

Service

BULLETIN #161

OCTOBER, 2002

PAGE 1/1

MODELS AFFECTED

ALL MODELS WITH PACLASH ADJUSTING SCREWS

SUBJECT

PACLASH ADJUSTING SCREW LOCK-NUT TORQUE AND PROCEDURE

Service Bulletin #161 supersedes Service Bulletin #130.

The Paclash adjusting screw lock-nut torque is critical to the operation and durability of the engine brake.

The torque is **25 lb.ft (35 N•m)** and anything above this specification will cause screw breakage and lead to possible engine damage.

The Paclash screw is a precisely machined tight tolerance unit which requires extreme care when adjusting and tightening. Follow this procedure carefully to ensure customer satisfaction.

To attain an accurate slave piston lash the engine must be stopped and cold before any adjustments can be made. Rotate the engines crankshaft to the exhaust valve adjustment marks. On exhaust valves which can be adjusted at this time, the slave piston lash can also be adjusted. (totally closed valves) Consult the Pacbrake Installation manual for the correct clearance for the engine or visit www.pacbrake.com.

Insert the correct feeler gage between the end of the slave piston and the slave pistons contact surface, turn the adjustment screw clockwise until the slave piston comes in contact with the feeler gage. Turn the adjusting screw an additional full turn and wait for one minute. This is to allow the oil to be purged from the inside of the Paclash screw. Once this time has lapsed slowly back off the screw until a light drag is felt on the feeler gage. At this time the lock-nut can be torqued to **25 lb.ft (35 N•m)** if you are using a crowfoot adapter attached to the torque wrench so the Paclash screw can be held in adjustment. For greater accuracy, the crowfoot should be positioned at approx. 90° to the torque wrench. Then reinsert the feeler gage, if the lash has changed readjust, if the lash was unchanged rotate the engines crankshaft to the next valve set mark and repeat the adjustment procedure above until all the cylinders have been done.

Double check your installation at this point.

Warranty claims submitted for broken Paclash screws which have failed due to torque in excess of **25 lb.ft (35 N•m)** will be denied.

Pacbrake Service

PACBRAKE[®]
ENGINE & EXHAUST BRAKES

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