CARE OF AUTOMOBILES; A NON-TECHNICAL TREATISE FOR THE BUSINESS AND PROFESSIONAL MAN

Published @ 2017 Trieste Publishing Pty Ltd

ISBN 9780649340835

Care of Automobiles; a Non-technical Treatise for the Business and professional man by Burt. J. Paris

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New York
Doubleday, Page & Company
1908

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PUBLISHED, JUNE, 1908

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CARE OF AUTOMOBILES

SECTION I — HOW A GASOLINE MOTOR WORKS

There are many automobilists who have but a vague idea of the manner in which a four-cycle motor generates its power. The following paragraphs should make this matter perfectly clear.

The gasoline motor consists of a cylinder, a piston fitting closely in the cylinder and made practically air-tight by means of piston rings which fit into grooves in the piston and spring out against the cylinder wall. The cylinder may be likened to an ordinary pump and the piston to the pump plunger. The connecting rod is fastened on one end to the wrist pin which in turn is fastened to the piston. It is fastened on the other end to the crankshaft.

When the crankshaft is revolved it works the connecting rod and piston up and down in the same manner that the pedal of a bicycle works your leg up and down when running down grade.

In the cylinder head or top portion of the cylinder are placed two valves which when closed are gas-tight. One of these valves is called the inlet valve, the other being the exhaust valve. Both of these valves are opened at predetermined intervals by a camshaft connected with and revolved by the crankshaft. The camshaft is a rod of small diameter on which are placed cams or small metal projections. When the camshaft revolves these cams or projections come underneath or above stems attached to the valves and open them.

The inlet valve is connected by a pipe, which fits over the cylinder opening with the carburetor, which is the device for converting the liquid gasoline into an explosive mixture of gasoline vapor and air. The burnt gases are forced through the exhaust valve out through the exhaust opening into the muffler or silencer and thence to the open air.