Power and Performance II Practice Test (Sample)

Study Guide

Everything you need from our exam experts!

Table of Contents

Introduction

Preparing for a certification exam can feel overwhelming, but with the right tools, it becomes an opportunity to build confidence, sharpen your skills, and move one step closer to your goals. At Examzify, we believe that effective exam preparation isn't just about memorization, it's about understanding the material, identifying knowledge gaps, and building the test-taking strategies that lead to success.

This guide was designed to help you do exactly that.

Whether you're preparing for a licensing exam, professional certification, or entry-level qualification, this book offers structured practice to reinforce key concepts. You'll find a wide range of multiple-choice questions, each followed by clear explanations to help you understand not just the right answer, but why it's correct.

The content in this guide is based on real-world exam objectives and aligned with the types of questions and topics commonly found on official tests. It's ideal for learners who want to:

- **Practice answering questions under realistic conditions,**
- **Improve accuracy and speed,**
- **Review explanations to strengthen weak areas, and**
- **Approach the exam with greater confidence.**

We recommend using this book not as a stand-alone study tool, but alongside other resources like flashcards, textbooks, or hands-on training. For best results, we recommend working through each question, reflecting on the explanation provided, and revisiting the topics that challenge you most.

Remember: successful test preparation isn't about getting every question right the first time, it's about learning from your mistakes and improving over time. Stay focused, trust the process, and know that every page you turn brings you closer to success.

Let's begin.

How to Use This Guide

This guide is designed to help you study more effectively and approach your exam with confidence. Whether you're reviewing for the first time or doing a final refresh, here’s how to get the most out of your Examzify study guide:

1. Start with a Diagnostic Review

Skim through the questions to get a sense of what you know and what you need to focus on. Your goal is to identify knowledge gaps early.

2. Study in Short, Focused Sessions

Break your study time into manageable blocks (e.g. 30 – 45 minutes). Review a handful of questions, reflect on the explanations.

3. Learn from the Explanations

After answering a question, always read the explanation, even if you got it right. It reinforces key points, corrects misunderstandings, and teaches subtle distinctions between similar answers.

4. Track Your Progress

Use bookmarks or notes (if reading digitally) to mark difficult questions. Revisit these regularly and track improvements over time.

5. Simulate the Real Exam

Once you're comfortable, try taking a full set of questions without pausing. Set a timer and simulate test-day conditions to build confidence and time management skills.

6. Repeat and Review

Don’t just study once, repetition builds retention. Re-attempt questions after a few days and revisit explanations to reinforce learning. Pair this guide with other Examzify tools like flashcards, and digital practice tests to strengthen your preparation across formats.

There’s no single right way to study, but consistent, thoughtful effort always wins. Use this guide flexibly, adapt the tips above to fit your pace and learning style. You've got this!

Questions

1. During cranking, which bypass valve blocks fuel flow to the main jet to build pressure?

A. Idle

B. Main

C. Pilot

D. Auxiliary

2. Adjust the throttle blade gap to control idle speed. Which parameter is adjusted?

A. Base idle throttle position

B. Float Level

C. Accelerator Pump Circuit

D. Primary and Secondary Jets

3. Which header is described as 'varies with modification to the specific application'?

A. Stock Header

B. Dyno Header

C. Custom Header

D. Zoomie Header

4. Which component may be offset to re-position the pushrod for intake runner modifications?

A. Timing Chain

B. Lifter

C. Pushrod

D. Camshaft

5. Which header is most associated with exhaust gases being directed upward rather than collected?

A. Zoomie Header

B. Stepped Header

C. Dyno Header

D. Stock Header

6. Which circuit uses the main venturi or booster venturi and jets to meter fuel from the discharge nozzle?

- **A. Power circuit**
- **B. Main metering circuit**
- **C. Idle circuit**
- **D. Float circuit**

7. In a carburetor, air flowing through the air horn and venturi creates a difference in what property between the fuel entry ports and the float bowl?

- **A. Pressure**
- **B. Humidity**
- **C. Temperature**
- **D. Density**

8. Which component assists in returning excess fuel to the tank?

- **A. Fuel Filter**
- **B. Secondary Bypass**
- **C. Shut-off Valve**
- **D. Metering Valve**

9. Which intake configuration is best for low or mid speed applications?

- **A. Dual-plane**
- **B. Single-plane**
- **C. Hybrid-plane**
- **D. Multi-plane**

10. What is the primary purpose of a collector?

- **A. Improve low-to-mid-range power**
- **B. Increase fuel consumption**
- **C. Decrease torque**
- **D. Improve top-end power**

Answers

1. B
2. A
3. C
4. B
5. A
6. B
7. A
8. B
9. A
10. A

Explanations

1. During cranking, which bypass valve blocks fuel flow to the main jet to build pressure?

A. Idle

B. Main

C. Pilot

D. Auxiliary

During cranking, the fuel metering system uses a path that bypasses the main jet so pressure can build in the metering chamber without leaking through the main jet. The valve that does this is the main bypass valve. By blocking flow to the main jet, fuel pressure rises in the starting circuit, helping deliver a rich starting mixture when ignition occurs and then returning to normal metering once the engine starts. The other bypass routes govern only their respective circuits (idle, pilot, auxiliary) and aren't responsible for building pressure in the main metering path during cranking.

2. Adjust the throttle blade gap to control idle speed. Which parameter is adjusted?

A. Base idle throttle position

B. Float Level

C. Accelerator Pump Circuit

D. Primary and Secondary Jets

At idle, the engine's speed is governed by how much air can get in through the small opening that remains when the throttle is nearly closed. This opening is set by the base idle throttle position—the position of the throttle blade at idle. Moving the throttle blade to create a larger gap lets more air in, raising idle RPM; closing it reduces air flow and lowers idle RPM. The other parts don't set idle speed: float level affects the fuel level in the bowl, the accelerator pump circuit handles a surge of fuel during throttle movement, and the jets control fuel metering across throttle positions. Therefore, the base idle throttle position is the parameter that directly controls idle speed.

3. Which header is described as 'varies with modification to the specific application'?

A. Stock Header

B. Dyno Header

C. Custom Header

D. Zoomie Header

Headers in an exhaust system are designed with different levels of customization. When a header is described as varying with modification to the specific application, it means the part isn't a one-size-fits-all piece; its geometry is adjusted to the exact engine, mounting space, and performance goals of that setup. A Custom Header is built or heavily modified to match those specifics, changing tube lengths and diameters, the collector design, and the routing to fit around components and to optimize exhaust flow for the desired RPM range. This tailoring to the exact application is why the description fits best. The other options describe more general or stylistic approaches—the stock header is a generic fit, a dyno header is a testing-oriented concept, and a zoomie header is a particular style not defined by customization for a specific application.

4. Which component may be offset to re-position the pushrod for intake runner modifications?

A. Timing Chain

B. Lifter

C. Pushrod

D. Camshaft

When the engine's valvetrain is adjusted for modified intake runners, you adjust the line of motion from the cam to the valve by changing the pushrod's position. The lifter is the part that sits on the cam lobe and pushes the pushrod up and down. By using an offset lifter, you can shift the position of the pushrod within the rocker-arm interface. That offset changes where the pushrod lands at the top, allowing it to line up properly with the rocker and valve stem after the intake runners are modified. This helps maintain correct geometry and clearance, so the valve train operates smoothly. The other components don't provide this kind of positional adjustment. The timing chain keeps the cam and crank in sync, the camshaft provides the lobes that drive motion, and the pushrod follows the cam through the lifter to the rocker—without an offset lifter to alter its path.

5. Which header is most associated with exhaust gases being directed upward rather than collected?

A. Zoomie Header

B. Stepped Header

C. Dyno Header

D. Stock Header

Focusing on how the exhaust leaves the header, the Zoomie header is the design that directs gases upward rather than into a common collector. It uses individual tubes that exit upward or outward, so the exhaust isn't merged into a single collector right away. This setup is iconic in some drag and hot-rodding builds and often produces visible flame and heat venting upward. In contrast, a stock header routes exhaust into a factory collector and then into the exhaust system, while a stepped header uses tubes of varying diameters to optimize flow at different RPMs but still merges into a collector. A dyno header isn't about the exhaust's direction; it's more about tuning for power on a dynamometer.

6. Which circuit uses the main venturi or booster venturi and jets to meter fuel from the discharge nozzle?

A. Power circuit

B. Main metering circuit

C. Idle circuit

D. Float circuit

The main idea is that fuel metering for the engine is done where the air is flowing through the main bore. In the main metering circuit, the air moving through the main venturi (or booster venturi) creates suction that pulls fuel from the main metering jets into the discharge nozzle. The discharge nozzle then sprays that fuel into the airstream, so the amount of fuel delivered matches the engine's air intake during normal to higher throttle. The jets size controls how much fuel can flow, and this circuit handles most of the engine's operating range beyond idle. This differs from the idle circuit, which meters fuel using separate passages at very low air flow, and from the float circuit, which just stores and feeds fuel to the bowl. The power circuit provides enrichment at acceleration or wide-open throttle with its own paths, so it's not the same as the main metering circuit.

7. In a carburetor, air flowing through the air horn and venturi creates a difference in what property between the fuel entry ports and the float bowl?

A. Pressure

B. Humidity

C. Temperature

D. Density

When air speeds up through the air horn and venturi, the static pressure drops in that region (Bernoulli/venturi effect). The float bowl is open to atmospheric pressure, so a pressure difference arises between the venturi area and the fuel in the float bowl. This pressure drop pulls fuel up through the jets into the airstream, creating the fuel–air mix. Humidity, temperature, or density aren't the primary drivers here—the key factor is the pressure difference.

8. Which component assists in returning excess fuel to the tank?

A. Fuel Filter

B. Secondary Bypass

C. Shut-off Valve

D. Metering Valve

Fuel systems keep fuel pressure stable by giving surplus fuel a return path back to the tank. When the pump pushes more fuel than the engine can use at a given moment, a secondary bypass diverts that excess fuel through a return line to the tank. This helps maintain a steady rail pressure and prevents flooding or excessive pressure build-up. The fuel filter is only about cleaning impurities from the fuel before it reaches the engine; it doesn't provide a return route. A shut-off valve's job is to stop or limit fuel flow, not to route excess fuel back. The metering valve controls how much fuel is sent to the engine, but it doesn't send the surplus back to the tank.

9. Which intake configuration is best for low or mid speed applications?

A. Dual-plane

B. Single-plane

C. Hybrid-plane

D. Multi-plane

Air flow velocity into the cylinders and how the intake runners are shaped determine where the engine fills best across RPM. For low to mid speeds, you want high air velocity to maximize cylinder filling and torque. A dual-plane intake uses two plenums with relatively longer runners, which keeps the air moving efficiently at these speeds and reduces flow losses between cylinders. That setup delivers strong low- and mid-range torque, making it the best choice for those operating conditions. A single-plane, with shorter runners and one plenum, favors high-RPM flow and top-end power but tends to lose velocity and filling at lower RPMs, reducing torque in the low to mid range. Hybrid- and multi-plane designs aim to blend traits, but they don't consistently match the solid mid-range torque performance of the dual-plane for low or mid speed applications.

10. What is the primary purpose of a collector?

A. Improve low-to-mid-range power

B. Increase fuel consumption

C. Decrease torque

D. Improve top-end power

A collector in the exhaust system gathers exhaust from multiple cylinders into a single pipe and shapes how the pulses flow out of the engine. By coordinating those pulses, it helps exhaust scavenging—pulling the next charge into the cylinder more effectively and reducing resistance in the flow, especially at lower to mid RPMs. This improves how well the engine fills cylinders during the more commonly used range of engine speeds, which translates to better torque in the low-to-mid range. Although a collector can influence performance at higher RPMs, its main goal is to boost low-to-mid-range power. It's not aimed at increasing fuel consumption or decreasing torque, and top-end power is not its primary target.

Next Steps

Congratulations on reaching the final section of this guide. You've taken a meaningful step toward passing your certification exam and advancing your career.

As you continue preparing, remember that consistent practice, review, and self-reflection are key to success. Make time to revisit difficult topics, simulate exam conditions, and track your progress along the way.

If you need help, have suggestions, or want to share feedback, we'd love to hear from you. Reach out to our team at hello@examzify.com.

Or visit your dedicated course page for more study tools and resources:

https://powerandperformance2.examzify.com

We wish you the very best on your exam journey. You've got this!