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| Name: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | Date: \_\_\_\_\_\_\_\_\_\_\_\_\_\_ |

SMALL ENGINE PARTS

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | V |  |  | 2  M |  |  |  |  |  |  |  |  |  | 3  C |
|  |  |  |  |  |  |  |  |  |  |  |  | 4  C | O | N | N | E | C | T | I | N | G | R | O | D |  |  |  |  | Y |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | R |  |  | C |  |  |  |  |  |  |  |  |  | L |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | N |  | 5  C | R | A | N | K | S | H | A | F | T |  | I |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | O |  |  | O |  |  |  |  |  |  |  |  |  | N |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | R |  |  | M |  |  |  |  | 6  M |  | 7  B |  |  | D |
|  |  |  |  |  |  |  |  |  |  |  | 8  I |  |  |  |  |  |  |  | E |  | 9  V |  |  | U |  | U |  |  | E |
|  |  |  |  |  |  |  |  |  |  |  | N |  |  |  |  | 10  C |  |  | T |  | 11  A | I | R | F | I | L | T | E | R |
|  |  |  |  |  |  |  | 12  C |  |  |  | T |  |  |  |  | L |  |  | E |  | L |  |  | F |  | B |  |  | R |
|  |  |  |  |  |  |  | A |  |  | 13  C | A | R | B | U | R | E | T | O | R |  | V |  |  | L |  |  |  |  | I |
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|  |  |  |  |  |  |  | S |  |  |  | E |  | 14  S | 15  P | A | R | K | P | L | U | G |  |  | R |  |  |  |  | G |
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|  |  |  |  |  |  |  | A |  |  | 16  G | A | S | O | L | I | N | E |  | 17  C | O | I | L |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  | F |  |  |  | L |  |  | L |  | C |  |  |  |  | D |  |  |  |  |  |  |  |  |
|  | 18  E | X | H | A | U | S | T | V | A | L | V | E |  | R |  | E |  |  |  |  | E |  |  |  |  |  |  |  |  |
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| **Across**  **4.** CONNECTS PISTON TO CRANKSHAFT  **5.** THIS SHAFT ROTATES WHEN THE CYLINDER MOVES UP AND DOWN  **11.** MAKES SURE ONLY CLEAN AIR ENTERS THE CARBURETOR  **13.** DISTRIBUTES FUEL TO THE CYLINDER  **14.** GENERATES THE SPARK TO IGNITE THE FUEL  **16.** A FOUR-STROKE ENGINE BURNS  **17.** THE MAGNET AND \_\_\_\_\_\_\_\_\_\_ WORK TOGETHER TO CREATE THE ELECTRICAL SPARK  **18.** THIS VALVE IS CLOSED DURING THE COMPRESSION STROKE  **19.** THIS VALVE OPENS TO ALLOW BURNED FUMES TO EXIT THRU THE MUFFLER | **Down**  **1.** KEEPS THE ENGINE RUNNING FASTER UNDER A LOAD  **2.** A VALVE STEM CAN BE MEASURED WITH THIS  **3.** ATTACHED TO THE CYLINDER SO NO AIR ESCAPES IN COMPRESSION  **6.** QUIETS THE NOISE COMING OUT OF A SMALL ENGINE  **7.** PUSH THIS TO PRIME THE ENGINE  **8.** THIS VALVE OPENS TO ALLOW AIR TO ENTER THE CYLINDER  **9.** VALVE STEM SLIDE THRU THIS  **10.** THE DISTANCE BETEEN THE PISTON AND THE CYLINDER WALL  **12.** THIS SHAFT ROTATES TO MOVE THE VALVES OPEN AND CLOSED  **15.** YOU PULL THIS TO START MOST SMALL ENGINES |