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2000 international 4700 starter wiring diagram printable pdf

Originally posted by chiefengineer11 View Post Out working on a hay baler or a light bulb. It will light up with voltage down to 6 volts. As FM indicates, check the initiate wire with a DVOM, NOT a test light. From the sound of it, it sounds like the solenoid has taken a dump on you. Once it starts it is fine. After that, you'll need to know the system you're working on. Replace the solenoid. Are there other safety switches that might affect it? In the case of national brands, you may even find that they offer some wiring diagrams on their websites for a fee. However, it has a starting issue. I have the as built plans - but they don't say much about the chassis electrical. The ign switch always has 13 volts at all contacts when in the start position, but it is not making it to the solenoid. MORE FROM QUESTIONSANSWERED.NET I have a 2007 International 4400 commercial cab KME. That is all International, and those plans are a bit more trouble to get.but I believe we are all over here ! ATTENTION ALL SHOPPERS: Will the dead horse please report to the forums.(thanks Motown) RAY WAS HERE 08/28/05 LETHA' FOREVA' ! 010607 I'm sorry, I haven't been paying much attention for the last 3 hours.....what were we discussing? If it does, then check the voltage to that same wire. Viola! Problem solved. If you don't get any power at the small wire, then you'll need to back trace the small wire to your starter switch, and then your ignition switch. You'll find sites, like Chilton or All Day DIY, that offer libraries of diagrams. See a few junction block problems, TONS of connection problems and a FEW solenoid problems. A test light is OK for the quick test but you need a VOLTMETER to see what is REALLY going on. Remember, this is intermittent. Then you'll need to know which type of manual you're looking for, like electrical, engine, lighting, steering or transmission. My installers do LOTS of police package upfitting. A staff member may be able to point you in the right direction. I just want to make sure before we replace that beast - not only is it tough to get to, it is I am sure expensive. If not the solenoid probably has a small crack in the coil causing an intermittent fault that can be "shocked" into working by jumping the terminals. Solenoid? FM1 Last edited by FIREMECH1; 09-18-2010, 03:11 AM. I live with 12 volt wiring. If it is 12.5v or more, then it is not in the ignition circuit. There may be a recall on it! Stay Safe and Well Out There.... IACOJ both divisions and PROUD OF IT ! Pardon me sir.. if you can find the GSO # for the truck KME should be able to get you the "plans" for that apparatus. Where's TC when you need him. They's wants to goes to fires. Is the neutral safety switch in that circuit, or before? As I mentioned earlier check the junction block where the connections pass thru the Firewall. When you turn the switch into the start position, it activates all the normal engine lights, buzzers etc that normally activate when turning it to start. Luckily, there are some places that may have just what you need. Very hard to trace. Don't use a test light. Originally posted by islandfire03 View Post Where's TC when you need him. Out working on a hay baler or a light bulb. "but I guarentee you I will FF your arse off" from > 115 Originally posted by LVFD301 View Post Soo.. As soon as you tap the contacts, the solenoid pulls in, and cranks the truck, you don't need to hold the screwdriver across the contacts till it starts. Of course, you'll need to know the year, make and model of your vehicle. Just as an aside - if you hold the ign switch to start, then apply power, the truck starts to turn over, then the starter quickly stops and it goes through the normal startup. Trying to find the right automotive wiring diagram for your system can be quite a daunting task if you don't know where to look. Here's where to start. What You Need to Know Before you search for a wiring diagram, you need to know which one you need. I love the engine. Have you used a volt meter to check that you are in fact getting at least 12.5 volts to the small wire that energizes the solenoid??? FM1 Nothing at the solenoid on the small wire. If it CONSISTANTLY operates correctly with the bypass, I'd be looking at the ign switch to solenoid initiate circuit. YOU RANG? T.C. Originally posted by LVFD301 View Post Nothing at the solenoid on the small wire. Be aware that you may need to purchase a diagram individually or subscribe to the site to view all of its diagrams. Or you may be able to access them by becoming a member. If you are able to start it by crossing the two fields, and it starts, then the starter its self is fine. a little corrosion can cause an intermittent issue as you describe. Some car makers offer a subscription service, much like other third-party sites. Library While it's less likely that you'll find exactly what you're looking for, you can always check with your local library. If anything. What fun. Sometimes they have to wait." Originally posted by LVFD301 View Post I have a 2007 International 4400 commercial cab KME. here I sit with a mechanics remote starter switch hooked up to the solenoid, wire tied under the hood. With only a yearly budget to run the entire department of \$6,500.00 I can't afford much. Replace solenoid. If not try that first. Do voltage drop testing across ALL related connections INCLUDING Grounds and junction blocks. Sometimes it will start fine, but increasingly one needs to hold the ignition switch into the start position, and jump the two large terminals on the starter solenoid on the starter. That may sound overly simple, but you have plenty of options to choose from. While you'll get the most accurate diagrams, you're likely going to pay a lot more for them. It's also important to note that some sites offer official factory diagrams, which are accurate but difficult for many people to understand. Sometimes they have to wait." Soo.. Sometimes they have to wait." Originally posted by FIREMECH1 View Post Have you used a volt meter to check that you are in fact getting at least 12.5 volts to the small wire that energizes the solenoid??? Other sites offer clearer versions of the diagrams. Factory If that doesn't work, you can go straight to the factory that built your vehicle and request a physical copy of the diagram or view a digital copy online. Sure wish I had a wiring diagram. Always remembering 9-11-2001 and 343+ Brothers LV: I'll take a guess that you've already pulled the cables off and cleaned all the connections. Contact them about this. You can typically access them for free, and in many cases, you might also print them out or make photocopies using the library's equipment. Automotive Stores Last but not least, check with your local automotive chain stores or even your local mom-and-pop mechanic. I am guessing it is going to be in a connector somewhere between the ignition switch and the solenoid, but tracing it is a real pain. Check (and CLEAN) all connections. So many looms, so many connectors. FM1 I'm the one Fire and Rescue calls, when they need to be Rescued. If it gets TOO hard, put a push button in the dash, one side HOT with key ON and wire the other side of the push button to the small wire on the starter. T.C. Originally posted by Weruj1 View Post If you can find the GSO # for the truck KME should be able to get you the "plans" for that apparatus. T.C. Another words, put a test light on the small wire going to the solenoid and see if it lights up when you try to start it. Get a push button mechanics starter bypass (push button with two wires and two alligator clips). It is an intermittent issue. Reason: For Clarity I'm the one Fire and Rescue calls, when they need to be Rescued. Got a run with that engine, you clip the other end of the switch to the 12 VDC stud, turn the ign switch to run, and hit the remote starter switch. Tomorrow will be another day of trying to trace. He's the king of combinders. Because there are just under 30 different types of systems and many subcategories within those options, it can be difficult to pinpoint just the system you need. Online The first place to look for wiring diagrams is online. Just as an aside - if you hold the ign switch to start, then apply power, the truck starts to turn over, then the starter quickly stops and it goes through the normal startup. Unhook, and go on the call. Believe it or not, many public libraries do offer automotive wiring diagrams and other repair-oriented manuals. Ints have been KNOWN to have trouble here. Originally posted by EastKyFF "Firemens gets antsies. Solenoid shouldn't be too expensive for that starter. This wiring harness on this international scares me. Do you have an IH Dealer near you? FM1 I'm the one Fire and Rescue calls, when they need to be Rescued.

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