

Vehicle and Engine Technology

Second Edition

List of Chapters:

Preface to the first edition

Preface to the second edition

1 Vehicle body and chassis layout

- 1.1 The motor car
- 1.2 Commercial vehicles
- 1.3 Chassis construction
- 1.4 Vehicle components and their methods of attachment and location
- 1.5 Comparison of major component layouts
- 1.6 Seat location and securing
- 1.7 Seat-belt location, fitting points and operation
- 1.8 Jacks and jacking points

2 The friction clutch

- 2.1 The purpose of a clutch
- 2.2 Description and operation of a multi-coil spring clutch unit
- 2.3 Cushioned driven-plate with torsional vibration damper
- 2.4 Clutch operating linkage
- 2.5 Clutch faults, causes and remedies

3 Gearbox construction and operation

- 3.1 The purpose of the gearbox
- 3.2 Four-speed sliding-mesh and constant-mesh gearboxes
- 3.3 Rod-and-fork gear selectors
- 3.4 Spring-loaded ball or plunger and selector-rod grooves
- 3.5 The need for a gear interlocking device
- 3.6 Positive baulk-ring synchromesh unit
- 3.7 Gearbox lubrication
- 3.8 Gearbox oil-leakage prevention

4 Automatic transmission

- 4.1 Hydrokinetic fluid coupling
- 4.2 Hydrokinetic torque converter-coupling
- 4.3 Sprag-type free-wheel one-way clutch
- 4.4 Torque converter lock-up clutch
- 4.5 Epicycle gear train
- 4.6 Four-speed and reverse transaxle automatic transmission mechanical power flow (Nissan Primera)
- 4.7 Hydraulic automatic gear change control system
- 4.8 A four-speed and reverse simplified hydraulic control system

5 Propeller shafts, universal joints and constant velocity joints

- 5.1 Propeller shaft
- 5.2 Hooke's universal joint
- 5.3 Universal-joint needle-bearing lubrication
- 5.4 Propeller-shaft slip-joint
- 5.5 Series-coupled universal joints
- 5.6 Propeller-shaft vibration
- 5.7 Divided propeller shafts and their support
- 5.8 Universal- and slip-joint alignment
- 5.9 Constant velocity joints
- 5.10 Rubber universal couplings

6 The final drive and four-wheel drive

- 6.1 The purpose of the final-drive gears
- 6.2 Types of final-drive gearing
- 6.3 The need for final-drive differential gearing
- 6.4 Rear-axle half-shaft and hub arrangements
- 6.5 Differential lock
- 6.6 Four-wheel drive

7 Suspension, road-wheels and tyres

- 7.1 Semi-elliptic leaf springs
- 7.2 Rigid-axle-beam suspension
- 7.3 Independent front suspension
- 7.4 Benefits and limitations of independent front suspension
- 7.5 Construction and action of independent front suspension
- 7.6 Antiroll bars
- 7.7 Telescopic-shock-absorber damper
- 7.8 Rear suspension
- 7.9 Axle beam non-drive rear suspension
- 7.10 Rear independent suspension
- 7.11 Tandem axle leaf spring suspension
- 7.12 Rubber spring mounted on a balance-beam with leading and trailing torque-rod suspension
- 7.13 Air spring suspension
- 7.14 Road-wheels
- 7.15 Pneumatic-tyre construction
- 7.16 Legal and technical requirements when using cross- and radial-ply tyres
- 7.17 Tyre sizes and designations
- 7.18 Tyre valves
- 7.19 Safety precautions in tyre maintenance
- 7.20 Tyre inflation pressure
- 7.21 Wheel balance

8 Steering systems

- 8.1 Steering linkage arrangements
- 8.2 The Ackermann principle as applied to steering linkage
- 8.3 The need for front-wheel alignment
- 8.4 Front-wheel toe-in or toe-out
- 8.5 Track alignment and adjustment
- 8.6 Rack-and-pinion steering assembly
- 8.7 Steering gearbox
- 8.8 Front-wheel bearing-hub assembly
- 8.9 Independent suspension front-wheel drive hub and swivel-pin carrier assembly
- 8.10 Power-assisted steering

9 Brake systems

- 9.1 Single-line hydraulic braking system
- 9.2 Leading-and-trailing-shoe layout
- 9.3 Cam-operated drum-brakes
- 9.4 Wheel-cylinder shoe-expanders
- 9.5 Wedge-operated shoe-expander units
- 9.6 Shoe-adjusters
- 9.7 Hand-brake linkage and mechanisms

- 9.8 Disc and pad brakes
- 9.9 Brake master-cylinders
- 9.10 Brake bleeding
- 9.11 Vacuum-assisted brake servo-unit
- 9.12 Antilocking brake system (ABS) (Alfred-Teves)
- 9.13 Air-operated power brakes
- 9.14 Foundation brake and single-diaphragm wheel brake actuator
- 9.15 Exhaust compression brake retarder

10 Piston-engine cycles of operation

- 10.1 The internal-combustion engine
- 10.2 The two-stroke-cycle petrol engine
- 10.3 Four-stroke-cycle-compression-ignition (diesel) engine
- 10.4 Two-stroke-cycle diesel engine
- 10.5 Comparison of spark-ignition and compression-ignition engines
- 10.6 Engine-performance terminology
- 10.7 Compression-ratio

11 Multi-cylinder engine arrangements

- 11.1 The need for more than one cylinder
- 11.2 Cyclic torque and speed fluctuation
- 11.3 Merits and limitations of single- and multi-cylinder engines
- 11.4 Cylinder firing orders
- 11.5 Single-cylinder arrangement
- 11.6 In-line side-by-side twin-cylinder arrangement
- 11.7 In-line 180°-out-of-phase twin-cylinder arrangement
- 11.8 Horizontally opposed twin-cylinder arrangement
- 11.9 In-line three-cylinder arrangement
- 11.10 In-line four-cylinder arrangement
- 11.11 Horizontally opposed flat four-cylinder arrangement
- 11.12 In-line five-cylinder arrangement
- 11.13 In-line six-cylinder arrangement
- 11.14 Horizontally opposed flat six-cylinder arrangement
- 11.15 In-line straight eight-cylinder arrangement
- 11.16 90° 'V' twin-cylinder arrangement
- 11.17 60° 'V' four-cylinder arrangement
- 11.18 60° 'V' six-cylinder arrangement
- 11.19 90° 'V-eight' with single-plane crankshaft
- 11.20 90° 'V-eight' with two-plane or cruciform crankshaft

12 Balancing of reciprocating components

- 12.1 Reciprocating motion
- 12.2 Four-cylinder chain drive parallel twin countershaft secondary force balancer
- 12.3 Torsional crankshaft vibration
- 12.4 Force imposed on the piston
- 12.5 Journal bearing load considerations
- 12.6 Engine and gearbox mountings

13 Cylinder block and head construction

- 13.1 The cylinder block
- 13.2 The crankcase
- 13.3 Camshaft location and support
- 13.4 Cylinder-block materials
- 13.5 The cylinder head
- 13.6 Cylinder-head materials
- 13.7 Stud and set-screw threaded cylinder-block holes
- 13.8 The tightening-down of cylinder heads
- 13.9 Cylinder-head gaskets
- 13.10 Crankcase sump and baffle plates
- 13.11 Cylinder-bore liners
- 13.12 Dry cylinder liners
- 13.13 Wet cylinder liners
- 13.14 Removal and replacement of press-fit liners

14 Combustion and combustion chamber design

- 14.1 Spark ignition combustion process
- 14.2 Compression ignition (diesel) combustion process

15 Piston and connecting-rod assemblies

- 15.1 Friction and heat distribution of the piston assembly
- 15.2 Piston materials
- 15.3 Piston nomenclature and design considerations
- 15.4 Bi-metal strut position
- 15.5 Piston-ring nomenclature
- 15.6 Piston-ring action
- 15.7 Piston-ring materials and methods of manufacture
- 15.8 Piston and piston-ring working clearances
- 15.9 Piston and connecting-rod gudgeon-pin joints

- 15.10 Connecting-rod design, construction and materials
- 15.11 Connecting-rod shell liner bearings
- 15.12 Plain journal bearings

16 Crankshaft construction

- 16.1 Crankshaft nomenclature
- 16.2 Crankshaft proportions
- 16.3 Counterbalance weights
- 16.4 Crankshaft oil-hole drillings
- 16.5 Fan-belt pulley-to-crankshaft attachment
- 16.6 Front and rear crankshaft oil-seals
- 16.7 Flywheel-to-crankshaft attachment
- 16.8 Crankshaft materials and heat treatments
- 16.9 Crankshaft main-journal bearings

17 Valve timing diagrams, cam design and camshaft drives

- 17.1 Inlet and exhaust valve opening and closing periods
- 17.2 Cam profile phases and valve opening and closing periods
- 17.3 Variable valve lift and timing control
- 17.4 Camshaft chain-belt and gear train drives

18 Poppet-valve operating mechanisms

- 18.1 The function of the valves and their arrangements
- 18.2 Side camshaft with push-rod and rockers
- 18.3 Tappet clearance adjustment for push-rod mechanisms
- 18.4 Overhead camshaft (OHC)
- 18.5 Tappet adjustment for direct-acting mechanisms
- 18.6 Valve-actuating-gear requirements and considerations
- 18.7 Advantages and disadvantages of the various valve mechanisms
- 18.8 The poppet-valve
- 18.9 Poppet-valve operating conditions
- 18.10 Poppet-valve materials
- 18.11 Valve guides
- 18.12 Valve-seat insert rings
- 18.13 Valve-spring retention
- 18.14 Valve-rotators and spring retention
- 18.15 Valve compression return-springs
- 18.16 Automatic tappet clearance adjustment via a hydraulic element

19 Engine lubrication system

- 19.1 Wet-sump lubrication system
- 19.2 The mechanics of friction and lubrication
- 19.3 High-pressure oil-pumps
- 19.4 Pressure-relief-valve control
- 19.5 Oil filtration
- 19.6 Engine oil-leakage prevention
- 19.7 Dry sump lubrication system with liquid-to-liquid oil cooler
- 19.8 Crankcase emission control
- 19.9 Low oil pressure switch and warning light circuit
- 19.10 Properties and selection of engine lubricants
- 19.11 Correct maintenance of oil level
- 19.12 Oil contamination and replacement intervals

20 Cooling systems

- 20.1 Engine heat distribution and the necessity for a cooling system
- 20.2 Types of cooling systems
- 20.3 Heat transfer in an indirect liquid-cooled engine system
- 20.4 Comparison of air- and liquid-cooling systems
- 20.5 Thermostat-controlled cooling systems
- 20.6 Pressure radiator caps
- 20.7 Cooling systems incorporating an expansion tank
- 20.8 Antifreeze coolant solutions
- 20.9 Engine core plugs
- 20.10 Maintenance requirements of the cooling system and components
- 20.11 Cross-flow cooling system with liquid-to-liquid oil cooler
- 20.12 Air temperature sensing viscous fan coupling
- 20.13 Cooling fan relay and thermal switch circuit
- 20.14 Interior heating and ventilating system
- 20.15 Air conditioning

21 Petrol-engine carburation fuel system

- 21.1 Layout of a petrol-engine fuel system
- 21.2 Petrol feed pumps
- 21.3 Carburation
- 21.4 Constant choke single-barrel carburettor
- 21.5 Compound-barrel differentially operated carburettor

- 21.6 Constant-pressure or vacuum variable-choke carburettor
- 21.7 Attitude of the choke tube
- 21.8 Induction and exhaust manifolds
- 21.9 Multi-carburettors
- 21.10 Air-intake silencers and cleaners

22 Petrol engine fuel injection systems

- 22.1 Comparison of the various fuel supply systems
- 22.2 Bosch KE-Jetronic multipoint petrol injection system
- 22.3 Multipoint electronic petrol injection
- 22.4 Single-point electronic petrol injection system
- 22.5 An introduction to the electronic control unit

23 Diesel-engine fuel injection systems

- 23.1 Layout of a diesel-engine fuel system
- 23.2 Plunger-type fuel lift pump
- 23.3 In-line injection pump (CAV 'Minimec')
- 23.4 Distributor-type injection pump (CAV 'DPA')
- 23.5 Injector unit
- 23.6 Electronically controlled unit pump-injector diesel fuel injection system
- 23.7 Electronically controlled unit pump diesel injection system
- 23.8 Electronically controlled unit common-rail diesel injection system
- 23.9 Cold start starting aids
- 23.10 Diesel-fuel filtration
- 23.11 Air-intake silencers and cleaners

24 Induction/exhaust manifold-exhaust silencer and emission control

- 24.1 Induction wave ram cylinder charging
- 24.2 Supercharging
- 24.3 Exhaust manifold configurations
- 24.4 Exhaust gas emission control
- 24.5 Exhaust gas silencers (mufflers)
- 24.6 Fuel tank evaporation control
- 24.7 Air intake temperature control
- 24.8 Exhaust gas recirculation
- 24.9 Air injected exhaust system

25 Electrical wiring and lighting

- 25.1 Electron theory
- 25.2 Electrical units
- 25.3 Basic vehicle wiring circuits
- 25.4 Cables
- 25.5 Cable colour code
- 25.6 Cable connectors
- 25.7 Printed circuits
- 25.8 Fuses
- 25.9 Light-bulb fundamentals
- 25.10 Headlight reflectors
- 25.11 Headlight arrangements
- 25.12 Headlight cover lens
- 25.13 Classification of light-bulbs
- 25.14 Tungsten-halogen light-bulbs
- 25.15 Light-bulb location and attachments
- 25.16 Four-headlight system
- 25.17 Headlight settings

26 Coil ignition system

- 26.1 Ignition considerations
- 26.2 Ignition-system equipment
- 26.3 Fundamental electromagnetism definitions
- 26.4 Ignition-coil construction
- 26.5 Capacitor function and operation
- 26.6 Distributor contact-breaker construction
- 26.7 Mechanical centrifugal advance device
- 26.8 Manifold vacuum advance device
- 26.9 Ignition timing
- 26.10 Spark-plug function
- 26.11 Transistors
- 26.12 Electronic ignition control

27 Batteries, generators and starter motors

- 27.1 The lead-acid battery
- 27.2 Generators
- 27.3 Alternators
- 27.4 Voltage regulator
- 27.5 Dynamos
- 27.6 Starter motors

28 Electrical auxiliary equipment

- 28.1 Instrument panel gauges and transmitter senders
- 28.2 Direction indicators
- 28.3 Windscreen wiper systems
- 28.4 Power window winders
- 28.5 Central door locking

Index

