

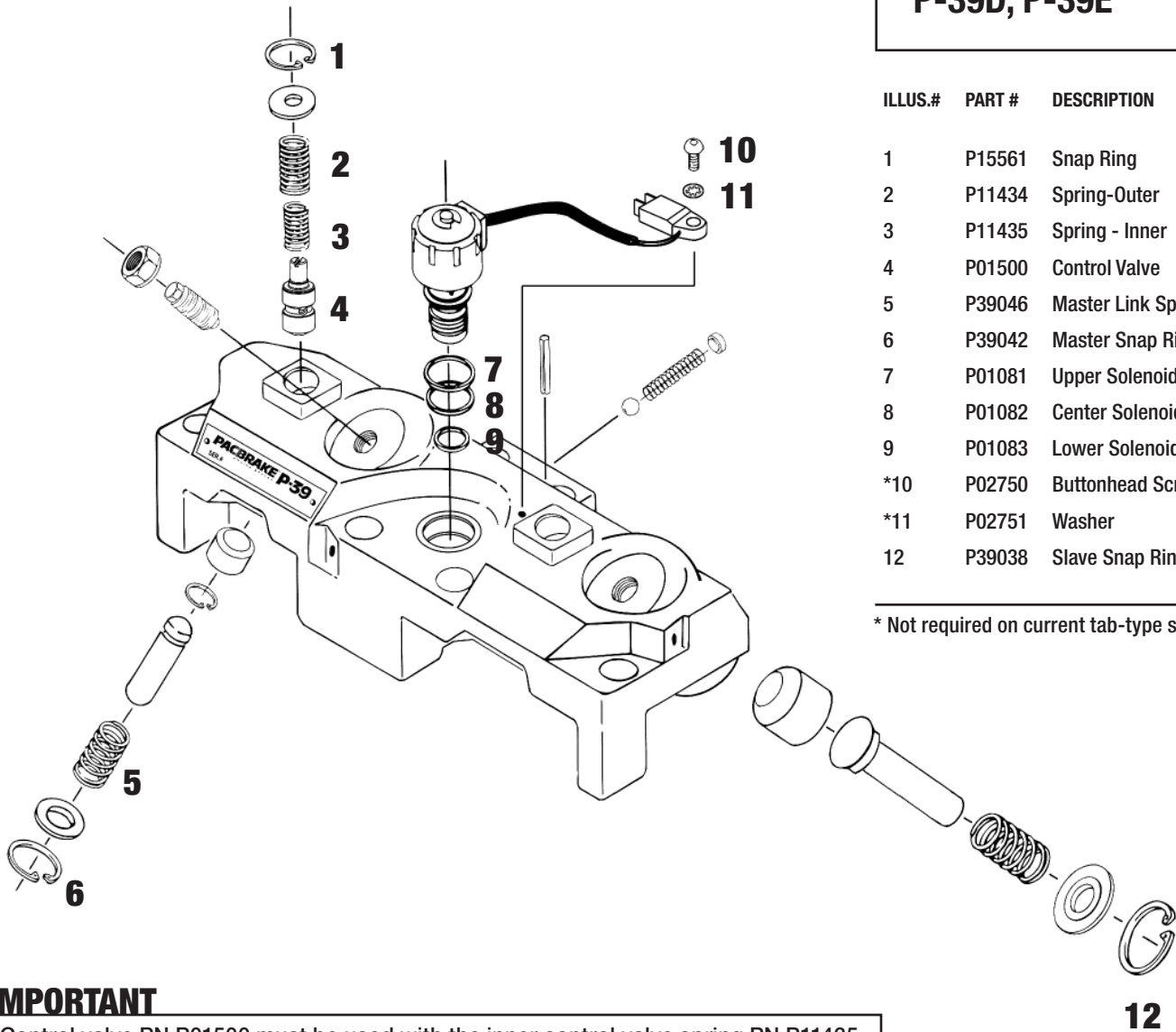
Part No. P39010 TUNE UP KIT

Engine Application:

**Caterpillar
3406E C15/C16**

Fits Models:

**P-39 , P-39A, P-39B
P-39D, P-39E**



ILLUS.#	PART #	DESCRIPTION	QTY.
1	P15561	Snap Ring	6
2	P11434	Spring-Outer	6
3	P11435	Spring - Inner	6
4	P01500	Control Valve	6
5	P39046	Master Link Spring	6
6	P39042	Master Snap Ring	6
7	P01081	Upper Solenoid Seal	3
8	P01082	Center Solenoid Seal	3
9	P01083	Lower Solenoid Seal	3
*10	P02750	Buttonhead Screw	3
*11	P02751	Washer	3
12	P39038	Slave Snap Ring	6

* Not required on current tab-type solenoid.

IMPORTANT

Control valve PN P01500 must be used with the inner control valve spring PN P11435.

CAUTION: Do not mix these parts as misapplication may result in serious engine/
engine brake damage. See Pacbrake Service Bulletin #159 for more information.

Pacbrake

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PACBRAKE®
ENGINE & EXHAUST BRAKES

Part No. P39010

TUNE UP KIT

Installation Instructions

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Removal Of The Housings From The Engine.

- A) Clean the engine around all three valve covers and remove.
- B) Loosen the slave piston adjusting screw lock-nuts.
- C) Remove solenoid wires and discard.
- D) Remove the nut on the support stud, then evenly remove the 4 hold down capscrews.
- 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.
- C) Remove the solenoids using the proper tool. Adjustable pliers can damage the coil. Remove and discard seals.
Note: Earlier solenoids had an attached lead and terminal block.
- D) Remove the control valve retaining rings.
Use caution and wear eye protection, as the 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 master piston retaining rings. **Use caution** and wear eye protection as the retaining washers are under spring pressure. Remove the washer, springs and master pistons. The piston should slide out easily. If not, inspect the bore and piston for damage. Discard the springs and retaining rings.
- F) **Slave Piston Removal**
Use caution and wear eye protection, as the slave piston return springs are under extreme pressure!
Use a "C" clamp and a socket slightly larger than the O.D. of the slave link. Position the socket over the link. 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 retaining washer, spring, and slave piston. If the slave piston does not slide out easily, inspect the bore and piston carefully for damage. Discard the retaining rings. 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. 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) Install on engine as per manufactures specifications.

For additional information visit our website @ www.pacbrake.com or call 1-800-663-0096

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