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Smokey Yunick's Power Secrets is a unique milestone from the acknowledged master of no-nonsense engine development. Henry "Smokey" Yunick is a living legend in racing circles, and in this book he explains race-engine preparation in the direct and unrelenting style that is his singular trademark. From carburetors to shop tools, Smokey tells it like it is. This book is a once-in-a-

lifetime experience; a classic that you'll enjoy reading again and again. Offers formulas and equations for calculating brake horsepower and torque, displacement, stroke, bore, and compression ratio. Automotive technicians and students need a firm grasp of science and technology in order to fully appreciate and understand how mechanisms and systems of modern vehicles work. Automotive Science and Mathematics presents the necessary principles and applications with all the examples and exercises relating directly to motor vehicle technology and repair, making it easy for automotive students and apprentices to relate the theory back to their working practice. The coverage of this book is based on the syllabus requirements of the BTEC First in Vehicle Technology, BTEC National in Vehicle Repair and Technology, and the IMI Certificate and Diploma in Vehicle Maintenance and Repair, but will help all automotive students and apprentices at levels 2 and 3 and up to and including HNC/HND, foundation and first degree with their studies and in achieving the Key Skill 'Application of Number' at levels 2 and 3. The book is designed to cater for both light and heavy vehicle courses. Full worked solutions of most exercises are available as a free download for lecturers only from <http://textbooks.elsevier.com>. Allan Bonnick is a motor vehicle education and training consultant and was formerly Head of Motor Vehicle Engineering, Eastbourne College. He is the author of several established automotive engineering textbooks. Modern Automotive Technology details the construction, operation, diagnosis, service, and repair of late-model automobiles and light trucks. This comprehensive text uses a building block approach that starts with the fundamental principles of system operation and progresses gradually to complex diagnostic and service procedures. Short sentences, concise definitions, and thousands of color illustrations help students learn quickly and easily. The 1998 edition has been

extensively revised and provides thorough coverage of the latest developments in the automotive field, including OBD II diagnostics, IM 240 testing, misfire monitoring, air bag systems, anti-lock brakes, and security systems. Organized around the eight ASE automobile test areas, this text is a valuable resource for students preparing for a career in automotive technology, as well as experienced technicians preparing for the ASE Certification/Recertification Tests. Understanding fuel injection and engine management systems is the key to extracting higher performance from today ' s automobiles in a safe, reliable, and driveable fashion. Turbochargers, superchargers, nitrous oxide, high compression ratios, radical camshafts: all are known to make horsepower, but without proper understanding and control of fuel injection and other electronic engine management systems, these popular power-adders will never live up to their potential and, at worst, can cause expensive engine damage. Drawing on a wealth of knowledge and experience and a background of more than 1,000 magazine articles on the subject, engine-control expert Jeff Hartman explains everything from the basics of fuel injection to the building of complex project cars. Hartman covers the latest developments in fuel-injection and engine management technology applied by both foreign and domestic manufacturers, including popular aftermarket systems. No other book in the market covers the subject of engine management systems from as many angles and as comprehensively as this book. Through his continuous magazine writing, author Jeff Hartman is always up-to-date with the newest fuel-injection and engine management products and systems. This textbook introduces advanced control systems for vehicles, including advanced automotive concepts and the next generation of vehicles for ITS. Extracting maximum torque and horsepower from engines is an art as well as a science. David Vizard is an engineer and more aptly an engine building

artist who guides the reader through all the aspects of power production and high-performance engine building. His proven high-performance engine building methods and techniques are revealed in this all-new edition of *How to Build Horsepower*. Vizard goes into extreme depth and detail for drawing maximum performance from any automotive engine. The production of power is covered from the most logical point from the air entering the engine all the way to spent gasses leaving through the exhaust. Explained is how to optimize all the components in between, such as selecting heads for maximum flow or port heads for superior power output, ideal valvetrain components, realizing the ideal rocker arm ratios for a particular application, secrets for selecting the best cam, and giving unique insight into all facets of cam performance. In addition, he covers how to select and setup superchargers, nitrous oxide, ignition and other vital aspects of high-performance engine building. Renowned engine builder and technical writer David Vizard turns his attention to extracting serious horsepower from small-block Chevy engines while doing it on a budget. Included are details of the desirable factory part numbers, easy do-it-yourself cylinder head modifications, inexpensive but effective aftermarket parts, the best blocks, rotating assembly (cranks, rods, and pistons), camshaft selection, lubrication, induction, ignition, exhaust systems, and more. Since 1991, John Lawlor's *Auto Math Handbook* has been a standard reference for auto engineers, students, racers, and enthusiasts. The formulas, calculations, and equations in this book are the foundation for any car or engine building project. Engineer and racing engine builder Bill Hancock has updated and expanded the original edition with revised sections on- Displacement, bore, and stroke Brake horsepower and torque Air capacity and volumetric efficiency Center of gravity, weight distribution, and g force New sections on instrument error and calibration, rolling resistance,

aerodynamics, planimeter usage, computer programs, and moment of inertia are presented in the same easy-to-read format using real-world applications. In most forms of racing, cornering speed is the key to winning. On the street, precise and predictable handling is the key to high performance driving. However, the art and science of engineering a chassis can be difficult to comprehend, let alone apply. Chassis Engineering explains the complex principles of suspension geometry and chassis design in terms the novice can easily understand and apply to any project. Hundreds of photos and illustrations illustrate what it takes to design, build, and tune the ultimate chassis for maximum cornering power on and off the track. Offers formulas and equations for calculating brake horsepower and torque, displacement, stroke, bore, compression ratio, and more Tuning engines can be a mysterious art, all engines need a precise balance of fuel, air, and timing in order to reach their true performance potential. Engine Management: Advanced Tuning takes engine-tuning techniques to the next level, explaining how the EFI system determines engine operation and how the calibrator can change the controlling parameters to optimize actual engine performance. It is the most advanced book on the market, a must-have for tuners and calibrators and a valuable resource for anyone who wants to make horsepower with a fuel-injected, electronically controlled engine. This informative, fully illustrated handbook includes basic discussion on the science of engine airflow and relationships, how flowbenches work, testing individual engine components, how to analyze the data, calibration issues, intake and exhaust tuning, engine formulas, and putting it all together for maximum performance. All of the information in this valuable companion guide is presented in terms easy to understand. Packed with general tips, techniques, and procedures that can be applied to all types of engine building,

whether for musclecars, classics, hot rods, powerboats or all-out race cars. Sections covered include: · Blueprinting · Machining · Reconditioning short blocks · Degreeing camshafts · Reconditioning cylinder heads · Vavetrain assembly · Measuring tools · Engine assembly

MATH FOR THE AUTOMOTIVE TRADE, 6th Edition, is the practical worktext that can jumpstart automotive repair careers! Starting with beginner math and a review of automobile systems, this book walks students through hands-on problems and exercises, completing repair orders and documents according to manufacturer specs, and checking their work against industry data in the appendices. Important Notice: Media content referenced within the product description or the product text may not be available in the ebook version.

Naturally aspirated Mopar Wedge big-blocks are quite capable of producing between 600 to 900 horsepower. This book covers how to build Mopar's 383-, 400-, 413-ci, 440-ci engines to these power levels. Discussed is how to select a stock or aftermarket block for the desired performance level. The reciprocating assembly is examined in detail, so you select the right design and material for durability and performance requirements. Cylinder heads and valve train configurations are crucial for generating maximum horsepower and torque and this volume provides special treatment in this area. Camshafts and lifters are compared and contrasted using hydraulic flat tappet, hydraulic roller and solid flat tappet cams. Also, detailed engine builds at 600, 700, 800, and 900 horsepower levels provide insight and reveal what can be done with real-world component packages. The small-block Chevy is widely known as the most popular engine of all time. Produced in staggering numbers and boasting huge aftermarket support, small blocks are the engine of choice for a large segment of the performance community. Originally published as two separate volumes, *Small Block Chevy Performance 1955-1996*

now covers the latest information on all Gen I and Gen II Chevy small blocks, this time in one volume. This book continues to be the best power source book for small-block Chevy. The detailed text and photos deliver the best solutions for making your engine perform. Extensive chapters explain proven techniques for preparing blocks, crankshafts, connecting rods, pistons, cylinder heads, and much more. Other chapters include popular ignition, carburetor, camshaft, and valvetrain tips and tricks. Math for Automotive Technicians is designed to help you learn and apply basic math skills. The first part of the text provides 12 lessons that develop a mastery of basic math skills in the context of automotive service. Coverage includes whole number operations, decimals, greater than/less than, tape measure fractions, conversion, graphs and tables, formulas, measurement, and comparing to specifications. The second part consists of 96 case studies that apply and extend the basic math skills with actual vehicle procedures, data, and specifications. For ease of integration with curricula based on the NATEF standards, the case studies are grouped into automotive service areas, such as chassis systems, engine mechanical, electrical, etc. Answers to odd-numbered practice problems are listed in the back of the text. Math for Automotive Technicians is well-suited for use as either the core text in a dedicated applied math course or a supplemental text in an automotive technology program. Comprehensive and easy to use, the revised and updated seventh edition covers practical math problems that automotive technicians will face on the job. The easy-to-read and well organized chapters of Practical Problems in Mathematics for Automotive Technicians, Seventh Edition feature step-by-step instructions, diagrams, charts, and examples that facilitate the problem-solving process while reinforcing key concepts. The presentation builds from the basics of whole-number operations

to cover percentages, linear measurement, ratios, and the use of more advanced formulas. With a special section on graphs, scale reading of test meters, and invoices found in the workplace, this text is tailor-made for students in any automotive course of study!

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Greg Banish takes his best-selling title, *Engine Management: Advanced Tuning*, one step further as he goes in-depth on the combustion basics of fuel injection as well as benefits and limitations of standalone. Learn useful formulas, VE equation and airflow estimation, and more. Also covered are setups and calibration, creating VE tables, creating timing maps, auxiliary output controls, start to finish calibration examples with screen shots to document the process. Useful appendixes include glossary and a special resources guide with standalone manufacturers and test equipment manufacturers.

The first of its kind in the UK, the IMA conference on Mathematics in the Automotive Industry was intended to expose typical theoretical problems in this industry and the role that mathematics can play in their solution. The selected papers presented here emphasize the involvement of engineering science and mathematical modelling in solving problems which arise from complex engineering situations. The automotive industry is concerned crucially with highly practical questions that need answers quickly. The analysis of vehicle dynamics and control by automatic software generation and using algebraic manipulation codes is reviewed. Problems of current interest discussed include applying control theory to four-wheel steer, active and semi-active suspensions, continuously variable transmission, and dynamometer control. Further chapters review the modelling of acoustical phenomena in the context of automotive noise due to the engine and tyres. Others discuss the digital computer-

induced changes in how the stylist's conception of a car is translated into actual panels and the mathematical definition of surface features such as pockets, channels, and ribs. Later, there are chapters on the accurate and realistic prediction of air-flow rate, temperature, and flow characteristics to aid engine design; the simulation of flame propagation and knock; and using component models to predict vehicle heating and cooling. The final four chapters discuss finite element analysis of anisotropic deformation and its use in, for example, analysing pressing or stamping operations; the sophisticated thermomechanical modelling of electrical components; and using well-tried algorithms to predict fatigue, and thus produce non-failing components. The supercharger has become a modern, environmentally friendly and powerful piece of bolt on equipment. For anyone interested in installing a system or just learning about them, this book is a must have.' Another adventure of Huxley Pig written by the author of "Huxley Pig", "Huxley Pig at the Circus", "Huxley Pig at the Restaurant" and "Huxley Pig in the Haunted House". Machining is an essential part of high-performance engine building and stock rebuilding, as well as certain servicing procedures. Although you may not own the expensive tooling and machining to perform all or any of the machining required for a quality build, you need to understand the principles, procedures, and goals for machining, so you can guide the machining process when outsourced. Classic and older engines typically require extensive machining and almost every major component of engine, including block, heads, intake, crankshaft, and pistons, require some sort of machining and fitment. A detailed, authoritative, and thorough automotive engine-machining guide for the hard-core enthusiast has not been available until now. Mike Mavrigian, editor of Engine Building Professional, walks you through each important machining

procedure. A stock 300-hp engine build has far different requirements than a 1,000-hp drag race engine, and Mavrigian reveals the different machining procedures and plans according to application and engine design. The author also shows you how to inspect, measure, and evaluate components so you can provide astute guidance and make the best machine work choices. Machining procedures included are cylinder boring, align boring/honing, decking, valveseat cutting, cam tunnel boring, and a multitude of other services. In addition, multi-angle valve jobs, setting the valveseats, altering rocker arm ratio, re-conditioning connecting rods, and machining and matching valvetrain components are also covered. Whether you're an enthusiast engine builder or prospective machining student who wants to pursue a career as an automotive machinist, this book will provide insight and in-depth instruction for performing the most common and important machining procedures. What's old is new again, and the newest trend on the block is Cafe Racers. Written by well-known motorcycle and automotive author Doug Mitchel, *How to Build a Café Racer* starts with a history lesson. While those first bikes were built in the UK for racing from cafe to cafe, the current rage for Cafe Racers has definitely spread to the US. Converting a stock motorcycle to a Cafe Racer requires more than a fairing and a few decals. The book starts with chapters on planning and choosing an appropriate bike, followed by chapters that detail the modifications that will likely be embraced by anyone converting a stocker to a rocker. From shocks and tires to engine modifications, Doug's book lays out each type of modification and how it's best carried through. The center of the book holds a gallery of finished bikes. These are not just Triumphs or Nortons, but nearly every brand imaginable from Japan, Italy, the UK, and Germany. The final chapters include two, start-to-finish cafe builds. This is the chance for the reader to see how professional

shops take a stock Honda, Triumph, or Ducati and convert it into a fast, sexy, and functional Cafe Racer, ready to race from cafe to cafe on Saturday night, or around the race track on Sunday afternoon. Automotive technology. This textbook is appropriate for senior undergraduate and first year graduate students in mechanical and automotive engineering. The contents in this book are presented at a theoretical-practical level. It explains vehicle dynamics concepts in detail, concentrating on their practical use. Related theorems and formal proofs are provided, as are real-life applications. Students, researchers and practicing engineers alike will appreciate the user-friendly presentation of a wealth of topics, most notably steering, handling, ride, and related components. This book also: Illustrates all key concepts with examples Includes exercises for each chapter Covers front, rear, and four wheel steering systems, as well as the advantages and disadvantages of different steering schemes Includes an emphasis on design throughout the text, which provides a practical, hands-on approach The efficient flow of air through an engine is instrumental for producing maximum power. To maximize performance, engine builders seek to understand how air flows through components and ultimately through the entire engine. Engine builders use this knowledge and apply specific practices and principles to unlock horsepower within an engine; this applies to all engine types, including V-8s, V-6s, and imported 4-cylinder engines. Former Hot Rod magazine editor and founder of Westech Performance Group John Baechtel explains airflow dynamics through an engine in layman's terms so you can easily absorb it and apply it. The principles of airflow are explained; specifically, the physics of air and how it flows through major engine components, including the intake, heads, cylinders, and exhaust system. The most efficient and least restricted path through an engine is the key to high performance. To get to this higher level,

the author explains atmospheric pressure, air density, and brake specific fuel consumption so you understand the properties of fuel for tuning. Baechtel covers the primary factors for optimizing the airflow path. This includes the fundamentals of air motion, air velocity, and boundary layers; obstructions; and pressure changes. Flowing air through the heads and the combustion chamber is key and is comprehensively explained. Also comprehensively explored is the exhaust system's airflow, in particular primary tube size and length, collector function, and scavenging. Chapters also include flowbench testing, evaluating flow numbers, and using airflow software. In the simplest terms, an engine is an air pump. Whether you're a professional engine builder or a serious amateur engine builder, you must understand engine airflow dynamics and must apply these principles if you want to optimize performance. If you want to achieve ultimate engine performance, you need this book. Written by two of the most respected, experienced and well-known researchers and developers in the field (e.g., Kiencke worked at Bosch where he helped develop anti-braking system and engine control; Nielsen has lead joint research projects with Scania AB, Mecel AB, Saab Automobile AB, Volvo AB, Fiat GM Powertrain AB, and DaimlerChrysler. Reflecting the trend to optimization through integrative approaches for engine, driveline and vehicle control, this valuable book enables control engineers to understand engine and vehicle models necessary for controller design and also introduces mechanical engineers to vehicle-specific signal processing and automatic control. Emphasis on measurement, comparisons between performance and modelling, and realistic examples derive from the authors' unique industrial experience. The second edition offers new or expanded topics such as diesel-engine modelling, diagnosis and anti-jerking control, and vehicle modelling and parameter estimation. With only a few exceptions, the approaches

The science and technology of materials in automotive engines provides an introductory text on the nature of the materials used in automotive engines. It focuses on reciprocating engines, both four and two stroke, with particular emphasis on their characteristics and the types of materials used in their construction. The book considers the engine in terms of each specific part: the cylinder, piston, camshaft, valves, crankshaft, connecting rod and catalytic converter. The materials used in automotive engines are required to fulfil a multitude of functions. It is a subtle balance between material properties, essential design and high performance characteristics. The science and technology of materials in automotive engines describes the metallurgy, chemical composition, manufacturing, heat treatment and surface modification of these materials. It also includes supplementary notes that support the core text. The book is essential reading for engineers and designers of engines, as well as lecturers and graduate students in the fields of automotive engineering, machine design and materials science looking for a concise, expert analysis of automotive materials. Provides a detailed introduction to the nature of materials used in automotive engines Essential reading for engineers, designers, lecturers and students in automotive engineering Written by a renowned expert in the field Offering examples and applications tailored specifically to the automotive trades, Automotive Mathematics, 1st Edition, gives students a sound background in the mathematical skills necessary to be skilled and competent technicians. Early chapters of the text focus on fundamental mathematics skills such as ratios, percents, measurement systems and geometry; later chapters apply basic skills to topics such as engine balancing, camshaft event timing, modifying compression ratio, planetary gear ratios and hydraulics. Designed with versatility in mind, the text offers diverse problem sets (organized by level of difficulty), flexible organization, and in-

depth examples that make math meaningful and relevant to the automotive technology student. The photos in this edition are black and white. There comes a time in every automobile's life when the engine just doesn't perform as it should anymore. It may be burning oil, it may be leaking, the compression may be so low that it only starts on cold days, or maybe it just isn't very efficient anymore. When all of this happens, you have to decide whether to just dump the car and replace it, or add some new life to your old car by rebuilding the engine. Rebuilding the engine in any used car, much less a classic, seems like a much more attractive option when you can save a lot of money by doing it yourself. Sometimes the savings are the difference between keeping your car or letting it go. If you want to keep your car running strong and lasting for years, this is the book for you. A part of CarTech's Workbench Series, "How to Rebuild Any Automotive Engine" covers the basics of any engine rebuild in more than 400 photos of step-by-step instruction. Subjects covered include preparation and tool requirements, engine removal, engine disassembly, machine work and clean-up, short-block assembly, final engine assembly, installation, start-up, and break in. Also visited are the options of purchasing crate engines, remanufactured engines, and performance upgrades. This book applies to all cars on the road that feature an internal combustion engine. Spend a little on this book and save hundreds of dollars down the road. Engine & Drivetrain Performance Math (Volume One) is an automotive book for Street and Race Track applications. It is for the experienced and inexperienced engine & drivetrain builders. Instead of guesswork or taking someone's word which may yield inaccurate results, this book can help assist in giving a closer approximation by providing knowledge that helps you to understand and calculate many engine & drivetrain factors for optimum performance. It includes information, illustrations,

photos, graphs, tables, and example calculations. This book is for all makes of cars that have a 4-stroke normally aspirated gasoline engine and associated drivetrain with rear wheel drive. This book can also be applied to any 4-stroke normally aspirated gasoline engine regardless of whether a car has rear wheel drive or not. The information in this book primarily covers engine parameters, specifications, torque, horsepower, camshafts, air mass efficiency, carburetor air flow rates; overall gear ratios; and also transmission, rear end and vehicles speeds. Porting heads is an art and science. It takes a craftsman's touch to shape the surfaces of the head for the optimal flow characteristics and the best performance. Porting demands the right tools, skills, and application of knowledge. Few other engine builders have the same level of knowledge and skill porting engine heads as David Vizard. All the aspects of porting stock as well as aftermarket heads in aluminum and cast-iron constructions are covered. Vizard goes into great depth and detail on porting aftermarket heads. Starting with the basic techniques up to more advanced techniques, you are shown how to port iron and aluminum heads as well as benefits of hand and CNC porting. You are also shown how to build a high-quality flow bench at home so you can test your work and obtain professional results. Vizard shows how to optimize flow paths through the heads, past the valves, and into the combustion chamber. The book covers blending the bowls, a basic porting procedure, and also covers pocket porting, porting the intake runners, and many advanced procedures. These advanced procedures include unshrouding valves, porting a shortside turn from the floor of the port down toward the valve seat, and developing the ideal port area and angle. All of these changes combine to produce optimal flow velocity through the engine for maximum power. The needs of a true competition engine are quite different than those of the engine under the hood

of a typical commuter car. From the basic design needs, to the base component materials, to the sizes of the flow-related hardware, to the precision of the machining, to the capabilities of each pertinent system, very few similarities exist. Many books exist showcasing how to make street-based engines more powerful and/or durable. This book is different, in that it focuses purely on the needs of high rpm, high durability, high-powered racing engines. It begins by looking at the raw design needs, and then shares how these needs are met at the various phases of an engine's development, assembly, testing and tuning. This book features reviews of many popular modern tools, techniques, products, and testing/data collecting machinery. Showing the proper way to use such tools, how to accurately collect data, and how to use the data effectively when designing an engine, is critical information not readily available elsewhere. The special needs of a competition engine aren't commonly discussed, and the many secrets competition engine builders hold closely are openly shared on the pages here. Authored by veteran author John Baechtel, *Competition Engine Building* stands alone as a premier guide for enthusiasts and students of the racing engine. It also serves as a reference guide for experienced professionals anxious to learn the latest techniques or see how the newest tools are used. Baechtel is more than just an author, as he holds (or has held) several World Records at Bonneville. Additionally, his engines have won countless races in many disciplines, including road racing and drag racing. A reference book of math equations used in developing high-performance racing engines, including calculating engine displacement, compression ratio, torque and horsepower, intake and header size, carb size, VE and BSFC, injector sizing and piston speed. --book cover. Ford's 4.6-liter-powered Mustang is the last remaining "classic" muscle car in the world and is incredibly popular with performance enthusiasts.

More than 1,000,000 Mustangs have been built since 1996. Covers all 4.6 and 5.4-liter "Modular" motors--Ford's only V8 engine for Mustangs, fullsize cars, and light trucks from 1996 to 2004.

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