



TECHNICAL BULLETIN APTB-05/08

6.0L Injector Connector Configurations

As a running change in model year 2003 ¼ engines, the orientation of the 6.0L injector external connector retaining clip was changed to allow easier access during service (figure 1). Prior to the change, the retaining clip was positioned on the side of the connector (9 o'clock), the new configuration positioned the clip at the top of the connector (12 o'clock).



Figure 1

In conjunction with this change, the position of the barcode flat of the injector connector relative to the connector master spline was also changed. As shown below (figure 2), with injectors built prior to the running change, the master spline is at 9 o'clock when viewed from the barcode flat side; with injectors built after the running change, the master spline is at 12 o'clock when viewed from the barcode flat side. The position of the barcoded flat relative to the master spline was changed to allow injector barcodes to be read more easily during initial engine assembly, however, the barcode flat/master spline configuration has no effect on the operation of the injector. Reman injectors may have either connector; the installer should not expect all flats within a set to have the same orientation when installed in the engine.

Alliant Power Technical Support

Phone: 866-283-1785

Fax: 800-237-5984

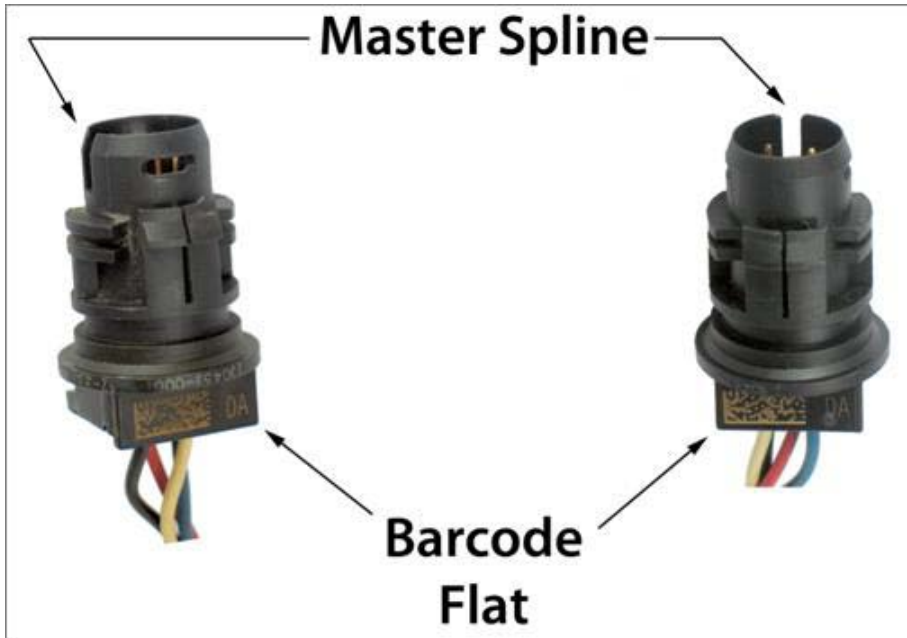


Figure 2

For reference, the line drawing below (figure 3) depicts the positions of the red (pin 1), blue (pin 2), white (pin 3), and black (pin 4) wires relative to connector pin numbers and the master spline. Note that the relationship of the pins and wires to the master spline remains constant, regardless of the position of the barcode flat.

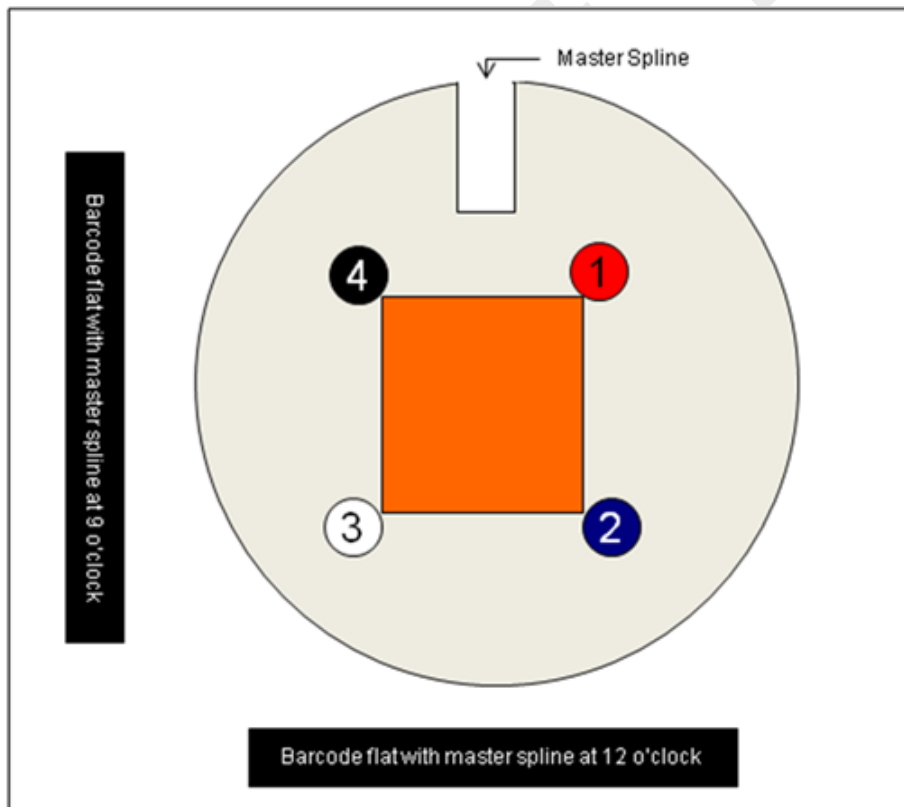


Figure 3

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