

## Subject:

### Replacement Procedure For Navistar Trucks Equipped With Jacobs® Extarder

Provided in this kit is a Pacbrake PRXB exhaust brake designed to replace an existing Jacobs Extarder installed on a Navistar truck. Please follow the procedure carefully to ensure customer satisfaction.

Please check the engine displacement to confirm the Pacbrake is correct for the engine.

Check the size of the exhaust brake on the vehicle, some vehicles may have a 5" diameter Extarder, the unit provided is to replace the 3 ½ " Jacobs model.

C40015 Pacbrake is designed for DT 466E (pre 2000) DT530 and HT530 engines with a maximum allowable backpressure of 52 PSI.

C40016 Pacbrake is designed for DT466 / DT466E engines after model year 2000 with a maximum allowable backpressure of 49 PSI.

## Installation Procedure:

- 1) Remove the air line to the air cylinder of the Extarder
- 2) Remove the "V" clamp on each side of the existing Extarder and remove.
- 3) Clean the gasket material from the exhaust adaptors, the pressure side adaptor must be free from imperfections that may prevent a good seal.
- 4) Use the "V" clamp and gasket supplied on the pressure side of the exhaust brake. The pressure side of the PRXB is the narrower flange. Install the gasket and Pacbrake, then loosely install the "V" clamp on the pressure side flange and adaptor. Rotate the Pacbrake so the PRXB mechanism is not subjected to road spray of flying objects and has ample clearance to moving items. Then center the Pacbrake on the adaptor and tighten clamp just enough to hold the Pacbrake in place.
- 5) Loosely install one of the original "V" clamps on the low pressure side.
- 6) Torque the pressure side "V" clamp to 100 lbs in (8 lbs ft)
- 7) Torque the low pressure side "V" clamp to 100 lbs in (8 lbs ft)
- 8) Connect the original air line the Pacbrake air cylinder.
- 9) Connect the remote breather line to the barbed fitting on the air cylinder using a tie- strap to secure it. Route the filter end to a location free from dirt and moisture, secure with a tie-strap.
- 10) Start the vehicle and check for exhaust leaks
- 11) Road test to check operation.
- 12) Re-torque both "V" clamps after 100 miles of driving