


SI 1761

For technical personnel only!

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SERVICE INFORMATION

ELECTRIC FUEL PUMPS

E1F, E2T AND E3T

BLOCKED PREFILTER

Most modern fuel pumps are flushed through with fuel, which lubricates and cools them. If this does not happen to a sufficient extent, e.g. through soiling, there is a risk of "dry running". Fuel pumps in the E1F, E2T and E3T series are equipped with a built-in prefilter on the intake side. This small prefilter provides protection against contamination. It can become blocked due to dirt in the intake air.



Prefilter of the E1F: new on the left, blocked on the right



Prefilter of the E3T – blocked by rust

POTENTIAL COMPLAINTS:

- Fuel pump does not generate sufficient pressure and shows insufficient delivery rate
- Reduction in the delivery rate, through to blocking of the fuel pump
- Dry running of the pump leads to failure
- Damage to the fuel system
- Damage to the fuel injection system
- Fuel pump makes excessive operating noise
- Fuel pump heats up significantly
- Engine misfires
- Premature failure with just a low mileage

POSSIBLE CAUSES:

In addition to water, impurities are the most common causes for this damage.

Possible causes include:

- Rust formation in the fuel system due to condensate
- Intake of dirt in the fuel tank from outside (e.g. on refuelling)
- Ageing of the fuel due to longer periods at standstill (formation of deposits)
- Maintenance intervals (filter replacement) not complied with
- Poor fuel quality
- Old, porous fuel hoses



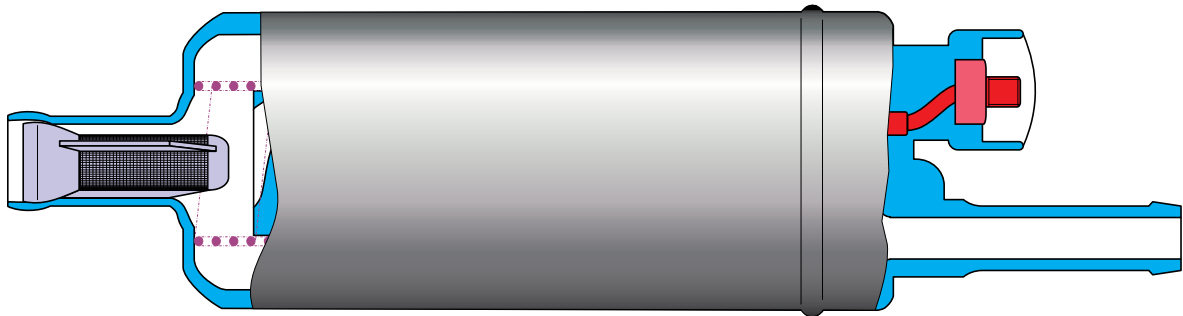
For more information on the E1F, E2T and E3T fuel pumps, please refer to our online catalogue or product information PI 0034.



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Prefilter on the intake side

WE RECOMMEND THE FOLLOWING

MEASURES:

- Flush the entire fuel system through with clean, quality fuel.
- Clean the blocked separator on the intake side (the separator is not available as a spare part).
- If necessary, replace the damaged fuel pump. Depending on the degree of soiling, it may be necessary to clean the entire fuel system (e.g. also remove and clean the fuel tank).

CLEANING THE PREFILTER:



Please note

Observe the safety regulations concerning the handling of fuel!

- Pull the prefilter carefully out of the intake connection with tweezers.
Do not damage the intake connection!
- Clean the prefilter in fuel.
- Plug the prefilter carefully into the intake connection again.
Do not damage the intake connection!



NOTE:

For type E1F fuel pumps, Pierburg offers a fuel sieve filter (reference number 4.00030.80.0) that reliably protects the fuel pump from dirt and other foreign particles, preventing premature failure. The fuel sieve filter should be replaced at the same maintenance intervals as the fuel filter.