



ccfulton



Veteran Member

Join Date: Jan 2012

Location: Phoenix, AZ USA

Posts: 2,640

Likes: 381

Received 881 Likes on [625 Posts](#)



---

I have had the "slow start" problem but never an outright failure of a pump. With 95k miles and a twin screw installed, capacity wise, I think the pump is fine.

Having so many replacements is strange, especially if you are using OEM parts. Fuel pumps are pretty uncomplicated things and are all more or less the same.

I HAVE had a problem with the connector powering the fuel pump though. A recurring problem where I will lose fuel pressure and the car will stumble and die while driving (quite irritating). Sometimes it will restart right away, sometimes it won't.

What I found is that if I unplug and plug the power connector a few times it will fire right up. Then some indeterminate time later it will happen again.

It was very sporadic but I was finally able to make it happen by wiggling the power wires going into the connector 1 at a time while the car was idling. I cleaned the contacts once but it came back about a year later.

My final solution was to clip the wires on either side of the connector and splice them together, bypassing the connector entirely.

I would suggest at least checking for this, and for once it is easy to get at. Just pull down the front part of the trunk liner so you can see the gas tank. On the upper right hand side is a white connector. That was the culprit in my case. It is clipped to the tank but you can slide it off its mount to the right and get better access. If you follow the wiring around to the right hand side you will also come to the pump driver module. The pump power wires are larger wires in the connector, Red and Yellow with a Red Stripe.

Given the number of failures you've had, I'm be more suspicious of the wiring or the pump driver than the pump itself.

---

-Charlie

2003 XKR Coupe, Black & Tan