



Technical Service Bulletin

Reference: ICOM-TSB17-002	Date: 3/30/2017
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2017 Ford F250 6.2L Bi-Fuel Injection Nozzle Location

UNITS AFFECTED:

New installations of the ICOM JTG II Bi-Fuel System on all 2017 Ford F250 6.2L engines equipped with a air restriction plate inside the intake manifold.

SERVICE INFORMATION:

This bulletin provides information on where to locate the fuel rail injection nozzles on the intake manifold.

PURPOSE:

To eliminate a stalling / hesitation on acceleration due to a air restriction plate that closes when the vehicle is idling potentially restricting flow of LPG into the cylinder. Also to avoid potential contact of the air restrictor door to the injection nozzle during operation. This interference will cause an engine light.

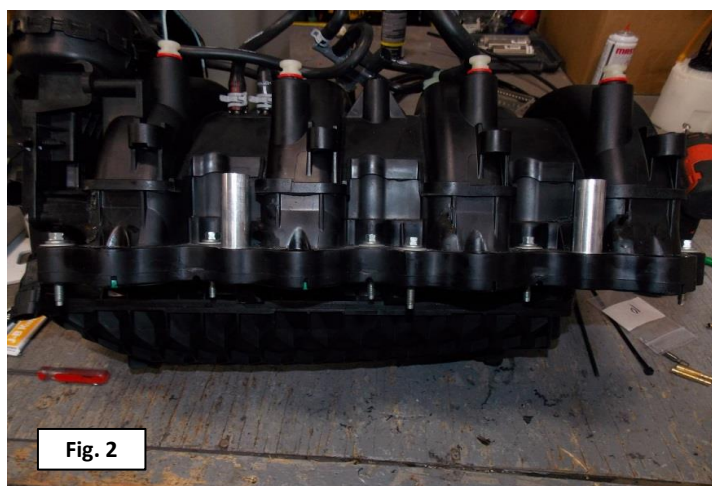
ACTION:

See Attachment 'A' for details.

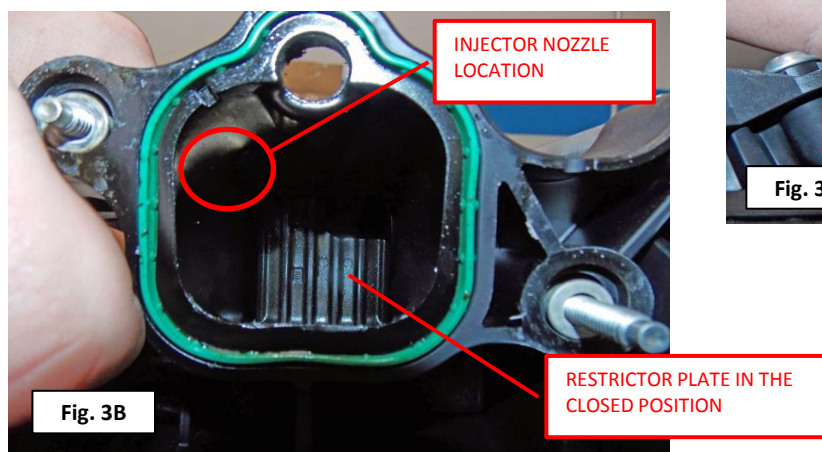
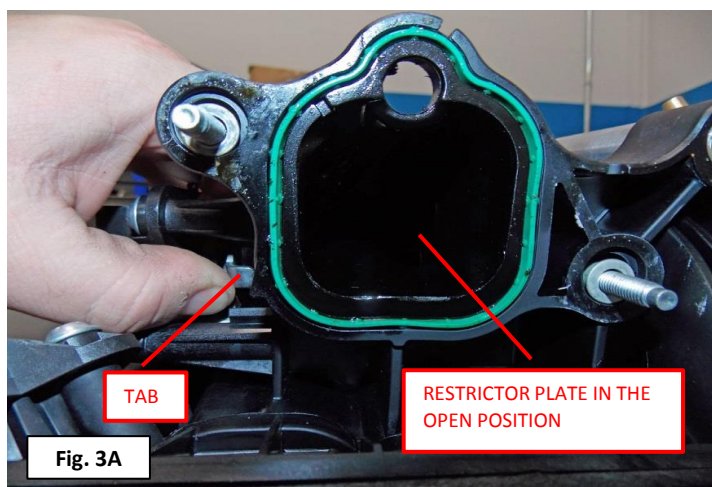
1. Inspect the intake manifold for a vacuum canister mounted at the rear of the intake manifold on both sides. If the canisters are present, the intake manifold is equipped with an air restrictor plate. (Fig. 1)



2. The intake manifold must be removed to properly locate and install the injection nozzle. (Fig. 2)

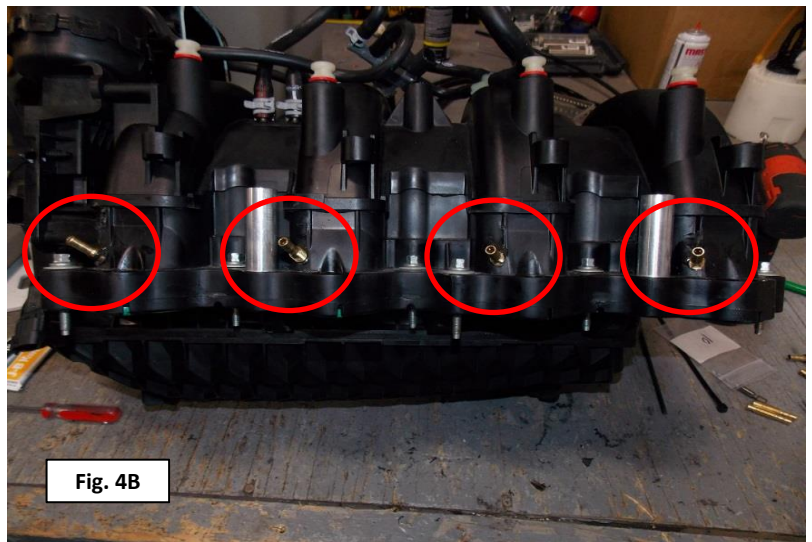
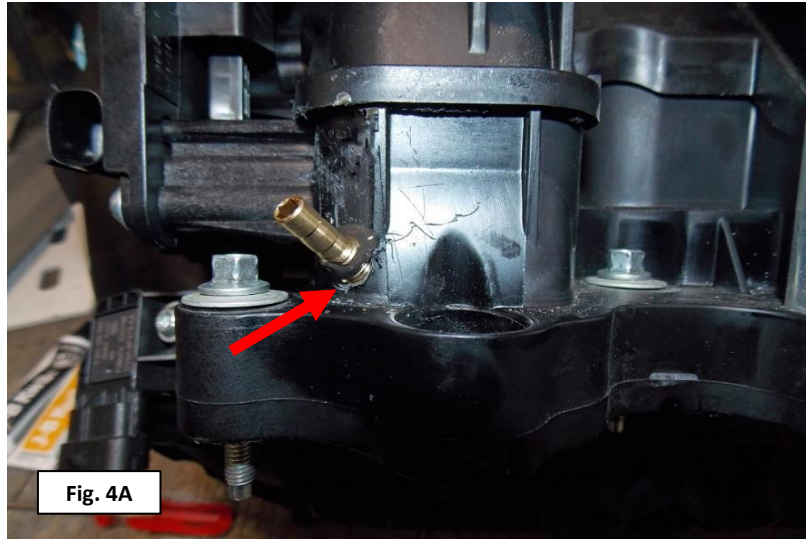


3. Locate the tab on the back of the manifold below the vacuum canister to cycle the air restrictor plate into the closed position (Fig. 3a & Fig. 3b). Notice the swing pattern of the plate in relation to where the injector nozzle will need to be located.

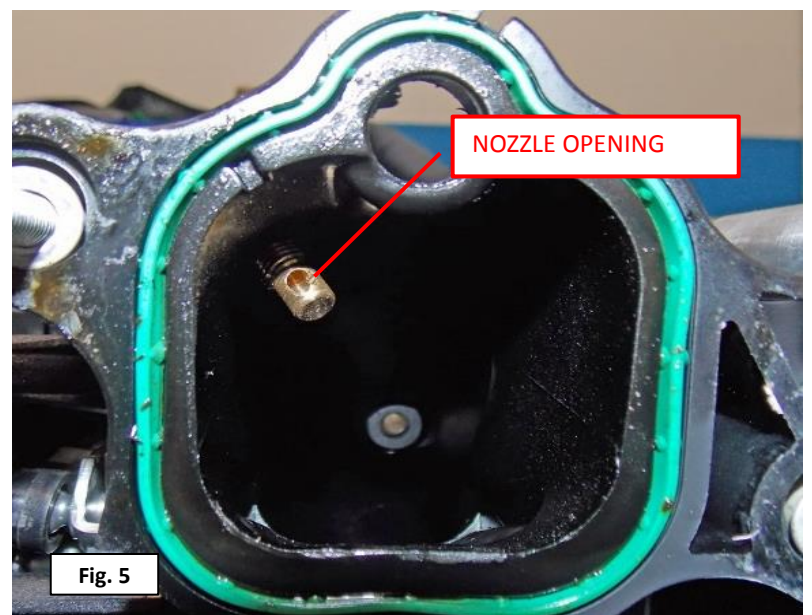


4. Install the nozzle into the location on the manifold shown in Fig. 4A and Fig. 4B.

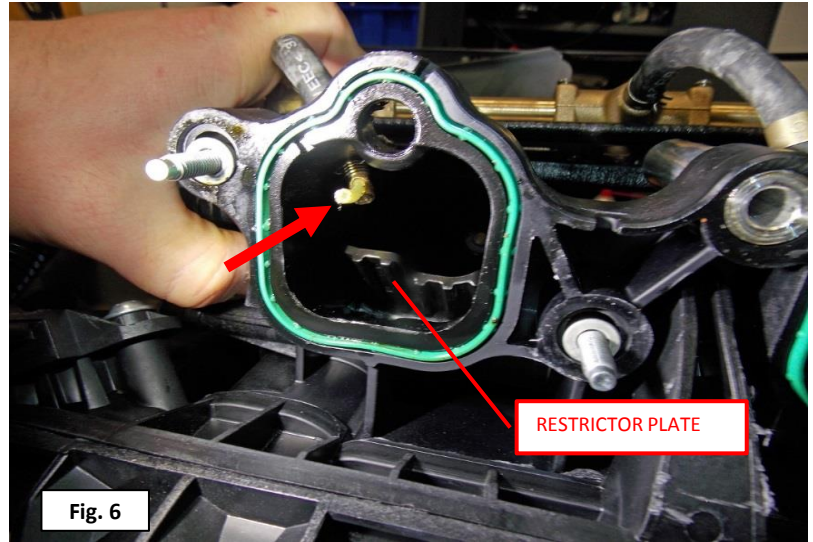
Note - Position the nozzle as low as possible on the intake port.



5. Position the opening in the nozzle as shown in Fig. 5. Cycle the restrictor plate to verify the nozzle does not come into any contact with the plate during operation.



6. Install the fuel rail assembly. Fully insert the rislan tube into the nozzle as shown in Fig. 6. Cycle the restrictor plate to verify the tube does not come into any contact with the plate during operation.



7. Cut the rislan tube flush to the bottom of the intake manifold.
(Fig. 7)

