Saturn vue fuel pump reset

One of the worst problems that can happen to a vehicle is a bad fuel pump. Without gas your Vue will not run at all. With that in mind, most of the symptoms of a bad fuel pump revolve around the vehicle stalling out or not running at all. While being in the fuel tank makes the pump more reliable, it also makes it a lot more difficult to get to. The good news is that fuel pumps are inexpensive. The bad news is that they cost a lot in terms of labor to repair and replace. The engine may throw a P trouble code. Any trouble codes that exist could be a clue. Sometimes when there is low fuel pressure, you may also get an oxygen sensor related trouble code as well. The real issue with diagnosing a bad fuel pump is that it resembles many other vehicular issues in terms of symptoms. One of the most common signs that a fuel pump is going bad is a whining sound. The whining sound can indicate that the fuel pump is going out before there are any performance based issues. Keeping an open ear can save you from getting stuck somewhere with a bad fuel pump. Typically, if you are heading up a hill or accelerating the engine may start to feel like it is just running out of steam. Now, a bad fuel pump can also feel a heck of a lot like a bad catalytic converter. Both conditions will make the motor feel like it is running out of wind when you hit the gas. A bad catalytic converter will not feel as jarring. If you are unsure, check out this article on troubleshooting catalytic converters. If you get P or P trouble codes with a scanner, it very well may be the catalytic converter causing these symptoms. One of the best indicators of a clogged fuel pump is going to be that the your Vue is difficult to start. A fuel pump that is going out is going to feel the same as a bad fuel filter. This makes telling if you have a bad fuel pump vs bad fuel filter very challenging. How do you tell them apart? A clogged fuel filter will have high pressure on its input side and low pressure on its output side. A bad fuel pump will have low pressure on both sides. They are both going to cause the same hesitation at high speed and difficulty starting. The only way to truly tell is to place a fuel pressure gauge on both sides of the line and get a reading from both. A priming fuel pump sounds like a high-pitched whine for a few seconds and can be heard with a sharp engine right after the ignition key is turned, but before the starter is engaged. The symptoms of a bad fuel pump match a lot of other common problems that can occur in the Saturn Vue. Testing the pump and pressure on each side of it are going to be the quickest ways to rule it out. If there is anything you would like to add, please leave a comment below. Good luck! Challenges Starting the Engine One of the best indicators of a clogged fuel pump is going to be that the your Vue is difficult to start. The fuel pump to your Saturn car is what pressurizes the gasoline in the fuel tank and sends it to the fuel injectors and then to the engine to burn. This is a task that requires additional and more advanced knowledge about automotive repair, specifically in fuel and exhaust systems. How to Change a Fuel Pump in a Saturn. Drive your Saturn up onto car ramps and place the vehicle in park. Remember to engage the parking brake to prevent possible rolling or sliding. Climb underneath the vehicle and locate the fuel pump. Follow the fuel line from the tank as the line bends at a degree angle and approaches the motor carriage. Look for a small, cylindrical part jutting from the fuel line, accompanied by mounts on both sides and a valve on the tank side. Twist the fuel line valve near the fuel pump clockwise with a crescent wrench until it tightens. This will close the fuel line from the gas tank. Use a 12 mm socket wrench to remove the electrical connection on the pump. This is secured with a simple bolt. Place a bucket underneath the fuel pump to catch any leftover gasoline that drips out. Use the crescent wrench to loosen the bolt sides on both ends of the pump. Finish loosening the bolt sides while holding the pump. Gently set it in the bucket as the excess fuel in the line drains out. Slide a new replacement pump into place and re-secure the bolt sides. Cinch them down tightly with the crescent wrench. Replace the electrical connection, once again using a 12 mm socket. Open the gas valve behind the pump with the crescent wrench. Climb out from underneath the vehicle and drive it off the car ramps. Remember to disengage your parking brake first. Look under the center console for the fuel pump relay. You will see a box with 12 fuses. The relay is clearly labeled with a "–10 –". Switch

off the relay fuse. Start the engine and wait for it to stall. This will tell you when all the pressure has been relieved in the fuel system and the fuel within the pump lines is completely used up. Remove the rubber grommet around the top of the fill pipe. Use a socket wrench to remove the screw under the grommet. Disconnect the fuel tank sensor and fuel pump unit. These two wires are located under the car, just above the fuel tank. Support the fuel tank on a wood block using the floor jack to hold it in position directly under the tank. This will prevent the tank from falling and cracking. Remove the retaining straps holding the tank in position with a socket wrench. Carefully lower the tank. Hammer the lock ring on top of the fuel tank loose with a brass punch. Do this carefully to avoid damaging the piece, tapping the ring counterclockwise. Raise the Saturn above the jack stands. Remove the stands and lower the vehicle to the ground. Reconnect the negative cable to the battery. Switch on the fuel pump relay fuse. Close the hood. Determine which fuel pump your Saturn VUE will need. This depends not only on the make and model, but also the engine size. Models made before may have a 2. Current models are offered with a 2. Prepare your vehicle for fuel pump servicing. Relieve the fuel system pressure and disconnect the negative battery cable with a socket wrench. Disconnect the fuel tank. Disconnect the fuel pump's electrical connector, fuel lines and hoses. Remove the retaining ring for the fuel pump with wrench SAE and disconnect the retaining clip by pulling it toward the float arm and lifting up. Lift the fuel pump out of the fuel tank and discard the old fuel tank seal. Install the new fuel pump using the items included in the kit and be sure to replace the fuel tank seal. Install the lock ring on the fuel pump with tool SAE and connect the fuel lines and hoses. Plug in the wiring harness, connect the fuel tank and negative battery cable. How to Replace the Fuel Pump on a Saturn. Relieve your Saturn's fuel pressure system. Remove the fuel cap to equalize the pressure in the fuel tank. Remove the fuel tank from under your Saturn. The tank must be as empty as possible, which may require some siphoning with a siphoning kit. Pinch together the legs of the retainers on the supply and return fuel lines with your needle-nose pliers. Use a shop rag for any spilled fuel. Mark on the fuel pump and on the fuel tank its exact position in the tank. Make sure these indicators align. Unscrew the module's locknut counter-clockwise with your large channel locks. You may need to loosen the locknut using a hammer and a brass not steel punch. Take out the module through the mounting hole. Be careful not to abruptly pull on the module, potentially breaking off the float or float arm into the fuel tank. Mark the new module on the same areas you marked on the old module to reference its position in the fuel tank. Do not harm the fuel inlet strainer, float arm and float while inserting the module. Line up the markings you made on the module and fuel tank. Connect the fuel supply and return lines to the module. Check that they are secure on the module by lightly twisting and tugging them. Items you will need Car ramps Crescent wrench 12 mm socket wrench Bucket Replacement fuel pump. Hello, i am really at my wits end with this Vue. I installed a new radiator and upper radiator mounts when i got into a minor fender bender in Sept, I replaced the radiator and filled the coolant and then burped all the air out so the vue was running nicely. It then died because i had it on ramps and it may have run out of gas. Since that happened i put 5 gallons in and tried to crank it over. The starter engages and turns the engine over but it will not fire. I hate that this car was running fine but would just quit like that. I'm sure it is an electrical problem but it is complete bs any little ground would make the car not run. Thank you in advance. Re: Saturn Vue 2. The fact that you cant communicate with the car via the data port makes me think one or more of your cars sensors is bad ane is bringing down the rest of the circuit. Try to get to a component that is supposed to have reference voltage. See if it has it. If it doesnt then one of th many components connected to that vircuit is shorted out. What would be an example of a component to check? As near as i can tell the circuit where the problem lies is whichever one that the Main Engine Relay is on. Also, there is low voltage on the IGN 1 2. BTW i checked the injector fuse again and it is good. Last edited by kirkathon25; at AM. If you have access to a service manual with wiring diagrams, try to find the crankshaft position sensor. There should be a reference voltage on a connector that goes to that sensor ignition key in run position. With familiarity using a dvm and wiring, I would recommend alldata or Mitchell online for access to service manuals. This can make troubleshooting EFI system problems less stressful. I addition to the EFI system, GM's Passlock theft deterrent system can make troubleshooting difficult if not familiar with how it disables injector operation when security is triggered during tamper or theft mode. The fuel pump should be timed to run for 2 seconds every time ignition is turned ON engine off. There may be more than one problem here. The fuel pump runs, pressurizes the fuel lines, and shuts off if the engine isn't started. A fuel pressure gauge can verify pump operation. The 12v fuel pump command signal is either on pin 85 or 86 of the fuel pump relay terminals. All 87A relays operate with a command signal to power the relay on pins 85 and Passlock security turns on as part of power up self tests and turn off during starting. Three modes indicate Passlock security; Blinking slowly - Passlock

enabled. A simple way to test for injector or lack of fuel; spray starting fluid into the throttle and see if the engine starts and runs. I have access to every wiring diagram through a paid website. The fuel pump runs fine with good fuel pressure when the pins on the relay are jumped. The pin on the fuel pump relay that is for ground 86 has good continuity with SP however the pin that is for power to open the relay 85 is only supplying. The problem seems to lie with the ECM not sending 12V to the relay when it is supposed to. Also, the main engine relay ground has an iffy connection along with it also not receiving 12V from the ECM. G is on the ECM Even when the main engine relay and the fuel pump relay are jumped, the car will not fire. Keep in mind that the ECU will not provide continuous power to the fuel pump relay unless the ECU detects engine rotation via the crankshaft position sensor. And generally there would be no spark if the ECU does not receive a signal from the crankshaft position sensor. In your first post, you said the spark was fine. How did you test for that? Isn't this a coil over plug setup? Originally Posted by kirkathon Last edited by fdryer; at PM. Thanks for all your input, i figured it out and got it running. After much frustration and redoing every ground, checking every fuse, checking continuity on every essential circuit, it turns out i'm an idiot. The problem was that i took the cover of the under hood fuse panel off by taking those three 7mm bolts

2002 e450
2002 mazda protege interior
2003 hyundai santa fe fuel tank wiring diagram

  out on the top. Those bolts don't hold the cover on When i loosened them with a drill of course smh it disconnected one of the gigantic plugs. Reset all those plugs and tightened them down and it started right up. I don't know if i am the first person to think those bolts need to be loosened to get the cover off the under hood fuse panel but there should be a warning on that thing lol something like "Don't loosen these bolts unless you want to chase phantom electrical problems for two weeks. Glad you got it figured out and thanks for the report. I remember seeing those 3 bolts thru the cover and wondering what they were for. Now I know. All times are GMT The time now is PM. Contact Us - SaturnFans. User Name. Remember Me? Mark Forums Read. Thread Tools. Find More Posts by kirkathon Find More Posts by fdryer. Find More Posts by pocomenomosso. Find More Posts by hoosierrun. Digg del. Posting Rules. Similar Threads. Fuel Pump? No start. New fuel pump. No start sometimes. SW2 won't start!