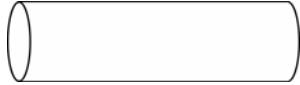


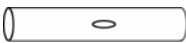






Wire Harness Repair Kit

The Wire Harness Repair Kit, IMPCO P/N RK-PT, includes the heat shrink tubing, crimps and instructions necessary to replace a damaged connector:

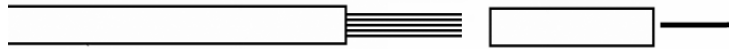
PART #	DESCRIPTION	Qty	Illustration
H5-15342-1	Heat Shrink Tubing, 3/16"	3.5'	
T4-50879-001	Wire Splice Terminal, 16-22 Gauge	30	  Top View End View
330368	Butt Splice, 16-14 gauge wire	30	
330369	Butt Splice, 12-10 gauge wire	30	
PPI-114	Wire Harness Repair Kit for Spectrum III	1	

Repairing Individual Wire Harness Connectors

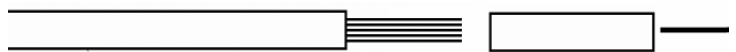
1. Turn the ignition key to OFF and remove the negative battery cable.
2. Compare the connector on the pig tail to the one on the wire harness and verify that the connector and all wire colors match.

NOTE: Some wires may be colored while others are the same color. Wires of the same color are labeled with a circuit number that must be matched.

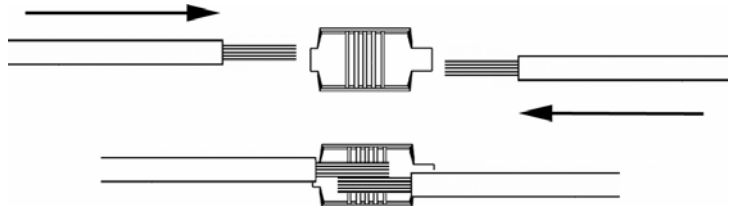
3. Strip the insulation off the end of each wire on the pigtail.



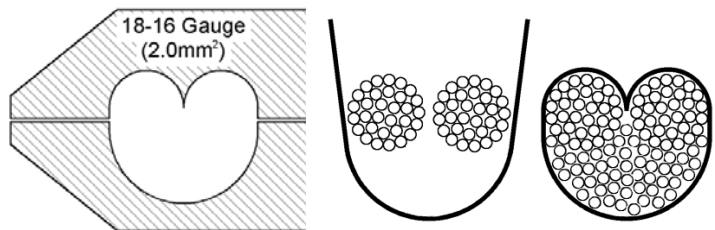
4. Cut one of the wires on the wire harness and strip off the insulation. Place a suitable length of heat shrink tubing over the wire.



5. **For wires 16-22 gauge only (skip to Step 8 for larger wires):** Place the wire on the wire harness with the matching one on the pigtail and place inside the crimp.



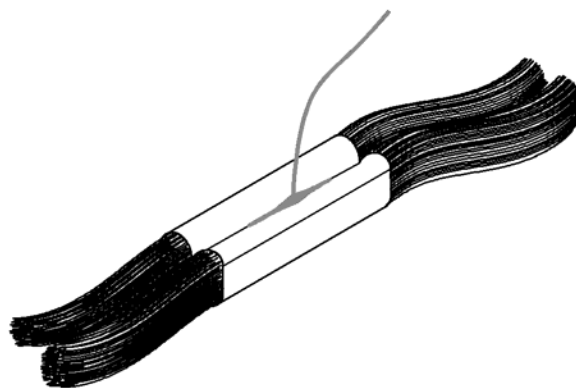
6. Using an 18-16 gauge “U” style crimp tool, crimp the two wires together. Repeat steps 4-5 for each wire.



7. Solder each connection, making sure the solder flows smoothly over the crimp and wire. Gently pull the wire on both sides of the crimp to ensure a good connection was made.

NOTE: Move the heatshrink tubing several inches away from the crimp prior to soldering.

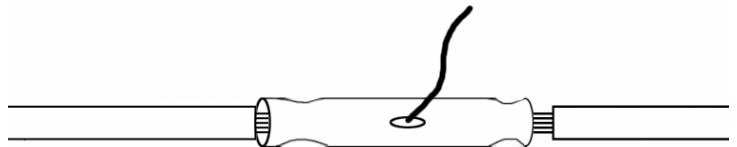
Skip to step 10.



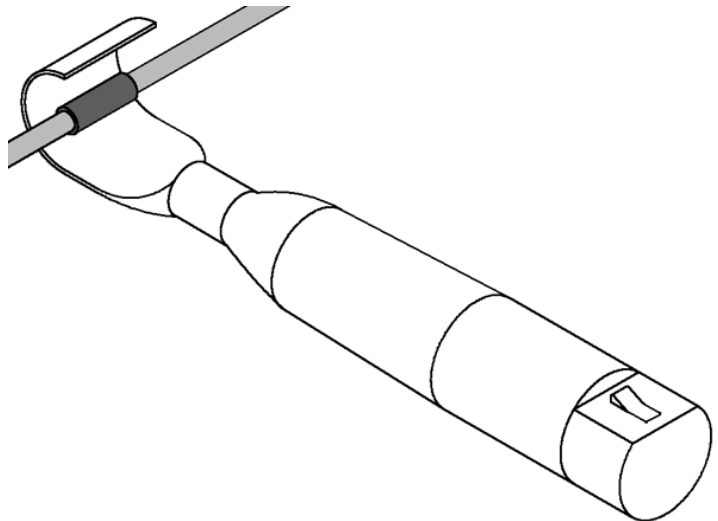
8. For wires that are larger than 16 gauge, use the appropriate sized butt splice (either P/N 330368 or 330369). Strip and insert to two wires as shown.



9. Crimp the ends of the butt splice to hold the wires, then solder the butt splice and two wires in place by heating up the center of the splice and applying solder to the center hole.



10. Slide the heatshrink tubing over the connection and shrink using a suitable heat gun.



11. Compare each wire on the harness to the wires on the pigtail and the old connector to ensure that each wire was matched correctly.

NOTE: Crossed wires may permanently damage the ECM and/or other system components.

12. Install negative battery cable. Start engine and check for proper operation.



WARNING:
**IMPROPER INSTALLATION OR USE OF THIS PRODUCT MAY CAUSE
SERIOUS INJURY AND/OR PROPERTY DAMAGE.**

SERVICE TECHNICIANS AND USERS

SHOULD CAREFULLY READ AND ABIDE BY THE PROVISIONS SET FORTH IN NATIONAL FIRE PROTECTION ASSOCIATION PAMPHLET #37 FOR STATIONARY ENGINES, #52 FOR CNG VEHICULAR FUEL SYSTEMS OR #58 FOR LPG SYSTEMS.

INSTALLERS

LPG INSTALLATIONS IN THE UNITED STATES MUST BE DONE IN ACCORDANCE WITH FEDERAL STATE OR LOCAL LAW, WHICHEVER IS APPLICABLE AND NATIONAL FIRE PROTECTION ASSOCIATION PAMPHLET #58, STANDARD FOR STORAGE AND HANDLING OF LIQUEFIED PETROLEUM GASES TO THE EXTENT THESE STANDARDS ARE NOT IN VIOLATION WITH FEDERAL, STATE OR LOCAL LAW.

IN CANADA

REFER TO CAN/CGA PROPANE INSTALLATION CODES.

CNG INSTALLATIONS IN THE UNITED STATES

MUST BE DONE IN ACCORDANCE WITH FEDERAL STATE OR LOCAL LAW AND NATIONAL FIRE PROTECTION ASSOCIATION PAMPHLET #52, COMPRESSED NATURAL GAS (CNG) VEHICULAR FUEL SYSTEMS TO THE EXTENT THESE STANDARDS ARE NOT IN VIOLATION WITH FEDERAL, STATE OR LOCAL LAW.

IN CANADA

REFER TO CAN/CGA CNG INSTALLATION CODES.

LPG AND/OR NATURAL GAS INSTALLATIONS ON STATIONARY ENGINES

MUST BE DONE IN ACCORDANCE WITH FEDERAL, STATE OR LOCAL LAW AND NATIONAL FIRE PROTECTION ASSOCIATION PAMPHLET #37, STATIONARY COMBUSTION ENGINES AND GAS TURBINE ENGINES, TO THE EXTENT THESE STANDARDS ARE NOT IN VIOLATION WITH FEDERAL, STATE OR LOCAL LAW. FAILURE TO ABIDE BY THE ABOVE WILL VOID ANY IMPCO WARRANTY ON THE PRODUCTS AND MAY CAUSE SERIOUS INJURY OR PROPERTY DAMAGE.

DUE TO THE INHERENT DANGER OF GASEOUS FUELS THE IMPCO PRODUCTS SHOULD NOT BE INSTALLED OR USED BY PERSONS NOT KNOWLEDGEABLE OF THE HAZARDS ASSOCIATED WITH THE USE OF GASEOUS FUELS.