

# EXHAUST BRAKE APPLICATION SPECIFICATION SHEET

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In order to keep pace with the rapid changes made by the VOEM's to new vehicle models, we have developed a quick Specification Sheet to ensure that you receive all the necessary parts to complete your Pacbrake installation.

## Attain the following information:

- Vehicle Identification Number
- The date of manufacture.
- The engine model and serial number.
- The transmission model if automatic.
- If the vehicle has ABS braking, the manufacturer and ECU location and model number.
- check to see if the vehicle has an existing air compressor.

By comparing the turbocharger and header pipe with the drawings provided, determine which is the best configuration to use.

### 1 Direct Turbocharger Mounting (fig. 1)

This application is preferred because it has only one connection between the exhaust brake and the turbocharger. The mating surfaces are both machined cast iron, this virtually eliminates any chance of exhaust leaks. This method on some vehicles only requires shortening of the header pipe to maintain an adequate amount of flex pipe. Pacbrake offers replacement header pipes for some model trucks.

### 2 Mounting At The End Of Pacbrake's Cast Adapter (fig. 2)

This application is the best option for vehicles with a tight 90° bent header pipe after the turbocharger. The Cast Adapter is cast iron and has machined mating surfaces virtually eliminating any chance of exhaust leaks.

### 3 Inline Mounting (fig. 3)

Some vehicle configurations do not have clearance around the turbocharger to install a direct mount exhaust brake, these require an inline mount. This model requires a minimum of 7" of straight exhaust pipe which is then cut and exhaust flange adapters installed. This method should be mounted as close to the turbocharger as possible and away from road spray.

**NOTE:** Clamped joints that exist between the brake and the engine must be welded to ensure that joint cannot separate or leak under pressure and no flex pipe is allowed between the exhaust brake and the turbocharger.

