

Installation

ADDENDUM

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SUBJECT	SLAVE PISTON ADJUSTMENT PROCEDURE
APPLICATION	P-39B

The P-39B Pacbrake is a direct replacement for the P-39A. The P-39B is approved for use on all Caterpillar 3406E C-15/C-16 engines. The difference between a P-39A and a P-39B is the slave piston lash screws and the procedure for their adjustment. Please follow the adjustment procedure below.

SLAVE PISTON ADJUSTMENT:

Slave piston lash is critical and must be done with extreme care and the procedure must be followed exactly as written in order to attain the best performance.

1. Insert a .033" feeler gage between the slave piston link and the rocker arm. Turn the adjusting screw clockwise until the feeler gage is tight, then turn the adjusting screw one additional turn and wait one full minute. This will allow the oil to be purged from the internal workings of the adjustment screw and allow the plunger time to compress.
2. Once the time has lapsed, slowly turn the adjusting screw counter clockwise until a slight drag is felt on the feeler gage. Try not to back the adjustment screw off too much or the plunger may try and extend causing a lash in excess of .033".
3. Hold the screw and torque the lock nut to 25 lbs. ft. (34 N•m). Recheck clearance and readjust if necessary.
4. Repeat on the remaining cylinders with closed exhaust valves.
5. Rotate the crankshaft 360°, then adjust the remaining cylinders
6. Double check all lock nuts for correct torque.

A service information decal is included which **MUST** be applied to the valve cover spacer near the engine specifications decal. Thoroughly clean the dirt and oil from the area where the decal is to be affixed and apply the decal. This is important to ensure any future adjustments are done to the new specifications.

This is a product improvement and not subject to campaign.

Pacbrake Service

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ENGINE & EXHAUST BRAKES