The claims

1. An automatic crankshaft homing device having speed adjusting function, wherein comprising a base provided with: one crankshaft; one push component, set on the crankshaft, with a push path; one slider, accepting the push path effect of the push component, and having a tendency of sliding along with a movement path from a first position toward a second position; one resilient component, providing the slider with a function of returning from the second position to the first position; at least one first traction portion, configured on the slider; at least one energy storage component, having one push portion, wherein the energy storage component stores energy through a displacement of the push portion, the stored energy can produce a push-out effect through the push portion; and at least one push route conversion component, connected between the first traction portion and the push portion, to enlarge the displacement of the push portion with respect to the first traction portion.

2. The automatic crankshaft homing device having speed adjusting function according to claim 1, wherein the energy storage component is provided with an energy medium input / output component, the component is further provided with a flow adjustment valve, the flow adjustment valve controls the flow of suction and discharge of the medium by the energy storage component, and adjusts the push out speed that the push portion produces.

3. The automatic crankshaft homing device having speed adjusting function according to claims 2, wherein the flow adjustment valve includes one one-way discharging flow adjustment valve and at least one one-way suction flow control valve.

4. The automatic crankshaft homing device having speed adjusting function according to claims 1 or 2 or 3, wherein the first traction portion includes one first rack, and the first rack extends along with the movement path.

5. The automatic crankshaft homing device having speed adjusting function according to claim 4, wherein the energy storage component includes one cylinder, the push portion includes one cylinder rod which protrudes out from the cylinder and functions on the push route conversion component, and a second rack which is configured on the cylinder rod.

6. The automatic crankshaft homing device having speed adjusting function according to claim 5, wherein the route conversion component

includes one gear set, said gear set is meshed between the first rack and the second rack.

7. The automatic crankshaft homing device having speed adjusting function according to claim 5, wherein the second rack extends along with the movement path.

8. The automatic crankshaft homing device having speed adjusting function according to claim 1 or 2 or 3, wherein the push route conversion component is configured as a gear set to provide relative acceleration from the first traction portion towards the push portion.

9. The automatic crankshaft homing device having speed adjusting function according to claims 1 or 2 or 3, wherein the push component includes one cam, the edge of the cam is used to form the push path of the slider, and the slider is in between the cam and the resilient component.

10. The automatic crankshaft homing device having speed adjusting function according to claims 1 or 2 or 3, wherein the slider is configured on at least one sliding track component.