

# Service

## **BULLETIN #145**

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MODELS AFFECTED

**P-63, P-63A, P-63B, P-63C**

SUBJECT

**INSTALLATION OF ENGINE BRAKE**

**It is imperative that the correct installation procedures are followed on installation / servicing of engine brakes.**

Prior to installation / re-installation of the P-63 series of engine brakes it is critical that all trapped oil in the capscrew holes is removed. Failure to remove the trapped oil may cause a hydraulic condition when the capscrews are installed and torqued. This condition will result in under torqued capscrews, which can cause the housing to shift and possible shearing of the capscrew. In order to ensure that all trapped oil is removed from the holes, it is recommended that compressed air be used to blow the oil out of the holes.

Once the bolt holes have been cleaned out, apply a small quantity of clean oil to the capscrew threads and both sides of the bearing washer. This will ensure that an accurate torque is achieved. First tighten the camshaft side capscrews to 40 lbs. ft. followed by the turbo side capscrews to 40 lbs. ft. Re-torque the camshaft side capscrews to 100 lbs. ft and then the turbo side capscrews to 100 lbs. ft.

Should a loose or broken bolt be discovered then all the capscrews on that brake housing must be replaced following the above procedures. The torque must be checked on the remaining housings.

**Pacbrake** Service

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ENGINE & EXHAUST BRAKES