

Networking



GM Fuel Pressure Bleed Down?

From time to time we service a GM product that has a fuel pressure bled down. The problem is which ones should and which ones should not bleed down?? The following chart will identify the units with a factory bleed down. (Called checking -- non checking)

Thanks to Glen Young of Houston, Texas for this information.

DIAGNOSIS -- TBI IDENTIFICATION

Engine Displacement	Engine VIN Codes	TBE Model(s)	System Type (Checking or Non-Checking)*
1.8L	O	300	Checking
2.0L	K	700	Checking
2.0L	P	500	Non-Checking
2.0L	1	700	Non-Checking
2.2L	G	700	Non-Checking
2.5L	2	300	Checking
2.5L	R, U, E	300 and 700	Checking
2.8L (Truck Only)	R	220	Non-Checking
3.1L (Truck Only)	D	220	Non-Checking
4.1L	8	200	Checking
4.3L	Z, B	220 and 295	Non-Checking
4.5L	5	200	Checking
5.0L	7	400	Non-Checking
5.0L	E, H	220	Non-Checking
5.7L	7, K	220 and 295	Non-Checking
5.7L	8	400	Non-Checking
6.0L	9	100 and 200	Checking
6.0L (Truck Only)	P	295	Non-Checking
7.0L (Truck Only)	M	295	Non-Checking
7.4L (Truck Only)	N	220 and 295	Non-Checking

* Non-Checking indicates a TBI *with* and internal bleed. Checking indicates a TBI *without* an internal bleed.