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- Discussion Starter - #1 September 29, 2019 Hello. I have a 2000 Ford Expedition 5.4L Triton V8 that cranks but won't start. I'll start from the beginning. The truck has not been driven for more than 50 miles or so in the last 9 years. A few years ago the battery was replaced in it, after sitting maybe 5-6 years at a time. It took a while to start it that day, but I knew it would be so. He was banished that day no more than an hour or so, maybe 20 miles, and the next day he would not start. This will only start with a starter spray. I figured it wasn't getting fuel, so I knew the problem was probably a fuel pump. I didn't worry much about it then because me and my wife had other vehicles to drive. Anyway, after being tired of it sitting in the yard a few months ago I decided to see if I can get it started. First, I replaced the fuel pump, which just looked like it had burned down. In addition, the fuel tank is thoroughly cleaned and skimmed. So after replacing the fuel pump and fresh new, clean gas I thought it would just ignite, but it's not. The next thing I did was replace the ignition candles because I was going to do it anyway, but the same problem. That brings me to the morning. I bought a noid light kit and fuel pressure sensor to check fuel pressure and fuel injector electrical connections, but they all tested fine. Fuel pressure on the railway was about 40psi. All I can think of to do next is replace all 8 fuel injectors in case they are gummed up. Any other ideas? Thank you in advance! I know you changed the plug, but did you check on the spark? You're looking at more than 300 bucks for a complete change to the injector. Looking at the fuel pump, I'd question the injectors as well, but I'd try to rule out as much as I could. - Discussion Starter and #5 October 1, 2019 I think it becomes a spark because it starts with the use of starter spray. It seems to be a matter of not getting fuel, so I guess I'll just go ahead and change the injectors. This weekend I'll remove them and see what condition they are in. Thank you. - Good luck, sounds like fuel delivery to me as well. - Discussion Starter and #7 12 mo back So I took the chance and went ahead and ordered fuel injectors for it and installed them on the 12th. Only took about an hour to replace them and they were very gummed with the same gook from the fuel pump and fuel tank. After I installed a new one it shot straight up. I spent the past weekend draining and flushing the cooling system and I also changed the oil. It works pretty well so far with little hesitation at times. I added a little sea foam to the gas cylinder to help clean the rest of this gook because I saw that there was little left in the fuel rail after new injectors. Is there anything else y'all recommend to do with it since it has been sitting for a long time? Thank you! Thanks for updating the forum, glad you got it fixed. Now you have it working, maybe the idea to check the brakes after so little use during the last last Years. See, you changed the motor oil, changing the filter at the same time would be appropriate. Your little vibrations can be caused by a coil of packet destruction intermittently under load and there may be something to consider replacing further down the line if it persists. You have to get the control light if it gets worse. - Discussion Starter and #9 12 mo back Thank you, Logan! I didn't mention it, but I changed the oil filter too during the oil change. Someone else mentioned to check the brakes too. The SES light is on but when I checked it it says something about keeping the living memory too low or something. Comes about 10 seconds after each launch, and my Foxwell NT520 won't automatically pull the VIN and identify the vehicle either. I have to manually choose my car when using it. I guess I had to do a PCM relief??? Thanks for any advice and help! Lost mention, you should LOAD the battery test and alterator as any weak/low cells can cause a lot of sins. Also check all the land/grounds. Check it out, can help, can't. Some of what has been posted is not entirely accurate, and there is a much faster method to clear the KAM (Keep Alive Memory). KAM can be reset with a capable scanning tool within seconds. If you don't have a capable PCM (computer) shutdown scanning tool for 10 seconds will also work. Another method is to remove the positive battery cable and connect the jumper to the positive end of the battery within 10 seconds. If you leave the battery off for a long enough period of time, it will reset the KAM provided the backup power is discharged. Backup food is mainly used for dents, but it will feed other modules for a certain period of time as well. It should also be noted that anytime you download a new tune in PCM KAM resets as well. It usually takes about 50 to 100 miles for an adaptive PCM strategy to relearn. When you first start the car after dumping the KAM you should let it stand idle for a couple of minutes with everything turned out to be park/neutral. Then turn on the a/c for a few minutes, and then put the vehicle in gear for a few minutes if you have an automatic trance. When you're done overworking downtime strategies, drive the vehicle like you normally would. I don't recommend driving it this way out of the ordinary at this time. Alvinc answered a question about my Ford truck that only someone with deep knowledge of his subject would know what was going on. Rich DUSABeca because of your experience, you will arm me with enough ammunition to win the battle with the dealer. They install a fuel filter and a fuel pump at free for me. MollyUSA! need help with my car on Saturday morning.... answer in 5 minutes, and it was the perfect solution. Thank you again for your service. Jason V. Kirkland, WA I know after going through it's with JustAnswer that I can somewhat trust my mechanics but I will always contact you before going there. BRNew Jersey! will be have) recommend your site to others I was quite satisfied with the quality of the information received, the professional with which I interacted, and the quick response time. Thank you and rest assured that I will return when I need a question answered in a hurry. Stephanie PEIm City, NCused your service this weekend with Trecers Help. Thank you, thank you, thank you. Replaced fan engine A/C. The local autozone was part. A \$15.00 tracer fee and \$40.00 for parts, I saved a few hundred dollars in the store. I will recommend you and use you in the future. David L. Richmond, TX9 dollars, 2 hours of my time, and I left. Your diagnosis was right on the mark. Thank you so much. PhilMarysville, California car running normally, died at light, restarted reached the next light and died, will not start, towed home, changed the fuel filter, 6 out of 8 police officers, cranked shaft pose sensor, new fork, new battery, checked all the relay w 12 V source, checked all the fuses, changed the fuel pump, have 40 psi on the handle, it will start when it is cold, I have to pen the pedal to keep idle and as soon as I let it go dies and will not start again until it cools down. The next morning usually. No codes have been thrown, cleared by IAC, changed elbows on the PCV tube, sparks have used tester sparks, just can't figure out what's going on here, help SPONSORED LINKS Do you have the same problem? YesNo Tuesday, June 25, 2013 AT 6:02 PM Model Car: 2000 Ford Expedition 5.4L Triton V8 Symptom: Cranks, but did not start a few years ago the battery was replaced in it after meeting maybe 5-6 years at a time. I figured it wasn't getting fuel, so I knew the problem was probably a fuel pump. In addition, the fuel tank is thoroughly cleaned and skimmed. What I did: I bought a noid light kit and fuel pressure sensor to check fuel pressure and fuel injectors electrical connections, but they all tested fine. Fuel pressure on the railway was about 40psi. All I can think of to do next is replace all 8 fuel injectors in case they are gummed up. Update: I think it becomes a spark because it starts when using starter spray. It seems to be a matter of not getting fuel, so I guess I'll just go ahead and change the injectors. This weekend I'll remove them and see what condition they are in. Update: I took the chance and went ahead and ordered fuel injectors for it and installed them on the 12th. Only it took about an hour to replace them and they were very gummed with the same gook from the fuel pump and fuel tank. After I installed a new one it shot straight up. 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