



## **WORKHORSE CUSTOM CHASSIS SERVICE BULLETIN**

**BULLETIN NO:** 60601-C Revised

**October 19, 2006**

**BULLETIN TYPE:** Safety Campaign

**SUBJECT:** 8.1 L Engine Fuel Rail Damper Retainer Clip

**MODELS:** 2004, 2005 and certain 2006 W20, W22, W24, P32, W52, W18 and FE20 models with 8.1L Gasoline Engine

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Workhorse Custom Chassis has determined that a defect, which relates to motor vehicle safety, may exist in 2004, 2005 and certain 2006 Workhorse models with 8.1 L gasoline engine.

The defect involves an improperly heat treated fuel rail damper retainer clip that may have been installed on the subject engines. An improperly heat treated clip may break, possibly resulting in a gasoline leak at the fuel rail damper. A vehicle fire can result if the leaking fuel is ignited by a spark or flame.

A defective clip can not be confirmed by a visual inspection. Therefore, Workhorse Custom Chassis is conducting a safety recall campaign to replace the fuel rail damper retaining clip on all units involved.

### **VEHICLES INVOLVED**

All 2004, 2005, and 2006 W20, W22, W24, P32, W52, W18 and FE20 models built from 5/13/2003 to 06/29/2006. VIN range is between 373332 and 419304. There are approximately 32,000 units involved.

Dealers should check the WOW system to determine if a specific vehicle is involved.

### **OWNER NOTIFICATION**

Workhorse Custom Chassis will notify retail owners and body companies on this campaign. Attached is the owner letter with owner instructions.

## DEALER CAMPAIGN RESPONSIBILITY

1. WCC dealers must perform this campaign on identified customer vehicles at their request at no charge regardless of time or vehicle mileage.
2. All dealer new or used stock must be held and repaired before delivery to retail customers. It is a violation of law to deliver a non-campaigned vehicle to a retail customer.

## SERVICE PROCEDURE

The service procedure is to replace the fuel rail damper retaining clip. Please refer to your appropriate Service Manual for expanded instructions and cautions when working on vehicle fuel systems.

**NOTE:** If there is a fuel leak after installation of the new clip or if fuel rail and damper have excessive corrosion, the rail and/or damper should be replaced as a separate repair. A TAC case should be made for rail replacement. TAC may request that any removed fuel rails and/or dampers be returned to Workhorse for product evaluation.

**NOTE:** Service management must review this procedure with the technician doing the work. Also, Dealership Service Management must inspect all completed units and sign the work order stating that there are no fuel leaks with the completed campaign work.

**The warranty claim must contain the following statement to obtain approval:  
“Dealership Service Management confirms that the repair steps were properly followed and there are no fuel leaks as a result of the repair.”**

Following are basic instructions:

1. Turn off engine and have ignition key in off position.
2. Remove engine cover to gain access to fuel rail on left side top of engine.
3. Disconnect the negative battery cable.
4. Loosen the fuel filler cap in order to relieve the tank vapor pressure.
5. Relieve any residual fuel pressure through the fuel pressure connection valve shown by photo 1 using a fuel pressure gage, or equivalent, and an approved fuel container. Wrap a shop towel around the fitting while connecting the gage in order to avoid spillage. To assist in relieving the residual pressure in the fuel rail, push down on the fuel rail damper. The damper should move inwards slightly as the pressure releases from the system.

6. While continuing to push down on the fuel damper use a flat screwdriver to remove the existing clip. (See photos 2 and 3)  
**NOTE:** If fuel pressure is not relieved as directed by step 5, or the damper is not held in position during the replacement of the retainer clip, the damper O-Ring can be mis-positioned by the system pressure or by unseating itself in the case of not being held down in place or there may be dirt entry resulting in a fuel leak. It will be necessary to clean the damper O-ring seat area and inspect/replace the O-ring and reinstall damper into O-ring after it has been properly placed in the fuel rail.
7. Do not remove the fuel damper from the fuel rail. If the damper is removed the fuel damper o-ring must be replaced.
8. While holding down the damper, install the new clip in same position as removed clip.
9. Reconnect the negative battery cable.
10. Tighten the fuel filler cap.
- 11.1 Turn the ignition on, with the engine off, for 5 seconds
- 11.2 Turn the ignition off, and wait 15 seconds
- 11.3 Turn the ignition on, with the engine off for 5 seconds
- 11.4 Turn the ignition off, and wait 15 seconds
- 11.5 Turn the ignition on, with the engine off, and check for leaks at damper.
12. Prior to starting engine ensure all shop rags and tools are removed from near the engine area and all fluids are wiped up. Start engine and examine fuel damper to rail to make sure that there are no fuel leaks.
13. The removed clip should be tagged with the vehicle details to make sure that it can not be reused and it must be retained for 30 days per the P&P manual.

### **RECALL CAMPAIGN COMPLETION LABEL**

Complete the Recall Campaign Completion Label (part number W8001493) and attach to air cleaner housing in a visible area. These labels are available from the WCC Parts Department.

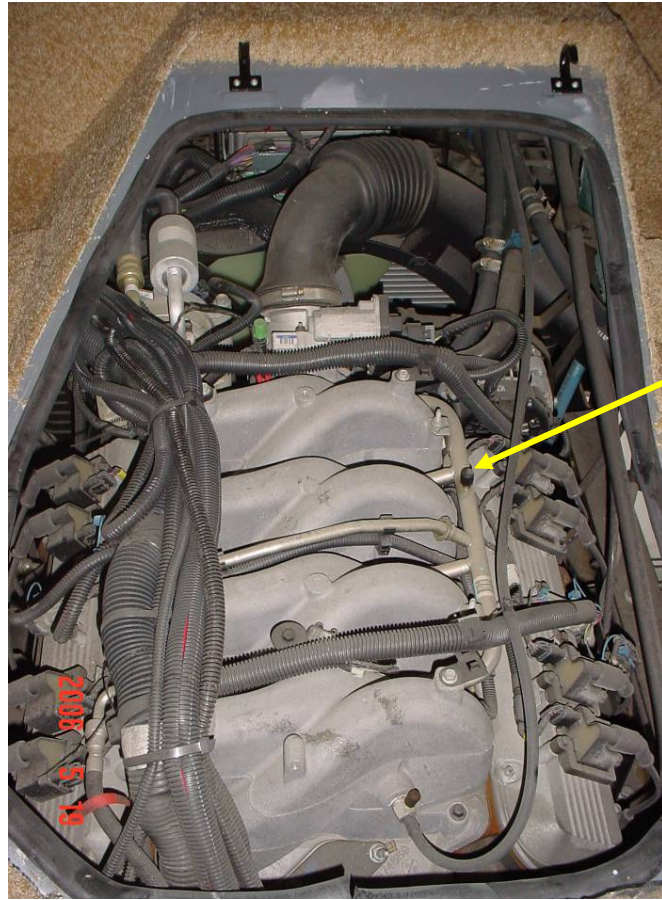
### **WARRANTY INFORMATION**

Claim Type-----Complete campaign 60601-C  
 Labor Operation Code-----T6022----1.0 hours --- Replace fuel rail damper retaining clip. (The time includes 0.2 hours dealer Administrative time)

### **PARTS INFORMATION**

A fuel rail damper retaining clip will be sent to each customer of known address with the owner letter. This mailing is a continuing process as additional owner data is obtained. The owner has been directed to take the clip to a Workhorse dealer to get the clip replaced by a certified fuel system technician.

The rail damper clip (Part number 12575017) can also be obtained through normal Workhorse Parts channels.



Black Cap

**Photo 1 Black cap on pressure valve on fuel rail on top RH side of Engine**



**Photo 2 Retaining clip**



**Photo 3 Damper held by retaining clip**