Installation PROCEDURES

SUBJECT

OPTIONAL Pacbrake Air Tank

PART NUMBER

C11851

APPLICATION

Duramax Trucks

equipped with a Pacbrake Exhaust Brake

Please be sure to check that your kit contains all the parts necessary.

This optional air tank kit is designed to speed up the activation of the exhaust brake, and provide an air source for limited accessory use.
The current design is an air on demand system with no reservoir, and requires the compressor to charge the system before the exhaust brake will fully activate.
With the air tank as the reservoir the exhaust brake will activate much quicker.
It is very important the system does not have any air leaks, use thread sealant on all fittings when installing. Air leaks will reduce the life of the compressor.

Installation Procedure

Please check the Pacbrake model prior to installing the air tank. Pacbrake's PRXB (pressure regulated exhaust brake) requires the stock pressure switch be replaced with C11946 when an air tank is added, fixed orifice brakes use the stock pressure switch.

Mounting and Plumbing the Tank

1. Choose a location to mount the tank, close to the exhaust brake, such as on the frame behind the right front wheel.
2. Drill 2 holes in the frame $^{5}/_{16}$" diameter on a 3 -$^{1}/_{4}$"center.
3. Install the $^{1}/_{4}$" NPT plug or drain valve in the bottom of the tank using thread sealant.
4. Install the $^{1}/_{4}$" NPT air line fitting into the top of the tank using thread sealant.
5. Install the $^{1}/_{4}$" teflon air line into the fitting and route the line to the air compressor.
6. Using the 2 -$^{5}/_{16}$" bolts, mount the tank.

PACBRAKE® ENGINE & EXHAUST BRAKES

Phone: 800-663-0096 • Fax: 604-882-9278 • E-mail: info@pacbrake.com • Internet: www.pacbrake.com
Canada: 19594 - 96 Ave, Surrey, BC V4N 4C3 • USA: Box 1822, 250 H St, Blaine, WA 98231-1822

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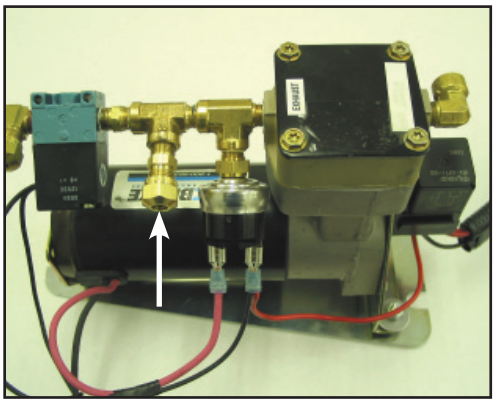

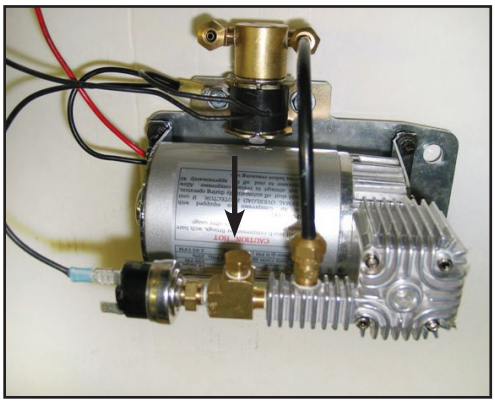

Plumbing at the Air Compressor (early kits)

Note: Early production exhaust brake kits do not have a provision to accept the teflon line from the air tank. A “tee” fitting is supplied and the following instructions must be followed.

1. Remove the teflon air line at the compressor, it is not necessary to remove the fitting from the solenoid.
2. Remove the solenoid from the compressor, it maybe necessary to cut the wires.
3. Install the “Tee” fitting supplied into the existing fitting at the compressor using thread sealant.
4. Reinstall the solenoid on the “Tee” fitting, the port marked #1 goes towards the compressor, use thread sealant. Reconnect wires if cut earlier using heat shrink terminals supplied.
5. Reinstall the teflon air line to the solenoid.
6. Using thread sealant, install the fitting supplied into the “Tee” at the compressor and connect the teflon air line from the tank.

Plumbing at the Air Compressor (current kits)

Current production compressors are fitted with a 1/8” NPT plug between the compressor head and the solenoid valve.

1. Remove the plug and install the 1/8” NPT to teflon fitting supplied into this location using thread sealant.
2. Connect the teflon air line from the tank.

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Testing The System

1. Start the vehicle and allow to idle.
2. Turn the exhaust brake on/off switch to ON.
3. The compressor should start pumping air to fill the reservoir. Once the air pressure in the reservoir reaches 50 PSI the exhaust brake cylinder should start to extend.
4. Allow the compressor to build maximum pressure of 105 PSI, the pressure switch will then turn the compressor off.
5. Turn the ignition off. Test all fittings for air leaks with soapy water, repair air leaks if necessary.

Important

1. Using the ty-straps provided, ensure all hoses are secured away from sharp objects or heat sources which could cause damage.
2. Air leaks in this system will cause the tank to lose pressure. Loss in reservoir pressure will make the exhaust brake inoperative until the compressor refills the system. Air leaks causing loss in reservoir pressure will put unnecessary strain on the compressor.
3. The compressor used in this application has a 20% duty cycle, this means for every 5 minutes operated it must be off for 20 minutes. This compressor has thermal protection, this means if it gets too hot it will shut itself off to prevent failure. Once it cools enough it will operate again.

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