

# RETURNS NOT COVERED UNDER WARRANTY

FUEL PUMPS



## BROKEN FUEL CONNECTION TUBES

Broken fuel supply, vent, return connection tube. If broken during replacement, grease or marks of lock ring installation on the upper flange will be found.



## CONTAMINATED FUEL TANK

A dirty fuel strainer is the first sign of fuel tank contamination. Debris falling out from the unit when turned upside down will also be a sign of fuel tank contamination.



## ELECTRICAL FAILURE

Damaged or over heated plug-in connector indicates excessive effort on the Fuel Pump caused by a restriction in the fuel system such as clogged fuel strainer, inline fuel filter or fuel lines. Bad contact at the connector will also cause electrical connector terminal damage.

## DIAGNOSTIC PROCEDURES

Before replacing any fuel delivery components, verify the following:

- Check and repair any on-board diagnostic trouble codes related to fuel delivery.
- Perform fuel pressure testing.
- Test fuel pressure regulator.
- Visually inspect fuel pump wiring connector for signs of corrosion, overheating or burnt terminals. Replace electrical connector.
- Check power and ground to the fuel pump.
- If pump must be replaced, remove fuel tank and inspect for contamination. Have the tank thoroughly cleaned before installing new pump.
- Install new fuel filter to prevent new pump pressure overload.
- Reinstall all noise suppressing devices between tank and vehicle underbody to prevent noise transmission.
- Never run pump dry, turn the key on several times without starting the engine to prime the fuel system. This will prevent fuel pump damage.
- Add at least half a tank of new or filtered fuel back into the system.



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