

# Installation

**MANUAL**  
ELECTRICAL ONLY

**PACBRAKE**<sup>®</sup>  
ENGINE & EXHAUST BRAKES



## **PRXB For HINO Trucks**

### **EXHAUST BRAKE**

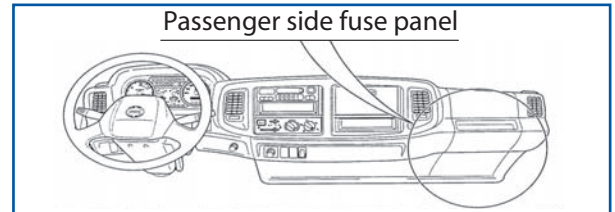
**PRXB Application:**  
**HINO TRUCKS with AISIN TRANSMISSION**

## Hino Trucks With Aisin Transmission Addendum

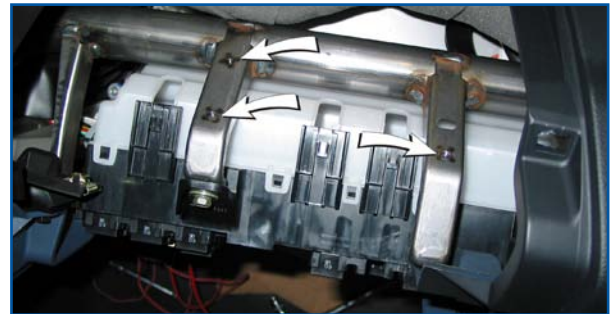
Hino trucks equipped with Aisin Automatic transmissions require an additional electronic control module be installed to deactivate the exhaust brake when the torque converter is not in lock up. When installed correctly the control module will turn off the exhaust brake at 30 MPH, 50 KPH.

**NOTE:** This manual covers the electrical installation procedure. For the exhaust brake installation procedure follow the manual supplied with the exhaust brake kit.

- 1** Remove the fuse panel cover on the passengers side of the dash.



- 2** Above the fuse panel locate the three threaded holes in the fuse panel support bracket.



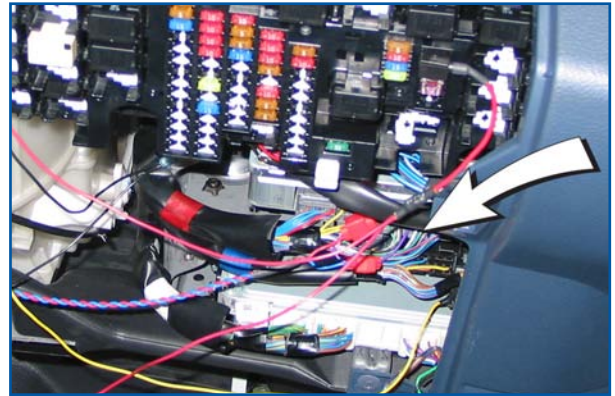
- 3** Using the 3 capscrews provided, secure the control unit mounting bracket to the fuse panel support bracket. Install the Black wire with eye terminal under the head of one of the capscrews.



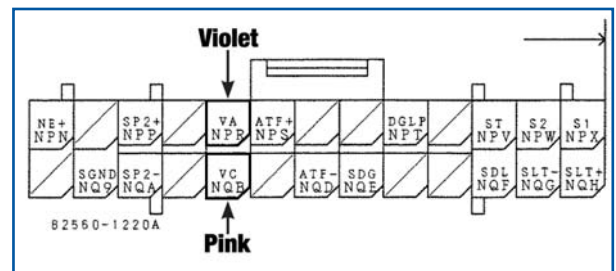
- 4** Using the 2 capscrews provided secure the control unit to the mounting bracket as shown.



- 5** Route the blue and red, 20 gage, twisted pair wires to the transmission connector. As shown by the arrow.



- 6** Connect the blue wire of the twisted pair to the violet wire of the transmission connector.  
Connect the red wire of the twisted pair to the pink wire of the transmission connector.  
Use the two red wire taps provided.  
Secure the wires with the tie straps provided.



## Dash Switch Installation

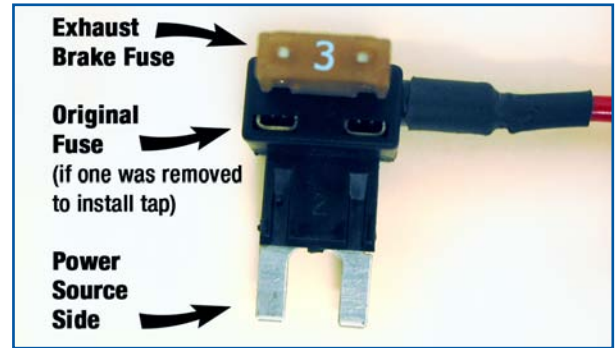
- 7** Provided in the dash are spare cavities for the exhaust brake's dash switch. Choose a location that is convenient for the driver to access, remove the blank plate. Route the switch harness with the red, orange and black 20 gage wires behind the dash and feed them through the switch opening. Connect the wires to the switch as shown in the wiring schematic on page 5 and insert the switch into the dash. Provided is a decal to identify the switch, peel the paper off the back of the decal and apply either above or below the switch. Secure the harness with the tie-straps provided.



- 8** Feed the 2 red 14 gage wires, the green and gray 20 gage wires through the firewall grommet in the upper passengers side of the firewall into the engine compartment. Some model trucks have a firewall grommet near the accelerator pedal under the floor mat that can be used. Using the loom and tie-straps provided secure the wiring harness.



**9** At the fuse panel, locate the air dryer fuse location, it should be an ignition source and available to accept the fuse tap provided. The fuse tap must be installed in a certain manner for the fuse to protect the system. Using a test light, determine which terminal in the fuse panel is the ignition power input. The fuse tap terminal opposite the wiring harness side must be installed into the power source terminal for the fuse to be effective. If no empty ignition power locations are available in the fuse panel, choose an existing ignition circuit, remove the existing fuse, install the fuse tap, **install the original fuse in the lower position of the fuse tap.**



**10** The ABS ECU has a Pacbrake disable circuit to turn the exhaust brake off in the event of wheel lock-up, therefore we must connect to the ABS ECU. Locate the ABS ECU in the ECU rack. Remove the 15 pin connector from the ABS ECU, pull the purple lock tab out allowing the terminal on the yellow wire to be installed in port 12 of the connector, then push the purple lock tab in to secure the terminal. Install the connector back into the ABS ECU.



**Consult the electrical schematic on page 5 for the ABS connector numbering sequence.**

**11** Route the GRAY, GREEN and the 2 RED 14 gage wires of the Pacbrake harness to the compressor assembly. The longer RED wire goes to the batteries on the drivers side. Connect the GRAY wire to the pressure switch, the GREEN wire to the solenoid and the short RED to the compressor. The terminals are filled with dielectric compound to prevent corrosion, cover the connectors with electrical tape. Using the loom and tie-straps provided protect and secure the harness.



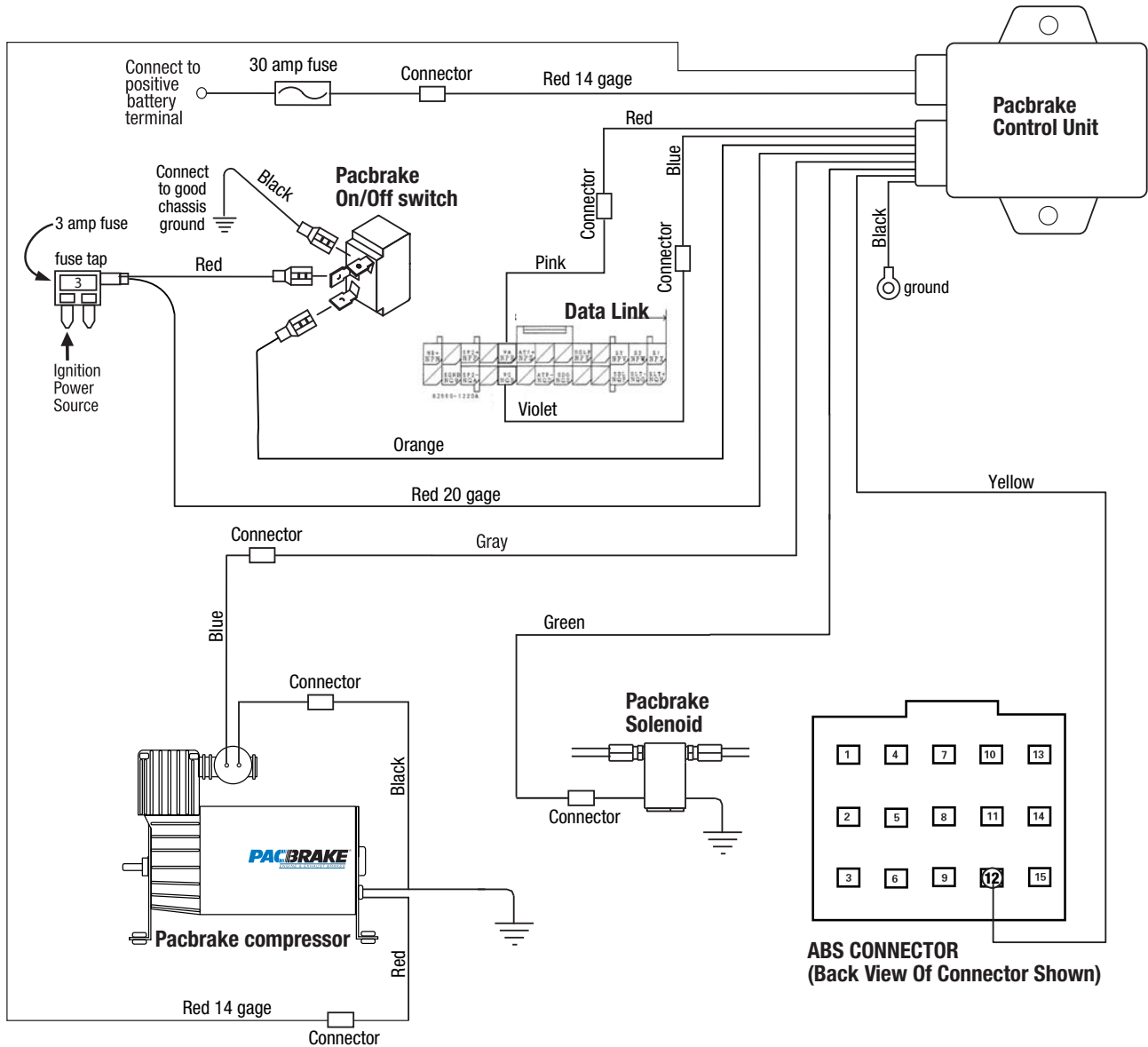
**12** Route the remaining 14 gage RED wire from the firewall boot to the battery box on the drivers side. Supplied in the kit is an inline 30 amp fuse, connect the inline fuse to the RED wire. The terminal is filled with dielectric compound to prevent corrosion, cover the connector with electrical tape. Connect the eye terminal to the positive battery lead, the eye terminal should be placed under the larger terminal, torque nut to 10.6 +/- 2.2 lbs.ft. Cover the entire RED wire with loom and secure with tie-straps.

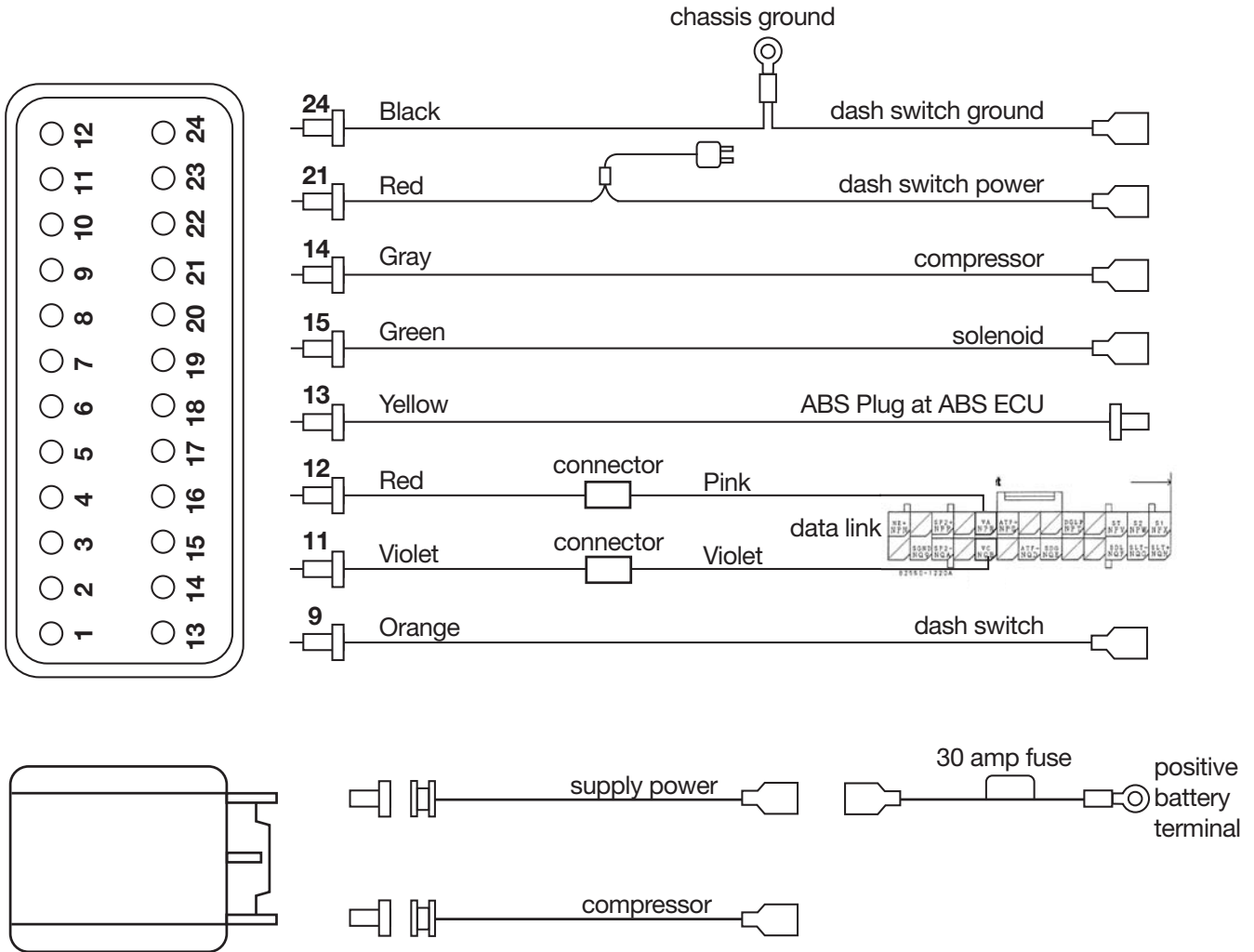


Congratulations, you have completed the Pacbrake installation.

# Hino Electrical Schematic

## AISIN AUTOMATIC TRANSMISSION CONTROL UNIT INSTALLATION







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