Forklift Fuel System

Forklift Fuel System - The fuel systems job is to supply your engine with the gasoline or diesel it requires in order to function. If any of the fuel system parts breaks down, your engine would not work right. There are the main parts of the fuel system listed under:

Fuel Tank: The fuel tank holds the fuel. The fuel from the gas station pump, moves from the tank travels downward the gas hose into your tank. Inside the tank there is a sending unit. This is what tells the gas gauge the amount of gas is inside the tank.

Fuel Pump: In most newer cars, the fuel pump is typically situated inside the fuel tank. Various older vehicles have the fuel pump connected to the engine or located on the frame rail amid the engine and the tank. If the pump is inside the tank or on the frame rail, 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 vital. The fuel injector is made up of small holes which block without difficulty. Filtering the fuel is the only way this can be avoided. Filters can be found either after or before the fuel pump and in several instances both places.

Fuel Injectors: Nearly all domestic cars after 1986, together with earlier foreign cars came from the factory with fuel injection. Instead of a carburetor to perform the task of mixing the fuel and the air, a computer controls when the fuel injectors open to allow fuel into the engine. This has caused lower emission overall and better fuel economy. The fuel injector is essentially a small electric valve which closes and opens with an electric signal. By injecting the fuel close to the cylinder head, the fuel stays atomized, or inside tiny particles, and could burn better when ignited by the spark plug.

Carburetors: Carburetors have the job of taking the fuel and mixing it with the air without whichever involvement from a computer. Carburetors need frequent rebuilding and retuning even though they are simple to work. This is one of the main reasons the newer vehicles on the market have done away with carburetors in favor of fuel injection.