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1994.5 - 1997 Ford F-250, F-350, F-Super Duty 1995 - 1999 Ford Econoline E-350 7.3L Power Stroke V-8 (7.3 DIT) The following procedures are based on a 1996 model year 7.3L Power Stroke. 1994.5 and 1995 model years use an identical fuel filter housing while 1996 and 1997 model years share a slightly different fuel filter housing. The small differences between the two styles include port locations and the fuel pressure regulator (FPR) filter screen. The following procedures serve as a guide for both styles, although all images refer to the 1996 - 1997 style housing. 7.3 Power Stroke Fuel Bowl Parts List (1994.5 - 1997) Part Description Part Number(s) Remarks Fuel filter housing assembly Motorcraft FG-1054 [2] Fuel bowl seal kit, 1994.5 - 1995 models Ford F5TZ-9157-A Alliant Power AP0008 [1] Fuel bowl seal kit, 1996 - 1997 models Ford F5TZ-9157-BA Alliant Power AP0008 [1] Fuel pressure regulator rebuild kit Ford F5TZ-9K061-A (w/ Federal emissions) Ford F6TZ-9K061-AA (w/ CA emissions) [1] Fuel pressure regulator screen repair kit Ford 2C3Z-9157-AA [1] Fuel pressure regulator pre-filter Ford F5TZ-9150-A [1],[4] Fuel bowl standpipe Ford F5TZ-9236-A [2] Fuel bowl wiring harness Ford F7TZ-9S277-AA [2] Fuel bowl heater Ford F5TZ-9J294-A [2] Water-in-fuel sensor Ford F4TZ-9S281-B [2] Fuel restriction sensor Ford E8TZ-9S283-A [2] Fuel filter Ford F4TZ-9N184-A [1],[3] Fuel bowl cap Ford F5TZ-9G270-A [2] Pressure hose kit (basic install kit) Dieselply DP-1637K [1],[5],[6] Hose, fuel pressure regulator to fuel tank return line (5/16 ID black hose) Dieselply DP-163301 Motorcraft KFL-33 [1],[6] Hose, top of fuel pump to filter bowl (3/8 ID blue hose) Dieselply DP-163401 Motorcraft KFL-34 [1],[6] Hoses, driver side fuel pump port to fuel tank hard-line Fuel pump lower port to fuel bowl (3/8 ID blue hoses) Dieselply DP-163502 Motorcraft KFL-35 [1],[6] Bypass hose, fuel pressure regulator to fuel bowl (3/8 ID blue hose) Dieselply DP-163601 Ford F5TZ-9C024-A [1],[4],[6] Hose, fuel drain valve to drain hard-line (5/16 ID black hose) Dieselply DP-163201 Motorcraft KFL-32 [2] Passenger side fuel return hose Ford F4TZ-9B273-A [2] Driver side fuel return hose Ford F4TZ-9D308-A [2] Fuel drain valve assembly Ford F5TZ-9A153-A [2] [1] - Replacement required or highly recommended; do not reuse part(s) [2] - Replace as needed if part is damaged or otherwise compromised [3] - Fuel filter should be replaced after fuel bowl is reinstalled [4] - For 1994.5 and 1995 model year fuel bowls only; Ford part is no obsolete and no longer manufactured [5] - Kit includes all pressure hoses required to reinstall fuel bowl; KFL-33, KFL-34, KFL-35 [6] - OEM Eaton/Continental hoses packaged under the Dieselply brand; these are identical to the Ford/Motorcraft parts but include hose clamps [7] - Updated high temperature hose, replace only as required 1994 - 1997 7.3 Power Stroke Fuel Bowl Rebuild Procedures Click any thumbnail to view high resolution fullsize image w/ addition details (where applicable) • Remove the fuel filter housing assembly and place it on a workbench. See: 7.3L Power Stroke fuel filter housing removal & installation procedures • Carefully disconnect the electrical connectors from the fuel filter housing heater and water-in-fuel sensor (see image for details). Note - the fuel heater electrical connector can be stubborn. You may need to gently pry side to side. A replacement harness is somewhat expensive, so do not get impatient and break it. • Remove the wiring harness from the fuel filter assembly by maneuvering the connectors one-at-a-time through the opening at the bottom of the housing. This harness is to be cleaned and reused if it is not damaged. • Remove the fuel filter cap/lid. • Remove the fuel filter standpipe using a 7/8 inch crowfoot wrench and socket extension. Rotate it clockwise to loosen, it is left hand thread. A flare nut crowfoot wrench is preferred as it will eliminate the possibility of damaging the plastic hex nut molded into the base of the standpipe. Remove by hand once it has been broken loose and be careful not to damage the fuel heater element. • Carefully tilt the fuel heater and disconnect the terminal from the connector that passes through the body of the fuel filter housing using a pair of long needle-nose pliers. • Remove the water in fuel sensor using a 9/16" socket. • Remove the fuel heater thermostat/connector by first rotating it clockwise until the black plastic tab clears the corresponding aluminum tab on the fuel filter housing, then pulling upwards. It may be stubborn and require gentle prying from side to side as the o-ring has to collapse to pass through the hole in the fuel filter housing. • Remove the water drain valve using a Phillips screwdriver. • Remove the fuel restriction sensor. It is threaded into the fuel pressure regulator body on 1996 - 1997 model year fuel filter housing and fuel filter housing pressure line (bottom of fuel filter housing) on 1994 - 1995 model year engines. A 1-1/16 inch socket is necessary to remove it. • Remove the fuel regulator body from the fuel filter housing using a 10 mm socket (2 bolts, see image). • There is a small screen located between the fuel filter housing and fuel regulator assembly. Refer to the image - this one is completely clogged. Behind the screen is the bleed orifice (white plastic component) followed by a small plastic check ball. Remove the screen, orifice, and check ball. Note that the screen may or may not be attached to the bleed orifice, they tend to detach but can still be reused. Do not lose the check ball. • Remove the fuel pressure relief valve using a 19 mm socket. Behind the brass nut is a spring and plunger; set them aside. • Remove the snap ring from the fuel pressure regulator, then remove the brass cap. • Remove the plastic cap from the fuel restriction sensor port and set aside (see image for details). A small pick can be used to gently pry it upwards. • Remove the metal filter screen from the fuel pressure regulator. • Completely clean all metal interior and exterior components of the fuel filter housing and fuel pressure regulator assembly with a mild solvent or parts cleaner. Clean plastic components with a plastic safe electrical connector cleaner, not a harsh solvent. Ensure that every orifice is cleaned and debris free before reassembly. IN ALL REASSEMBLY STEPS, LIBERALLY COAT EACH O-RING IN CLEAN MOTOR OIL BEFORE PRIOR TO INSTALLATION. • Install the fuel screen into the fuel pressure regulator. Install the new o-ring on the fuel filter regulator cap. • Carefully install the fuel filter regulator cap and snap ring. It is extremely easy to cut the o-ring during installation. To avoid this, keep the cap straight during installation so that it seats evenly. • Replace the small o-ring in the top of the fuel pressure regulator. A pick is necessary to install the new o-ring, but be carefully not to cut it. • Reinstall the fuel pressure relief valve with a new o-ring; do not overtighten. • Install the check valve, then bleed orifice/screen. If this item has been replaced, the screen will be attached to the bleed orifice. If the original is being reused, install the bleed orifice into the fuel pressure regulator body and the screen into the fuel filter housing. The bleed orifice has (2) o-rings that must be replaced. • Install a new o-ring in the opening between of the fuel filter housing where the bleed orifice/screen installs. • Reinstall the fuel pressure regulator. Lightly coat the tip of the metal fuel line that inserts into the fuel pressure regulator with clean motor oil to help the o-ring seal. Do not overtighten the fuel filter regulator to fuel filter housing bolts; torque to 100 - 120 in-lbs. • Reinstall the fuel restriction sensor, torque to 35 - 45 in-lbs. • Disassemble the fuel drain valve by first removing the two large o-rings that seal the valve to the fuel filter housing. Next, rotate the drain valve until the flat spot on the ball valves is visible through the two holes on the back of the valve. When these are lined up properly, the valve core can be removed from the drain valve body. • At the top of the valve core is a white pin. To remove it, thread a small machine screw into the top and carefully extract. Beneath the pin is a check ball - do not loose it. • Replace all o-rings, clean the drain valve components, and reassemble in reverse order. • To reinstall the drain valve to the fuel filter housing, first verify that the two large o-rings that seal the valve to the filter housing are properly installed and coated in clean motor oil. • Rotate the valve until the valve is in the open/drain position (you will see both holes in the ball valves from the back). Insert the drain valve lever so that it matches the open position on the fuel filter housing. Install the valve on the housing and tighten down the two Phillips headed bolts. Torque drain valve bolts to 20 - 25 in-lbs. • Reinstall the fuel heater thermostat/connector assembly, then the water-in-fuel sensor with new o-rings. Torque water-in-fuel sensor to 18 - 24 in-lbs. • Reinstall the fuel filter heater. Tilting it to one side allows access to the connector. The tab on the heater must rest against the corresponding tab cast into the fuel filter housing (see image) so that the heater assembly will not spin and become damaged when the standpipe is installed. • Reinstall the threads in clean motor oil first. Recall that this is reverse (left-hand) thread. Snug it using a flare nut crows foot (as used in removal), but do not overtighten. Download Full Diagram Via this App!!! English product guide Title : 1995 Ford F350 Fuel System Diagram Category : System Diagram Format : PDF Get Diagram Now! DOWNLOAD NOW .Join Our Telegram Channel 1987 - 1996 F150 & Larger F-Series Trucks 1987 - 1996 Ford F-150, F-250, F-350 and larger pickups - including the 1997 heavy-duty F250/F350+ trucks Thread Starter | New User Joined: Mar 2017 Posts: 11 Likes: 0 From: Texas 1995 F-350 Diesel fuel line replacement - driver side I'm new here and I joined to get advice from the gurus from time to time on how to fix my 1995 F-350 Dually Truck. The part number is F4TZ 9D308 A. It is a diesel fuel return line hose. I'm replacing both lines, one on each side of the engine, but having trouble with the one on the driver's side. My question is, how the heck do I get to the connection behind the A/C compressor support base (pedestal) to remove and replace the line? I'm told I'll have to remove the pedestal that holds the a/c compressor and the power steering pump to get to it, but after removing the 3 screws that I see holding it, the pedestal still won't budge. I hope I'm in the right posting area. If not, I'm sure someone will let me know. Thanks, and stymied Fleet Owner Joined: May 2009 Posts: 21,433 Likes: 72 From: Gilbert, PA Quote: Originally Posted by Frankhe I'm new here and I joined to get advice from the gurus from time to time on how to fix my 1995 F-350 Dually Truck. The part number is F4TZ 9D308 A. It is a diesel fuel return line hose. I'm replacing both lines, one on each side of the engine, but having trouble with the one on the driver's side. My question is, how the heck do I get to the connection behind the A/C compressor support base (pedestal) to remove and replace the line? I'm told I'll have to remove the pedestal that holds the a/c compressor and the power steering pump to get to it, but after removing the 3 screws that I see holding it, the pedestal still won't budge. I hope I'm in the right posting area. If not, I'm sure someone will let me know. Thanks, and stymied You will want to unbolt the a/c compressor from the mount(4 bolts) and move it out of the way. Then unbolt the P/S pump and move that out of the way, then you can remove the cast aluminum mounting bracket. That will allow you access the 2 fuel lines Thread Starter | New User Joined: Mar 2017 Posts: 11 Likes: 0 From: Texas 1995 F-350 Diesel fuel line replacement - driver side - 2 Thanks for the reply. I have already moved the a/c compressor out of the way. I've moved the power steering pump out of the way, and I've taken out 3 bolts that secure the bracket itself. I still cannot budge the bracket. It's almost like it's super-glued on. Is there a fourth bolt I don't see, hiding somewhere? It's very frustrating, to say the least. Thank you in advance Fleet Owner Joined: May 2009 Posts: 21,433 Likes: 72 From: Gilbert, PA Quote: Originally Posted by Frankhe Thanks for the reply. I have already moved the a/c compressor out of the way. I've moved the power steering pump out of the way, and I've taken out 3 bolts that secure the bracket itself. I still cannot budge the bracket. It's almost like it's super-glued on. Is there a fourth bolt I don't see, hiding somewhere? It's very frustrating, to say the least. Thank you in advance Yes, 4 bolts, maybe 5 Thread Starter | New User Joined: Mar 2017 Posts: 11 Likes: 0 From: Texas ok, thank you again. Hopefully, I'll get back under the hood of my truck on Thursday and/or Friday, and start looking for those elusive other bolts). Copyright library© 1999-2019 FORDIFICATION.com unless otherwise noted. All rights reserved. All brand names and product names used on this website are trade names, service marks or registered trademarks of their respective holders. No portion or content of this site may be reproduced or otherwise used without explicit permission. To report problems or provide comments or suggestions, please click here. 1987 - 1996 F150 & Larger F-Series Trucks 1987 - 1996 Ford F-150, F-250, F-350 and larger pickups - including the 1997 heavy-duty F250/F350+ trucks Thread Starter | 1st Gear Joined: Feb 2024 Posts: 1 Likes: 1 fuel line diagrams How do get a fuel line diagram for a 1993 Ford F350? Moderator Joined: Dec 2003 Posts: 93,399 Likes: 1,735 From: Saskatoon, Saskatchewan Moved to this forum. Is it gas or diesel? FTE Legend Joined: Jun 2006 Posts: 31,721 Likes: 1,387 From: Ottawa, Ontario Gas or diesel? Single or dual tank? For gas trucks the diagram is pretty simple, there is nothing between the tank's and engine besides a filter on the frame under the drivers seat area, for diesel it's more complicated. The 7.3 Powerstroke fuel line diagram is a detailed illustration of the truck's fuel system. It shows how the system works and how the different parts are connected. The diagram can be used to troubleshoot problems with the fuel system, or to simply learn more about how it works. If you're looking for a 1995 7.3 Powerstroke Fuel Line Diagram, you've come to the right place. Here at Ford-Trucks.com, we have a complete database of all the diagrams and schematics you need to keep your truck running like new. The fuel line diagram is essential for anyone who has ever worked on a 7.3 Powerstroke engine. This helpful guide shows how the fuel lines are routed through the engine and where they connect to various components. It also includes detailed illustrations of each part of the system so that you can easily identify everything you need to know. Whether you're a seasoned mechanic or just starting out, this diagram will help make sure that you don't miss anything when working on your 1995 7.3 Powerstroke engine. So take a look and be sure to bookmark this page for future reference! Credit: www.drivingline.com The 7.3 Powerstroke fuel system is a closed-loop, pressure-regulated design that uses a high-pressure oil pump to deliver fuel to the injectors at up to 2,000 PSI. The pump is actuated by the camshaft and gets its oil supply from the engine's crankcase. Fuel is returned to the tank via a return line that bypasses the regulator. The injectors are mounted in the cylinder head and each one has its own dedicated fuel supply line from the pump. The injectors are electronically controlled and fire in sequence according to the information sent by the Engine Control Module (ECM). The ECM tells the injectors when to open and for how long, based on input from various sensors around the engine. When you start the engine, the ECM sends a signal to open all of the injectors so that fuel can flow into them. As soon as they're full, they close again until it's time for them to open once more during your driving cycle. This process repeats itself constantly while you're behind the wheel. The quick answer is no, the 7.3 Powerstroke does not have an electric fuel pump. The fuel system on this engine is a bit unique and relies on the high pressure oil pump to deliver fuel to the injectors. This design is different than most engines, which use an electric fuel pump to send fuel to the engine. The 7.3 Powerstroke was introduced in 1994 as Ford's first diesel offering for their newly redesigned F-Series trucks. The engine quickly became popular for its reliability and power output. One of the things that made it different from other diesels on the market at the time was its high pressure oil system (HPOPS). The HPOPS uses a gear-driven high pressure oil pump to pressurize oil and send it to the injectors. This design eliminates the need for an electric fuel pump, as the oil pump provides enough pressure to deliver fuel to the injectors without one. While this may seem like a strange way of doing things, it actually works quite well and has proven to be quite reliable over the years. So, there you have it! The 7.3 Powerstroke does not have an electric fuel pump - instead, it relies on its high pressure oil system to deliver fuel to the injectors. If your 7.3 has run out of fuel, you'll need to prime the fuel system before it will start again. There are a few ways to do this, but the most common is to use the Schrader valve on the fuel filter housing. 1. Remove the cap from the Schrader valve and press down on the pin with something like a paperclip or small screwdriver. This will release some fuel into the system. 2. Crank the engine over for about 30 seconds until it starts. If it doesn't start, repeat step 1 and try cranking again for a minute or so. If your truck is equipped with an electric fuel pump, there's one more step you'll need to do in order to get it started again: 3. Locate the inertia switch (it should be mounted near the battery) and flip it to the "reset" position. This will turn on the electric fuel pump and allow enough pressure to build up so that your truck will start again. If you have a 7.3 Powerstroke, then you know that there are a few things that need to be done in order to keep it running properly. One of those things is priming the fuel pump. Here's how you do it: 1. Start by disconnecting the negative battery cable. This will help prevent any accidental sparking during the process. 2. Next, locate the Schrader valve on the fuel injector pump. It should be located near the front of the engine on the driver's side. 3. Using a small screwdriver or similar tool, press down on the valve until you hear air hissing out of it. This means that you've successfully released any pressure that may have been built up in the system. 4. Now, take your thumb and cover the end of the fuel line that's attached to the injector pump (the side that doesn't have the Schrader valve). Doing this will create suction within the line and help draw fuel into it from wherever else it's coming from (likely, your gas tank). 5. Finally, reconnect the negative battery cable and start your engine! If all went well, your 7.3 Powerstroke should now be primed and ready to go! The 1995 F250 7.3 fuel system diagram can be found in the truck's owner's manual. It can also be found online at Ford's website or in a variety of other places. The diagram shows how the fuel system works and where each component is located. If you own a 7.3 Powerstroke, then you know that the fuel pump is an essential part of the engine. The fuel pump banjo bolt is what connects the fuel pump to the rest of the engine. If this bolt breaks or becomes damaged, it can cause serious problems for your engine. That's why it's important to know how to properly maintain and replace your fuel pump banjo bolt. The first thing you need to do is make sure that the bolt is tight. If it's loose, then it could come off and cause damage to your engine. You should also check the condition of the washer on the banjo bolt. If it's damaged, then it could allow leaks and cause other problems. If you need to replace your fuel pump banjo bolt, then you should get a new one from a reputable dealer. Make sure that you get the correct size and type of bolt for your 7.3 Powerstroke. Once you have the new bolt, simply remove the old one and install the new one in its place. Be sure to tighten it down securely so that there are no leaks or other issues. By following these simple tips, you can keep your 7.3 Powerstroke running smoothly for years to come! If you're wondering how many fuel pumps a 7.3 Powerstroke has, the answer is two. The main fuel pump is located in the tank, and the secondary fuel pump is located on the frame rail. Both pumps work together to provide adequate fuel pressure to the engine. The 7.3 Powerstroke fuel system is a bit more complicated than your average truck's. But, once you understand how it works, it's not too difficult to maintain and keep running smoothly. Here's a breakdown of the 7.3 Powerstroke fuel system so you can be an expert on your own truck! The fuel system on the 7.3 Powerstroke consists of three main parts - the low pressure side, high pressure side, and electronic control module (ECM). The low pressure side includes the fuel tank, fuel lines, and fuel pump. The high pressure side includes the injectors and high pressure oil pump. And finally, the ECM controls everything and makes sure everything is running correctly. Here's a closer look at each part of the system: Fuel Tank: The fuel tank on the 7.3 Powerstroke holds up to 100 gallons of diesel fuel. It's made out of steel and has a coating to help prevent rusting from exposure to moisture or salt water. There are two Fuel Tanks sending units that measure the level of diesel in each half of the tank then sends this information to your gauge cluster in your cab so you can see how much diesel you have left at any given time while driving. Each half also has its own electric Fuel Pump assembly that supply's pressurized diesel to its respective injectors). This design helps minimize air bubbles in the lines which could cause injector issues or "air-starvation" problems down stream High Pressure Side: The high pressure side of things starts with your High Pressure Oil Pump (HPOP). This little guy pressurizes engine oil up to 3,000 PSI and sends it through hoses to lubricate all moving parts in your engine including bearings & journals as well as actuating hydraulic lifters & push rods for proper valve actuation sequencing. Your HPOP also feeds oil into what's called an IPR (Injection Pressure Regulator) Valve which regulates oil flow & pressure going into what we will discuss next...the injectors! There are 8 total injectors on a 7.3L engine, 4 per cylinder arranged in what Ford calls a "staggered fire" pattern where 2 injectors fire simultaneously then pause while remaining 2 fire...then they repeat this sequence over again allowing for very precise metering & timing of raw diesel under extreme pressures entering each cylinder during combustion cycle phases If you're looking for a 1995 7.3 Powerstroke Fuel Line Diagram, there are a few places you can find one. The first place to check is the owner's manual. If you don't have the owner's manual, you can try searching online. There are a few websites that offer diagrams for various vehicles, and chances are good that one of them will have the diagram you need. Another option is to contact the dealership where you purchased your truck. They may be able to provide you with a diagram, or they may know where you can find one. Finally, if all else fails, you can always try an auto parts store. Many stores carry fuel line diagrams for various vehicles, and they may be able to help you out. Thread Starter | Cargo Master Joined: Aug 2011 Posts: 2,093 Likes: 55 Quote: Originally Posted by Lex2002 I sure did...some years ago. STUPID ME, should have changed those lines with the tank down. IM AN IDIOT. I didnt even look at them. I also put in an inline fuel filter. Well, it would suck but you could always drop the tank and redo that line in hose, it would be cheaper and if that's the line that goes to your fuel tank you have to drop the tank again anyway. I may have no choice. But I gotta burn all the fuel in it first. Joined: Jan 2006 Posts: 134 Likes: 0 Only things that run down in that section. Are the brake line, and harness on the inside and the parking brake cable comes through the cab mount and around the leaf spring mount. This pic shows where the fuel lines end. You may have to trace it up the frame to see where it goes. Thread Starter | Cargo Master Joined: Aug 2011 Posts: 2,093 Likes: 55 Hmmm...me thinks it must be one of those two fuel lines. Down comes the tank...again. Joined: Jan 2006 Posts: 134 Likes: 0 Unless the fuel lines were changed, they wouldn't be rusty. The factory lines are stainless and still bright on my truck which is a 01. Its about the only thing that isn't rusty on mine. I even had to replace rivets on the leaf spring mounts due to rusting. Thread Starter | Cargo Master Joined: Aug 2011 Posts: 2,093 Likes: 55 Quote: Originally Posted by anotherfordguy Unless the fuel lines were changed, they wouldn't be rusty. The factory lines are stainless and still bright on my truck which is a 01. Its about the only thing that isn't rusty on mine. I even had to replace rivets on the leaf spring mounts due to rusting. Its too large to be a brake line. Gotta be fuel. Page 2 Joined: Jan 2006 Posts: 134 Likes: 0 Trace it to find out where it goes is the only way to figure it out what line it is. Sorry I can't be more help. Thread Starter | Cargo Master Joined: Aug 2011 Posts: 2,093 Likes: 55 I appreciate your input. Ill have to do that. Joined: Jan 2006 Posts: 134 Likes: 0 At this point all that I can say is that it isn't a factory line ar far as I can tell Thread Starter | Cargo Master Joined: Aug 2011 Posts: 2,093 Likes: 55 Quote: Originally Posted by anotherfordguy At this point all that I can say is that I can say is that it isn't a factory line ar far as I can tell I gotta be. This truck was owned by my employer and I have all the maintenance records. Joined: Jan 2006 Posts: 134 Likes: 0 When you figure out what line it is I can try and help you find a p/n Thread Starter | Cargo Master Joined: Aug 2011 Posts: 2,093 Likes: 55 Joined: Feb 2007 Posts: 775 Likes: 0 From: Williamston, MI Perfect search results. But, how do I find the part number for a fuel line? 9J338 in the first diagram. Drivers side of fuel bowl down to frame rail. Mine has rusted through...Joined: Jan 2006 Posts: 134 Likes: 0 Should be F81Z-9J338-NA. Looks like it goes for around \$95. It comes as a set with both lines. F81Z-9J338-LB is the frame side so watch the p/n. If you dont have new seals I believe that is F81Z-9C387-BA. I should have a old one around here somewhere. If your interested I can find it and see what condition it is in. Joined: Feb 2007 Posts: 775 Likes: 0 From: Williamston, MI thanks for the offer. I found that Dorman 800-864 is an aftermarket replacement. I'm not a fan of aftermarket on some things. But how much can one screw up a fuel line? Although, now that it's been installed for a while I'm finding what seems to be a low fuel pressure issue. If I step into the go pedal hard it will cut out. If I idle for a moment it does ok at normal driving conditions. I replaced the fuel filter in the bowl when I did the lines. I still have one more filter to replace on the frame rail. If not that I'm suspecting my original fuel pump may be getting weak? It may have worked pretty hard with the leaking fuel supply line.