

## ON-VEHICLE SERVICE

### ! Important

- Before attempting any “On-Vehicle Service” place a dry chemical (class B) fire extinguisher near work area.

### FUEL SYSTEM PRESSURE RELIEF

#### CAUTION

- To reduce the risk of fire and personal injury, it is necessary to relieve fuel system pressure before servicing fuel system components.
  - After relieving system pressure, a small amount of fuel may be released when servicing fuel pipes or connections. In order to reduce the chance of personal injury, cover fuel pipe fittings with a shop towel before disconnecting, to catch any fuel that may leak out. Place the towel in an approved container when disconnect is completed.
1. Disconnect negative battery cable to avoid possible fuel discharge if an accidental attempt is made to start the engine.
  2. Loosen the fuel filler cap to relieve tank pressure.
  3. Relieve pressure at the fuel pressure connection using a pressure gauge with a built in relief valve. Wrap a shop towel around fitting while connecting gage to avoid spillage.
  4. Install bleed hose into an approved container and open valve to bleed system pressure. Fuel connections are now safe for servicing.
  5. Drain any fuel remaining in the gauge into an approved container.

### SERVICING QUICK –CONNECT FITTINGS

#### ↔Remove or Disconnect

For Plastic (Hand Releasable) Fittings

1. Grasp both side of fitting. Twist female connector ¼ turn in each direction to loosen any dirt within fitting.

**CAUTION: Safety glasses must be worn when using compressed air, as flying dirt particles may cause eye injury.**

2. Using compressed air, blow dirt out of fitting.
3. Squeeze plastic retainer tabs.
4. Pull connection apart.

#### →← Install or Connect

**CAUTION: To reduce the risk of fire and personal injury:**

- Before connecting fitting, always apply a few drops of clean engine oil to the male pipe end. This will ensure proper reconnection to prevent a possible fuel leak. (During normal operation, the o-rings located in the female connector will swell and may prevent proper reconnection if not lubricated.)
1. Apply a few drops of clean engine oil to the male pipe end.
  2. Push both sides of fitting together to cause the retaining tabs/fingers to snap in place.
  3. Once installed, pull on both sides of the fitting to make sure connection is secure.

### DRAINING FUEL TANK

**CAUTION: Never drain or store fuel in an open container due to the possibility of fire or explosion.**

1. Disconnect negative battery cable.
2. Loosen fuel filler cap.
3. Use a hand operated fuel pump device to drain fuel through filler neck.
4. Install fuel filler cap.
5. Reconnect negative battery cable.

## FUEL SENDER ASSEMBLY REPLACEMENT

### **! Important**

#### **CAUTION:**

- Always replace fuel sender assembly o-rings when reinstalling fuel sender assembly.

#### **↔Remove or Disconnect**

1. Relieve fuel system pressure (see “Fuel System Pressure Relief”).
2. Spare tire cover, jack, and tire.
3. Pull back trunk liner.
4. Fuel sender access panel.
5. Quick-Connect fittings at fuel sender assembly (see “Servicing Quick-Connect Fittings”).
6. Electrical connector at fuel sender.
7. Fuel sender assembly

### **! Important**

- The modular fuel sender assembly may spring up when locking ring is removed.

#### **CAUTION:**

- When removing the modular fuel sender assembly from the fuel tank, the reservoir bucket on the fuel sender assembly is full of fuel. It must be tipped slightly during removal to avoid damage to the float. Place fuel into an approved container once fuel sender assembly is removed from fuel tank.
- Discard fuel sender assembly o-Rings.

#### **INSPECT**

- Fuel sender assembly O-ring sealing surfaces.

#### **→← Install or Connect**

1. Quick-connect fittings to fuel sender assembly (see “servicing Quick- Connect Fittings”).
2. Fuel sender assembly electrical connector.
3. Fuel sender access panel.
4. Reposition truck liner.
5. Spare tire, jack, and spare tire cover.
6. Add fuel.
7. Fuel filler cap.
8. Negative battery cable.

#### **INSPECT**

- Turn the ignition switch to “ON” position for two seconds, then turn to “OFF” for 10 seconds. Again turn to “ON” position, and check for fuel leaks.