airbags and antilock brakes. SE and SSE models made due with a driverside airbag and optional ABS. This generation hosted quite a few Bonneville firsts, becoming quicker and considerably safer. One of the most notable improvements over the previous generation was that the Bonneville SE now came standard with a driver airbag and was the first General Motors product equipped with a passenger airbag, while ABS was available as part of the sport appearance package. The SSE models came with standard ABS and traction control. This option package designation remained only on the RPO sticker until 1998, when SLE badges were added to the exterior of the vehicle. This continued onto the 99 model year. Many more standard options were available with the SSE.

The SSEi came standard with most of the available options in the lower models, including the supercharged 3800 RPO L67. A resonator also became standard on the exhaust to lower the raspy tone that the engine produces. Passenger airbags also became standard on all models. This engine made 205 hp 153 kW and 230 lbfft 310 Nm. The SSEi remained equipped with the Series I SC 3800 RPO L67 engine until the 1996 model year, when it too was updated. Some things were subtly reshaped, and other things, such as the tail lights, headlights, grille, and lower body cladding were drastically changed. The gap narrowed quite a bit regarding the exterior trim between packages. The previous generation showed an entirely different style of cladding and rear lighting for the SSE and SSEi, while this generation, at first glance, remains the same between the trims, with of course, the exception of the unique front bumper and grille. Also for 1996, the supercharged version of the 3800 Series II engine was introduced for the Bonneville. The SSEi and optionally the SSE got a new Eaton M90 supercharged L67, producing 240 hp 179 kW and 280 lbfft 380 Nm. This engine was used from 1995 until it was retired from the Bonneville in 2003. Pontiac made six models the SE, the 40th Anniversary SE, the SSE, the 40th Anniversary SSE, the SSEi, and the 40th Anniversary SSEi. The 40th Anniversary SSEi is the rarest model with a total production of 637 units. The 40th anniversary models all had a VIN with Y40. According to GM, all L67 equipped SEs are just SEs. But, it also means that in order to have this engine, they had to have RPO H4U Sport Luxury Edition SLE. But since this was not a model, it had no badging in 1995 and supposedly not for 1996-1997, it was just an option for the SE. But in order to get the supercharger in an SE, you had to also pay for the SLE option.

The SLE optioned SE was supposed to compete with European sedans in appearance and performance, whereas the SSEi was to be more of an American muscle sedan. A new transmission, the 4T65E was introduced in 1998 for the naturally aspirated 3800 installed in SE and SSE models, and the heavyduty version, otherwise known as the 4T65EHD was introduced in 1997 for the supercharged 3800 installed in the SSEi models. GM's StabiliTrak stability control system was introduced on the topoftheline supercharged SSEi model, later replaced by the GXP. The 2005 SLE featured all GXP styling cues, except the wheels, badging, muffler tips and engine all remained unique to the GXP. The last Bonneville left the assembly line on May 27, 2005. Only about 12,000

Bonnevilles were sold in 2005. With more than half of Pontiac dealers also selling Buick models, the Buick Lucerne along with the Chevrolet Impala continued as GMs only mainstream fullsize cars until the introduction of the 2008 G8. Retrieved 20111211. Retrieved 20111112. Retrieved 20111112. Retrieved 17 May 2020. Retrieved 17 May 2020. Retrieved 17 May 2013. By using this site, you agree to the Terms of Use and Privacy Policy. He had no issues with me taking the van for a test drive and then to my local Dobbs to have it checked out. We worked out a good price and the transaction was quick and easy. I would highly recommend buying a vehicle from him and if something were to happen to the one I just purchased, this is the first place I would look for another van. Cody answered all my questions and took the time to show me the truck and all its features. The staff is friendly and went out of their way to make the process a pleasure. I now have a beautiful new truck that I'm really enjoying. I'd recommend Ben Davis Ford. Also challenging to get a straight answer via email. I would buy from this dealership in the future. Went down there to see the car was never greeted a guy finally comes out and tells us the car was sold.

I get an email the next day from another guy saying the car was still available Dont waste your time here. Follows up if they do not hear back. Seems to me it is good dealership But I was able to find what I wanted closer to my home. The salesman said he would send me an email with he price and I had to ask again about 22 hour later to get him to send me the price they would sell it for. I feel when the ad says dealer price that would be the price of the vehicle. Went thru the options of everything and financing was available. Would do business with them again! Only face to face. Will sell car while talking to you about it. Shopped dozens of cars on CarGurus no other dealer treated me like this. Emails are blunt and not courteous. If you're local up to you, out of state, don't bother. I also told them I would be paying cash and asked if that would be okay or if they would prefer a cashiers check. I got an email back with the words "stop in and see for yourself". Based on that rude response by somebody at the dealer, I decided to look elsewhere for a vehicle and happily spent my money at a place that was super helpful. Answered all the questions and made the experience of buying a car incredibly easy. Couldnt have gone any smoother. Thanks again Louie! The Bonny has taken on legendary status as one of the largest performance cars that Pontiac ever built and is fondly recalled today with a nostalgic sigh since its demise in 2005 after 48 years on U.S. roads. First appearing as a promotional luxury performance convertible in the Star Chief line in 1957 a collectors item now, the Pontiac Bonneville became its own model in 1958, as both a coupe and convertible known for comfort, luxury, and lots of standard bells and whistles. Named for the Bonneville Salt Flats racing car test grounds, the early Bonnies featured powerful V8 engines that achieved well over 300plus horsepower with their fourbarrel carburetors.

Its heyday was in the 1960s, when it introduced a sedan and station wagon along with the coupe and convertible and pioneered the Wide Track slogan that ushered in the era of big boat cars. Already at 123 inches in wheelbase length, the Bonny pushed its wheels out almost all the way to its edges, touting better road handling and cornering, as well as more interior room. The Bonneville was sporty and fast, with plenty of passenger and trunk room, and lots of comfort features inside. Its surprisingly good gas mileage for such a large car and famiy car practicality cemented its popularity. But the gas crunch of the 1970s forced detuning of engines and downsizing of cars, and though still sold as a fullsized sedan, the Bonneville lost some length, and its V8 engines eventually got down to a measly 170hp. The convertible disappeared, and for a while the Bonny lost its top spot to the Grand Ville. By the 1980s, it had been downgraded to a midsize car, far removed from its glorious giant days of the 60s. 1987 was a bit of a rebirth for the Bonneville. It regained its toposfheline fullsize status, but lost the standard V8 engine in favor of a V6. Rearwheel drive was replaced with frontwheel. Sportier trims reached back to the Bonnys roots, and a supercharged V6 option in the 90s provided more power. A V8 returned briefly in 2004, just before the Bonneville's demise a year later. Poor sales forced the termination, but the move saddened many Bonny fans. It truly was an end of an era, the sad passing of Pontiac's flagship large luxury performance sedan. After all, over 30

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