Fuel System for Forklift

Fuel Systems for Forklifts - The fuel system is responsible for feeding your engine the gasoline or diesel it requires so as to work. If whichever of the specific components in the fuel system break 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 for your fuel. When filling up at a gas station, the fuel travels downward the gas hose and into your tank. In 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 the majority of newer cars, the fuel pump is usually located inside the fuel tank. Numerous older vehicles have the fuel pump attached to the engine or placed on the frame rail amid the engine and the tank. If the pump is on the frame rail or within the tank, therefore it is electric and works with electricity from your cars' battery, whereas fuel pumps that are attached to the engine utilize the motion of the engine to be able to pump the fuel.

Fuel Filter: Clean fuel is essential for overall engine life and engine performance. Fuel injectors have tiny openings that could block without difficulty. Filtering the fuel is the only way this can be prevented. Filters could be found either before or after the fuel pump and in various instances both places.

Fuel Injectors: Most domestic cars after the year 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 let fuel into the engine. This has resulted in lower emission overall and better fuel economy. The fuel injector is basically 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 is able to burn better when ignited by the spark plug.

Carburetors: Carburetors have the task of taking the fuel and mixing it with the air without whichever intervention from a computer. Carburetors need repeated tuning and rebuilding even if they are easy to work. This is amongst the main reasons the newer vehicles offered on the market have done away with carburetors in favor of fuel injection.