

Installation PROCEDURES

SUBJECT

JACOBS REPLACEMENT HOUSING INSTALLATION INFORMATION FOR N14

This engine brake housing is a direct replacement for a worn or cracked Jacobs housing. It is the installers responsibility to ensure the housing model is compatible with the engine model.

The internal components of this housing and it's installation procedure are exactly the same as a Jacobs housing, follow the procedures set forth by Jacobs for installation. Jacobs website will have the most current service information: www.jakebrake.com

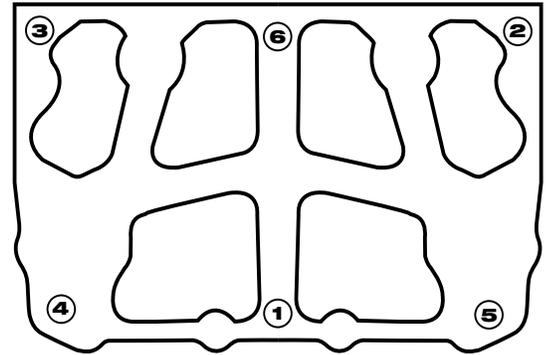
Below is a quick reference of important installation requirements:

Housing hold down bolts

- Tighten all bolts to 35 lbft (48 N•m) in the sequence shown
- Then to 70 lbft (95 N•m) in the sequence shown

Slave Piston Adjusting screw locknut is 25 lbft (35 N•m)

Note: For lash setting, refer to the tag on the Engine Brake Housing. Lash setting must match the tag information on the housing being replaced.



Engine Brake Auto-Lash® and Robo-Lash® adjustment procedure for Jacobs 450 and 455 series:

1. Back out all the lash adjusting screws until they no longer compress the slave piston spring.
2. Rotate the engine to the correct position for setting the exhaust valve clearance on the cylinder to be adjusted.
3. Turn in the adjusting screw until the slave piston foot contacts the exhaust cross head and the valve springs begin to compress, then turn in one (1) additional turn. Wait at least 30 seconds for oil to be purged from the adjusting screw.

Note: All oil must be purged from the adjusting screw. Oil remaining in the screw will cause inaccurate clearance adjustment, possibly leading to damage to the engine or engine brake. If oil is below room temperature (below 65° F), wait at least two minutes for oil to be purged from the adjusting screw.

4. After the time interval specified in step 3, back out the adjusting screw ONLY until the correct size feeler gage can be inserted between the slave piston foot and the exhaust cross head. Adjust the lash so that a light drag is felt on the feeler gage. Do not back out the screw more then required to obtain a light drag on the feeler gage. Use a screwdriver to hold the screw in place and torque the locknut to 25 lbft (35 N•m)

Note: If the screw is backed out until it no longer compresses the slave piston spring, oil will enter the screw and the adjustment will be incorrect. If this occurs, repeat steps 3 and 4 above.

Pacbrake also offers partial housings, these require transferring some of the items from the housing being replaced to the replacement housing (ie: solenoid and lash screws).

Solenoid valve torque is 15 lbft (20 N•m)