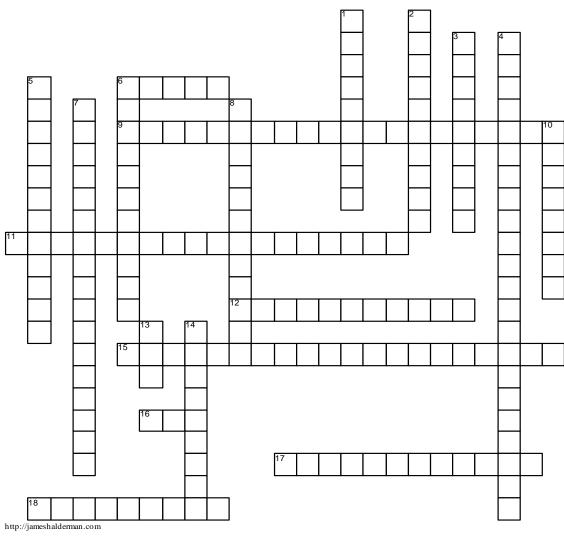
## Turbocharging And Supercharging Chapter 20



## ACROSS

ь	vvnen air is pumped into the cylinder,
	the combustion chamber receives an
	increase of air pressure known as
	, and can be measured in PSI.
9	The roots-type supercharger is called a
	design,
	because all of the air that enters is
	forced through the unit.
11	An engine that uses atmospheric
	pressure for its intake charge is called a
	engine.
12	Anis similar to a
	radiator, wherein outside air can pass
	through, cooling the pressurized heated
	air.
15	is a measure
	of how well an engine breathes.
16	A is a type of relief valve that
	routes the pressurized air to the inlet
	side of the turbocharger for reuse and
	is quiet during exerction

	air pump that supplies more than the	
	normal amount of air into the intake	
	manifold and boosts engine torque and	
	power.	
18	The involves additional fuel	
	being injected.	
DOWN		
1	In a, such as an engine	
	using port fuel injection, only nitrous	
	oxide needs to be injected because the	
	PCM can be commanded to provide	
	more fuel when the N2O is being	
	sprayed.	
2	A is a device or system	
	added to an engine, such as a	
	supercharger, turbocharger, or nitrous	
	oxide, to increase power.	
3	Ais a valve similar to a	

door that can open and close.

17 A \_\_\_\_\_ is an engine-driven

	pump to pack a denser air-fuel charge
	into the cylinders.
_	A uses the heat of the
5	
	exhaust to power a turbine wheel and
	therefore does not directly reduce
	engine power.
6	Many factory installed superchargers
	are equipped with a that
	allows intake air to flow directly into the
	intake manifold, bypassing the
	supercharger.
7	The was
	patented in 1860 as a type of water
	pump to be used in mines.
8	is a colorless,
	nonflammable gas.
10	The delay between acceleration and
	turbo boost is called
12	The features an adjustable spring
13	design that keeps the valve closed unti
	a sudden release of the throttle.
14	
	valve or vent valve.

