

WIF Circuit and adapting it to a QSB, QSC, & QSL WIF System

In essence, if you use the Cummins supplied harnesses and WIF sensors w/ a Racor 900 or 1000, this issue will be invisible to you, as everything should work-- But, because I have a tendency to march to the beat of my own drum and use what we know offers superior filtration protection (Cummins Fleetguard Filters instead of 30+ year old RACOR stuff) , I now need to furnish an new harnesses w/ our filtration equipment to "adapt" to this tight OHM band in detection used in the Cummins CR mid-range engines.. And, we make it a seamless process to make this change.

Basically, the Cummins engine system is set to work with a 120K OHM resistance across the engine WIF circuit with about 90K to 130K being the band limit, or the alarm "WIF" starts beeping--- you get an alarm and alarm code..

The Fleetguard WIF (FS 19596) has a built-in 80K sensor and the Cummins supplied WIF has a 120K sensor-- So, now we add about 30K to our loop to make it work...No big deal for us as it's just a 10 cent resistor built-in the harness extension and we now have a better understanding the circuit. That's always good !!!.....

IMO, using Multi-Stage fuel filtration and a WIF sensor is an important tool for protecting your new Common Rail Electronic Diesel.