

2009 CHEVY COLORADO V8 4WD

FUEL LEAK — BATTLEFIELD DDX & REPAIR

Leak Appears Only When Engine Starts (Pressurized Leak)



SAFETY FIRST

Do NOT start again

No flames, sparks, smoking

No crawling under jack-only vehicle

Tow if needed

Call authorities if large fuel spill

THE CLUE



This points to a **PRESSURIZED FUEL SUPPLY LEAK**
(Pump builds ~50–60 PSI)

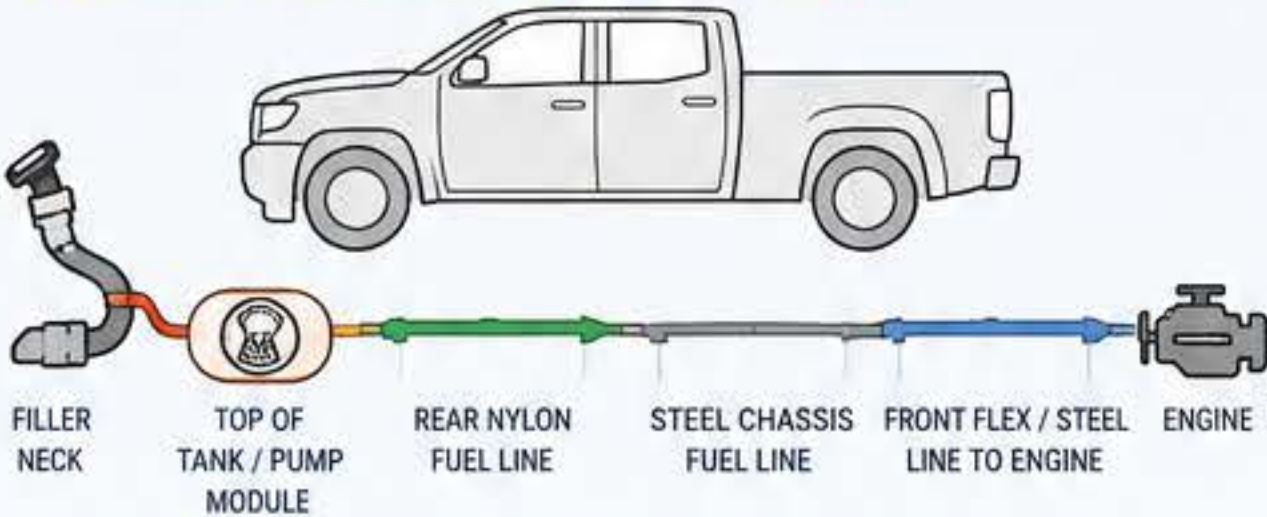
MOST LIKELY SUSPECTS (IN ORDER)

- 1 Fuel Line / Quick-Connect Near Tank
- 2 Fuel Pump Module / Top Connection
- 3 Rusted Chassis Fuel Line
- 4 Filler Neck / Hose / Vent Hose
- 5 Cracked Fuel Tank

STEP-BY-STEP PROCEDURE

- 1 Turn Ignition OFF. Remove Key.
- 2 Remove Fuel Pump Fuse/Relay.
- 3 Visually Inspect Driver Side Underbody.
- 4 Find FIRST WET POINT (Leak Origin).
- 5 Follow Fuel Line Upstream Toward Tank.
- 6 Pressure Test Safely at Shop (~50–60 PSI).
- 7 Repair / Replace Damaged Component.
- 8 Verify No Leak Before Starting Engine.

COLORADO FUEL SYSTEM LAYOUT (LEFT SIDE)

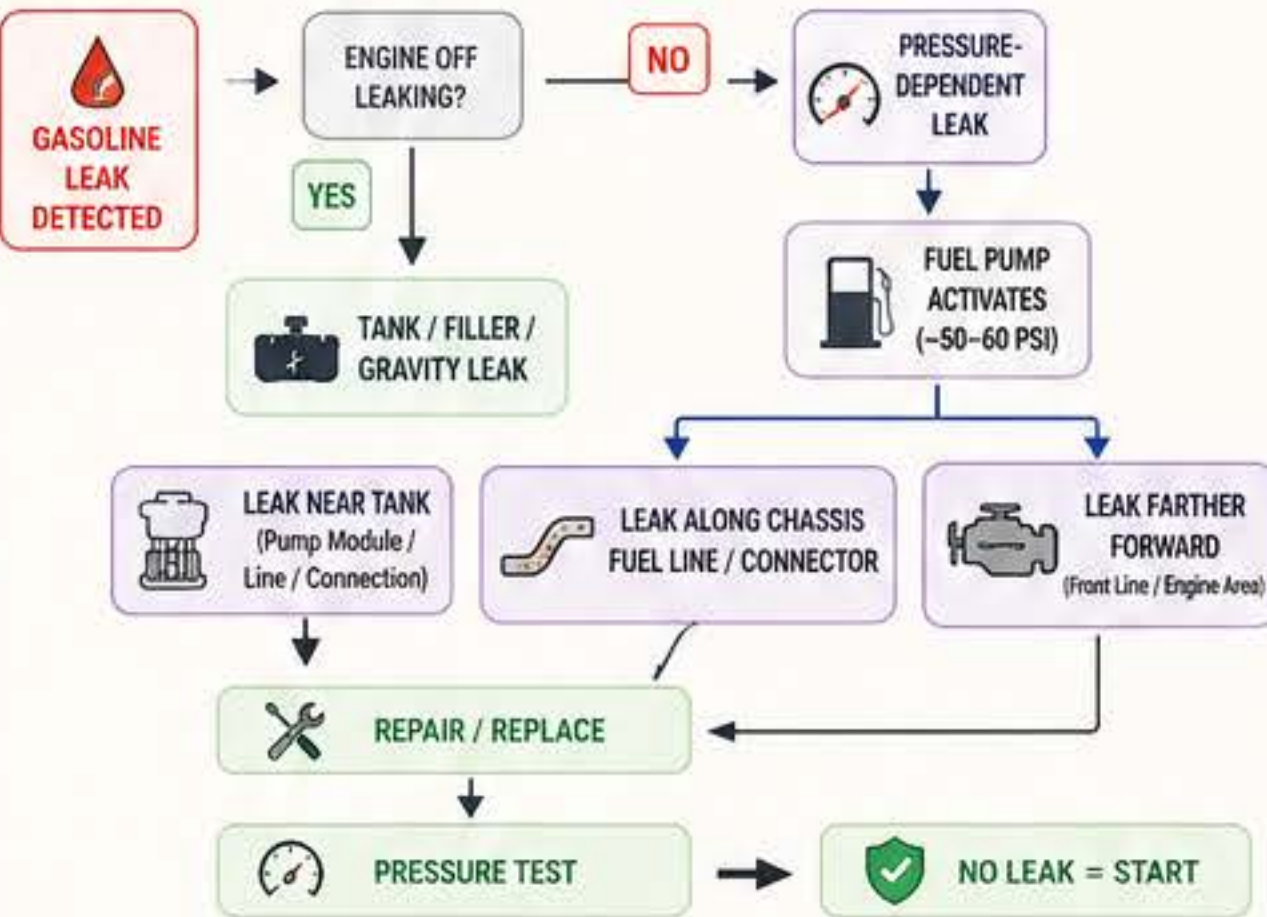


Fuel pump in tank sends pressurized fuel (~50–60 PSI) through lines to engine. Leak shows when pump runs.

WHERE TO INSPECT (DRIVER SIDE)

- Fuel Tank (look for wetness, cracks, straps)
- Fuel Lines & Quick-Connects (check for wetness, cracks, loose)
- Steel Fuel Line (look for rust, pinholes, corrosion)
- Filler Neck & Hoses (clamps, cracks, connections)
- Follow Forward to Engine (look along frame rail)

DIAGNOSTIC FLOWCHART



REPAIR GUIDELINES

- Replace Damaged Fuel Lines (Do Not Patch or Tape)
- Use Only Fuel-System Rated Lines, Fittings & O-Rings
- Relieve Fuel Pressure Before Disconnecting Any Fuel Line
- Replace Fuel Pump Module Seal When Reinstalling

POST-REPAIR CHECK (BEFORE START)

- No Visible Gasoline
- Connections Fully Seated
- Lines & Hoses Secure
- Tank Area Dry
- No Leaks After Key ON – OFF (Prime Cycles)
- Observe While Pressurizing
- No Leak = Safe to Start
- Still Leaking = STOP & Recheck