

SUBJECT: Priming To Prevent Nozzle Failures

Reference: Navistar TSI 04-12-01 R Priming Procedure to Prevent Injector Tip Failures

The attached Navistar® service bulletin explains why it is imperative to avoid “dry starts” with Navistar DT466, DT466E, I530E and DT530 engines and presents the proper priming procedure to prevent nozzle failures (i.e., split or cracked tips). It is absolutely essential to follow the prescribed priming and “dry” fuel system lubrication sequence to eliminate potential damage to the fuel injector.

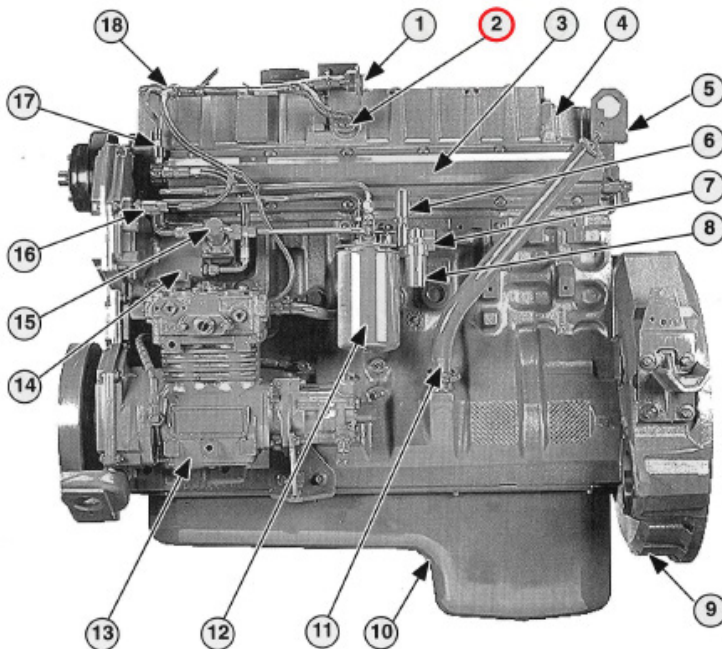
While the bulletin addresses priming when the fuel system is “dry” after engine service, similar nozzle failures can occur any time injectors are operated with low fuel pressure, no fuel pressure or the presence of air in the fuel. This results from other mechanical problems.

As noted in Alliant Power Technical Bulletin APTB 01/04, if your customer brings you an injector with a split or cracked nozzle tip, to avoid repeated failures, we strongly suggest you treat this as you would a seized hydraulic head in a distributor pump. Find out the cause of the failure before you replace the injector.

Since this type of failure is not caused by defective material or workmanship, it is excluded from warranty coverage by Alliant Power.

Injector Harness Component Location

The photos below provide detailed information for locating the injector harness on the valve cover

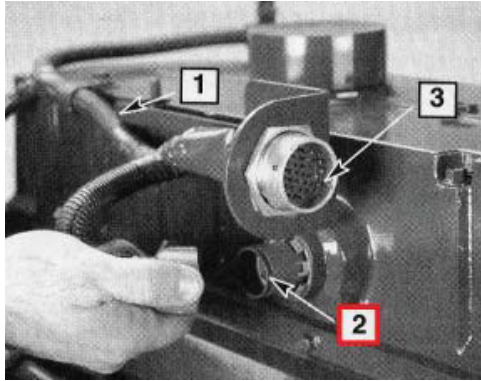


1. 31 - Pin Connector
2. Valve Cover Wiring Harness Connector
3. Supply Manifold
4. Valve Cover/Intake Manifold
5. Lifting Eye
6. Hand Primer Pump
7. Fuel Filter Header
8. Fuel Strainer
9. Flywheel Housing
10. Oil Pan
11. Oil Fill Tube and Oil Level Gauge
12. Fuel Filter
13. Air Compressor (If Equipped)
14. High Pressure Oil Pump
15. Fuel Supply Pump
16. Engine Oil Temperature Sensor (EOT)
17. Injection Control Pressure Sensor (ICP)
18. Wiring Harness

For more information visit

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| 1. Main Wiring Harness |
| 2. Valve Cover Wiring Harness Disconnect Point |
| 3. 31-Pin Connector |