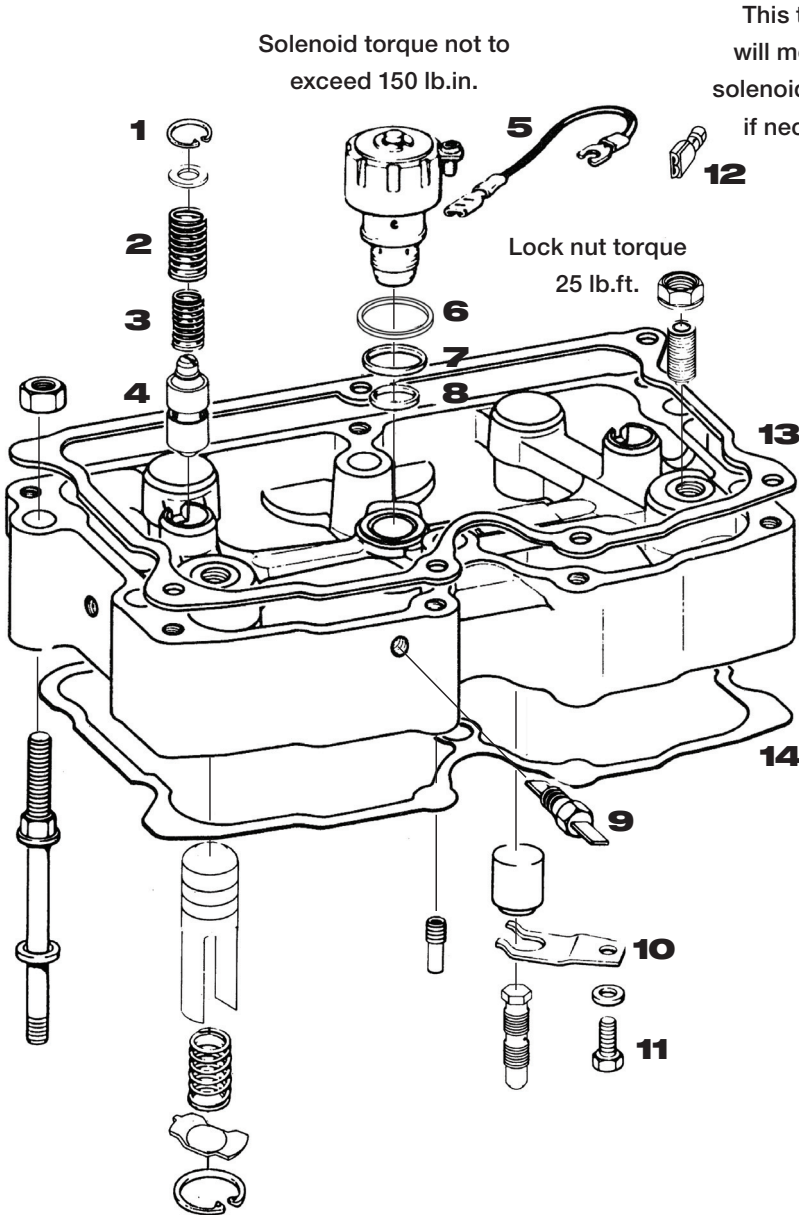


Part No. P38011

TUNEUP KIT

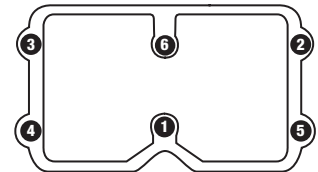
Engine Application:
Cummins 88/89 NT

Fits Models:
Pacbrake P-38
Jacobs 430



ILLUS.#	PART #	DESCRIPTION	QTY.
1	P15561	Snap Ring	6
2	P11434	Spring-Outer	6
3	P07500	Spring - Inner	6
4	P11930	Control Valve	6
5	P02390	Harness	3
6	P01081	Seal Ring - Upper	3
7	P01082	Seal Ring - Center	3
8	P01083	Seal Ring - Lower	3
9	P02299	Terminal	3
10	P07447	Spring - Flat	6
11	P01492	Cap Screw	6
12	M8069	Terminal	3
13	P08532	Gasket Valve Cover	3
14	P14848	Gasket	3

Please Note: Torque housing hold down nuts 55-60 lb.ft. in the following sequence:



Pacbrake

Phone: 800-663-0096 Fax: 604-882-9278
 E-mail: info@pacbrake.com Internet: www.pacbrake.com

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PACBRAKE®
 ENGINE & EXHAUST BRAKES

Part No. P38011

TUNE UP KIT

Installation Instructions

Engine Application:
Cummins 88/89 NT

Fits Models:

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Removal Of The Housings From The Engine.

- A) Clean the engine around all three valve covers and remove.
- B) Loosen the slave piston adjusting screw lock-nuts.
- C) Remove solenoid wires and discard.
- D) Remove the 18 hold down nuts.
- E) Remove all three housings from the engine.

Disassembly And Assembly Of The Brake Housings

- A) Place the housings on a clean work bench.
Note: When removing all parts, keep them in order of their original location for assembly later.
- B) Remove the slave piston adjusting screws and inspect the plungers for spring pressure or damage.
Note: Some models use solid adjusting screws.
- C) Remove the solenoids using the proper tool. Adjustable pliers can damage the coil. Remove and discard seals.
- D) Remove the control valve retaining rings.
Use caution and wear eye protection, as the retaining washers are under spring pressure!
Remove the springs and control valves. The control valves should slide out easily using needle nose pliers or a magnet. If not, inspect the bore and control valve for damage. Discard the control valves, springs and retaining rings.
- E) Turn the housings over and remove the master piston springs. Remove the master pistons. The piston should slide out easily. If not, inspect the bore and piston for damage. Discard the springs and capscrews.
- F) **Slave Piston Removal**
Use caution and wear eye protection, as the slave piston return springs are under extreme pressure!
Use a "C" clamp and a socket slightly smaller than I.D. of the fork. Position the socket between the legs of the fork. Using the "C" clamp, compress the retainer just enough to remove the spring pressure, then remove retaining ring. Slowly back off the "C" clamp. Remove the retainer, springs, and slave pistons. If the slave pistons do not slide out easily, inspect the bore and piston carefully for damage. Removal of the slave piston assembly is for cleaning and inspection only.
- G) Wash all the housings and parts in clean OSHA approved solvent, keeping the parts in relation to their original position. Wash the parts individually to avoid damage by contact with hardened surfaces.
- H) Assemble all parts into the housing using clean engine oil in the reverse procedure. Make sure all retaining rings are seated in their groove. During solenoid installation, it is important not to twist or cut the seals. Lubricate the seals with clean engine oil and torque to 150 lb. in.
- I) Install on engine as per manufactures specifications.

For additional information visit our website @ www.pacbrake.com or call 1-800-663-0096

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