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JackLug wrenchLug nutsSpare tire problem with tire change on Mazda Tribute figuring out how to get started. It can be difficult to determine how to remove spare tires from the vehicle. Instead of sitting under the trunk carpeting, it's actually under the vehicle itself. People who don't know this and end up with a flat tire may find themselves in a loss of what to do. Park Tribute on as much surface level as possible and out of danger of traffic. Place the car in the Park if it is automatic or in Reverse if it is a guide. Do the parking. Open the hatch and find your jack and key for the hatch. Depending on the options on your tribute, it will either be under the carpet floor near the elevator gate or on the right side of the cargo area behind the access panel in the side wall. Remove the tools by unbuttoning and pulling out the belt or releasing the screw onto the bracket accordingly. Pull the key to the socket so you can use it to get a spare tire. Close the hatch and look for a hole in the middle of the right half of the bumper, which is slightly larger than the head of the wrench. Insert the wrench head into this hole and turn it counterclockwise. This will release the tyre from under the vehicle. Pull it away from the hanging cable by unsprong the cable with the wrench if it has one. Use the bullet key to turn each nut on a flat tire with a counterclockwise half turn. Look for not ones on your car, which are small indentations under its frame. There is one in front of each rear tire and one behind each front tire. Put the socket under the appropriate notch and rotate the handle clockwise until you have a flat tire inches from the ground. Turn the drag nuts counterclockwise until they are completely off. Take the tyre off and replace it with a spare tyre. The stem of the valve should look on towards you and the tire should be flush with the wheel hub. Tighten the dragging nuts halfway by turning the bullet key clockwise. Turn the handle of the counterclockwise connector to lower the vehicle. Then tighten to drag the nuts the rest of the way. Check your owner's guide for more information about your specific Model Year Tribute. Some Tributes have full spare parts, while others have smaller tires, or doughnuts. You have to drive these small tires as little as possible and not at excessive speeds. Find a used car trade, resell, certified used and retail value used vehicles depending on the condition, mileage and other factors of car sales. Aside from corporate hot rods such as the Ford SVT Focus, compact transport appliances don't usually generate much of the splash on the collective ECG trail here. But the new Mazda 3 may be the exception. This is not a big surprise, as predecessor 3. Protege, scored top marks Three consecutive compact free for all (Little Cars 6.1, June 2000; Boxes, size small, June 2002; Double Dream boat, November 2002). Year, surprisingly, however, is the change of character that marks the transition from Protege to 3. Light on your feet and eager to please, Protege prevailed against cars with more power and perhaps better value because of its high fun-to-drive index. 3 dances to more sophisticated music. Although he responds to driver commands as quickly as his predecessor, in fact - the puppy playfulness of the Protege has settled on more serious behavior, which is more purposeful, polished and essential. The exuberant teenager is gone, replaced by a hip young adult. It's an all-new car on the new platform, 40 percent tougher than the Protege shell body, according to Mazda. After living with our test car for a week, we have no reason to doubt this assertion. Like the Protege, the 3 is supported by the rack in front, but there is a new multilink setup at the back, similar to the system used on the mid-size Mazda 6. The electric hydraulic steering system with electric hydraulic control is accurate and fast at 2.8 lock turns, and the all-disc braking system has large rotors ventilated in front and supplemented, in our test car, by an anti-lock, which is optional. Like the Protege, the 3 is offered in two body styles, a formal four-door sedan and a five-door hatch, such as our test subject here. Both are larger than their respective numbers from the Protege lineup. The wheelbase, common to both body styles, was stretched to 103.9 inches, 1.1 inches longer than Protege and among the longest in this class, plus in the riding department. At 176.6 inches, the new five-door is 6.1 inches longer than The Protege's. The height remains about the same at 57.7 inches, but the width has been extended by two inches, from 67.1 to 69.1, and there is a corresponding gain in front and back of the track sizes: 60.2/59.6 inches for 3 vs. 57.7/57.9 for Protege's. JEFFREY G. RUSSELL All of the above should add up to a more capable interior, and this does-with one significant caveat. While the rear seat of the leg seat has improved, the cross-car structural beam encroaches on the rear footrest, denying, to some extent, another volume increases. The payload, on the other hand, has improved, and like the Protege's, the five-door version 3 incorporates the versatility of the hatchback cargo, thanks to the folding rear seats. Mazda expects that two-thirds of the 3 projected 70,000 annual sales in North America will go for a more conservative sedan, essentially a smaller version of the Mazda 6 four-door. However, it's a cheeky five-door option that really exhibits the new lineup, and design chief Hideki Suzuki cites the Peugeot 307 and Alfa Romeo 147 as the inspiration for the New Age car look. There are several engines available in the European and Asian editions of this Mazda world car, including several new diesels, but American models offer two Engine. The base powerplant is an aluminum 2.0-liter DOHC 16-valve four with a consistent Valve Mazda Mazda (S-VT) system carrying a respectable 49-state rating of 148 horsepower and 135 pound-feet of torque, an 18-horsepower increase compared to the hottest engine offered in Protege. Borrowed from 6 transmission inventory, the new engine upgrade is a 2.3-liter DOHC 16-valve aluminum four-cylinder with S-VT variable valve timing and variable intake runners, it is designed for 160 horsepower at 6500 rpm and 150 pound-feet of torque at 4500 rpm. Mazda calls it Activematic and cites ultra-fast one-two upshift time, contributing to a faster flight. Let's talk about these escapes. Equipped with a five-speed manual transmission and a 2.3-liter engine, our tester made a 0-to-60 dash in 7.4 seconds, covered a quarter of a mile in 16 seconds at 87 mph, and reached 100 mph in 22.8 seconds. These are wonderful car numbers in this class. The only comparable performance in the class was placed on the 190-hp Toyota Matrix in our June 2002 hatchback comparison, and that the car scales 110 pounds lighter than our hefty 2,957-pound five-door mazda test car. Other official test results are no less remarkable. For example, the car pulled 0.87 g per skidpad, a clear improvement of 0.79 g showing Protege's back in 2002 and more consistent with sports cars than econoboxes. The 70-to-0-mph braking distance of 169 feet is also exceptional. Interior 3 enhances the message of these sports performance numbers: a deeply fortified seat bucket (skin in our test car), adjustable height for the driver, as well as a rake and front part: Miata-style leather three-wheeled steering wheel with tilt and telescopic adjustment; High-quality materials and designer textures; classic white-on-black instruments with above-average temper; A stack of secondary control center that earns high marks for good looks and easy work; and excellent lines of view of the driver. On the road, 3 is composed, quiet, and unflappable. It goes exactly where it is pointed, and if there is an understeer, the inevitable consequence of front-wheel drive, the threshold is higher than in all but a few cars in this class, and those few have performance specials such as SVT Focus, Dodge SRT-4, and Saturn Ion Red Line. As the discount rooms suggest, the clutch is plentiful. Our test car was wearing a 205/50 Goodyear Eagle RS-A tire on 17-inch aluminum alloy wheels, part of a sports pack that is optional on a sedan, standard on a five-door. The clear action of the five-step shift is only this side of something from Honda, the brakes resist withering better than most, 3 every step is distinguished by certainty. However, for all its competence and substance, 3 somehow can't be as immediately seductive as its © Protege. Why is that? We're not quite sure, but we have a few theories. While he responds to the helm without a hint of There's a sense of gravity here that goes beyond the 162-pound difference between this Mazda five-door and the one that came home first in our 2002 hatchback derby. In the same vein, although it's almost two seconds faster than 60 mph than the Protege's, it doesn't convey that sense of quickness for its pilot, due to a combination of a quieter cockpit and an electric motor running a 2.3-liter engine that is devoid of any rush, pulling smoothly and steadily to the right before its 7100-rpm red line. Another take: Mazda entry-level offering lost ease of being that made Protege's so attractive, which is price 3 a clear improvement in substance and quality. And when it comes to price, more cars, which is what we have here, inevitably means a bigger sticker. Mazda says the four-door models will start at \$14,200 and five-door editions at \$17,410. Both body styles should top up about \$23,500 loaded. Our test car, which included mix and match features, is carried out by an estimated price of \$21,000. This price included things like leather, ABS and electronic brake power distribution, xenon headlights, tire pressure monitor and roof hatch. It does not include a Mazda DVD navigation system, a CD player (which will be packed with a hatch in American models), side and curtain airbags (usually packed with ABS), or an automatic gearbox. Package prices, despite this, it adds up to a fairly expensive five-door compact - \$2,260 more than the Protege's comparo winner. The Mazda 3 may well continue to protege's best-in-class tradition. But despite all the benefits, something was lost. That's the price of growing up. BARRY WINFIELDThe Mazda 3 supports the positive design momentum the company has demonstrated with its new Mazda 6 and RX-8 models, putting a distinctive - even controversial - rival there among smaller cars. With its sturdy structure, tight handling, and generous engine size for the class, the new 3 is likely to make great friends among imported tuners and hot rodders. The question is, will he befriend as many families are looking for economy boats? Stacking a bit of adventure for these conservative consumers, and the back seat space isn't great. As the basis for the new Ford Focus, the Mazda 3 can be a bigger hit than this in its own right. Peter LYONxFord Focus Nemesis is here. Inheriting the Mazda's apparent grille and tilting headlights that adorn the faces of the company's new generation of cars - the 6 and RX-8 - the 3 certainly has curves to turn heads. It may borrow some pieces from the Focus bin, but its appearance, interior feel, and handling are all Mazda. The 160-hp, 2.3-liter engine from the 6 have more than enough grass, and 3 turns sharper and faster than any other in its class. And this five-step manual shifter is just superb. The RX-8 six-timer boasts beautiful short throws with a precise touch. 3 does, too, with arguably the best best in class. DANIEL PUNDThe Mazda 3 is more clearly focused on the European market - where car size and wealth do not automatically go hand in hand - than in the American market. There's a great market for luxury hatchbacks across the Atlantic, and the new Ford-based Mazda fits well into this class with the Peugeot 307 and Alfa Romeo 147 and such. It's much nicer than the Protege car's ever has been in terms of interior design, NVH management, and overall essential feeling. But gone are perfectly matched, lightweight controls and frisky character that come with a well-tuned light car. A lot was received with the new model, but the part I liked most about the old one was lost. This content is created and supported by a third party and is imported to this page to help users provide their email addresses. You may be able to find more information about this and similar content on piano.io piano.io

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