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commonly use gasoline. Compression ignition engines commonly use diesel fuel. 3. The five events of a small engine are the intake, compression, ignition, power, and exhaust events. 4. A slanted engine is used when the engine application requires an angled cylinder. 5. When fuel is oxidized (ignited providing combustion) in a typical small engine,

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increase the speed of airflow and decrease pressure. pressure reduction in the carburetor. 1. causes fuel to flow through the main nozzle into the airstream. 2. lowers the boiling point of the fuel, causing some of the fuel to vaporize before it reaches the cylinder. 3, increases the speed of the airstream, atomizing the fuel leaving the main nozzle.

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One type of diaphragm fuel pump sometimes used on small gas

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engines is activated by the pulsing _____ in the intake manifold or crankcase. Vacuum. A _____ fuel system is used when fuel tanks are located at a considerable distance from the carburetor. Pressurized. If the temperature of the air around or inside a carburetor becomes high enough to ...

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Small Gas Engines provides practical information about the construction and operation of one-, two-, and three-cylinder; two- and four-cycle gasoline engines. Detailed information about specific applications, maintenance, lubrication, troubleshooting, service, rebuilding, and repair is presented. The text is written in clear, nontechnical language. This edition is up-to-date with the latest advances in small gas engine technology.

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A new edition of a forefront home-schooling reference shares step-by-step recommendations for providing a child with an academically rigorous, comprehensive education from preschool through high school, in a guide that incorporates updated resource

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Various combinations of commercially available technologies could greatly reduce fuel consumption in passenger cars, sport-utility vehicles, minivans, and other light-duty vehicles without compromising vehicle performance or safety. Assessment of Technologies for Improving Light Duty Vehicle Fuel Economy estimates the potential fuel savings and costs to consumers of available technology combinations for three types of engines: spark-ignition gasoline, compression-ignition diesel, and hybrid.

According to its estimates, adopting the full combination of improved technologies in medium and large cars and pickup trucks with spark-ignition engines could reduce fuel consumption by 29 percent at an additional cost of \$2,200 to the consumer. Replacing spark-ignition engines with diesel engines and components would yield fuel savings of about 37 percent at an added cost of approximately \$5,900 per vehicle, and replacing spark-ignition engines with hybrid engines and components would reduce fuel consumption by 43 percent at an increase of \$6,000 per vehicle. The book focuses on fuel consumption--the amount of fuel consumed in a given driving distance--because energy savings are directly related to the amount of fuel used. In contrast, fuel economy measures how far a vehicle will travel with a gallon of fuel. Because fuel consumption data indicate money saved on fuel purchases and reductions in carbon dioxide emissions, the book finds that vehicle stickers should provide consumers with fuel consumption data in addition to fuel economy information.

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