

# Service

## BULLETIN #165

FEBRUARY 2003

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MODELS AFFECTED

**P-80 and P-80A**

SUBJECT

**SLAVE PISTON ADJUSTMENT PROCEDURE**

**Field reports indicate that the procedure regarding slave piston adjustment is, in some cases, not being followed correctly, resulting in an incorrect lash and possible damage.**

The term 'zero lash' used in the procedure refers to the clearance between the slave piston and the exhaust valve adjusting screw. From this position, the adjusting screw is rotated counterclockwise, exactly 1/2 turn, then the lock nut is torqued to 25 lbs.ft.

Some technicians assume 'zero lash' is the first contact made between the slave piston adjusting screw and the slave piston, this will result in an inaccurate setting, as the piston must travel down to meet the exhaust valve adjusting screw to obtain 'zero lash'.

Both Pacbrake models are designed to be adjusted 1/2 turn back from 'zero lash' to achieve the correct lash. Should a technician choose to use a feeler gage in place of the 1/2 turn method, consult the chart below.

**P-80 models use a 1/2" NF thread to achieve a Slave Lash of .025"**  
**P-80A models use a 3/8" NC thread to achieve a Slave Lash of .032"**

This procedure also applies to the Pacbrake P-63 Series.

**Pacbrake** Service

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Last Revised: 01/02/03