

Service Bulletin Trucks

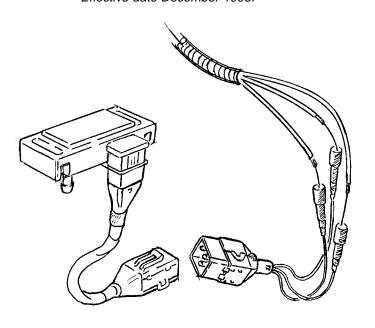
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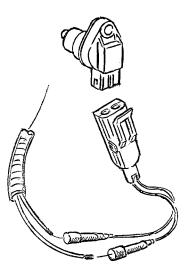
Adapting the Engine Cable Harness to Revised Engine Sensors

VN with D12

Adapting the Engine Cable Harness

Effective date December 1996.





T3008379

To better resist corrosion and chafing when there are vibrations, the boost pressure sensor on the D12 engine was provided with improved connectors and a cable tail. The camshaft and flywheel sensors on the D12 were also provided with improved connectors.

Only the later version of the sensors are available as replacement parts. This means that on trucks with the earlier version of sensor/cable harness (prior to Dec. 1996), the engine cable harness must be reworked and fitted with special adapters when the sensors are replaced. Parts can be ordered as follows:

Component	Sensor Part no.	Harness Adapter
Boost pressure sensor	3963135	3963694
Flywheel sensor	3515093	3963695
Camshaft sensor	3515093	3963696

For service procedure, see "Cable Harness, Modification" page 2. Note that service kit 3947553 contains tools, connectors and splices used in this procedure.

PV776-TSP194805 USA14050

Service Procedures

Cable Harness, Modification

See also "Adapting the Engine Cable Harness" page 1.

Note: Service kit 3947553 contains some of the tools, the connectors and the splices used in this procedure. Other special equipment: J-35615, J-38125-8, J-25070

Make certain vehicle ignition is OFF.

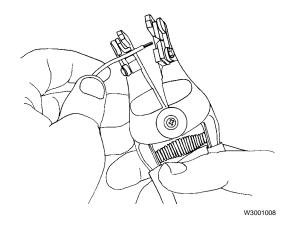
Remove the old connector from the engine harness by cutting the wires close to the connector. Stagger the wire lengths.

Note: Make a note of the orientation of the connector and wires so that the new adapter can be matched to the harness.

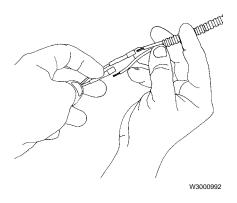
3

Strip the wire insulation back approximately 1/4 inch using wire strippers J-35615.

J-35615

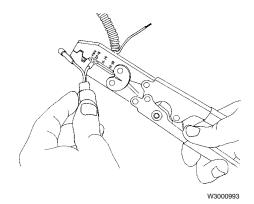


4



Install each wire into the butt splice and crimp with Packard crimper J–38125–8 in the 18–20 anvil. Pull gently on the spliced wire to check for a good splice.

J-38125-8



5

Heat the insulator on the butt splice until the insulator shrinks and sealant is visible. Use a heat gun (J–25070).

J-25070

