

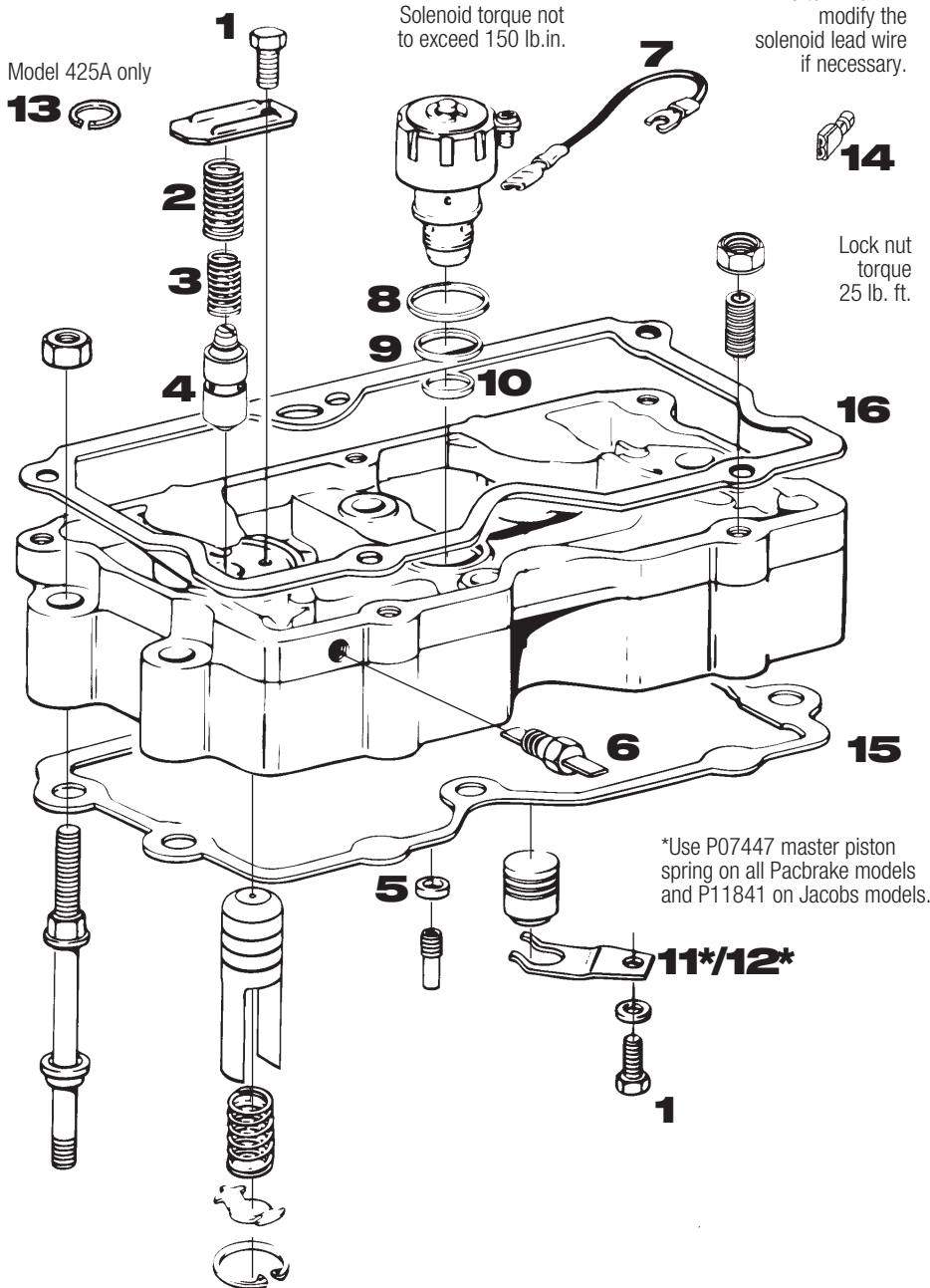
Part No. P40024

TUNE UP KIT

Engine Application:
Cummins 855 C.I.D

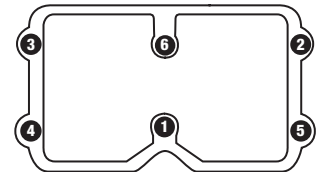
Fits Models:

Pacbrake
P-25B, P-30E, P-40,
Jacobs
25B, 30E, 44B, 400H, 425A



ILLUS.#	PART #	DESCRIPTION	QTY.
1	P01492	Cap Screw	12
2	P01519	Spring - Outer	6
3	P07500	Spring - Inner	6
4	P11930	Control Valve	6
5	P10180	Seal Ring	3
6	P02299	Terminal - Leadout	3
7	P02390	Harness	3
8	P01081	Seal Ring - Upper	3
9	P01082	Seal Ring - Center	3
10	P01083	Seal Ring - Lower	3
*11	P07447	Spring - Flat	6
*12	P11841	Spring - Flat	6
13	P15561	Snap Ring	6
14	M8069	Terminal	3
15	P13294	Gasket	3
16	P04841	Gasket	3

Please Note: Torque housing hold down nuts 55-60 lb.ft. in the following sequence:



Pacbrake

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Installation Instructions

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Removal Of The Housings From The Engine.

- A) Clean the engine around all three valve covers, discard gaskets.
- B) Loosen the slave piston adjusting screw lock-nuts.
- C) Remove wires to the solenoids and discard.
- D) Remove the 18 nuts fastening the housings.
- E) Remove all three housings from the engine.

Disassembly And Assembly Of The Brake Housings

- A) Place the housings on a clean work bench.
Note: When removing all parts, keep them in order of their original location for assembly later.
- B) Remove the slave piston adjusting screws and inspect the plungers for spring pressure or damage.
Note: Some models use solid adjusting screws.
- C) Remove the solenoids using the proper tool. Adjustable pliers can damage the coil. Remove and discard seals.
- D) Remove the control valve covers. **Note:** 425 models use retaining rings.
Use caution and wear eye protection, as the covers or retaining washers, are under spring pressure!
Remove the springs and control valves. The control valves should slide out easily using needle nose pliers or a magnet. If not, inspect the bore and control valve for damage. Discard the control valves, springs and retaining rings.
- E) Turn the housings over and remove the capscrew, retainer, springs and master pistons. The piston should slide out easily. If not, inspect the bore and piston for damage. Discard the springs and capscrews.
- F) **Slave Piston Removal**
Use caution and wear eye protection, as the slave piston return spring are under extreme pressure!
Use a "C" clamp and a socket slightly smaller than I.D. of the slave fork. Position the socket inside the fork. Using the "C" clamp, compress the retainer just enough to remove the spring pressure, then remove retaining ring. Slowly back off the "C" clamp. Remove the retainer, spring, and slave piston, the slave pistons should slide out easily. If not, inspect the bore and piston carefully for damage. Removal of the slave piston assembly is for cleaning and inspection only.
- G) Wash all the housings and parts in clean OSHA approved solvent, keeping the parts in relation to their original position. Clean all gasket surfaces. Wash the parts individually to avoid damage by contact with hardened surfaces.
- H) Assemble all parts into the housing using clean engine oil in the reverse procedure. Make sure all retaining rings are seated in their groove. During solenoid installation, it is important not to twist or cut the seals. Lubricate the seals with clean engine oil and torque to 150 lb in.
- I) Use new gaskets provided.
- J) Install on engine as per manufactures specifications.

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