

**SUBJECT: 6.0L Injector Connector Configurations**

As a running change in model year 2003½ engines, the orientation of the 6.0 L injector external connector retaining clip was changed to allow easier access during service. Prior to the change, the retaining clip was positioned on the side of the connector (9 o'clock). The new configuration positions the clip at the top of the connector (12 o'clock).

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 in 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 barcode flat relative to the master spline was changed to allow injector barcodes to be read easily during initial engine assembly. However, the barcode flat/master spline configuration has no effect on the operation of the injector.

Remanufactured 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.



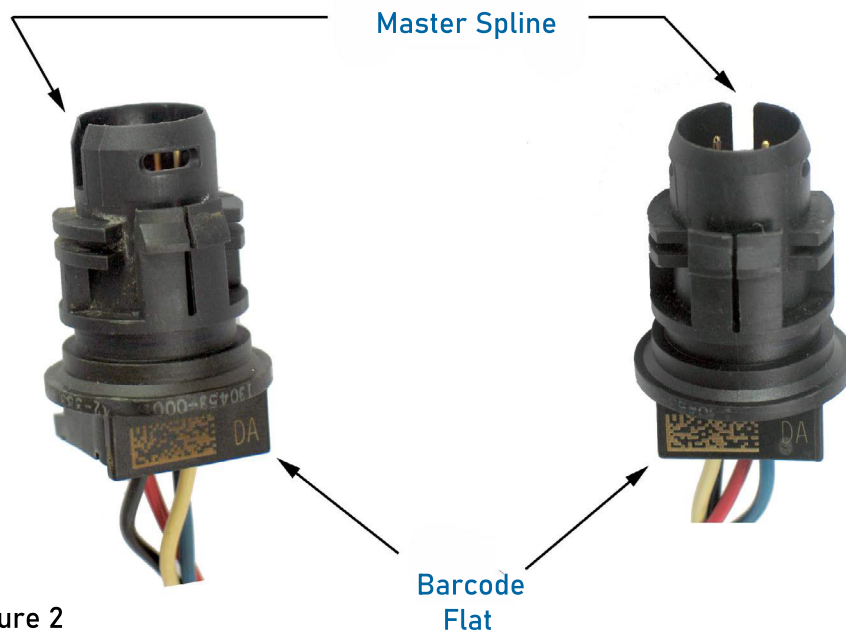


Figure 2

For reference, the line drawing (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: The relationship of the pins and wires to the master spline remains constant regardless of the position of the barcode flat.

