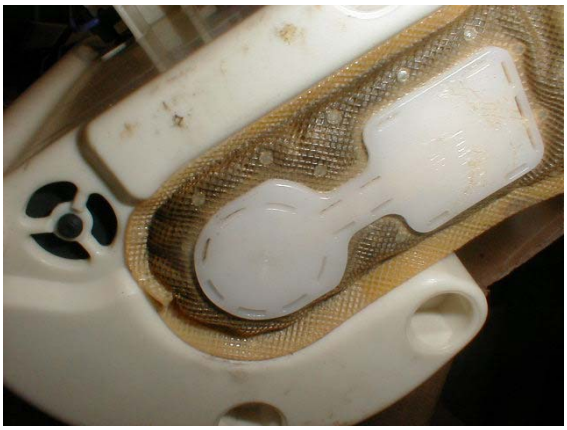
TECH TIP (Module Type Fuel Pumps Only)

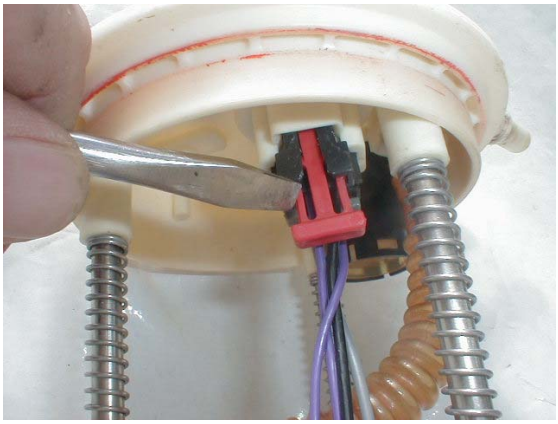
Fuel contamination can cause many fuel system problems.

However checking fuel tank with flashlight looking for something large is not sufficient.

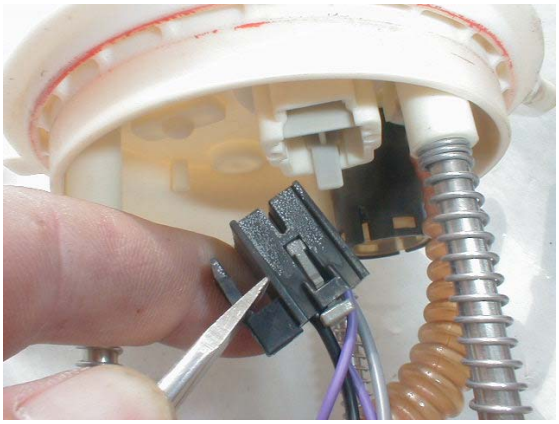
The fuel pump acts as a vacuum cleaner in the tank. A pump may push thousands of gallons of the yellow liquid to the injectors in its life time, so why not look at the fuel pump for contamination answers.



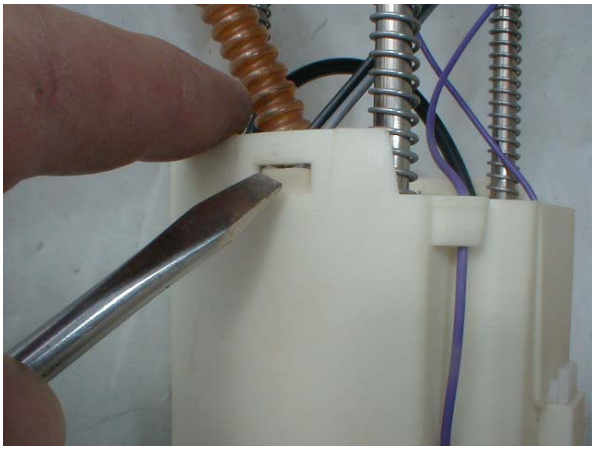
When looking at the inlet filter or sock, most will find a relatively clean surface with no obvious issues. Go further. (see next step)



Remove the connection positive assurance (CPA) from the connector.

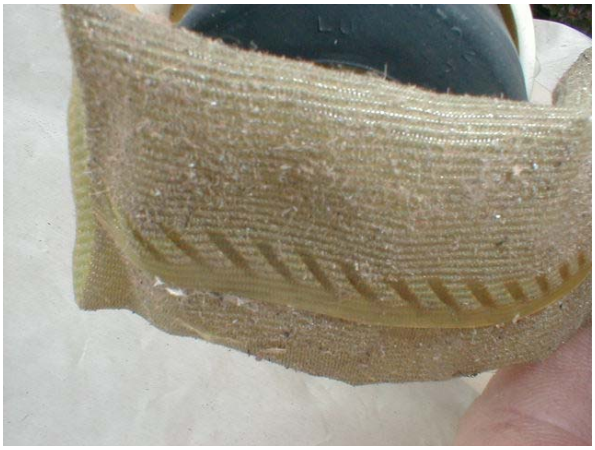


Remove the connector to the fuel pump and sender assembly



Depress the plastic tabs holding the module reservoir (bucket) on both sides, then slide the reservoir down and off the pump.

Inspect the inside bottom where the fuel pump lives. If there is debris, dirt, sand, etc., perhaps it is time to sell a tank cleaning or new tank. This becomes the fork in the road of the diagnostic path.



An inspection of the inlet filter to the pump may show a collection of “stuff” that can cause the filter to collapse thus restricting fuel flow, loss of volume and a reduction of pressure. Note; The secondary filter is finer than the primary sock.

The once white filter is now a dust bag for all of the contaminates that have passed this way. Nine times out-of-ten, the check ball and seat have issues directly relating to this contamination, resulting a loss of residual line pressure and extended cranking complaints.

The answer is in there, you just have to look. This whole process of inspection can take two minutes. Who knows, maybe fuel system come-backs can be eliminated in your shop!

Ken Kelly
ACDelco Instructor