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Coding Information

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Title: Master Disconnect and Noise Kill Solenoid Replacement

Applies To: IC Bus Models, BE, CE Built Prior to April 2012, RE Built Prior to Jan 2010, All FE

DESCRIPTION

Original equipment power panel feed solenoids can be susceptible to moisture intrusion resulting in corrosion and intermittent operation. Original equipment solenoids can be replaced with moisture resistant sealed solenoids.

PARTS INFORMATION

Part Number	Description
2222800C1	Solenoid, Disconnect Master
449765C1	Edge Molding – 135"

NOTE:

Number of solenoids required will vary based upon panel configuration. The power feeds that connect to the solenoids vary in length and configuration based upon the ordered features and build date. Edge molding should be applied to the edge of the fuse panel bracket on any configurations where the power feeds come in contact with the edge of the bracket. In some cases, the replacement of the power leads and activation circuits may be required to add the necessary length.

NOTE:

The drivers side access panel is configured and varies based upon the features that were ordered for that chassis. Therefore, the bus illustrated may not accurately reflect the unit you will be working on. Refer to the appropriate Circuit Diagram manual to identify the panel configuration specific to the bus you are working on.



WARNING:

Modifying the electrical system can cause component and vehicle damage resulting in personnel and property damage. Disconnect the negative battery cable at the battery post prior to repair. Proper routing and clipping of altered power leads and solenoid activation circuits must be followed to eliminate possible abrasion points.

PROCEDURE

The original equipment solenoid and the moisture resistant sealed solenoid are shown in **Figure 1**. The side post design of the sealed solenoid will not allow the original mounting configuration to be used in a two solenoid configuration.



Figure 1

Possible mounting locations include reusing the right side solenoid original mounting holes, the original left mounting hole for the left side solenoid and drilling a new mounting hole for the right side as illustrated in **Figure 2** and **Figure 3**. A 1/8" hole should be drilled for the new mounting hole. Reconnect the cables to the new solenoids, left to left stud (B+ Feed), center (Ignition Feed) to center stud, and right (Fuse Block Feed) to right stud.



Figure 2



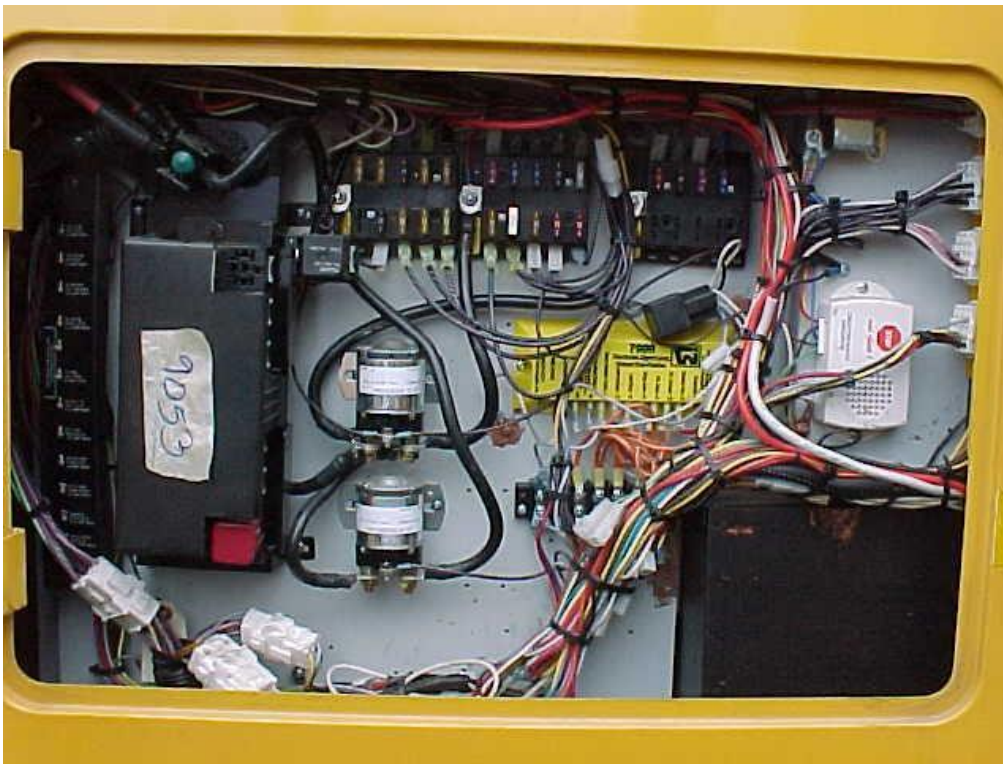
Figure 3



WARNING:

Apply edge molding to the fuse panel bracket on any configurations where the power feeds come in contact with the edge of the bracket. All precautions should be taken to prevent abrasion of the power feeds up to and including replacement with longer cables.

For a typical FE or RE bus flasher plate, original equipment solenoid mounting locations can be used as shown in **Figure 4**.

**NOTE:**

In the event new mounting holes are required in the flasher plate, verify that you are not drilling in a “No Drill Zone” and limit the drill and screw depth to approximately $\frac{1}{2}$ ”.

After completing the installation of the replacement solenoids, reinstall the protective caps on the new solenoid terminals, reconnect the negative battery cable and test vehicle.

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