

### WARNING! Disable ignition before starting service work

Gas Engines

Binder: C

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#### WARNING!

Fire and Explosion Risk!  
Accidental spark could ignite fuel vapors.

Some engine procedures require cranking the engine with the spark plug wires disconnected at the plug end. Examples are cranking the engine for compression testing or to clear a hydrostatic lock.

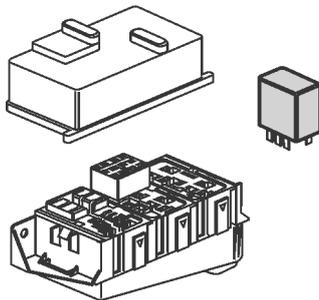
The ignition system **MUST** be disabled before these procedures are started. Never crank the engine with a loose or disconnected spark plug wire unless the ignition has been disabled.

Procedures for disabling the ignition system follow.

#### Engines with a Fuse Box

Beginning in July of 2003 all engines have a fuse and relay box. The box contains a relay for the ignition system.

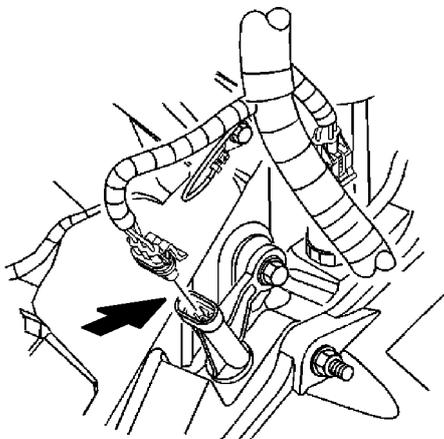
To disable the ignition, remove the ignition relay. The position of the relay is shown on the fuse box or the fuse box cover.



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#### 8.1L without Fuse Box

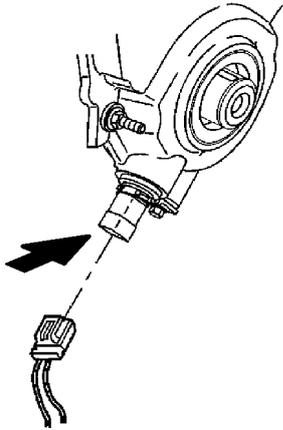
Disconnect the harness from the Crankshaft Position Sensor, located on the rear of the engine.



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### 4.3/5.0/5.7L Port Fuel Injected without Fuse Box

Disconnect the harness from the Crankshaft Position Sensor, mounted on the front timing cover.



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### Engines with Delco AST Ignition

Also known as HEI Ignition.

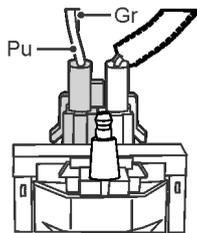
Used on the following models;

**3.0/4.3/5.0/5.7L carbureted engines, no Fuse Box**

**4.3/5.0/5.7L Throttle Body**

**7.4/8.2L Port Fuel injected**

**3.0GXi**



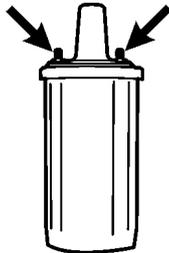
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Locate the gray connector, with purple and gray wires, on the coil. Disconnect the connector from the coil.

### Carbureted with Prestolite Ignition

Disconnect both primary wires from the coil.

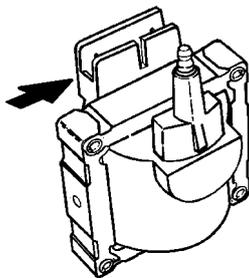
Tape ring terminals to prevent accidental sparks or grounding.



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### Ford, Fuel Injected with EEC IV Ignition

Disconnect two-way connector on the coil.



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