Fuel System for Forklift

Forklift Fuel System - The fuel systems task is to supply your engine with the diesel or gasoline it requires in order to run. If any of the fuel system components breaks down, your engine will not function right. There are the major parts of the fuel system listed underneath:

Fuel Tank: The fuel tank is a holding cell for your fuel. When filling up at a gas station, the fuel travels downward the gas hose and into your tank. Within the tank there is a sending unit. This is what tells the gas gauge how much gas is inside the tank.

Fuel Pump: In most newer cars, the fuel pump is typically placed within the fuel tank. Many older vehicles have the fuel pump attached to the engine or placed on the frame rail amid the tank and the engine. If the pump is on the frame rail or in the tank, therefore it is electric and works with electricity from your cars' battery, while fuel pumps that are mounted to the engine make use of the motion of the engine to be able to pump the fuel.

Fuel Filter: For performance and overall engine life, clean fuel is very important. The fuel injector is made up of small holes which clog without problems. Filtering the fuel is the only way this can be prevented. Filters can be found either after or before the fuel pump and in several instances both places.

Fuel Injectors: The majority of domestic cars after 1986, along with earlier foreign cars came from the factory with fuel injection. In place of a carburetor to carry out the job of mixing the fuel and the air, a computer controls when the fuel injectors open so as to allow fuel into the engine. This has resulted in better fuel economy and lower emissions overall. The fuel injector is really a tiny electric valve that closes opens with an electric signal. By injecting the fuel close to the cylinder head, the fuel stays atomized, or inside small particles, and could burn better when ignited by the spark plug.

Carburetors: Carburetor function in order to mix the fuel with the air without whichever computer intervention. These devices are fairly easy to operate but do need frequent rebuilding and retuning. This is one of the main reasons the newer vehicles existing on the market have done away with carburetors rather than fuel injection.