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Troubleshooting Fuel Pumps

The fuel pump is a complex piece of equipment, and is integral in keeping a pressure washer performing reliably. Here are some tips on how to troubleshoot fuel pump problems.

Fuel Pump Design:

The fuel pump contains precision internal parts that can be damaged by dirt or water in the fuel. How do you troubleshoot these when the fuel pump doesn't perform to its standards?

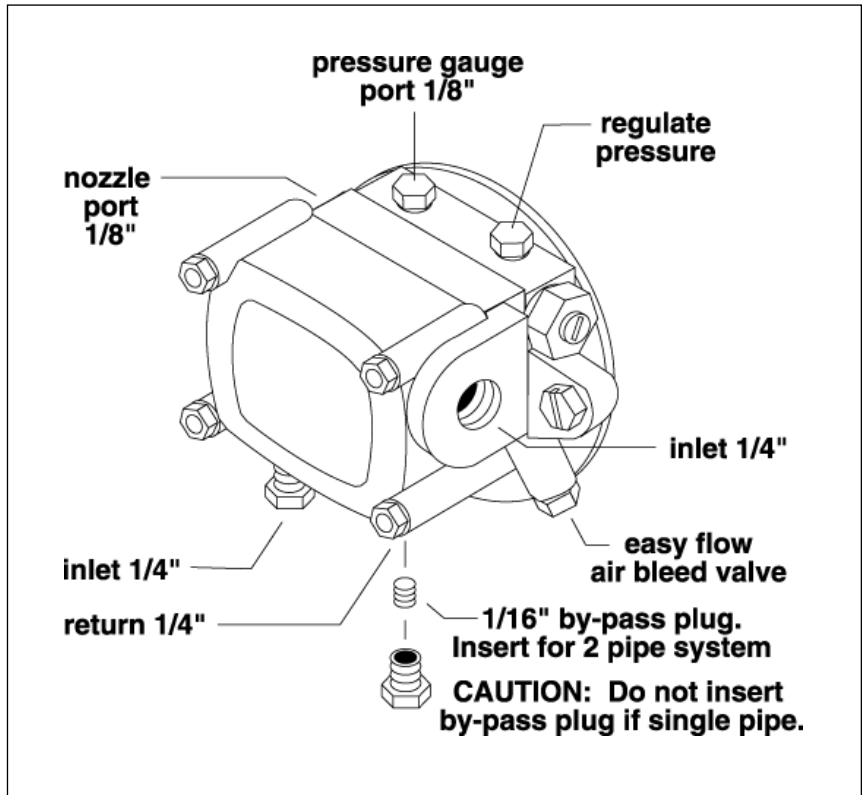
Tools:

The key diagnostic tool is the **pressure gauge**. Recommended gauge is 0-200 PSI, but it's not unusual to find a pump with a stuck regulator producing more than 200 PSI. Make up a test stand in your shop using an old burner housing, a working burner motor, and a base plate, to evaluate uninstalled fuel pumps.

Fuel Pump Problems:

When there's trouble, dirt, water and fuel line problems are the most common culprits. Fuel pump malfunctions fall into three categories:

- **Too Much Output** - the pump regulator sticks "open". It's common to measure fuel pressure in the 200-300 PSI range. Symptoms include a pronounced rumbling sound and overheated water.
Suggestion: replace the fuel pump and try to eliminate the cause of fuel contamination.
- **Too Little Output** - the pump regulator sticks in a more "closed" position. Causes include fuel line restriction (clogged fuel filter) or air leaking into the suction line.
Suggestion: check that the filter assembly is tight and check fuel line for damage. Replace fuel pump and try to eliminate the cause.
- **No Output** - everything under "Too Little Output" applies here, as well as possible rust or contamination freezing or jamming the gearset. In this case, the pump driveshaft will not turn.
Suggestion: same as "Too Little Output".



To find out more, download a Shark Operator Manual in Sales and Service Literature section at www.KarcherShark.com.