
Subject: Re: OT: Nintendo Wii, Latest
Posted by [Aprime](#) on Sun, 17 Sep 2006 04:38:40 GMT
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You should know.

Quote:Early Neons had a number of reliability problems, the most famous being head gasket failures. By November 1998, the head gasket had been replaced with a new MLS (Multi Layer Steel) design which proved to be much more reliable and was standard in most 1999 models and was also retrofitted to earlier models. Many early Neons suffered from poor paint finish quality, where the paint became brittle and peeled off in sheets, partly because of teething problems with a new environmentally-friendly "dry painting" process. Either way, by the end of the first generation, most problems had been sorted out and the Neon proved to be a reliable car. Unfortunately, the Neon's early reputation for poor reliability persists even today, possibly because Chrysler failed to adequately publicize its improvements or proactively reach out to customers who had experienced failures.

Neons also suffered from some interesting design choices, including the impossibility of gaining power windows in the rear doors, and a climate control system which had drivers move the fan knob in one direction for air conditioning and the other for vent. The latter caused less conscious drivers to drive consistently with the air conditioner on, which greatly hurt power and gas mileage, since the unit was quite powerful. Also, the car automatically turned on the air conditioning whenever the defroster was used, regardless of which side the fan control was set on. Owners often would disable the contact on the selector knob allowing them to use the defroster without air conditioning. The air conditioning evaporator proved to be prone to failure after warranties expired (a problem addressed in later years), which is an expensive repairing since it is relatively inaccessible.

Certain color Neons, such as red and black, had bumper covers molded in color rather than painted. These covers would not shine like paint, but they absorbed scuffs and scrapes with less notice. The mid-level Highline models were well known for their unique "bubble" hubcap design.
