

## ATV Maintenance



- **ATV Maintenance Schedules and Service Intervals**

**ATV Maintenance Schedules and Service Intervals** How to plan regular service for your ATV Key steps for creating a seasonal ATV maintenance plan Essential fluids to change in your ATV and when to change them How often to replace filters on different types of ATVs Checklist for pre-ride inspections to avoid mechanical issues Signs that your ATV is due for professional servicing Understanding the difference between hours and mileage intervals How to prepare your ATV for long term storage Tips for keeping an accurate ATV maintenance log Why seasonal tune ups improve ATV reliability How to schedule preventative maintenance before major trips Common maintenance tasks to extend the life of your ATV

- **Diagnosing and Troubleshooting Common ATV Issues**

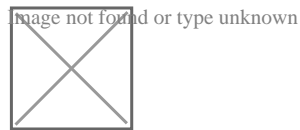
**Diagnosing and Troubleshooting Common ATV Issues** How to identify the cause of engine stalling in an ATV Steps to troubleshoot electrical problems in your ATV Why your ATV may lose power under load and how to fix it Simple checks to find the cause of poor ATV acceleration What to do when your ATV struggles to start in cold weather Understanding common overheating problems in ATVs How to track down unusual noises in your ATV drivetrain Signs of brake system issues in your ATV How to tell if your ATV has a slipping CVT belt Techniques for testing fuel delivery problems in ATVs How to spot early signs of bearing or bushing wear Finding the source of vibration while riding an ATV

- **About Us**



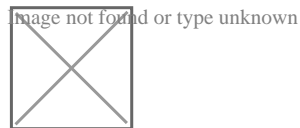
Okay, so you're bouncing down a trail on your ATV and something just doesn't feel right. Wheel alignment helps handling and stability [polaris atv ultimate series- ready pack](#) factory. That familiar rumble has morphed into a more insistent vibration, and it's starting to bug you. Finding the source of that vibration isn't just about comfort; it's about safety and preventing bigger, more expensive problems down the road. Let's talk about how to track down that pesky buzz.

First, think about when you feel the vibration the most. Is it constant, regardless of speed? Or does it get worse (or even appear) only at certain speeds? A speed-related vibration often points towards rotating components like wheels, tires, or axles. A constant vibration that's always there might indicate something looser or more fundamental.

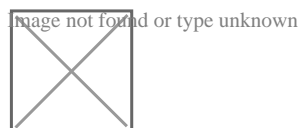


Next, try to pinpoint where you feel it. Is it in the handlebars, the seat, or the footpegs? Vibrations tend to transmit, but the area where you feel it most strongly is usually closest to the source. If it's in the handlebars, you're likely looking at something in the front end. Footpegs? Focus on the drivetrain, wheels, or suspension in the rear.

Once you've narrowed down the general area, it's time for a closer inspection. Start with the easy stuff. Check your tires. Are they properly inflated? Is there any visible damage, like bulges or cuts? Uneven tire wear can also cause vibrations. Give each wheel a shake. Is there any play in the wheel bearings? A worn bearing will rumble and vibrate.



Then, look at the lug nuts. Are they all tight? Loose lug nuts are a common culprit and incredibly dangerous. Torque them to the manufacturer's specifications.



Move on to the suspension components. Check the shocks for leaks or damage. Inspect the A-arms and ball joints for play. Worn or damaged suspension parts can throw everything out of balance and create vibrations.

Dont forget the drivetrain! Check your chain or belt (depending on your ATV model). Is it properly tensioned? Is it worn or damaged? A loose, worn, or damaged chain or belt can cause a lot of vibration. Look at the sprockets or clutches for wear or damage as well.

Sometimes, the vibration can be engine-related. Check the engine mounts to make sure they are secure. A loose engine mount will allow the engine to vibrate excessively, transmitting that feeling through the frame.

If youve gone through all these steps and youre still stumped, it might be time to consult a professional mechanic. Some vibrations can be caused by internal engine problems or more complex drivetrain issues that require specialized tools and knowledge to diagnose and repair.

The key is to be methodical and observant. Dont just assume you know what the problem is; take the time to carefully inspect each component. By following these steps, you should be able to track down the source of that annoying vibration and get your ATV running smoothly again. And remember, safety first! If youre not comfortable working on your ATV, or if you suspect a serious problem, leave it to the pros.

## About personal water craft

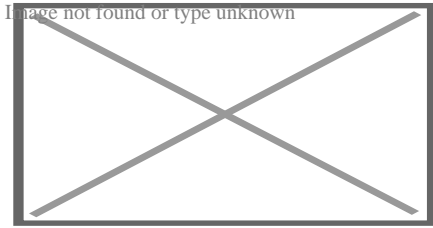
Redirect to:

- Personal watercraft
- **From a page move:** This is a redirect from a page that has been moved (renamed). This page was kept as a redirect to avoid breaking links, both internal and external, that may have been made to the old page name.

## About Roadster (car)

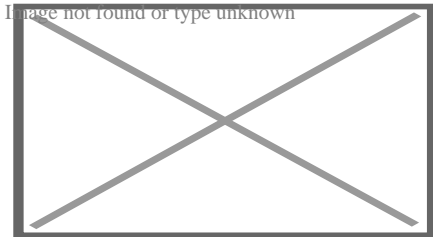
This article is about a style of automobile. For other uses of the terms, see Roadster (disambiguation) and Spyder (disambiguation).

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2016 Mazda MX-5

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1931 Ford Model A roadster

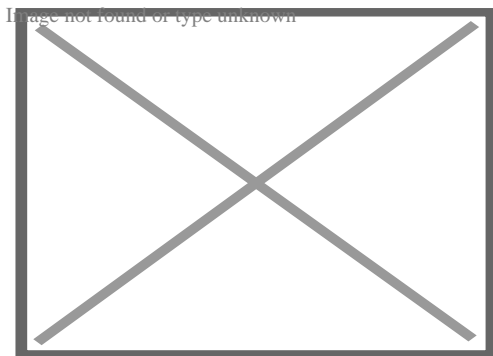
A **roadster** (also **spider**, **spyder**) is an open two-seat car with emphasis on sporting appearance or character.<sup>[1][2]</sup> Initially an American term for a two-seat car with no weather protection, its usage has spread internationally and has evolved to include two-seat convertibles.

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

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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>: 258 Roadsters usually had a hooded dashboard.<sup>[7]</sup>: 257

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, disqualified because of

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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

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**Pontiac Solstice**  
**Mazda MX-5**

- 

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**Mazda MX-5**  
**Porsche Boxster**

- 

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- **Porsche Boxster**
- **MG Cyberster**

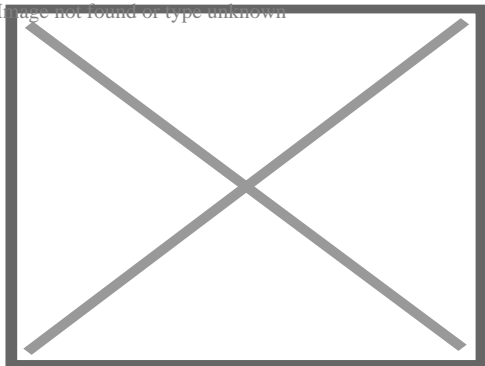
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**MG Cyberster**

## **IndyCar roadster layout**

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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]

1. ^ 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."
2. ^ 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."
3. ^ 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.
4. ^ **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.
5. ^ Porter, Noah, ed. (1898). "Roadster". *Webster's International Dictionary of the English Language*. Springfield, MA US: G. and C. Merriam. p. 1246. LCCN 98001281.
6. ^ 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:"
7. ^ **a b** Clough, Albert L. (1913). *A dictionary of automobile terms*. The Horseless Age Company. LCCN 13003001. Retrieved 1 September 2014.
8. ^ 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. ^ "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. ^ Silvestro, Brian (14 May 2018). "Here's Why Convertibles Are Called Spiders". *Road & Track*.
11. ^ **a b** The Cutdown Speedster — ClassicSpeedsters.com
12. ^ Georgano 1971, p. 216.
13. ^ Culshaw & Horrobin 2013, p. 482.
14. ^ "Mazda Produces 900,000th MX-5, Recognized as World's Best-Selling Sports Car". *www.motortrend.com*. Retrieved 23 June 2018.
15. ^ "History of the Mazda MX-5 - picture special". *www.autocar.co.uk*. Retrieved 23 June 2018.
16. ^ "25 Snapshots of the Mazda Miata Through History". *www.cheatsheet.com*. Retrieved 23 June 2018.
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19. ^ *"Brickyard Classic: 1958 Indy 500 – The Salih and Epperly "Laydown" Roadsters"*. *www.curbsideclassic.com*. Retrieved 28 October 2018.
20. ^ *"Robin Miller"*. *www.racer.com*. Retrieved 28 October 2018.
21. ^ *"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
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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> <li>○ Van</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
- Liquified 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 Shorewood Home & Auto (Formerly Circle Tractor)

## Driving Directions in Will County

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**polaris atv ultimate series- ready pack**

41.608177048358, -87.952142513859

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\*\*](#)

**atv for sale illinois**

41.61894596793, -87.9730747233

Starting Point

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

Destination

[\*\*Open in Google Maps\*\*](#)

**polaris atv ultimate series- ready pack**

41.588263444146, -87.97398929193

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 Repair**

41.608363577474, -87.913026040309

Starting Point

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

Destination

[\*\*Open in Google Maps\*\*](#)

**honda atv dealers in illinois**

41.589248669717, -88.005034547215

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**

41.651026502851, -87.947342550038

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**

41.579276774696, -87.956507786578

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/@41.579276774696,-87.956507786578,15z/data=!4m6!3m5!1s0x880e41f2e579f223:0xe5c5c23b2b8dc77a!8m2!3d41.598588!4d-87.9510205!16s%2F>

Click below to open this location on Google Maps

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<https://www.google.com/maps/place/Shorewood+Home+%26+Auto+%28Formerly+Circle+Tractor%29/@41.688.014239682709,25.2z/data=!4m6!3m5!1s0x880e41f2e579f223:0xe5c5c23b2b8dc77a!8m2!3d41.598588!4d87.9510205!16s%2F>

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Shorewood Home & Auto

Phone : +17083010222

Email : +17083010222

City : Shorewood

State : IL

Zip : 60404

Address : 1002 W Jefferson St

#### Google Business Profile

Company Website : <https://www.shorewoodhomeandauto.com/>

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