

Part No. P20520

TUNE UP KIT

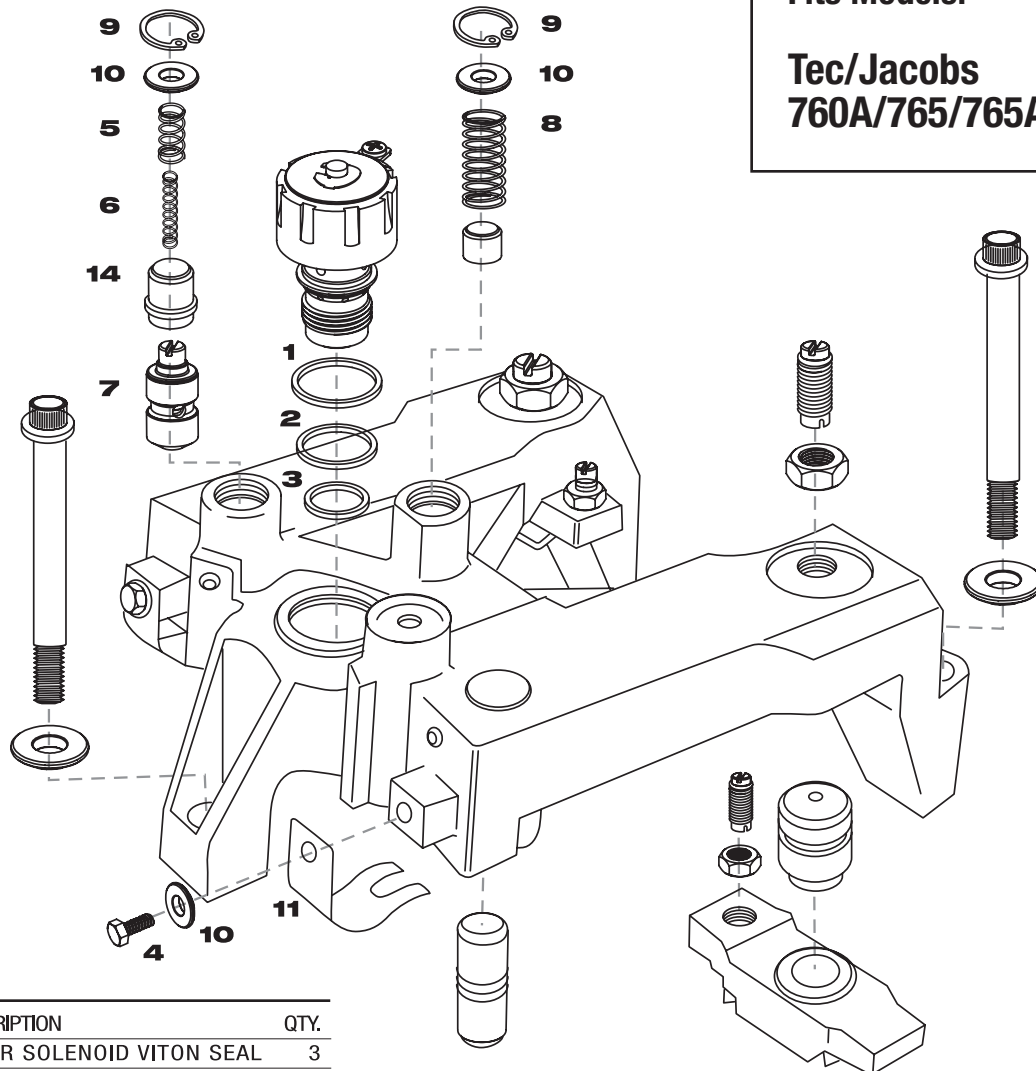
Engine Application:

Detroit S60

Fits Models:

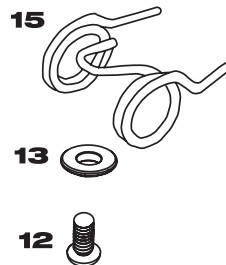
Tec/Jacobs

760A/765/765A/770



ILLUS. #	PART#	DESCRIPTION	QTY.
1	P01081	UPPER SOLENOID VITON SEAL	3
2	P01082	CENTER SOLENOID VITON SEAL	3
3	P01083	LOWER SOLENOID VITON SEAL	3
4	P01492	CAPSCREW	6
5	P01519	OUTER CONTROL VALVE SPRING	6
6	P07500	INNER CONTROL VALVE SPRING	6
7	P11930	CONTROL VALVE	6
8	P12990	ACCUMULATOR SPRING	3
9	P12991	RETAINER RING	9
10	P01030	CONTROL VALVE WASHER	15
11	P17658	MASTER PISTON SPRING	6
12	P19740	BUTTONHEAD SCREW	6
13	P19741	SLAVE SPRING WASHER	6
14	P16557	CONTROL VALVE COLLAR	6
15	P19576	SLAVE PISTON SPRING	6

SEE INSTALLATION INSTRUCTIONS ON REVERSE SIDE.



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TUNE UP KIT

Installation Instructions

Caution: This kit contains no lash assemblies. If new lash are needed, use part 20382 for Jake applications and TB900052 for Tecbrake applications.

Removal Of The Housings From The Engine

- A) Thoroughly clean the engine around the valve cover and remove. Two piece over remove only the top.
- B) Mark the housings position 1, 2 and 3 so they can be installed in their original position on the engine.
- C) Disconnect the wires from the solenoids.
- D) Loosen the slave adjusting screw lock nuts.
- E) Loosen and remove the hold down capscrews, lift the 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, inspect the plungers for spring pressure.
- C) Using the proper tool, remove the solenoids. Adjustable pliers can damage the coil. Remove and discard seals.
- D) Remove the control valves. **Use caution** and wear eye protection, as the washer is under spring pressure! Apply pressure on the washer then compress the retaining ring and remove both. Remove the springs, collars 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 carefully for damage. Discard retaining rings, washers, springs, collars, and control valves.
- E) Remove the accumulators (use caution and wear eye protection as the washer is under spring pressure). Apply pressure on the washer then compress the retaining ring and remove both. Remove springs and accumulators. The accumulators should slide out easily using a magnet, if not, inspect the bore and accumulator carefully for damage. Discard the retaining rings, washers and springs.
- F) Turn the housings over to remove the master piston return springs. Loosen and remove the capscrews fastening the springs to the housings. The master pistons should slide out easily, if not, carefully check the piston and bore for damage. Discard the capscrews, springs and washers.
- G) Remove the capscrews and washers which fasten the slave piston return springs to the housing. Remove the slave piston bridges and slave pistons. The slave pistons should slide out easily, if not, carefully check the piston and bore for damage. Check the fit of the piston in its bore for wear, excessive clearance between the piston and bore will cause low performance. Discard the capscrews, washers and torsion springs.
- H) Wash the housings thoroughly in clean OSHA approved solvent, dry with compressed air. Wash all parts in clean solvent, keeping them in relation to their original position.

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