

PRODUCT UPDATE BULLETIN

Product Effected – 3.0L GMPT RH & RL Engines
Date of Bulletin – 04.16.2008
Category – Ignition
Bulletin No. – 042008B

Summary of product update:

GM has revised the distributor plug wire arrangement for the EST distributor. EST style distributors are used on the RH & RL 3.0L Engines. The respective PSI part numbers for the base engines are below. This bulletin highlights the difference between what the “current” arrangement is and what the “future” arrangement will be once the change is made.

Please be advised this will have an effect on service procedures.

RH - 30000301 RL - 30000327

The cut in date for the “NEW” EST distributor plug wire arrangement is for engines built at GMPT after **JULY 1, 2008**. To determine if the engine is built before or after this date you will need to look at the GM Date code located on the large white sticker on the oil pan OR on the base of the distributor (stamped into the block). The date which the engine was built at GMPT is encoded in this number as shown below.

Oil Pan Sticker Date Code

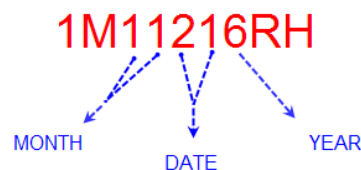
106RH M607120044



YEAR MONTH DATE

Base of the Distributor Date Code

1M11216RH



MONTH DATE YEAR

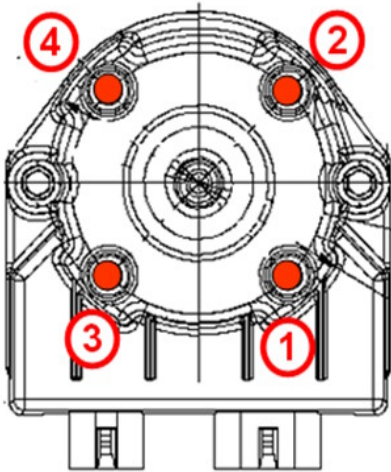
Product updates made:

Effective on the above build date, the EST distributor tower numbering and spark plug wiring on the RH and RL 3.0L engines will be revised.

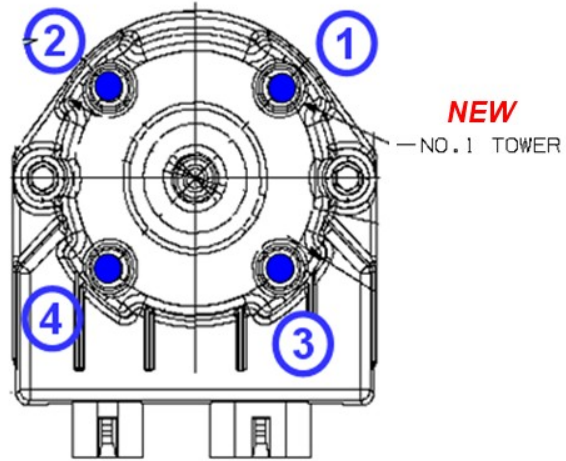
There are no new part numbers required to make this change, only a change in the EST distributor installation procedure and spark plug wire routing from the GMPT factory. It is noted that the firing order for all 3.0L engines will remain 1-3-4-2. And this change has no impact on engine performance or emissions.

IF YOU HAVE ANY QUESTIONS ABOUT THIS UPDATE PLEASE CONTACT THE POWER SOLUTIONS INC. SERVICE DEPARTMENT AT 1-888-331-5764

Current RL & RH plug wire configuration



New RL & RH plug wire configuration



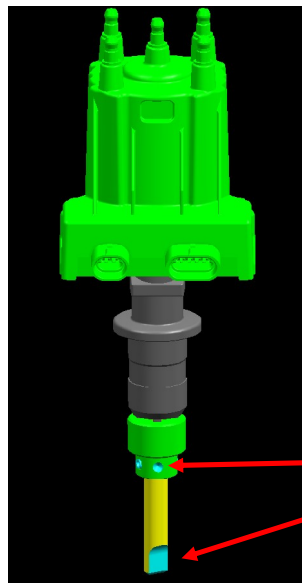
Field Service information:

To utilize the EST distributor with new tower locations as shown above, the rotor cap is rotated 1 quadrant clockwise (as viewed from above) prior to installation in the engine, and the plugs wires are also installed on the towers one quadrant counterclockwise. The figure below shows the distributor cap and shaft alignment as described above.

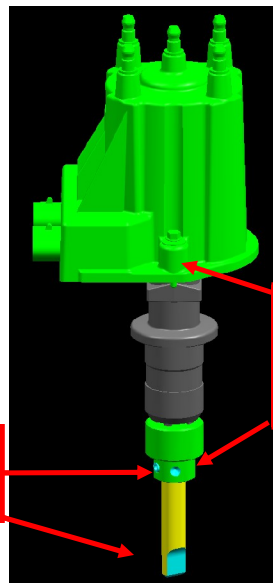
The technician in the field should be aware of the differences between the old and new plug wire configuration. If they are replacing a distributor on an engine built after the date break supplied they should install the distributor and plug wires as shown in this bulletin as the "NEW" wire configuration.

They will need to align the driven gear mark with the mark on the distributor cap (as shown in the picture below on the right).

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**Current EST
Distributor Orientation**



**New "Common" EST
Distributor Orientation**

THE TECHNICIAN SHOULD FOLLOW THE SERVICE PROCEDURE IN THE SERVICE MANUAL FOR DETAILS ON DISTRIBUTOR INSTALLATION. An excerpt is shown below.

Distributor Installation

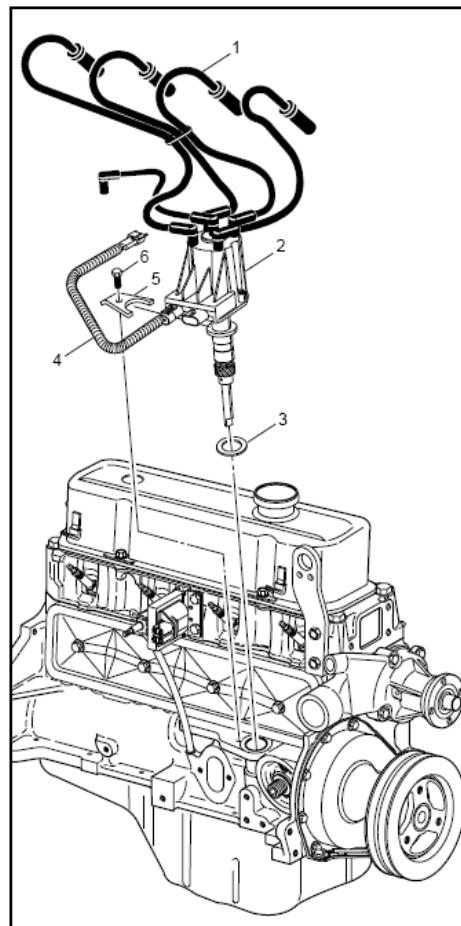
Important: To ensure correct ignition timing, the distributor must be installed in the correct position. Position the engine at top dead center on number one cylinder. The distributor cap must be removed in order to position the rotor when installing the distributor.

1. Install the distributor (2) and new gasket (3), making sure the distributor rotor is pointing to number one tower on the distributor cap.
2. Install the distributor hold down (5) and bolt (6).

Tighten

Tighten the hold down bolt to 27 N•m (20 lb ft).

3. Connect the primary ignition harness (4) to the ignition coil.
4. Connect the secondary ignition wires (1) to the spark plugs and the ignition coil.



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