



1998-2003 GM 3.8 Engines

Tech Bulletin

The following GM RECALL involves 1998-2000 Buick Park Avenue and LeSabre, 1998-2000 Pontiac Bonneville, 1998-1999 Oldsmobile EightyEight, 2000 Chevrolet Monte Carlo and Impala equipped with 3.8L engines.

While most of these recalls have been completed by this time, it is still prudent to pay attention to this potential problem when dealing with a catalytic converter failure.

When these fuel pressure regulators leaked internally, raw fuel was drawn through the vacuum line into the intake manifold. This fuel passed through the combustion chamber mostly unburned since it wasn't atomized. The raw fuel would hit the hot catalyst substrate and destroy it in very little time.

Other than drivability issues or fuel odor, the most common tell-tale sign of this failure was a vehicle that would not start upon the first cranking cycle. Crank the engine again and the engine would start.



The use of other regulator part numbers with the applications listed above could result in

incorrect fuel metering, increased emissions and driveability concerns.

Important:

^ The revised fuel pressure regulator IS NOT interchangeable with past model applications.

When replacement is necessary for the above listed applications, use only regulator part

number 17113660.

^ The revised fuel pressure regulator IS NOT used on 2001 Chevrolet Camaro and Pontiac

Firebirds equipped with the 3.8 L (RPO L36) engine.

Refer to Service Repair Information Engine Controls section for detailed diagnostic and repair

information on fuel system related concerns.

Parts Information

Part Number Description

17113660 Fuel Pressure Regulator



Tech Bulletin

This bulletin addresses the possibility of low fuel pressure caused by an incorrect pressure regulator. Please pay special attention to the proper fuel pressure parameters as they are much higher for the 2001 year model than you might suspect.

Low fuel pressure can cause false catalyst codes if the fuel trims are higher than acceptable, or worse yet, real catalyst damage if the system goes lean enough to cause misfire conditions!

File In Section: 06 - Engine/Propulsion System

Bulletin No.: 00-06-04-030

Date: August, 2000

INFORMATION

Subject:

Revised Fuel Pressure Operating Range

Models:

2001 Buick Le Sabre, Park Avenue, Regal

2001 Chevrolet Impala, Monte Carlo

2001 Pontiac Bonneville, Grand Prix

with 3.8 L Engine (VIN K - RPO L36)

Updated Service Information

Some 2001 model year 3.8 L (RPO L36) engines have a revised fuel pressure regulator, which increases operating pressure. The pressure increase is due to the use of MULTEC II injectors.

For these applications, the fuel pressure operating range is approximately 358-388 kPa (52-59 psi). Note that this new regulator should read approximately 380 kPa (+/- 2%) with the vacuum line disconnected.

GT CONVERTERS

& Exhaust Warehouse

Bulletin No.: 03054B

FUEL PRESSURE REGULATOR - REPLACE

MODELS:

1998-2000 BUICK PARK AVENUE, LESABRE

1998-2000 PONTIAC BONNEVILLE

1998-1999 OLDSMOBILE EIGHTY-EIGHT

2000 CHEVROLET MONTE CARLO, IMPALA

EQUIPPED WITH 3.8L V6 (RPO L36 - VIN CODE K) ENGINE

THIS BULLETIN REPLACES 03054A ISSUED FEBRUARY 2004, AND IS BEING REVISED TO

INCLUDE 1998-2000 BUICK LESABRE, PONTIAC BONNEVILLE; 1998-99 OLDSMOBILE EIGHT-EIGHT; AND 2000 BUICK PARK AVENUE, CHEVROLET MONTE CARLO AND IMPALA MODEL YEAR VEHICLES.

CONDITION

General Motors has decided that a defect, which relates to motor vehicle safety, exists in certain 1998-2000 Buick Park Avenue, LeSabre, Pontiac Bonneville; 1998-99 Oldsmobile Eighty-Eight; and 2000 Chevrolet Monte Carlo, Impala model year vehicles equipped with a 3.8L V6 (RPO L36 - VIN Code K) engine. These vehicles have a much higher than usual rate of fuel pressure regulator diaphragm leaks. A leak can allow fuel to enter the intake manifold through a vacuum line. In low battery conditions, if the engine does not start when cranked, the fuel from the leaking regulator and a mistimed spark can cause a backfire. The backfire can rupture the intake manifold, causing a loud bang. The rupture of the intake manifold can displace a fuel line, pulling an injector out of place, and causing a fuel leak. If there is an ignition source, a fire can result.

Slow engine cranking and difficulty starting the engine could indicate a low battery. Poor driveability or a check engine light could indicate a fuel pressure regulator leak.