

Service

BULLETIN #103

APRIL 25, 1989

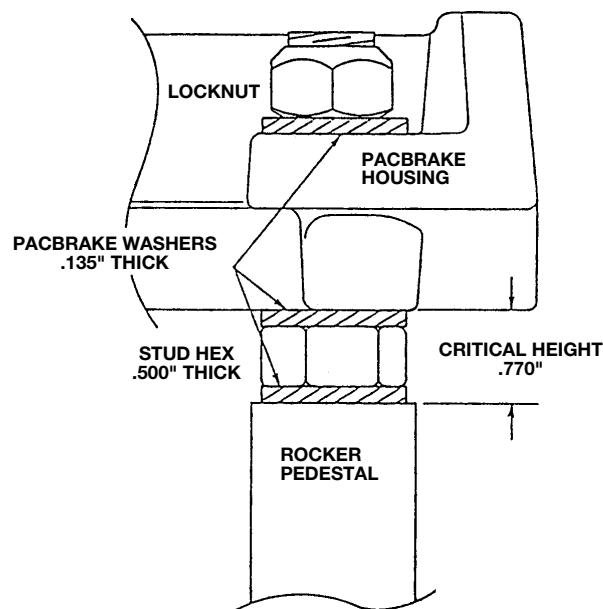
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MODELS AFFECTED	P-36 AND P-37 KITS
SUBJECT	P34630 WASHERS

The previous Bulletin #102, dated October 26, 1986, indicated the importance of the correct positioning of the Pacbrake washer P34630.

In order to make this portion of the brake installation easier for mechanics, we have decided to include 12 - P34630 washers, instead of 8, in all kits commencing March 10, 1989. This simply means that the 4 Caterpillar washers removed with the head bolts from the rocker shafts, will now be discarded and NOT reused as has previously been the practice.

By using ALL Pacbrake P34630 washers ground to .135" thickness - 3 to each stud - there can be no chance of a thicker or thinner washer being placed in a position which could affect the correct working height of the brake housing.



Please note that the Jacobs Mfg. Co. uses both thicker and thinner washers than ours, as well as shim packs on their earlier models. None of these are compatible with the Pacbrake kits and MUST NOT be used.

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With reference to the diagram, it will be readily appreciated that should a thicker washer than .135" be used in either location between the brake housing and pedestal, then the housing will be positioned too high. If this allowed to occur, then the slave pistons may become over extended, causing the circlip to be forced from the housing. This can cause engine or engine brake damage.

Conversely, should a washer less than .135" be used, or even left out altogether, in either location, then there is a danger of the rockers contacting the underside of the brake housing, and/or our locating pin having insufficient clearance. Serious damage to the rockers, shaft or pedestal may result.

It is also advisable to check the centre pedestal head bolts on each rocker shaft, even though they may not have been disturbed during installation of the engine brake. These have been found on occasion to have 2 washers under the head, and if left unchecked, will cause the housing to be high centered on the capscrew head, with obvious unsatisfactory results.

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