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**ATV Performance Tuning and Modifications** How to install a high flow exhaust on an ATV Steps for re mapping the ECU for improved performance How to choose the right gear ratio for your riding style When to upgrade the clutch springs and weights in an ATV Benefits of a big bore kit for ATV power output How to tune jetting for altitude changes Steps for adding a performance air filter to your ATV How to improve throttle response through tuning Tips for balancing top speed and low end torque in an ATV How to reduce engine lag with proper tuning adjustments When to upgrade the cooling system for performance riding How to test performance gains after modifications
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**Seasonal and Environment Specific ATV Preparation** How to prepare your ATV for winter storage Steps for setting up your ATV for deep snow riding How to waterproof your ATV for water crossings Tips for preventing rust after riding in wet conditions How to adjust jetting for hot summer temperatures Steps for protecting your ATV from saltwater corrosion How to prepare your ATV for muddy trail conditions What to pack for a long distance ATV expedition How to maintain your ATV during hunting season use Techniques for cleaning your ATV after sand dune riding How to set up tire pressure for different terrains When to change coolant for seasonal temperature shifts
- **About Us**

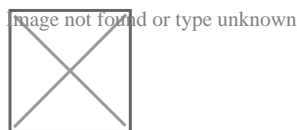


Adjusting jetting for hot summer temperatures is a crucial task for any motorcycle or ATV enthusiast who wants to maintain optimal performance and fuel efficiency. Early problem detection avoids major repairs [auto atv Robeson County](#). As temperatures rise, the air becomes less dense, which means your engine is getting less oxygen per volume of air. This can lead to a rich fuel mixture, causing your engine to run inefficiently and potentially leading to performance issues or even damage.

### Understanding Jetting

Jetting refers to the size of the jets in your carburetor that control the flow of fuel. There are two main jets to consider: the main jet and the pilot jet. The main jet controls the fuel flow at higher RPMs, while the pilot jet manages it at lower RPMs, such as when idling or cruising at low speeds.

### Steps to Adjust Jetting for Hot Weather

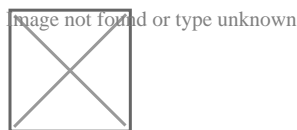


### Check Your Current Settings

Before making any changes, it's important to know your current jetting settings. This includes the size of your main jet, pilot jet, and needle position. Write these down so you can easily revert to them if needed.

### Use a Temperature Correction Chart

Many carburetor manufacturers provide temperature correction charts that recommend jet sizes based on ambient temperature. These charts can be a great starting point for making adjustments.



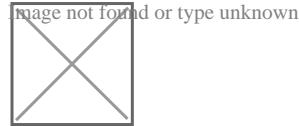
### Make Small Incremental Changes

When adjusting jetting, it's best to make small, incremental changes. Going from a 150 main jet to a 160 main jet is a good starting point. Similarly, you might go from a 42 pilot jet to a

45 pilot jet. Making smaller changes allows you to fine-tune the settings more accurately.

### Test Ride and Observe

After making your adjustments, take your motorcycle or ATV out for a test ride. Pay close attention to how the engine performs. Look for signs of a rich or lean mixture. A rich mixture might cause black smoke from the exhaust, while a lean mixture could result in popping or hesitation.



### Tune the Needle

The needle in your carburetor also plays a crucial role in fuel delivery. If you notice that your engine runs rich at mid-range RPMs, you might need to adjust the needle clip position. Moving the clip one position up or down can make a significant difference.

### Re-check and Fine-Tune

After your initial test ride, you may need to make further adjustments. This could involve going to a slightly larger or smaller jet, or fine-tuning the needle position. Keep making small changes and testing until you achieve the desired performance.

### Consider Altitude

If you're riding at a higher altitude, you'll also need to account for the thinner air. This might require additional jetting changes on top of those for temperature.

### Use a Dyno (if possible)

If you have access to a dynamometer (dyno), this can be an invaluable tool for fine-tuning your jetting. A dyno can provide precise data on your engine's performance, allowing you to make more accurate adjustments.

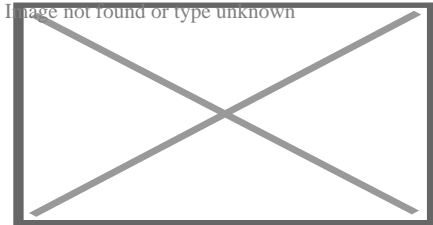
### Conclusion

Adjusting jetting for hot summer temperatures is an iterative process that requires patience and attention to detail. By understanding the basics of jetting, making small incremental

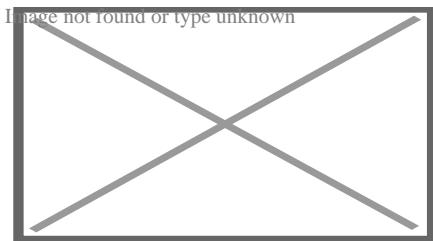
changes, and carefully observing your engine's performance, you can ensure that your motorcycle or ATV runs smoothly and efficiently even in the hottest conditions. Remember, the goal is to achieve a balanced fuel mixture that provides optimal performance without causing unnecessary wear or damage to your engine.

## About Roadster (car)

This article is about a style of automobile. For other uses of the terms, see Roadster (disambiguation) and Spyder (disambiguation).



2016 Mazda MX-5



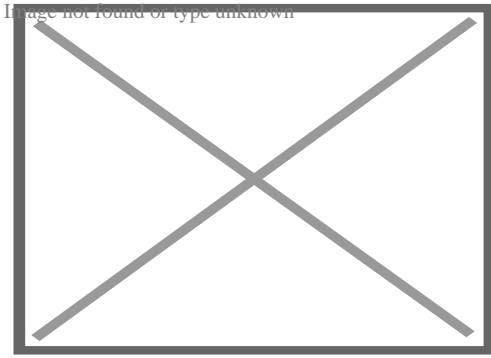
1931 Ford Model A roadster

A **roadster** (also **spider**, **spyder**) is an open two-seat car with emphasis on sporting appearance or character.<sup>[1]</sup><sup>[2]</sup> Initially an American term for a two-seat car with no weather protection, its usage has spread internationally and has evolved to include two-seat convertibles.

The roadster was also a style of racing car driven in United States Auto Club (USAC) Championship Racing, including the Indianapolis 500, in the 1950s and 1960s. This type of racing car was superseded by rear-mid-engine cars.

## Etymology

[edit]



Early roadster competing for the Vanderbilt Cup

The term "roadster" originates in the United States, where it was used in the 19th century to describe a horse suitable for travelling.<sup>[3][4]</sup> By the end of the century, the definition had expanded to include bicycles and tricycles.<sup>[5]</sup> In 1916, the United States Society of Automobile Engineers defined a roadster as: "an open car seating two or three. It may have additional seats on running boards or in rear deck."<sup>[6]</sup> Since it has a single row of seats, the main seat for the driver and passenger was usually further back in the chassis than it would have been in a touring car.<sup>[4][7]</sup> Roadsters usually had a hooded dashboard.<sup>[7]</sup>

In the United Kingdom, historically, the preferred terms were "open two-seater" and "two-seat tourer".<sup>[8][9]</sup> Since the 1950s, the term "roadster" has also been increasingly used in the United Kingdom. It is noted that the optional 4-seat variant of the Morgan Roadster would not be technically considered a roadster.<sup>[citation needed]</sup>

The term "spider" or "spyder," sometimes used in names for convertible models, is said to come from before the automobile era. Some 19th-century lightweight horse-drawn phaetons had a small body and large wooden wheels with thin spokes; they were nicknamed "spiders" because of their appearance; the nickname was transferred to sports cars, although they did not look similar.<sup>[10]</sup>

In 1962, Chevrolet introduced the *Monza Spyder*, a turbocharged version of its Corvair compact, available as a convertible or coupe. Although not a true 2 passenger vehicle, it featured upgraded suspension and other equipment to classify it as a "sporty car."

## History

[edit]

Auto racing began with the first earnest contests in 1894 in Europe, and in 1895 in the United States. Some of the earliest race cars were purpose-built or stripped for the greatest speed, with minimal or no bodywork at all, leading to a body style aptly named 'speedster'. The cut-down speedster body-style really took form in the 1900s. After removing most of the body (and fenders), an empty platform on the ladder-frame chassis was mounted with one or two seats, a gas tank, and spare tyres.<sup>[11]</sup>

American manufacturers Mercer and Stutz started offering ready-made racing speedsters, intentionally built to be driven to race(-track), raced, and driven back by their owner – essentially the first track day cars.<sup>[11]</sup>

- 1890s to 1920s speedsters
- Ransom Olds' 1896/1897 "Pirate" racer was one of the first speedsters.

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Ransom Olds'  
1896/1897 "Pirate"  
racer was one of the  
first speedsters.

- Barney Oldfield and Henry Ford with Oldfield's 999 speedster, 1902

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Barney Oldfield and Henry  
Ford with Oldfield's 999  
speedster, 1902

- 1909 model T speedster announced winner of the 1909 Ocean to Ocean race, disqu

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1909 model T  
speedster –  
announced winner of  
the 1909 Ocean to  
Ocean race,  
disqualified because  
of an engine change  
1910 Mercer 35R Raceabout (1912 specimen)

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1910 Mercer 35R  
Raceabout (1912

specimen)

The 1912 Stutz Bear Cat / Bearcat, (1914 shown), available doorless through 1916

○

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The 1912 Stutz Bear  
Cat / Bearcat, (1914  
shown), available  
doorless through  
1916

The immediate predecessor to the roadster was the runabout, a body style with a single row of seats and no doors, windshield, or other weather protection. Another predecessor was the touring car, similar in body style to the modern roadster except for its multiple rows of seats. By the 1920s roadsters were appointed similarly to touring cars, with doors, windshields, simple folding tops, and side curtains.<sup>[4]</sup>

Roadster bodies were offered on automobiles of all sizes and classes, from mass-produced cars like the Ford Model T and the Austin 7 to extremely expensive cars like the Cadillac V-16, the Duesenberg Model J and Bugatti Royale.

- 1920s to 1950s roadsters
- 1926 Ford Model T roadster

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1926 Ford Model T  
roadster  
1932 Duesenberg J Murphy-bodied roadster

○

Image not found or type unknown

1932 Duesenberg J  
Murphy-bodied roadster

## 1937 Delahaye 135MS roadster

○

Image not found or type unknown

1937 Delahaye 135MS  
roadster

- 1949 MG TC open two-seater marketed in USA as a roadster

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1949 MG TC open  
two-seater marketed  
in USA as a roadster

By the 1970s "roadster" could be applied to any two-seater car of sporting appearance or character.<sup>[12]</sup> In response to market demand they were manufactured as well-equipped as convertibles<sup>[13]</sup> with side windows that retracted into the doors. Popular models through the 1960s and 1970s were the Alfa Romeo Spider, MGB and Triumph TR4.

- 1950s to 1980s roadsters  
1973 MGB

○

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1973 MGB

- Alfa Romeo Spider

Image not found or type unknown

Alfa Romeo Spider

- 1983 Mercedes-Benz 380SL

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1983 Mercedes-Benz 380SL

## 1987 Cadillac Allanté

○

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### 1987 Cadillac Allanté

The highest selling roadster is the Mazda MX-5, which was introduced in 1989.<sup>[14][15][16]</sup> The early style of roadster with minimal weather protection is still in production by several low-volume manufacturers and fabricators, including the windowless Morgan Roadster, the doorless Caterham 7 and the bodyless Ariel Atom.

- 1990s to present day roadsters  
BMW Z3

○

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### BMW Z3

- Pontiac Solstice

Image not found or type unknown

### Pontiac Solstice

### Mazda MX-5

○

Image not found or type unknown

### Mazda MX-5

### Porsche Boxster

○

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### Porsche Boxster

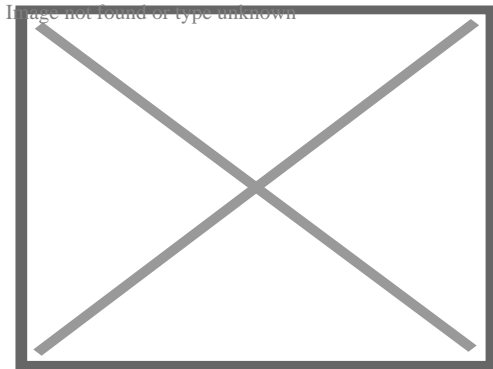
- o MG Cyberster

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MG Cyberster

## IndyCar roadster layout

[edit]



1957 Kurtis Indy roadster

The term *roadster* was used to describe a style of racing cars competing in the AAA/USAC Championship Cars series (the IndyCar equivalents of the time) from 1952 to 1969. The roadster engine and drive shaft are offset from the centerline of the car. This allows the driver to sit lower in the chassis and facilitates a weight offset which is beneficial on oval tracks.<sup>[17]</sup>

One story of why this type of racing car is referred to as a "roadster" is that a team was preparing a new car for the Indianapolis 500. They had it covered in a corner of their shop. If they were asked about their car they would try and obscure its importance by saying that it was just their (hot rod) "roadster". After the Indianapolis racer was made public, the "roadster" name was still attached to it.<sup>[citation needed]</sup>

Frank Kurtis built the first roadster to race and entered it in the 1952 Indianapolis 500. It was driven by Bill Vukovich who led for most of the race until a steering failure eliminated him. The Howard Keck owned team with Vukovich driving went on to win the 1953 and 1954 contests with the same car. Bob Sweikert won the 1955 500 in a Kurtis after Vukovich was killed while leading. A. J. Watson,<sup>[18]</sup> George Salih and Quinn Epperly were other notable roadster constructors. Watson-built roadsters won in 1956, 1959 – 1964 though the 1961 and 1963 winners were actually close copies built from Watson designs. The 1957 and 1958 winner was the same car built by Salih with help by Epperly built with a unique placement of the engine in a 'lay down' mounting so the cylinders were nearly horizontal instead of vertical as traditional design dictated.<sup>[19]</sup> This gave a slightly lower center of mass and a lower profile.

Roadsters continued to race until the late 1960s, although they became increasingly uncompetitive against the new rear-engined racing cars. The last roadster to complete the full race distance was in 1965, when Gordon Johncock finished fifth in the Wienberger Homes Watson car. The last roadster to make the race was built and driven by Jim Hurtubise in the 1968 race and dropped out early.<sup>[20]</sup>

Some pavement midget roadsters were built and raced into the early 1970s but never were dominant.<sup>[21]</sup>

## See also

[edit]

- Barchetta, a related two-seater body style designed primarily for racing
- Convertible, the general term to describe vehicles with retractable roofs and retractable side windows
- Roadster utility
- Tonneau cover, a protective cover for the seats in an open car

## References

[edit]

- <sup>1</sup> <sup>^</sup> *Pollard, Elaine, ed. (1994). "R". *The Oxford Paperback Dictionary (Fourth ed.)*. Oxford, UK: Oxford University Press. p. 692. ISBN 0-19-280012-4. "**roadster** noun an open car without rear seats."*
- <sup>2</sup> <sup>^</sup> *Georgano, G. N., ed. (1971). "Glossary". *Encyclopedia of American Automobiles*. New York, NY USA: E. P. Dutton. pp. 215–217. ISBN 0-525-097929. LCCN 79147885. "**Roadster**. A two-passenger open car of sporting appearance."*
- <sup>3</sup> <sup>^</sup> *Webster, Noah; Goodrich, Chauncey A.; Porter, Noah (1861). "Roadster". *An American Dictionary of the English Language*. Springfield, MA US: G. and C. Merriam. p. 959.*
- <sup>4</sup> <sup>^</sup> *a b c Haajanen, Lennart W. (2003). *Illustrated Dictionary of Automobile Body Styles*. Illustrations by Bertil Nydén; foreword by Karl Ludvigsen. Jefferson, NC USA: McFarland. p. 113. ISBN 0-7864-1276-3. LCCN 2002014546.*
- <sup>5</sup> <sup>^</sup> *Porter, Noah, ed. (1898). "Roadster". *Webster's International Dictionary of the English Language*. Springfield, MA US: G. and C. Merriam. p. 1246. LCCN 98001281.*
- <sup>6</sup> <sup>^</sup> *Society of Automobile Engineers, Nomenclature Division (August 20, 1916). "What's What in Automobile Bodies Officially Determined" (pdf). *The New York Times*. New York, NY USA. Nomenclature Division, Society of Automobile Engineers. ISSN 0362-4331. OCLC 1645522. Retrieved 2012-05-31. "Here it is, with other body types and distinctions, officially determined recently by the Nomenclature Division of the Society of Automobile Engineers:"*
- <sup>7</sup> <sup>^</sup> *a b Clough, Albert L. (1913). *A dictionary of automobile terms. The Horseless Age Company*. LCCN 13003001. Retrieved 1 September 2014.*

8. <sup>^</sup> *Culshaw, David; Horrobin, Peter (2013) [1974]. "Appendix 5 - Coachwork styles". The complete catalogue of British Cars 1895 - 1975 (e-book ed.). Poundbury, Dorchester, UK: Veloce Publishing. pp. 480–484. ISBN 978-1-845845-83-4.*
9. <sup>^</sup> *"The Used Car Problem". Garage Organization and Management. Taylor & Francis. pp. 259–260. Retrieved 2012-10-26. "(for the purposes of this British publication) 'In order to avoid confusion, however, the universally understood terms "Tourer", "Coupé", "Saloon", "Limousine", etc., have been adopted, adding the American term 'Roadster' as the two-seater edition of the tourer.'"*
10. <sup>^</sup> *Silvestro, Brian (14 May 2018). "Here's Why Convertibles Are Called Spiders". Road & Track.*
11. <sup>^</sup> **a b** *The Cutdown Speedster — ClassicSpeedsters.com*
12. <sup>^</sup> *Georgano 1971, p. 216.*
13. <sup>^</sup> *Culshaw & Horrobin 2013, p. 482.*
14. <sup>^</sup> *"Mazda Produces 900,000th MX-5, Recognized as World's Best-Selling Sports Car". www.motortrend.com. Retrieved 23 June 2018.*
15. <sup>^</sup> *"History of the Mazda MX-5 - picture special". www.autocar.co.uk. Retrieved 23 June 2018.*
16. <sup>^</sup> *"25 Snapshots of the Mazda Miata Through History". www.cheatsheet.com. Retrieved 23 June 2018.*
17. <sup>^</sup> *"The 10 greatest Indy roadsters in history". www.macsmotorcitygarage.com. 18 February 2014. Retrieved 28 October 2018.*
18. <sup>^</sup> *"(USAC) Championship Indy Car Roadster". www.ewarbirds.org. Retrieved 28 October 2018.*
19. <sup>^</sup> *"Brickyard Classic: 1958 Indy 500 – The Salih and Epperly "Laydown" Roadsters". www.curbsideclassic.com. Retrieved 28 October 2018.*
20. <sup>^</sup> *"Robin Miller". www.racer.com. Retrieved 28 October 2018.*
21. <sup>^</sup> *"The Don Edmunds Fully Independent Suspended Roadster Midget". www.donedmunds.com. Retrieved 14 April 2019.*

## External links

[edit]

- Media related to Roadsters at Wikimedia Commons

- v
- t
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Car design

<b>Classification</b>	<b>By size</b>	<ul style="list-style-type: none"> <li>○ Micro</li> <li>○ Kei</li> <li>○ Subcompact</li> <li>○ Supermini</li> <li>○ Family</li> <li>○ Compact</li> <li>○ Mid-size</li> <li>○ Full-size</li> </ul>
	<b>Custom</b>	<ul style="list-style-type: none"> <li>○ Baja Bug</li> <li>○ Hot rod</li> <li>○ Lead sled</li> <li>○ Lowrider</li> <li>○ Sandrail</li> <li>○ T-bucket</li> </ul>
	<b>Luxury</b>	<ul style="list-style-type: none"> <li>○ Compact executive</li> <li>○ Executive</li> <li>○ Personal</li> </ul>
	<b>Minivan / MPV</b>	<ul style="list-style-type: none"> <li>○ Compact</li> <li>○ Leisure</li> <li>○ Mini</li> </ul>
	<b>SUV</b>	<ul style="list-style-type: none"> <li>○ Compact</li> <li>○ Crossover (CUV)</li> <li>○ Mini</li> <li>○ Coupe SUV</li> </ul>
	<b>Sports</b>	<ul style="list-style-type: none"> <li>○ Grand tourer</li> <li>○ Hot hatch</li> <li>○ Muscle</li> <li>○ Pony</li> <li>○ Sport compact</li> <li>○ Sports sedan</li> <li>○ Super</li> <li>○ Go-kart</li> </ul>
	<b>Other</b>	<ul style="list-style-type: none"> <li>○ Antique</li> <li>○ Classic</li> <li>○ Economy</li> <li>○ Ute</li> </ul>

## **Body styles**

- 2+2
- Baquet
- Barchetta
- Berlinetta
- Brougham
- Cabrio coach
- Cab over
- Cabriolet / Convertible / Drophead coupe
- Coupe
- Coupé de Ville / Sedan de Ville
- Coupé utility
- Fastback
- Hardtop
- Hatchback
- Kammback
- Landaulet
- Liftback
- Limousine
- Microvan
- Minibus
- Multi-stop truck
- Notchback
- Panel van
- Phaeton
- Pickup truck
- Quad coupé
- Retractable hardtop
- Roadster / Spider / Spyder
- Runabout
- Saloon / Sedan
- Sedan delivery/Panel van
- Shooting brake
- Station wagon
- Targa top
- Torpedo
- Touring
- Town (Coupé de Ville)
- T-top
- Vis-à-vis

## **Specialized vehicles**

- All-terrain vehicle
- Amphibious
- Connected
- Driverless (autonomous)
- Dune buggy
- Go-kart
- Gyrocar
- Pedal car
- Personal rapid transit
- Police car
- Flying car
- Taxicab
- Tow truck
- Voiturette

## **Propulsion**

- Alternative fuel
- Autogas
- Biodiesel
- Biofuel
- Biogasoline
- Biogas
- Compressed natural gas
- Diesel
- Electric (battery NEV)
- Ethanol (E85)
- Fossil fuel
- Fuel cell
- Fuel gas
- Natural gas
- Gasoline / petrol (direct injection)
- Homogeneous charge compression ignition
- Hybrid (plug-in)
- Hydrogen
- Internal combustion
- Liquid nitrogen
- Liquefied petroleum gas
- Steam

**Drive wheels**

- Front-wheel
- Rear-wheel
- Two-wheel
- Four-wheel
- Six-wheel
- Eight-wheel
- Ten-wheel
- Twelve-wheel

**Engine position**

- Front
- Mid
- Rear

**Layout  
(engine / drive)**

- Front-front
- Front mid-front
- Rear-front
- Front-rear
- Rear mid-rear
- Rear-rear
- Front-four-wheel
- Mid-four-wheel
- Rear-four-wheel
- Dual motor-four-wheel
- Individual wheel drive

**Engine configuration  
(internal combustion)**

- Boxer
- Flat
- Four-stroke
- H-block
- Reciprocating
- Single-cylinder
- Straight
- Two-stroke
- V (Vee)
- W engine
- Wankel

- **Portal**
- **Category**
- **Template:EC car classification**

## **About Internal combustion engine**

An interior combustion engine (ICE or IC engine) is a warm engine in which the combustion of a fuel occurs with an oxidizer (generally air) in a burning chamber that is an indispensable part of the working liquid circulation circuit. In an internal burning engine, the development of the high-temperature and high-pressure gases generated by combustion uses direct pressure to some element of the engine. The pressure is usually applied to pistons (piston engine), turbine blades (gas generator), a rotor (Wankel engine), or a nozzle (jet engine). This force moves the component over a range. This process changes chemical power right into kinetic energy which is utilized to move, move or power whatever the engine is connected to. The very first commercially successful inner burning engines were created in the mid-19th century. The initial modern-day interior burning engine, the Otto engine, was created in 1876 by the German engineer Nicolaus Otto. The term internal burning engine usually refers to an engine in which combustion is recurring, such as the extra familiar two-stroke and four-stroke piston engines, along with versions, such as the six-stroke piston engine and the Wankel rotary engine. A 2nd course of internal burning engines utilize continuous burning: gas generators, jet engines and many rocket engines, each of which are interior combustion engines on the same principle as formerly described. In contrast, in outside burning engines, such as heavy steam or Stirling engines, energy is supplied to a functioning liquid not including, blended with, or infected by burning items. Functioning liquids for exterior burning engines consist of air, hot water, pressurized water or perhaps boiler-heated liquid salt. While there are many fixed applications, the majority of ICEs are used in mobile applications and are the key power supply for cars such as vehicles, aircraft and watercrafts. ICEs are generally powered by hydrocarbon-based gas like gas, gasoline, diesel fuel, or ethanol. Renewable fuels like biodiesel are used in compression ignition (CI) engines and bioethanol or ETBE (ethyl tert-butyl ether) produced from bioethanol in stimulate ignition (SI) engines. As early as 1900 the developer of the diesel motor, Rudolf Diesel, was making use of peanut oil to run his engines. Eco-friendly fuels are generally mixed with fossil fuels. Hydrogen, which is hardly ever made use of, can be obtained from either fossil fuels or renewable energy.

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## **About Shorewood Home & Auto (Formerly Circle Tractor)**

## **Driving Directions in Will County**

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auto atv

41.594748226806, -87.999739790257

Starting Point

Shorewood Home & Auto (Formerly Circle Tractor), 13639 W 159th St, Homer Glen, IL 60491, USA

Destination

[Open in Google Maps](#)

**ATV Dealer**

41.557324506025, -87.928742225499

Starting Point

Shorewood Home & Auto (Formerly Circle Tractor), 13639 W 159th St, Homer Glen, IL 60491, USA

Destination

[Open in Google Maps](#)

**ATV Dealer**

41.558509620271, -87.95950362543

Starting Point

Shorewood Home & Auto (Formerly Circle Tractor), 13639 W 159th St, Homer Glen, IL 60491, USA

Destination

[Open in Google Maps](#)

**atv stores in illinois**

41.631170758126, -87.9510205

Starting Point

Shorewood Home & Auto (Formerly Circle Tractor), 13639 W 159th St, Homer Glen, IL 60491, USA

Destination

[Open in Google Maps](#)

**judson outdoor power & atv**

41.57515764718, -88.032512736562

Starting Point

Shorewood Home & Auto (Formerly Circle Tractor), 13639 W 159th St, Homer Glen, IL 60491, USA

Destination

[Open in Google Maps](#)

**atv push mower**

41.619926653045, -87.892455610928

Starting Point

Shorewood Home & Auto (Formerly Circle Tractor), 13639 W 159th St, Homer Glen, IL 60491, USA

Destination

[Open in Google Maps](#)

**atv illinois for sale**

41.661417333599, -87.915319377447

Starting Point

Shorewood Home & Auto (Formerly Circle Tractor), 13639 W 159th St, Homer Glen, IL 60491, USA

Destination

[Open in Google Maps](#)

**atv push mower**

41.576559514074, -88.017102969337

Starting Point

Shorewood Home & Auto (Formerly Circle Tractor), 13639 W 159th St, Homer Glen, IL 60491, USA

Destination

[Open in Google Maps](#)

**used atv mowers for sale**

41.606342917118, -87.909382977642

Starting Point

Shorewood Home & Auto (Formerly Circle Tractor), 13639 W 159th St, Homer Glen, IL 60491, USA

Destination

[Open in Google Maps](#)

auto atv

41.58938458501, -87.942080491627

Starting Point

Shorewood Home & Auto (Formerly Circle Tractor), 13639 W 159th St, Homer Glen, IL 60491, USA

Destination

[Open in Google Maps](#)

**Google Maps Location**

<https://www.google.com/maps/place/Shorewood+Home+%26+Auto+%28Formerly+Circle+Tractor%29/@41.58938458501,-87.942080491627,25.2z/data=!4m6!3m5!1s0x880e41f2e579f223:0xe5c5c23b2b8dc77a!8m2!3d41.598588!4d-87.9510205!16s%2F>

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## Google Business Profile

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