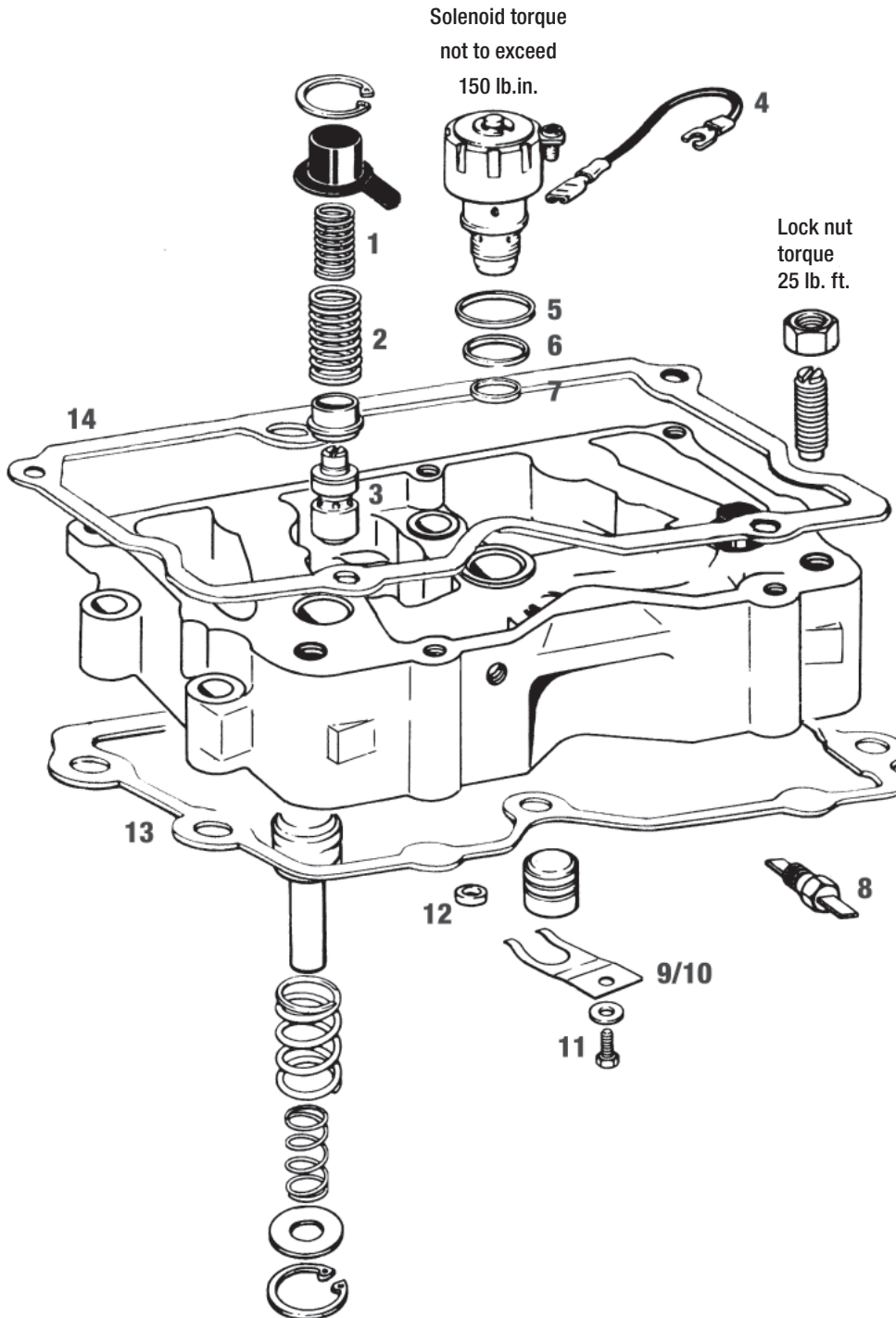


Part No. P40026 TUNE UP KIT

Engine Application:
Cummins 855 C.I.D

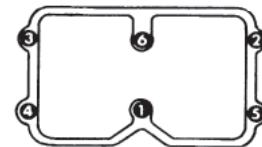
Fits Models:

Jacobs
401A, 401B, 401C only



ILLUS.#	PART #	DESCRIPTION	QTY.
1	P07500	Inner Spring	6
2	P11253	Outer Spring	6
3	P11283	Control Valve	6
4	P02390	Harness	3
5	P01081	O-Ring	3
6	P01082	O-Ring	3
7	P01083	O-Ring	3
8	P02299	Terminal Lead Out	3
9	P07447	Spring Flat (401A & C only)	6
10	P11841	Spring Flat (401B only)	6
11	P01492	Cap Screw	6
12	P10180	Seal Ring	3
13	P13294	Gasket	3
14	P04841	Gasket	3

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



Pacbrake

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PACBRAKE®
ENGINE & EXHAUST BRAKES

Part No. P40026

TUNE UP KIT

Installation Instructions

Engine Application:

Cummins 855 C.I.D

Fits Models:

Jacobs

401A, 401B, 401C only

Removal Of The Housings From The Engine

- A) Clean the engine around all three valve covers and remove. Discard gaskets.
- B) Loosen the slave piston adjusting screw lock-nuts.
- C) Remove wires to the solenoids and discard.
- D) Remove the 18 nuts fastening the housings.
- 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) Using the proper tool, remove both solenoids. Adjustable pliers can damage the coil. Remove and discard seals.
- D) Remove the control valve cover retaining rings. **Use caution** and wear eye protection, as the retaining caps are under spring pressure! Remove the springs, collars 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 control valves and springs.
- E) Turn the housings over and remove the master piston springs. Remove the capscrew, washer, springs and master pistons. The pistons 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 larger than O.D. of the slave link. 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, spring, and slave piston. The slave piston should slide out easily. If not, inspect the bore and piston carefully for damage. Removal of the slave piston assemblies 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) Clean all gasket surfaces, use new gaskets provided.
- J) 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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