

Diesel Fuel System Contamination Repair/Flushing - Key Not Turned to Run or Engine Not Started

Flushing

NOTICE: This procedure is to be used when fuel system contamination has been introduced **ONLY** to the fuel tank. If the key has been turned to the "RUN" position allowing the Fuel Filter/Water Separator to prime, this procedure does not apply.

NOTICE: The Fuel Filter/Water Separator must be inspected during filter replacement to verify no low pressure fuel system damage. If Diesel Exhaust Fluid (DEF) contamination is present, this procedure does not apply.

1. **NOTE:** *Dispose of contaminated fuel in accordance with local laws and regulations.*

Drain fuel tank completely by removing the tank and cleaning it.

Refer to: Fuel Tank - Vehicles With: Aft of Axle Fuel Tank (310-01B Fuel Tank and Lines - 6.7L Power Stroke Diesel, Removal and Installation).

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2. Install the fuel tank.
Refer to: Fuel Tank - Vehicles With: Aft of Axle Fuel Tank (310-01B Fuel Tank and Lines - 6.7L Power Stroke Diesel, Removal and Installation).
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3. Fill fuel tank with fresh, clean, good quality diesel fuel.
4. **NOTE:** *Dispose of contaminated fuel in accordance with local laws and regulations.*

Using an appropriate container, drain the Fuel Filter/Water Separator of any residual liquids.
5. Replace both primary and secondary fuel filters.
6. Remove the front (inlet) Fuel Cooler Line that feeds fuel to the cooler from the engine.
7. **NOTE:** *Dispose of contaminated fuel in accordance with local laws and regulations.*

Place the open end of the line into a suitable container.
8. Use Scan Tool Active Commands or cycle the ignition to "RUN" to activate the low pressure fuel pump to flush the lines.
9. Allow the fuel pump to run for 3 minutes or until approximately 3 gallons of fuel has been flushed through the system.
10. Reconnect the front (inlet) fuel cooler line.

