ADDENDUM

Converting wire harness for use on MY2004 vehicle

Preparing the Brake Harness for MY2004 Vehicle Use.

NOTE: THE BRAKE HARNESS SUPPLIED IN THE KIT IS SPECIFIC TO 2003 VEHICLE APPLICATIONS. MAKING MINOR MODIFICATION TO THE HARNESS ALLOWS ITS USE ON 2004 VEHICLES.

a. Locate one butt splice, one heat shrink tube, and the 48 inch Gray 18 gauge wire supplied in the kit. Some early kits may not have this wire and butt splice. In this case use standard 18 gauge wire and butt splice.

b. Locate the Gray wire protruding from the brake harness near the brake relay mounted to the dash panel. Slide the heat shrink tube onto the harness' Gray wire. Using the butt splice, splice the 48 inch Gray wire to the harness' Gray wire. (see figure 1)

b. Using a heat gun, heat shrink the butt splice to seal the wires.

c. Slide the heat shrink tubing over the butt splice. Using a heat gun, shrink the tubing to seal the connection.

d. Lay the spliced Gray wire along the brake harness to the driver's side end of the harness. Starting at the relay end, tape and secure the Gray wire to the brake harness (ensure there is enough of a loop where the wire doubles back to not kink the Gray wire). (see figure 1)

e. Locate the 36 inch length of 5/8 inch convolute provided in the kit. Starting about 18 inches from the end of the driver's side of the harness, slide the convolute over the wire bundle to the convolute covering the relay wires. The 5/8 inch convolute should just meet with the ½ inch relay convolute. (see figure 2)

f. Locate the polytubing provided in the kit. Again starting from the driver's side, slide the polytube into the 5/8 convolute until it protrudes from the relay end of the convolute. The 90 degree end of the polytube should protrude 1-2 inches out the convolute on the driver's side.

g. Using electrical tape, secure the relay convolute to the 5/8 inch convolute covering. Ensure the Gray wire and straight end of the polytubing are protected and secure where they meet. The polytube should protrude enough to connect a ¼ inch vacuum hose over the barb of the polytube. (see figure 3)

Fig.1

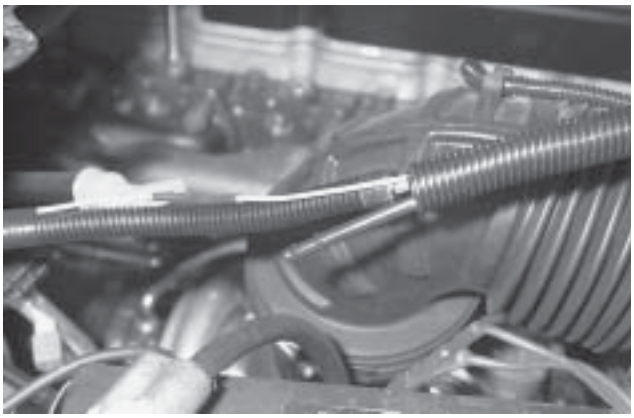

Fig. 2

Fig. 3

h. On the driver's side of the brake harness, pull the Gray wire out of the harness 6 inches in from the end of the 5/8 inch convolute. This will place the Gray wire breakout behind the two 24-pin connectors identified in Section 1. Using electrical tape, secure the Gray wire and convolute breakout such that the wire extends directly out from the harness. (see figure 4).

i. Use electrical tape to secure the wires within the 5/8 inch convolute. Applying a tape wrap every 10 to 12 inches of the harness is recommended. (see figure 5)

j. If needed, reroute the brake harness under the vehicle harness running along the top of the dash panel. It is recommended that the driver's end of the harness be routed behind the two 24-pin connectors and the master brake cylinder. (see figure 6)

k. Using provided tie-wraps, secure the harness under the vehicle harness running along the top of the dash panel. To allow for minor adjustments to the location of the harness, it is recommended the tie-wraps loosely secure the brake harness until all hookups are completed.

Fig. 4

Fig. 5

Fig. 6

5. Connect the Harness to the Switched 12 volt power supply.

a. Route the exposed solid grey wire on the driver's side from behind the 24-pin connectors to the black connector on the right. (see figure 7)

b. Disconnect the black 24-pin connector.

c. Locate the switched 12 volt power wire called out on page 4, step 1d.

d. By placing the blade of a small screwdriver between the yellow locking mechanism and the black connector, pry the locking mechanism upward and remove from the connector. (see figure 8)

e. Using a Miller Connector Tool #6680 (or very small thin bladed screwdriver), slip the tool's blade between the connector and the wire's silver pin to release the pin's locking mechanism and remove the 12 volt wire and pin from the back of the connector. (see figure 9)

NOTE: IT IS RECOMMENDED THAT THE SWITCHED POWER LEAD NOT BE CUT. THE SPLICE SHOULD BE SOLDERED TO THE EXISTING UNCUT WIRE.

f. Strip electrical tape from the connector's harness as needed. Approximately 3 inches from the end of the pin, strip ½ inch of insulation from the switched 12 volt wire to prepare the wire for splicing. Take care to not damage the wire strands. (see figure 10)

g. Splice the solid grey wire from the exhaust brake harness to the switched 12 volt connector wire by soldering the splice and wires together.

h. Locate a heat shrink tube provided in the kit and slide the heat shrink over the splice. Using a heat gun, shrink the tubing to seal the connection.

i. Place a small amount of dielectric grease to the weather seal in the connector cavity that contained the switched power wire (dielectric grease will help prevent cutting of the weather seal while reinserting the pin). Reinstall the pin into the 24-pin connector. Pull gently on the wire to ensure the pin's locking mechanism has locked the pin in place.

j. Reinstall the connector's yellow locking mechanism and connect both sides of the connector.

Fig. 7

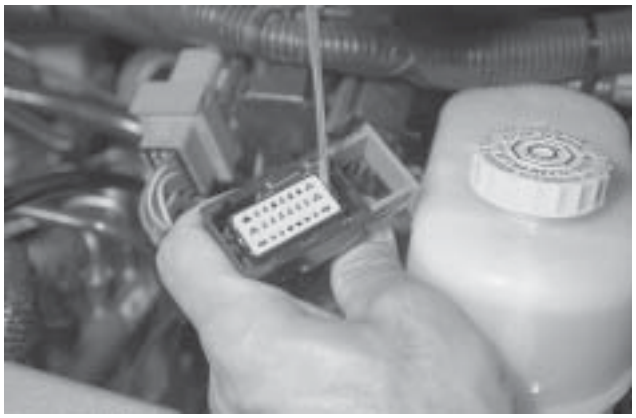

Fig. 8

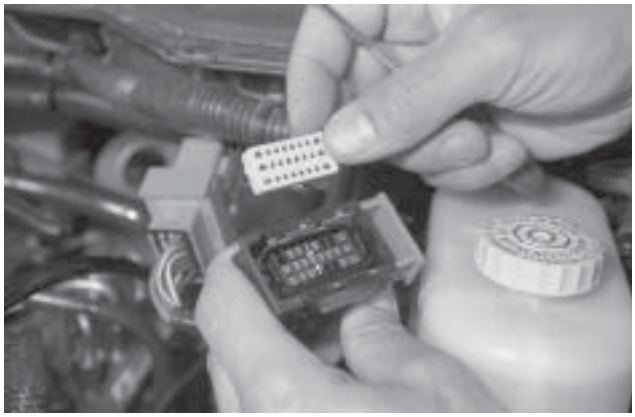

Fig. 9

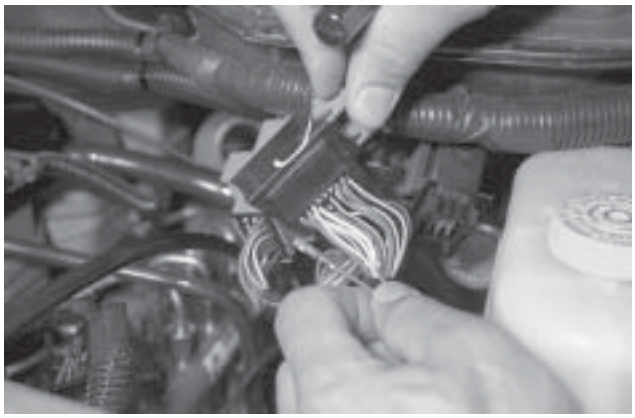

Fig. 10

6. Secure the Brake Harness

a. Ensure that the brake harness is properly aligned with the vehicle harness and that the 90 degree end of the polytube is to the right of the master brake cylinder (see figures 44, 45 and 46). Secure the harness by tightening the harness tie-wraps. Do not over-tighten the wraps thereby crushing the vehicle or brake harness convolute.

b. Using a provided tie-wrap, secure the brake harness' switched 12 volt grey wire to the wire bundle of the 24-pin black connector.

7. Install Vacuum Supply Hose to the Straight End of the Polytube.

Connect one end of the ¼ inch I.D. hose provided in the kit to the straight end of the polytube then proceed to Step-2 in Section 6: Installing the Vacuum Supply Hose.

Return to Section 6 of the Installation Manual

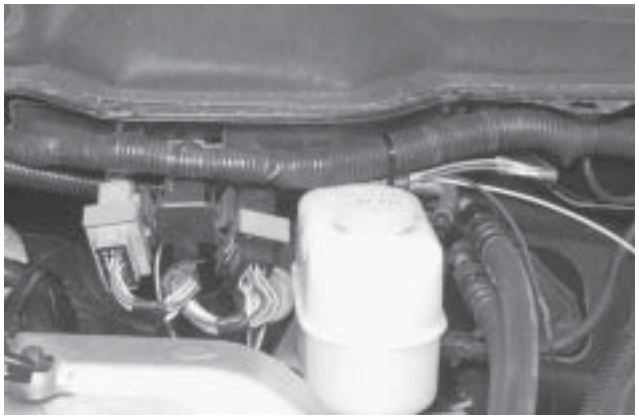

Fig. 44

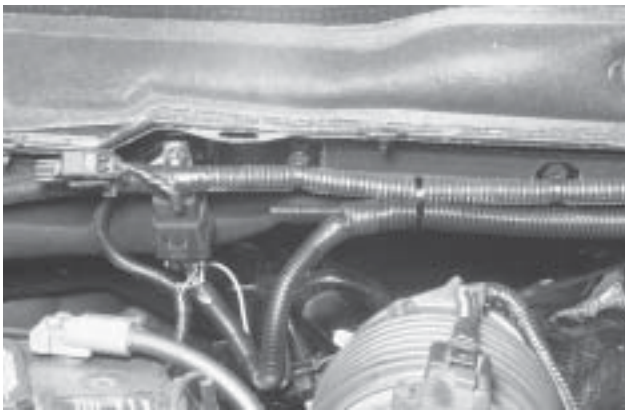

Fig. 45

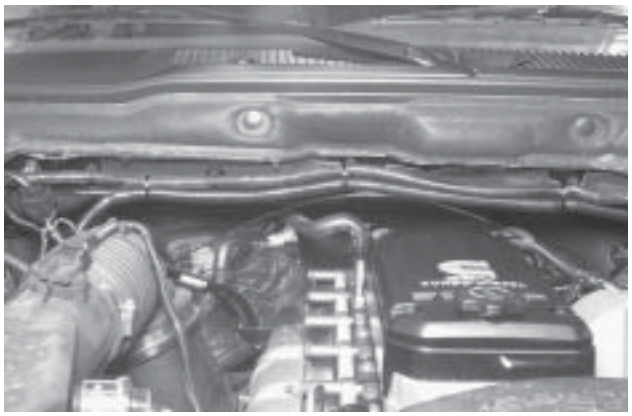

Fig. 46

Please see Web Site for latest instructions

www.jakebrake.com

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Bulletin 4081462
Printed in U.S.A. 11/03

P/N 033383