

Installation



C200059

EXHAUST BRAKES

Application:

2001/2002 GMC DURAMAX DIESEL
WITH AUTOMATIC OR MANUAL
TRANSMISSION

PACBRAKE®

GETTING STARTED

This manual covers the installation instructions for 2001 and newer Duramax Diesel trucks.

1

Thank you and congratulations on your purchase of a Pacbrake DirectMount® warm up system. Before starting, check that the kit contains everything shown in the photo.



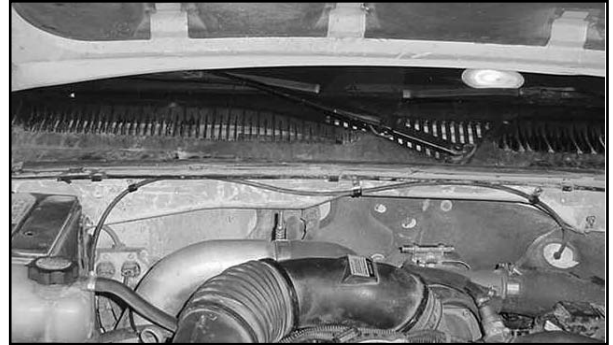
2

Find a convenient location on the firewall where the cable can be routed through from under the dash, into the engine compartment. It may be necessary to drill a 3/8" hole in the firewall for the cable. Feed the cable through this hole. Attach the bracket to the underside of the dash in a location that is easily accessible using the self-tapping screws supplied. Seal the hole in the firewall with sealant.



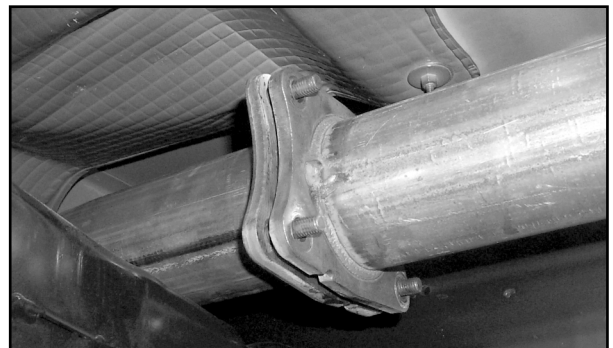
3

Find a route for the cable free from sharp turns and away from heat sources such as the exhaust manifold. The cable should be routed across from the driver's side and down to the passenger side as shown. Secure with tie-straps provided.



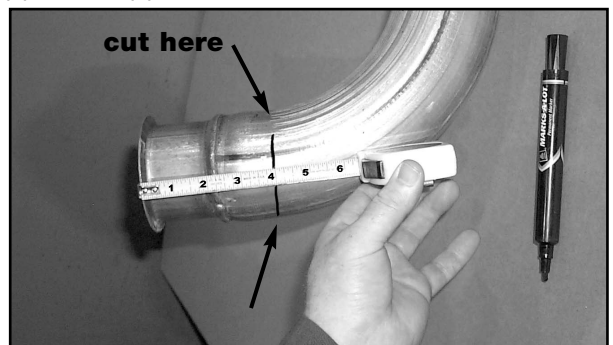
4

From below the vehicle remove the exhaust header pipe. This requires removal of the "V" clamp at the front, the 4 bolt flange at the rear, and a portion of the pipe hanger. Save the 4 bolt flange gasket for reassembly.



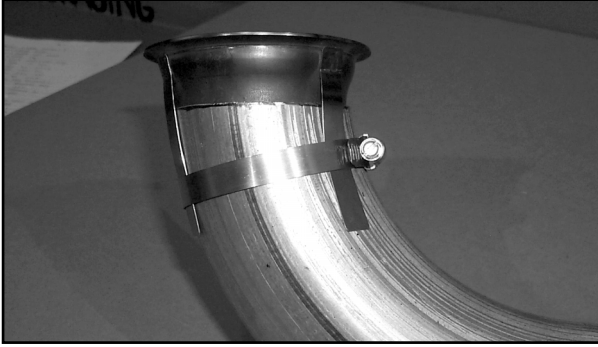
5

As shown, measure 4" from the header pipe flange and mark the pipe. Cut the pipe and deburr.



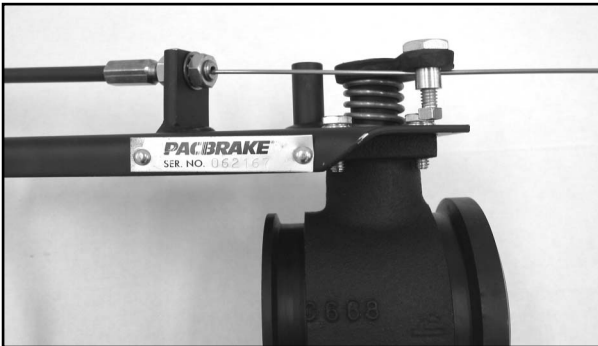
6

Using the new adapter flange supplied, check the fit on the cut pipe. The pipe may need to be reshaped to obtain a decent fit for welding later. To prepare the pipe assembly for fitting, slide the large gear clamp on the pipe followed by the adapter, with the legs on the outside of the pipe. Slip the clamp over the three legs of the adapter and tighten just enough to hold the adapter in place.



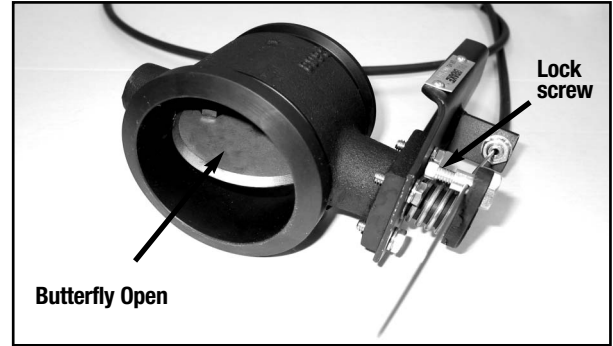
7

Remove one of the cable lock nuts. Slide the cable end through the bracket tab as shown. Thread on the second lock nut and tighten. Loosely install the pivot end through the crankarm and insert the cable through the hole.



8

Cable adjustment. Check the position of the twist handle, it should be pushed all the way IN. It may be necessary to turn the handle to unlock. Rotate the crankarm on the warm-up valve so the butterfly is in the fully open position (inline with the exhaust flow), tighten the lock screw.



9

Select the smaller "V" clamp (part #10642) and loosely attach the exhaust brake to the engine exhaust flange, rotating to obtain 1/2" clearance between the transmission and the bracket. Check the brake to engine outlet flange alignment by viewing the brake's I.D., it should be centered on the flange.



Reinstall the header pipe. Once in position, loosen the gear clamp and adjust the flange angle for a perfect fit.



Caution: The exhaust system is rubber mounted and has a lot of movement, consider this in your adjustment of the Pacbrake adapter.

Then tighten the gear clamp enough so the adapter will not move and remove the header pipe for welding. Tack weld to secure, break off the three tabs and complete the weld and reinstall the header pipe using the remaining “V” clamp supplied and torque to 12 lbs ft.

Reinstall the pipe hanger making sure the gasket is in place and then tighten the 4 rear flange nuts. Secure the cable with the straps provided.

You are ready to check the warm-up operation.

Start the vehicle with the twist handle fully retracted, the warm-up should be off. Pull the twist handle out fully to apply the warm-up, you should hear a noticeable sound change in the engine as the exhaust is now restricted. Push twist handle in and warm-up should now be off.

Congratulations you have completed the installation. Double-check your installation at this point to make sure all components are secure.

4 | P A C B R A K E I N S T A L L A T I O N

NEED TO KNOW MORE ... 800-663-0096 WWW.PACBRAKE.COM

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