
	GROUP <b>Engine</b>	MODEL <b>2014~2015MY Forte (YD) w/1.6L Turbo GDI</b>
	NUMBER <b>PS354</b>	DATE <b>October 2014</b>
 		
<b>SUBJECT: NO START OR HARD TO START CONCERNS</b>		

Some 2014~2015MY Forte Koup / 5 DR equipped with a 1.6L GDI Turbo and produced before July 14, 2014, may experience a hard to start concern or idle rpm fluctuations while stationary. If you encounter any of these concerns, check for white residue build up in the High Pressure Fuel Pump Inlet (see image below) which may cause a restriction and loss of fuel volume to the injectors. Follow the inspection and repair procedure shown below to resolve the concern. **Note: If after inspecting the pump inlet no white residue is found, continue diagnosing per the Service Information on KGIS.**

**Inspection & Repair:**

1. Turn the ignition OFF and disconnect the negative cable from the battery.
2. Remove the fuel pump relay and the electrical connector for the High Pressure Fuel Pump.
3. Reconnect the negative cable to the battery.
4. Run the engine for twenty (20) seconds to lower the pressure in both the high or low pressure lines. The engine may shut off within the twenty (20) second period. If not, turn the engine off.
5. Disconnect the supply line to the High Pressure Pump and inspect the High Pressure Fuel Pump Inlet for white residue (see image).
6. If white residue is found, use Kia’s “Throttle Plate & Induction Cleaner (P/N UM040 CH010)” to spray off and/or dissolve any residue present in the inlet. In addition, pour a bottle of Techron® Concentrate Plus (P/N UM011 CH056) into the fuel tank.
7. Reinstall / re-connect all components by reversing the order of removal. Start engine to confirm proper operation and make sure there are no fuel leaks.
8. The procedure described above will cause a DTC to set. After completing the repair, clear any DTC(s) using GDS and reset the adaptive memory.

