



Service Bulletin

No. 01042009

INJECTOR HARNESS ROUTING

Affected Models:

BLUEBIRD VISION PROPANE

Issue: Harness could rub and chaff on the stainless steel fuel injector rail. This could eventually ground out the injector control circuit and could damage an injector driver controller or blow a fuse.

Corrective Action: Re-route the injector harness under the fuel injector rail.

Urgency: Required modification

Procedure



There is no need to remove an injector or disassemble any part of the LPI fuel system. If any part of the fuel system is required to be serviced always close the manual fuel supply valve, disconnect the battery and drain the fuel system properly

- 1) Disconnect battery
- 2) Unplug the electrical connector from each fuel injector
- 3) Unplug the 10 pin electrical connector behind the valve cover at cylinder number 7
- 4) Pull the 10-pin connector of the injector harness forward and route under fuel rail between injector 3 & 5.
- 5) Pull the 10-pin connector of the main harness forward and connect it to the injector harness and secure with nylon tie strap to the bracket that secures the ignition coils harness connector
- 6) The main trunk of the injector wiring harness should have originally been routed under the pressure regulator bracket as shown in the photo.
- 7) Re-route each individual injector electrical connector portion of the harness under the fuel rail between injector 3 & 5 on Bank 1 (drivers side) and between injector 2 & 4 on Bank 2 (passengers side) and connect to the proper injectors. Make sure the injector connector leads (wiring) are not too tight; the harness can be installed with adequate slack.
- 8) Make sure no part of the wiring harness is in contact with the fuel rails or other metal.
- 9) It should not be required to secure any part of the injector harness with exception of the 10-pin connector as described, see photo

Injector control wire colors (- negative or grounding duty wires)

- | | |
|------------------|------------------|
| 1 Black | 2 Green w/black |
| 3 Black w/violet | 4 Blue w/black |
| 5 White w/black | 6 Yellow w/black |
| 7 Red w/black | 8 White w/blue |



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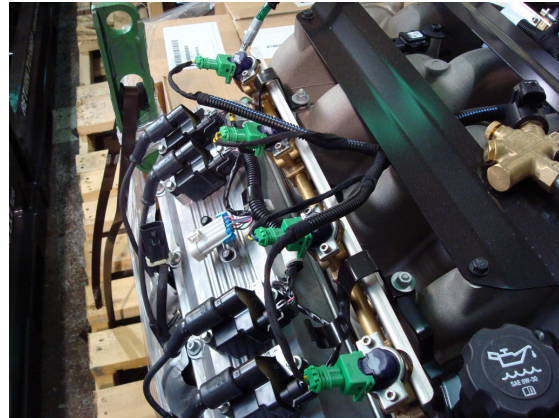
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Injector Harness modification procedure continued

BEFORE

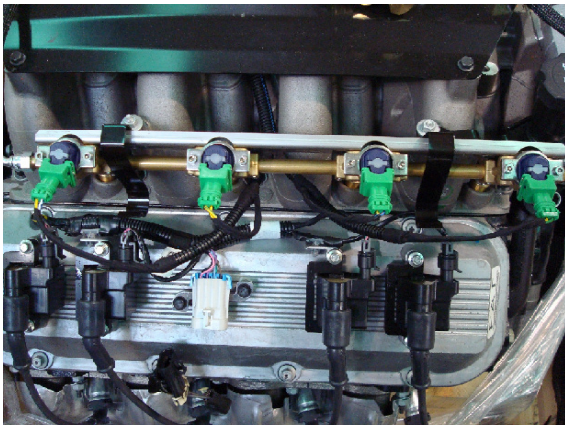


This is how the injector harness connector is currently oriented. Photo also shows driver's side harness routed over the stamped steel injector rail,

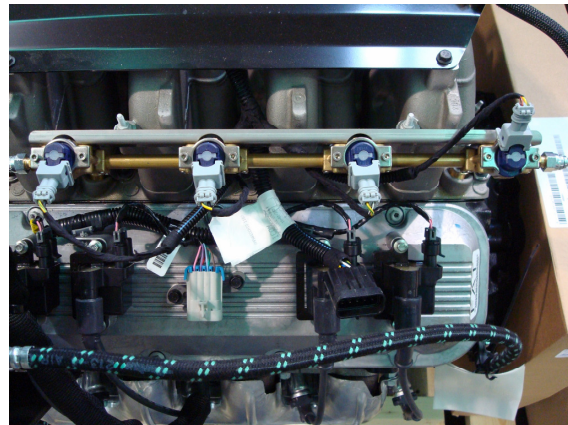


Passenger's side injector harness laying on the stamped steel injector rail

AFTER



This photo shows the passenger side injector harness after it is re-routed under the fuel rail



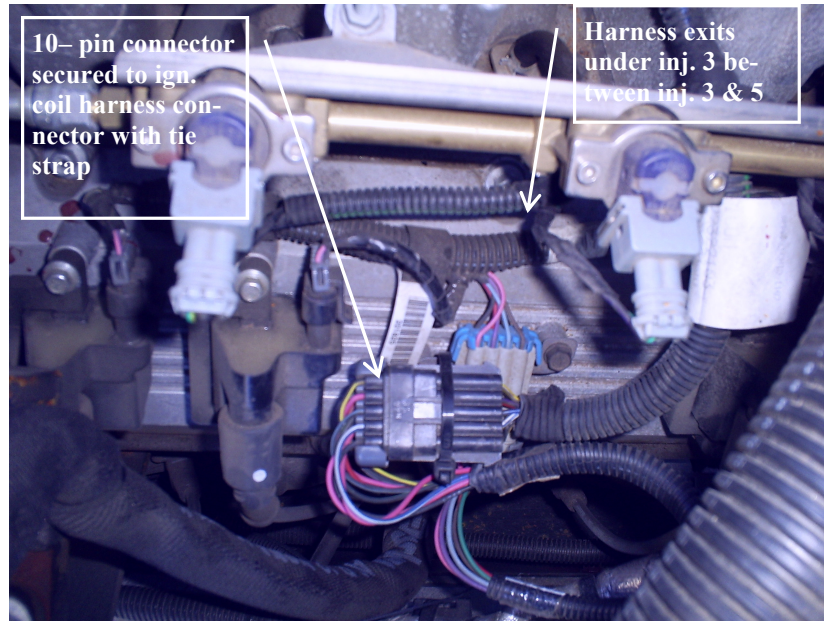
This photo shows the driver's side injector harness after it is re-routed under the fuel rail and the orientation of the 10-Pin injector connector



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Injector Harness modification procedure continued



This photo shows the injector harness connector as installed in the bus. This orientation will prevent the harness from being stretched. The harness connection was at the back of the engine, hard to access and causing a tight fit of the fuel injector harness. As you see here both the injector harness and the ignition coils harness are accessible and have slack.

- 9) Reconnect battery, start engine and verify all injectors are connected properly. Best way to confirm this is connect the Tech II scan tool and let the engine warm up
- 10) Once engine control has reached closed loop and the engine runs smooth with no misfires the job is complete

Parts Required:

- Suitable length (8") nylon tie straps

Estimated time required: 30 minutes

Includes pulling the vehicle in and parking after repair

Tools Required:

- Normal mechanic hand tools
- Wire cutters to cut tie strap