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## How to replace a pull cord on a honda engine

If you have read How Car Engines Work, you know about the valves that let air into the engine and let exhaust out of the engine. You also know about the camshaft that controls the valves. The camshaft uses rotating lobes that push against the valves to open and close them. Check out How Camshafts Work for more information. It turns out that there is a significant relationship between the way the lobes are ground on the camshaft and the way the engine performs in different rpm (rotations per minute) ranges. To understand why this is the case, imagine that we are running an engine extremely slowly -- at just 10 or 20 rpm, so it takes the piston seconds to complete a cycle. It would be impossible to actually run a normal engine that slowly, but imagine that we could. We would want to grind the camshaft so that, just as the piston starts moving downward in the intake stroke, the intake valve would open. The intake valve would close right as the piston bottoms out. Then the exhaust valve would open right as the piston bottoms out at the end of the combustion stroke and would close as the piston completes the exhaust stroke. That would work great for the engine as long as it ran at this very slow speed. When you increase the rpm, however, this configuration for the camshaft does not work well. If the engine is running at 4,000 rpm, the valves are opening and closing 2,000 times every minute, or thirty to forty times every second. When the intake valve opens right at the top of the intake stroke, it turns out that the piston has a lot of trouble getting the air moving into the cylinder in the short time available (a fraction of a second). Therefore, at higher rpm ranges you want the intake valve to open prior to the intake stroke -- so that by the time the piston starts moving downward in the intake stroke, the valve is open and air moves freely into the cylinder during the entire intake stroke. This is something of a simplification, but you get the idea. For maximum engine performance at low engine speeds, the valves need to open and close differently than they do at higher engine speeds. If you put in a good low-speed camshaft, it hurts the engine's performance at high speeds, and if you put in a good high-speed camshaft it hurts the engine's performance at low speeds (and in extreme cases can make it very hard to start the engine!). VTEC (which stands for Variable Valve Timing and Lift Electronic Control) is an electronic and mechanical system in some Honda engines that allows the engine to effectively have multiple camshafts. As the engine moves into different rpm ranges, the engine's computer can activate alternate lobes on the camshaft and change the cam's timing. In this way, the engine gets the best features of low-speed and high-speed camshafts in the same engine. Several of the links below go into the actual mechanics of the VTEC system if you are interested. Several engine manufacturers are experimenting with systems that would allow infinite variability in valve timing. For example, imagine that each valve had a solenoid on it that could open and close the valve under computer control rather than relying on a camshaft. With this type of system, you would get maximum engine performance at every rpm range. Something to look forward to in the future... Originally Published: April 1, 2000 Of course, despite your best efforts, you still may need to replace some car parts -- including the engine. While there's a lot of car part information written about replacing components like brake pads, auto part information on replacing an engine can be tough to come by. Replacing individual car parts is usually pretty straightforward. Auto parts, in general, are meant to be replaced. However, replacing an automotive engine can be difficult since they're not only big and heavy; they're also made up of lots of little parts. Plus, engines have to work with several other systems on the car, including the exhaust, cooling system, transmission and electrical system. We don't have nearly enough time to explain exactly how to remove and replace an engine. But, in general, the process starts by selecting a new engine that fits the car. Cars only have so much space that an engine can fit in, so even though an engine swap could be a lot of fun, you can save yourself a lot of headaches by not attempting to cram a giant V8 into your Mini Cooper. You also should take the engine's weight into account when selecting a new one. The engine may fit in a car's engine bay, but weigh too much for the car's suspension to take. While the suspension can be beefed up, that's a lot of added work and expense. Once you have the right engine, it's a matter of getting it into the car, hooking it to the transmission, exhaust, electrical and cooling systems. It's actually very complex -- a new engine alone can cost more than \$1,000, and when you add in the labor hours to remove the old engine and get the new engine into the car, you're looking at a bill that could easily top a few thousand dollars. Once the new engine is in and all hooked up, it needs its vital fluids. Only then can it be brought to life -- hopefully to be well maintained and last hundreds of thousands of miles. For more information about automotive engines, auto part longevity and other related topics, follow the links below. Related HowStuffWorks Articles DeAngelis, Lauren. "Can Your Car Last a Million Miles?" U.S. News Rankings and Reviews. (Oct. 6, 2009) Autos. "How to Make Your Car Last Longer." (Oct. 6, 2009). Polk and Co. "U.S. Median Vehicle Age Increased in 2008." March 3, 2009. (Oct. 6, 2009) Christopher. "Cars That Last a Million Miles." MSN Money. (Oct. 6, 2009) SaveonCar/CarsThatLastAMillionMiles.aspx The Auto Channel. "Irv's Volvo P1800 Rolls for 40 Years." 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