
If you love cars and want to learn more about how they work, we've got a great blog post for you. From the basics of car engines to how fuel and air mix, you'll feel like a total pro in no time. You'll also find out what tools and equipment are required to work as an automobile mechanic. The only question now is: are you ready to take the plunge? If your answer is yes, then read on! We've divided our informative post into four easy-to-follow sections: engine basics, tools needed for basic maintenance tasks, engine management systems (ECU), and transmission systems. We also included a few troubleshooting tips to help you get started. So, grab your toolbox and check out our guide below! By Luna Te

When you stop for gas, you might notice the number on the pump jumping by leaps and bounds. The amount in your tank won't suddenly go up in an instant. The reason is because fuel pumps measure volume in cubic inches and not gallons. One gallon is equal to 231 cubic inches, so when we look at the car's gas meter it tells us how many cubic inches we pumped into the tank. It's all about supply and demand: the more fuel that is available, the cheaper it will be (per unit). If supply and demand remain static, then price will go up. This is why we often see prices at the pump fluctuating. When we fill the tank with gas, we're not just pumping in energy; we're also adding air. The air helps to cushion the gas so that it doesn't spill out when it reaches the pump nozzle. Air is required because otherwise gas would be forced out through an overflow pipe, which can lead to very expensive damage. The air bubbles in our fuel mix help to keep the fuel's viscosity (the consistency of a fluid) low and prevent frothing and spewing at pumps that cannot deliver enough pressure for safe use. If you want to pump \$100 worth of gas, the pump won't simply disperse \$100 worth of gas. If there was no air in it, it would be too light for your car's engine. The type of fuel pump that fills your tank is called a volumetric pump, which operates similarly to a giant syringe. Volumetric pumps come in sizes that range from 1 pint to more than 3 gallons of fuel capacity. These pumps are capable of pushing out very high volumes at high pressure, like diesel pumps on large trucks or airplanes. The diameter of the fuel line will dictate how much gas flows through it per hour (gpm). A typical fuel hose can have a diameter of anywhere from 0.75 millimeters to 5 millimeters. In North America, the most common fuel hose sizes are between 3 mm and 4.5 mm, which means that they can hold between 40 and 170 gallons of gasoline each hour. In order for the pumps to operate smoothly, they need a steady stream of high-pressure gas. This is why fuel tankers travel in groups called trains or convoys - it reduces the likelihood that a tank truck will run out of gas when going up a hill or going long distances without a supply stop in between.

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