



STEP 1: CHECK THE HOSES FOR ANY LEAKS OR A BAD CONNECTION. IF THERE ARE ANY LEAKS OR A BAD CONNECTION IT COULD BE THE ISSUE.



STEP 2: TAKE OFF THE RESERVOIR CAP AND DISCONNECT THE HOSE GOING TO THE RESERVOIR. POUR GAS DIRECTLY INTO THE RESERVOIR TANK AND TURN ON THE ENGINE. IF THE ENGINE RUNS AND GAS IS COMING OUT OF THE HOSE, THEN CHECK THE PART OF THE RESERVOIR TANK WHERE THE HOSE CONNECTS TO IT FOR ANY POSSIBLE BLOCKAGE OF PASSAGEWAYS. IF GAS DOES NOT COME OUT OF THE HOSE WHEN THE ENGINE IS RUNNING, THEN THE FUEL PUMP MAY NOT BE GOOD. CLEAN THE RESERVOIR AND CONTINUE TO THE NEXT STEP REGARDLESS OF THE RESULT TO BE SURE.



STEP 3: DISCONNECT THE HOSE FROM THE FUEL TANK. (IN THIS PICTURE IT IS THE HOSE IN THE BACK)



STEP 4: PLACE THE HOSE FROM THE FUEL TANK INTO A CONTAINER THAT HAS GAS IN IT.



STEP 5: START THE ENGINE, IF GAS IS COMING OUT OF THIS HOSE THEN THIS CONFIRMS THAT THE FUEL PUMP IS GOOD. CONTINUE TO THE NEXT STEP IF THE FUEL IS COMING OUT OF THE HOSE. IF THERE IS NO GAS COMING OUT OF THE HOSE, THEN THE FUEL PUMP IS BAD.



STEP 6: TAKE OFF THE CONNECTION VALVE FROM THE FUEL TANK (UN-SCREW THE FOUR SCREWS AND REMOVE THE WHOLE CONNECTION). MAKE SURE THAT THE HOSE INSIDE THE TANK IS PROPERLY CONNECTED TO THE CONNECTION VALVE AND THAT THERE ARE NO CRACKS OR LEAKS IN THE HOSE.