

Forklift Fuel Systems

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

Fuel Tank: The fuel tank is a holding cell meant for your fuel. When filling up at a gas station, the fuel travels downward the gas hose and into your tank. Inside the tank there is a sending unit. This is what tells the gas gauge the amount of gas is within the tank.

Fuel Pump: In nearly all newer cars, the fuel pump is usually placed inside the fuel tank. Various older vehicles have the fuel pump connected to the engine or placed on the frame rail between the tank and the engine. If the pump is within the tank or on the frame rail, therefore it is electric and operates with electricity from your cars' battery, while fuel pumps that are connected to the engine make use of the motion of the engine so as to pump the fuel.

Fuel Filter: For overall engine life and performance, clean fuel is very important. The fuel injector is made up of small holes that block easily. Filtering the fuel is the only way this could be prevented. Filters can be found either after or before the fuel pump and in some instances both places.

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

Carburetors: Carburetor function in order to mix the air with the fuel without whichever computer involvement. These devices are somewhat easy to work but do need frequent tuning and rebuilding. This is among the main reasons the newer vehicles on the market have done away with carburetors rather than fuel injection.