

4. Install the bolts that secure the accessory drive housing to the gear case cover and tighten to 30–38 N·m (22–28 lb·ft) torque using the pattern shown. See Figure 1–413.

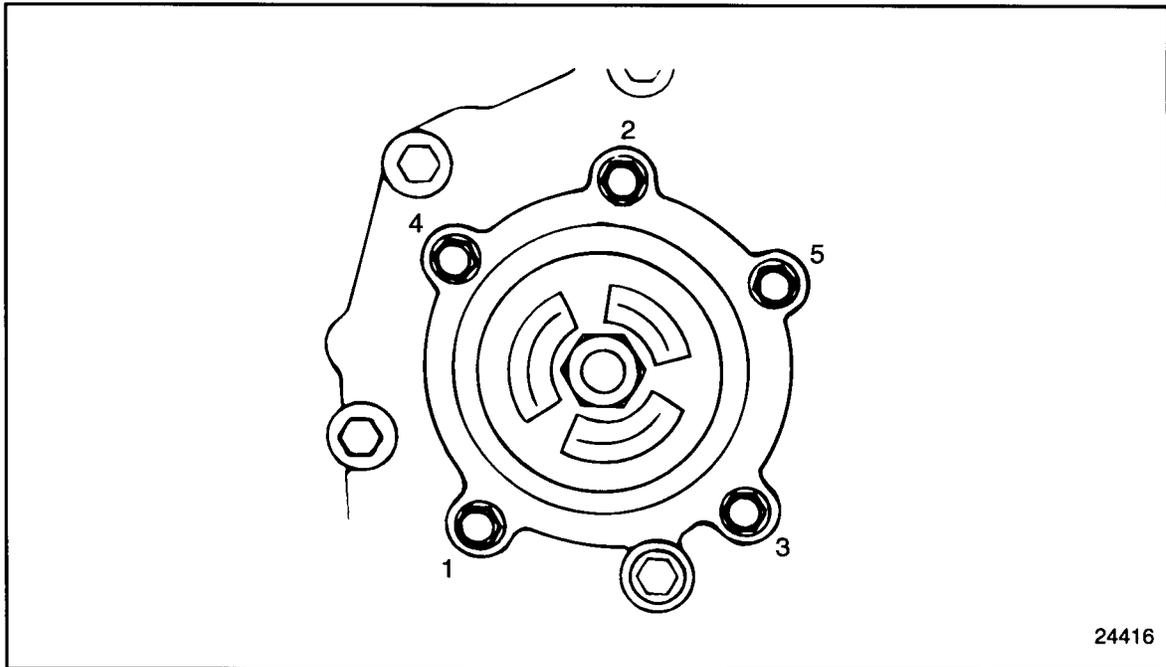


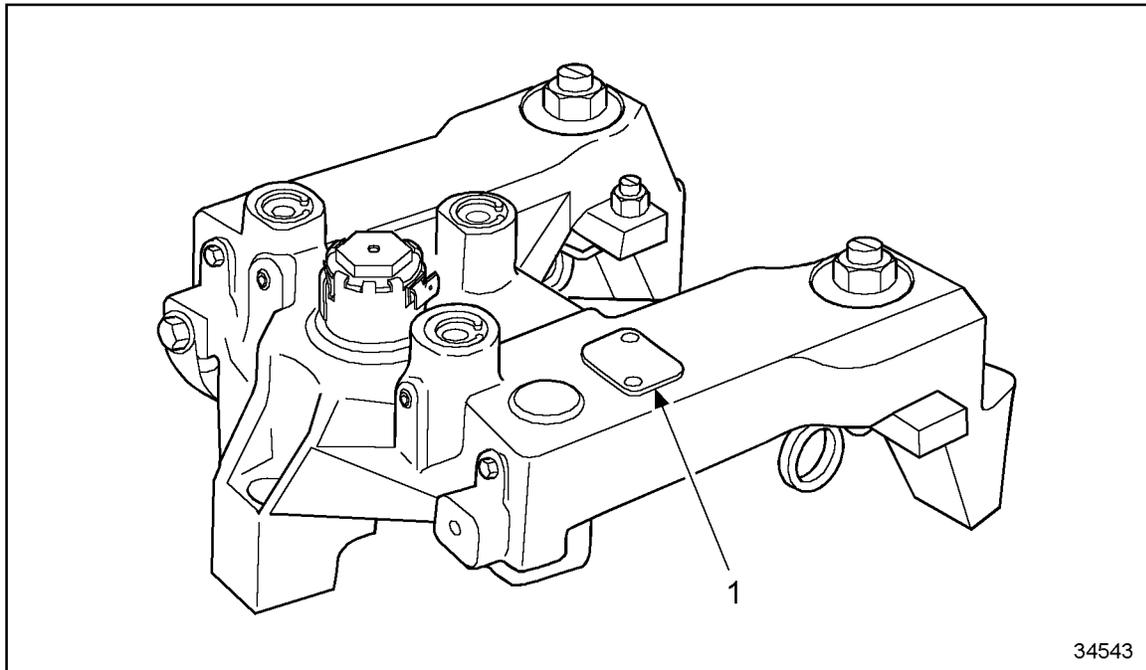
Figure 1-413 Accessory Drive Housing Bolt Torque Sequence

5. Check the bull gear-to-accessory drive gear backlash. Refer to section 1.21.2.1.
6. Adjust the alternator belts. Refer to section 13.12.10.
7. Tighten the alternator mounting bolts.
8. Install any other components removed for this procedure.
9. Refer to section 11.3 for verification of proper accessory drive installation.

1.29 JAKE BRAKE

The engine brake has been designed to fit on the Series 60 engine with no additional valve cover spacers. There are three styles of valve covers for the Series 60 engine. On engines equipped with a two-piece aluminum valve cover, it is NOT necessary to remove the lower valve cover to install the engine brake. However, one style of upper valve cover may require modification at the breather housing location (inside) for engine brake clearance.

The model, part number and serial number are located on the nameplates at the top of each housing. See Figure 1-414.



1. Identification Plate

Figure 1-414 Nameplate Location on Housing

NOTICE:

Only the specific brake model can be used with the engine model it was designed for. Also, the correct slave piston adjustment specification must be used. Failure to follow these instructions may result in serious engine or engine brake damage.

Listed in Table 1-9 are the different Jake Brake models used and the slave piston adjustment specification.

Model Number	Model Year	Engine Displacement	Engine Brake	Slave Piston Adjustment
6067WU40	Pre-1991	11.1L	760/760A	0.660 mm (0.026 in.)
6067GU40	Pre-1991	12.7L	760/760A	0.508 mm (0.020 in.)
6067WU60	1991	11.1L	760/760A	0.660 mm (0.026 in.)
6067GU40	1991	12.7L	765	0.660 mm (0.026 in.)
6067GU28	1991	12.7L	765	0.660 mm (0.026 in.)
6067GU91	1991	12.7L	765	0.660 mm (0.026 in.)
6067WK60	1994	11.1L	760A	0.660 mm (0.026 in.)
6067GK60	1994	12.7L	765	0.660 mm (0.026 in.)
6067GK28	1994	12.7L	765	0.660 mm (0.026 in.)
6067EK60	1998	11.1L	760B	0.584 mm (0.023 in.)
6067PK60	1998	12.7L	765A	0.584 mm (0.023 in.)
6067TK60	1998	12.7L	765A	0.584 mm (0.023 in.)
6067TK45	1998	12.7L	765A	0.584 mm (0.023 in.)
6067MK60	1998	12.7L	770	0.660 mm (0.023 in.)
6067BK60	1998	12.7L	770	0.660 mm (0.023 in.)
6067HKXX	1998 (Non-Line Haul)	14L	770	0.660 mm (0.023 in.)
6067MK28, 6067MK45, 6067MK57, 6067MK60	2000	12.7L Standard	790	0.660 mm (0.026 in.)
6067BK28, 6067BK45, 6067BK57, 6067BK60	2000	12.7L Premium	790	0.660 mm (0.026 in.)
6067HK45, 6067HK60	2000	14L U.S.	790A	0.660 mm (0.026 in.)
6067WK28, 6067WK60	2000	11.1L	790B	0.660 mm (0.026 in.)
6067LK28, 6067LK45, 6067LK60	2000	11.1L	790B	0.660 mm (0.026 in.)
6063GK60, 6067GK28, 6067GK45, 6067GK91, 6067PK62, 6067TK28, 6067TK60, 6067TK62	2000	12.7L	790B	0.660 mm (0.026 in.)
6067HK62	2000	14L Australian	790C	0.660 mm (0.026 in.)

All slave piston adjustments shown here are current as of the date of this manual and supersede all previous adjustments.

XXXX = Model numbers to be determined.

Table 1-9 Jake Brake Model Information

NOTE:

All engines built after serial number 06R0004455 have the correct engine parts for engine brake installation. The model numbers have changed because of design changes in the engine brakes.

NOTE:

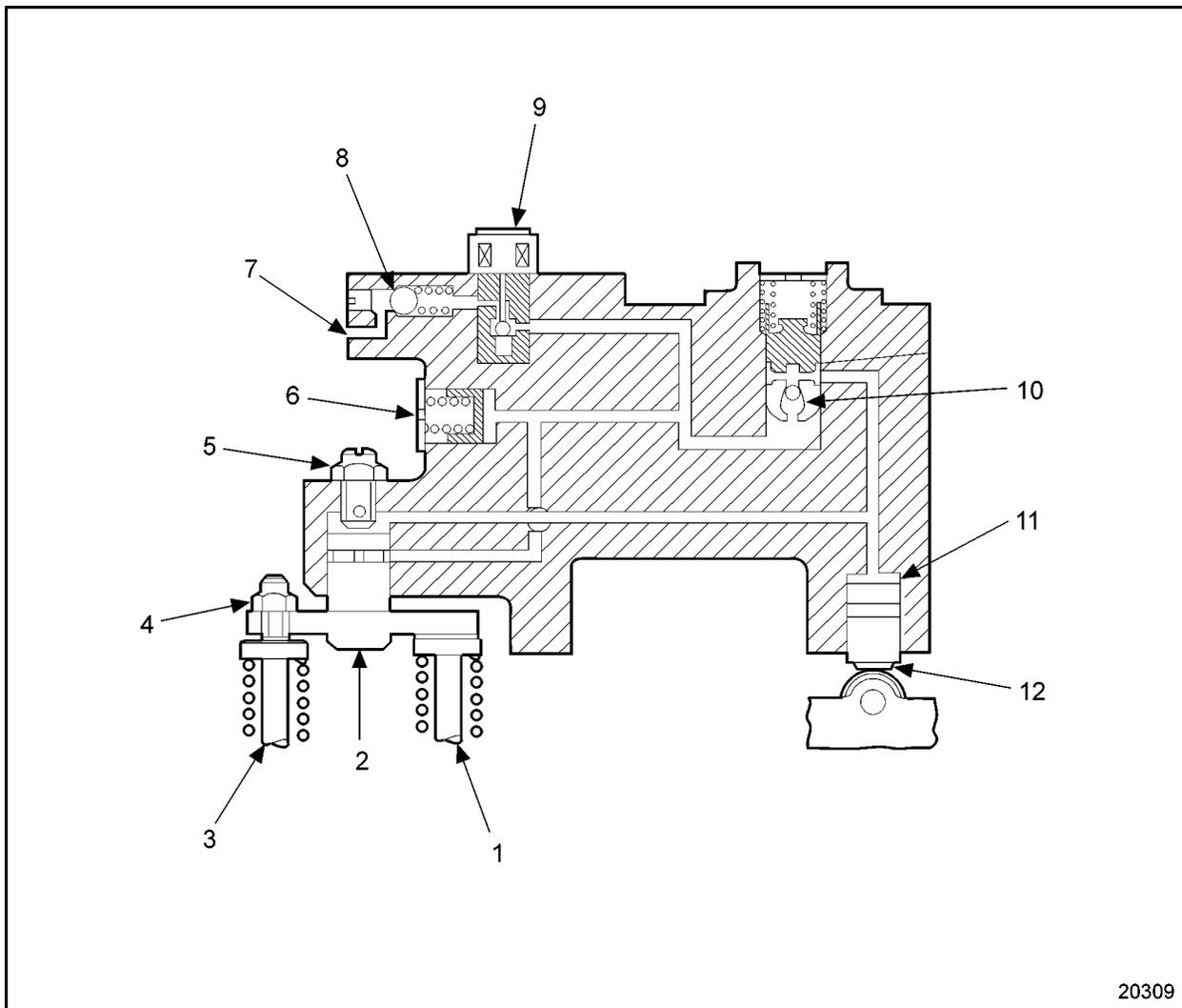
All Series 60 engines with serial numbers 06R0004455 or higher are Jake Brake ready. Do not install a Jake Brake on engines with lower serial numbers.

Effective December 16, 1999, Model 790 Jake Brakes are used on all Series 60 engines requiring an engine brake.

Former Jake Brake production models for the Series 60 engine were the 760A (which replaced model 760), 760B, 765, 765A, and 770.

Detroit Diesel engine model Nos. 6067GU28 and 6067GK28 are for bus/coach applications. Due to interference fits on some coach chassis, a two-housing Jake Brake kit may be required. Contact your Detroit Diesel Distributor for information on these kits.

Energizing the engine brake effectively converts a power-producing diesel engine into a power-absorbing air compressor. This is accomplished through motion transfer using a master-slave piston arrangement which opens cylinder exhaust valves near the top of the normal compression stroke, releasing the compressed cylinder charge to exhaust. See Figure 1-415.



- | | |
|---------------------------------|-----------------------------|
| 1. Exhaust Valve | 7. Oil In |
| 2. Slave Piston Assembly | 8. Check Valve (Model 760) |
| 3. Exhaust Valve | 9. Solenoid Valve |
| 4. Leveling Screw | 10. Control Valve |
| 5. Slave Piston Adjusting Screw | 11. Master Piston |
| 6. Accumulator | 12. Injector Pin and Roller |

Figure 1-415 Jake Brake Schematic

The blowdown of compressed air to atmospheric pressure prevents the return of energy to the engine piston on the expansion stroke, the effect being a net energy loss, since the work done in compressing the cylinder charge is not returned during the expansion process.

Exhaust blowdown occurs as the energized solenoid valve permits engine lube oil to flow under pressure through the control valve to both the master piston and the slave piston. See Figure 1-415.

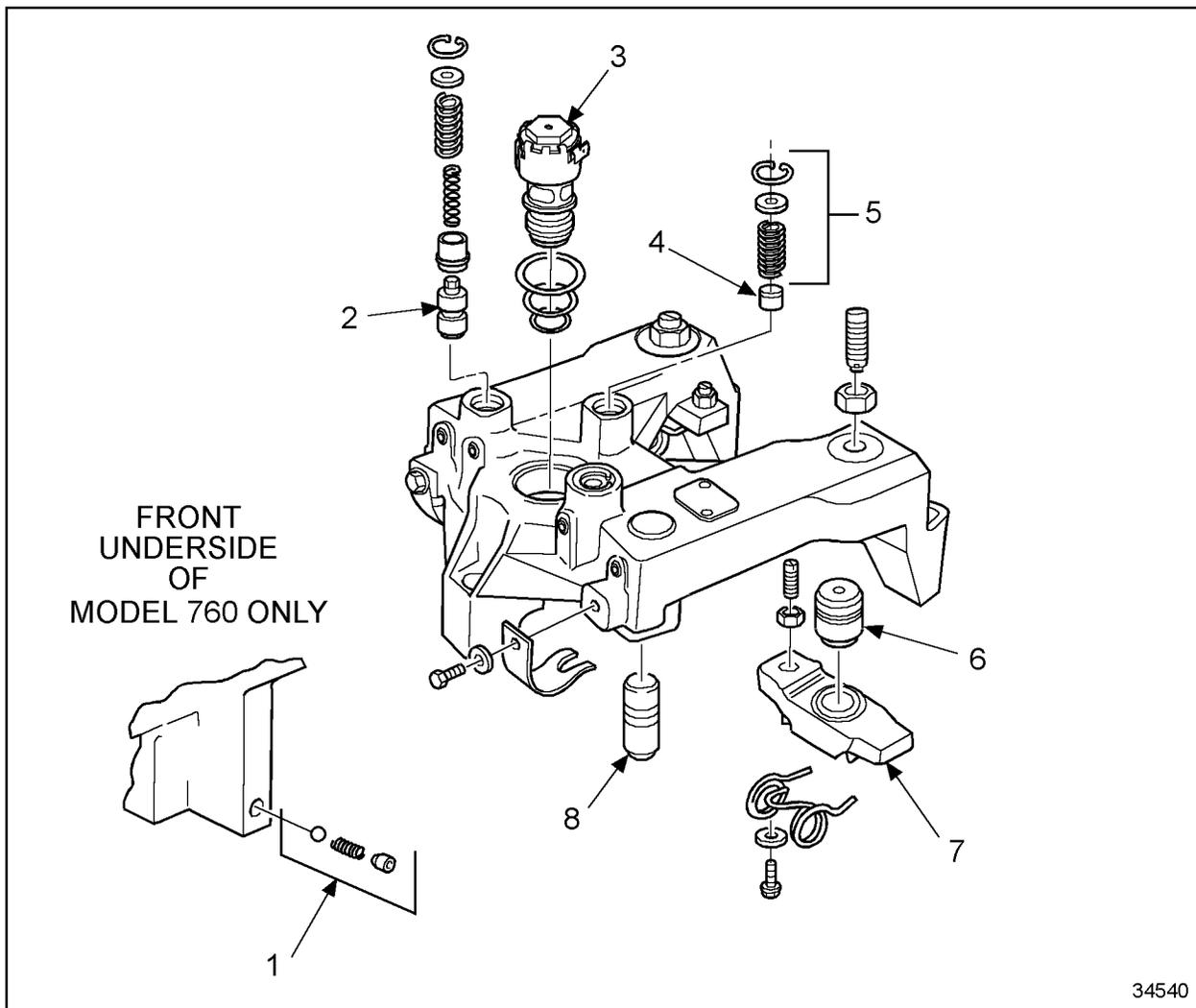
Oil pressure causes the master piston to move down, coming to rest on the injector rocker arm roller.

The injector rocker arm begins its travel as in the normal injection cycle, moving the master piston upward and directing high-pressure oil to the slave piston. The ball check valve in the control valve traps high-pressure oil in the master-slave piston system.

High pressure oil causes the slave piston to move down, momentarily opening the exhaust valves, while the engine piston is near its top-dead-center position, releasing compressed cylinder air to the exhaust manifold.

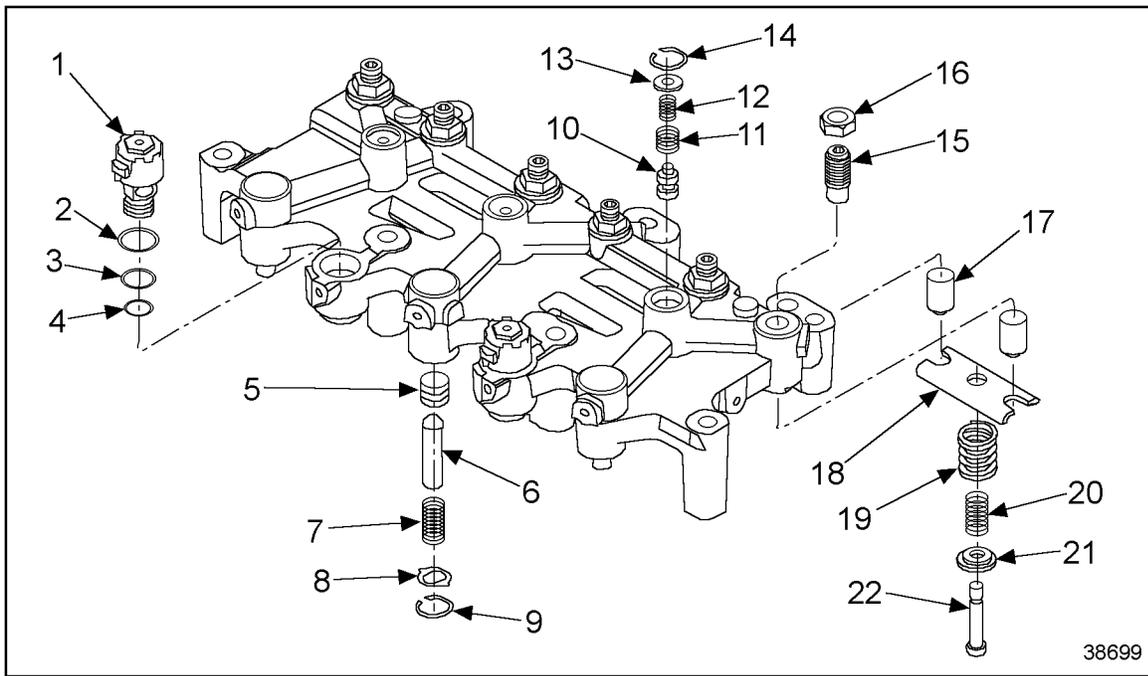
At the bottom of its stroke, the slave piston separates from the valve in the slave piston adjusting screw, allowing high pressure oil to flow into the accumulator. This reduces the pressure in the high pressure circuit, permitting the slave piston to retract and the exhaust valves to close in preparation for the normal exhaust valve cycle. The oil pressure reserved in the accumulator ensures that the hydraulic circuit is fully charged for the next cycle. Compressed air escapes to the atmosphere, completing a compression braking cycle.

The Jake Brake is electronically controlled. Jake Brake control system wiring will vary depending on the vehicle manufacturer. For a general overview of the Jake Brake, see Figure 1-416 and see Figure 1-416a.



- | | |
|--------------------------------------|------------------------|
| 1. Ball Check Valve (Model 760 Only) | 5. Power Lash Assembly |
| 2. Control Valve | 6. Slave Piston |
| 3. Solenoid Valve | 7. Bridge |
| 4. Accumulator Piston | 8. Master Piston |

Figure 1-416 Typical Model 760, 765, or 770 Jake Brake Assembly



- | | |
|--------------------------------|--------------------------------|
| 1. Solenoid Valve | 12. Inner Control Valve Spring |
| 2. Upper Seal | 13. Washer |
| 3. Center Seal | 14. Retaining Ring |
| 4. Lower Seal | 15. J-Lash® Screw |
| 5. Master Piston | 16. Locknut |
| 6. Master Piston Pushrod | 17. Slave Piston |
| 7. Master Piston Spring | 18. Slave Piston Bridge |
| 8. Washer | 19. Outer Slave Piston Spring |
| 9. Retaining Ring | 20. Inner Slave Piston Spring |
| 10. Control Valve | 21. Slave Piston Spring Seat |
| 11. Outer Control Valve Spring | 22. Shoulder Bolt |

Figure 1-416a Typical Model 790 Jake Brake Assembly

NOTICE:

This application and adjustment information must be strictly followed. Failure to follow these instructions may result in serious engine or engine brake damage.

1.29.1 Repair or Replacement of Jake Brake

To determine if repair is possible or replacement is necessary, perform the following procedure. See Figure 1-417.

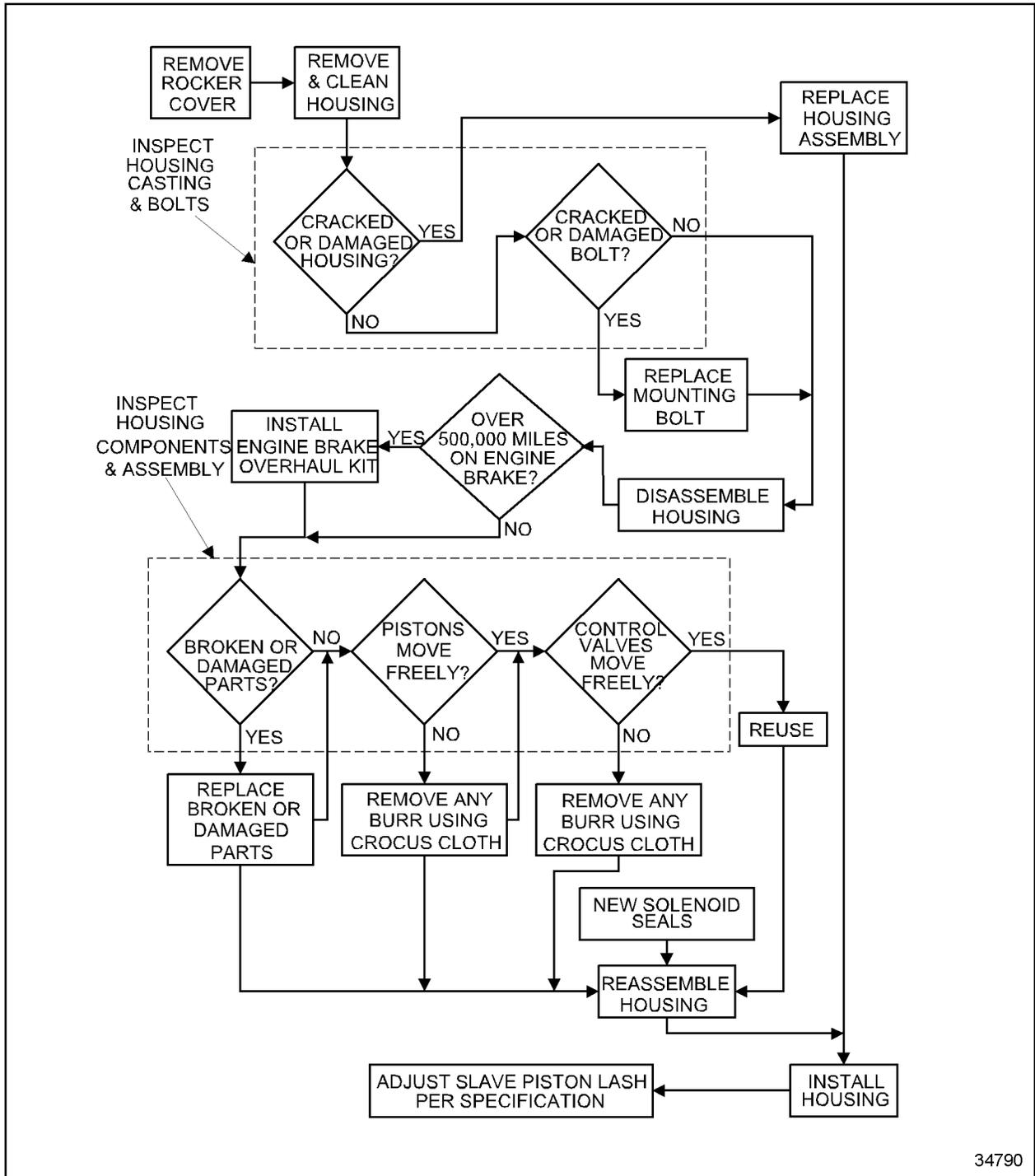


Figure 1-417 Jake Brake Repair or Replacement Flowchart

1.29.2 Removal of Model 760, 765, or 770 Jake Brake

Remove the model 760, 765, or 770 Jake Brake as follows:

NOTE:

The following procedures apply to Model 760, 765, and 777 Jake Brakes. For Model 790 Jake Brake removal procedures, refer to section 1.29.6.

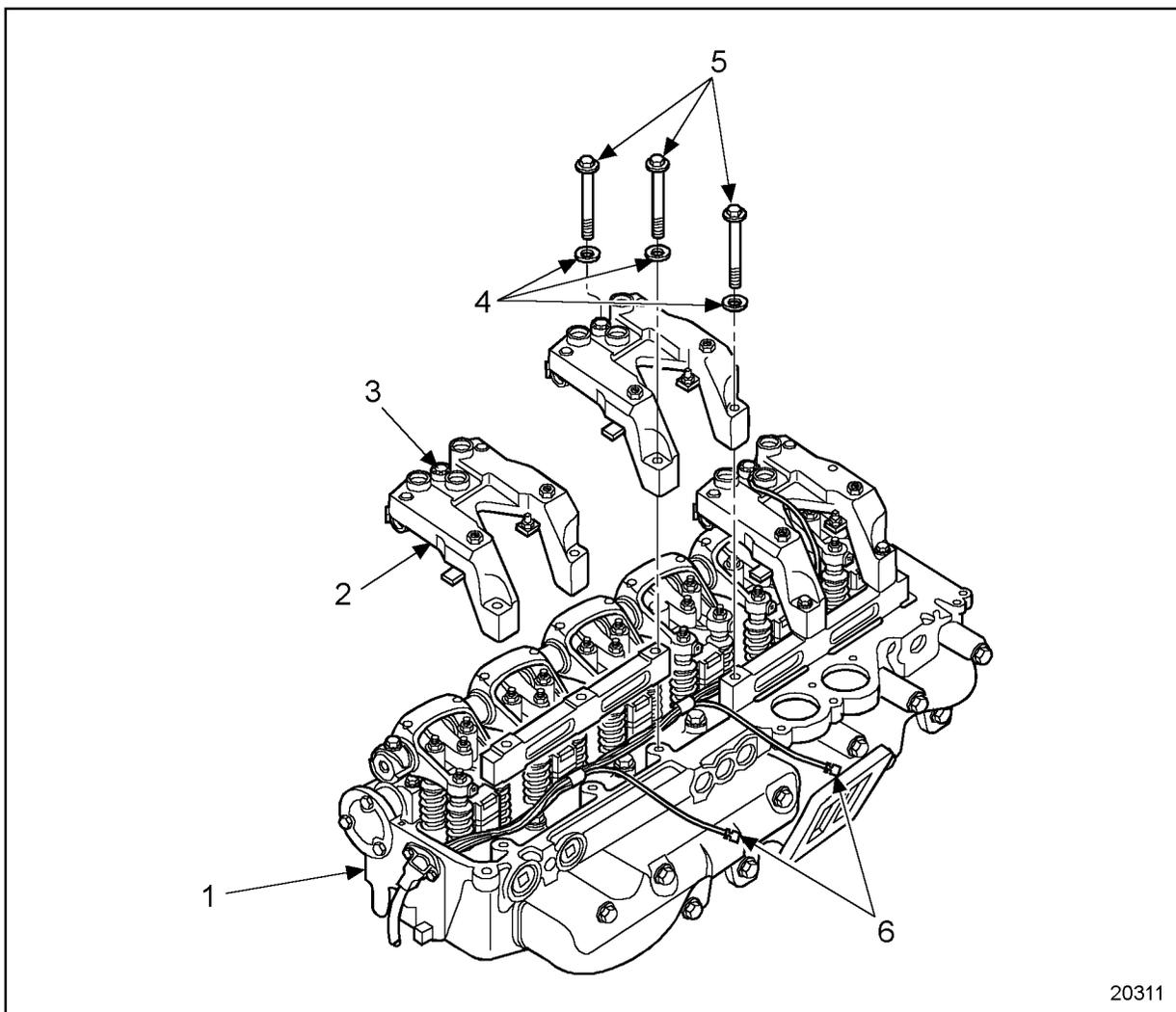


1. Disconnect starting power for engine. Refer to OEM guidelines.
2. Remove the engine rocker cover. Refer to section 1.6.2 for one-piece, refer to section 1.6.3 for two-piece and refer to section 1.6.5 for three-piece.

NOTE:

If the engine is equipped with an aluminum two-piece valve cover, remove only the upper valve cover when installing the engine brake.

3. Note the location of the rocker arm shaft, the exhaust valve rocker arm, the fuel injector rocker arm, and the intake valve rocker arm.
4. Disconnect the solenoid wiring harness connectors from the engine brake solenoids. See Figure 1-418.



- | | |
|------------------------|----------------------------|
| 1. Cylinder Head | 4. Washers (3 each) |
| 2. Jake Brake Assembly | 5. Mounting Bolts (3 each) |
| 3. Solenoid | 6. Engine Brake Harness |

Figure 1-418 Jake Brake Assembly

- Remove the nine mounting bolts and washers that secure the engine brake assemblies to the cylinder head. See Figure 1-418.

NOTE:

Only the Model 760 Jake Brake uses two different length mounting bolts. Six bolts, 120 mm (4.72 in.) long, are used on the exhaust side of the engine. Three bolts, 110 mm (4.33 in.) long, are used on the intake side of the engine. These bolts must be reinstalled in their correct positions.

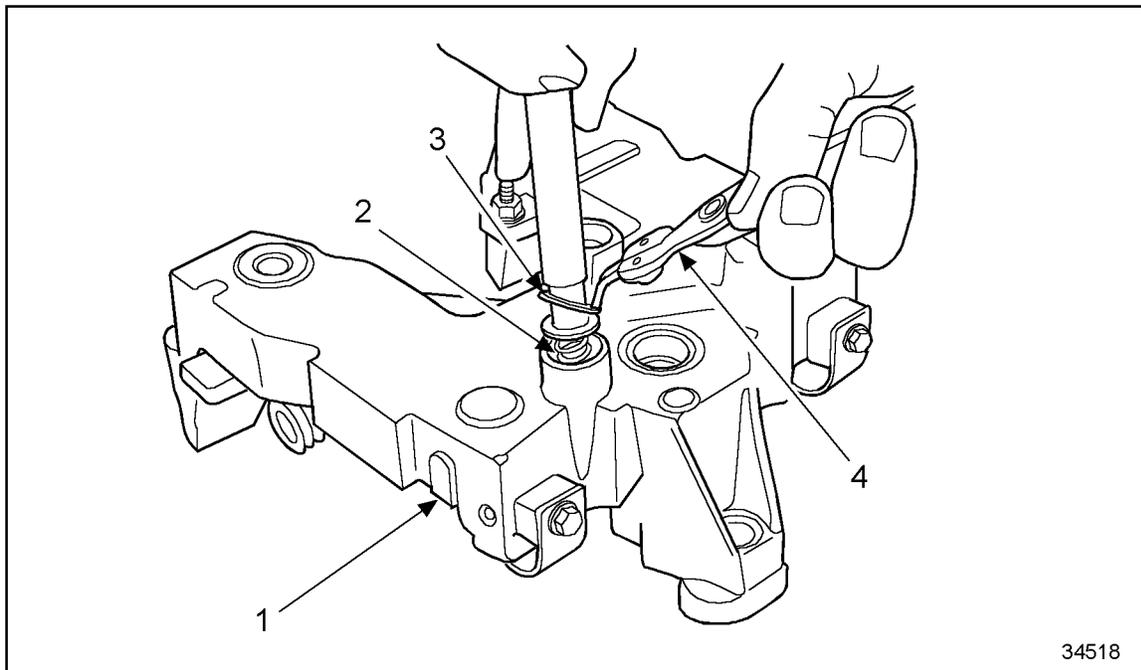
- Remove the engine brake assemblies and the spacer bar.

1.29.3 Disassembly of Model 760, 765, or 770 Jake Brake

Remove the control valve as follows:

	CAUTION:
To avoid personal injury, remove control valve covers carefully. Control valve covers are under load from the control valve springs.	

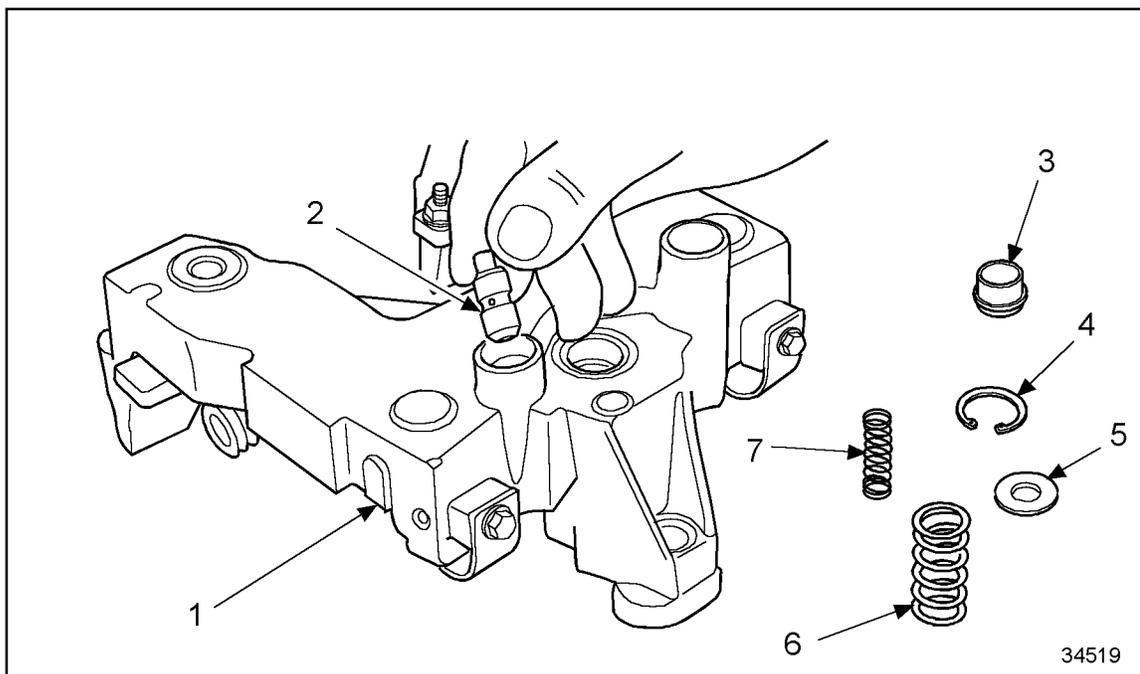
1. Press down on control valve washer using an appropriate diameter rod to relieve spring pressure. See Figure 1-419.



- | | |
|------------------------|-----------------------|
| 1. Jake Brake Assembly | 3. Snap Ring Retainer |
| 2. Spring | 4. Snap Ring Pliers |

Figure 1-419 Relieving Spring Pressure

2. Using retaining ring pliers, remove retaining ring.
3. Slowly remove cover until spring pressure ceases, then remove the two control valve springs and collar. See Figure 1-420.



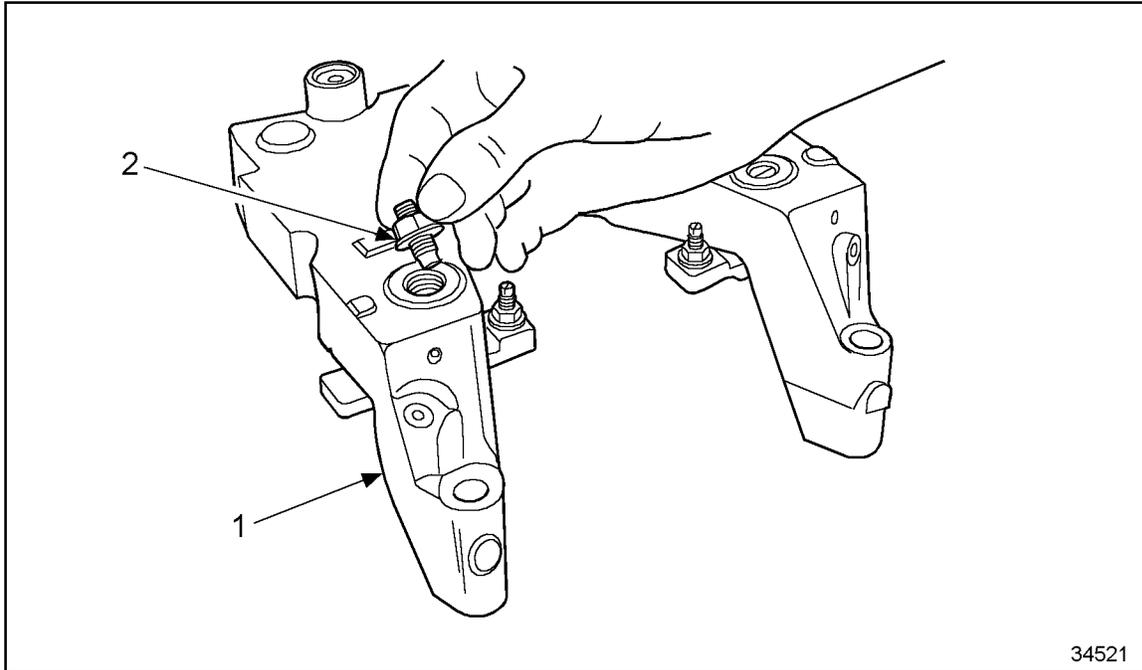
- | | |
|------------------------|-------------------------|
| 1. Jake Brake Assembly | 5. Washer |
| 2. Control Valve | 6. Collar Spring |
| 3. Collar | 7. Control Valve Spring |
| 4. Snap Ring Retainer | |

Figure 1-420 Removing Control Valve Springs and Collar

4. Using needle-nose pliers, reach into the bore and grasp the stem of the control valve. Remove control valve.

Remove the slave piston adjusting screw as follows:

1. Loosen slave piston adjusting screw locknut.
2. Remove adjusting screw from housing. See Figure 1-421.



1. Jake Brake Assembly

2. Slave Piston Adjusting Screw

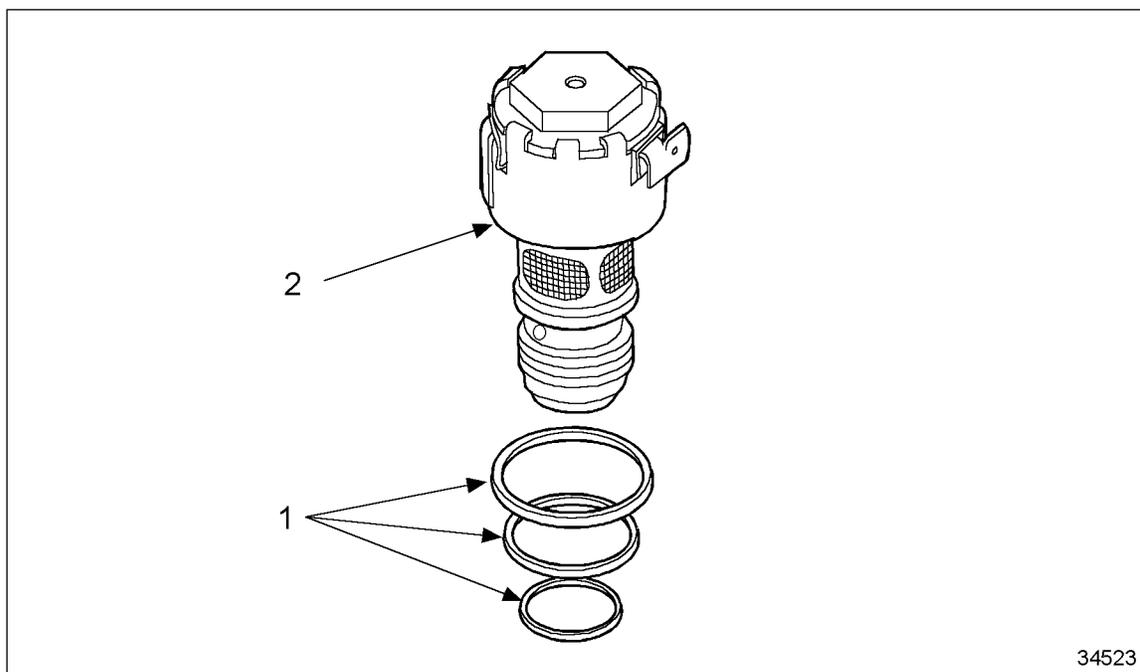
Figure 1-421 Removing Slave Piston Adjusting Screw

Remove the solenoid valve as follows:

NOTICE:

To avoid possible engine damage, do not disassemble or tamper with the solenoid valve.

1. Disconnect solenoid valve harness.
2. Using a 7/8 in. socket and extension for former solenoids or a 3/4 in., 6 point socket and extension for current solenoids, unscrew solenoid valve.
3. Remove and discard the three rubber seal rings. See Figure 1-422.



1. Seal Rings (3)

2. Solenoid

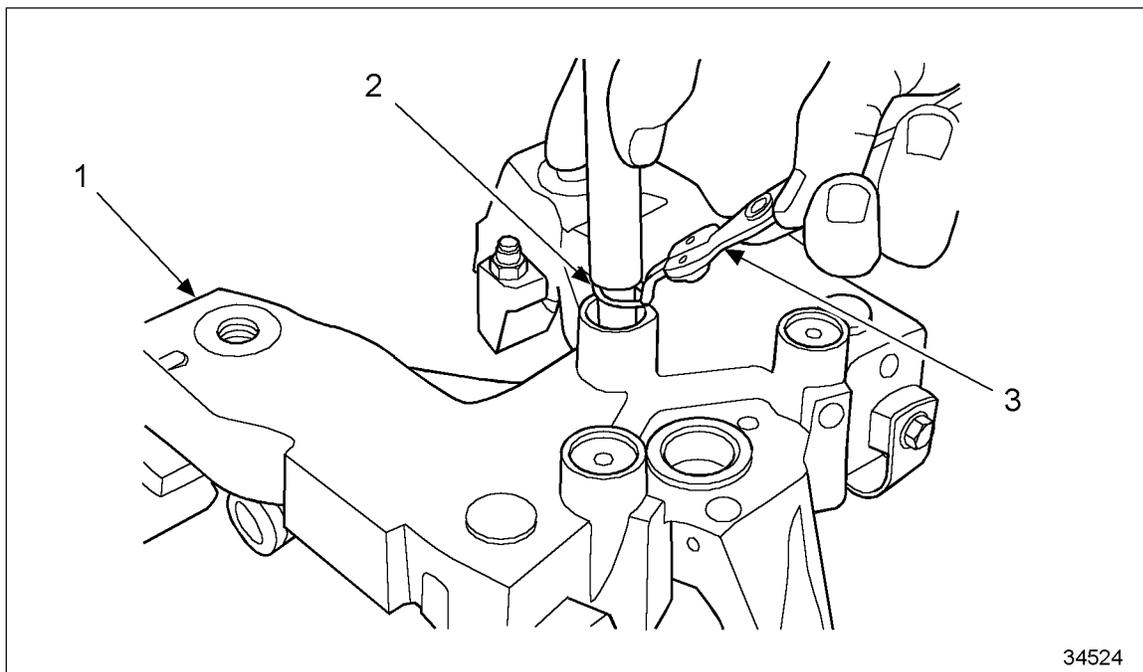
Figure 1-422 Removing Rubber Seal Rings

4. If the lower ring stays in the bottom of the housing bore, remove with a piece of wire.

Remove the accumulator as follows:

	CAUTION:
The accumulator spring is under strong compression. To avoid possible personal injury if the accumulator spring is discharged, wear safety glasses and use caution when removing the retaining ring and cover.	

1. Push down on the accumulator cover using the appropriate diameter rod, and remove the retaining ring. See Figure 1-423.



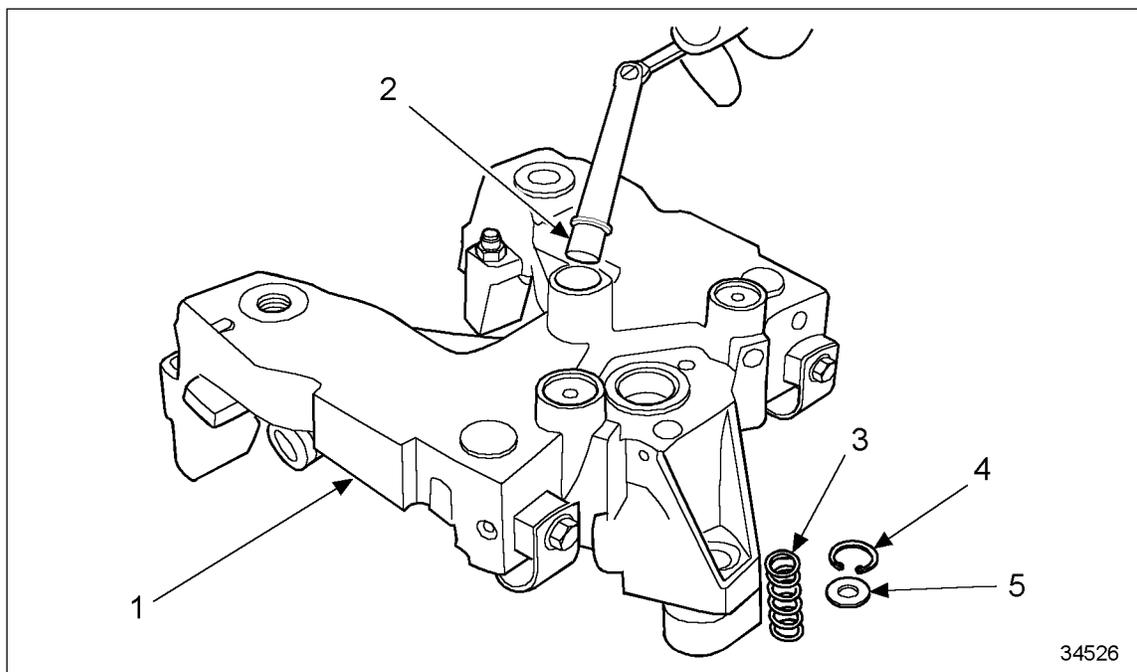
1. Jake Brake Assembly
2. Retaining Ring

3. Retaining Ring Pliers

Figure 1-423 Removing Retaining Ring

2. Relieve pressure on the accumulator cover.
3. Remove the cover and spring.

4. Use a magnet to remove the piston from the accumulator bore. See Figure 1-424.



1. Jake Brake Assembly
2. Piston
3. Spring

4. Retaining Ring
5. Washer

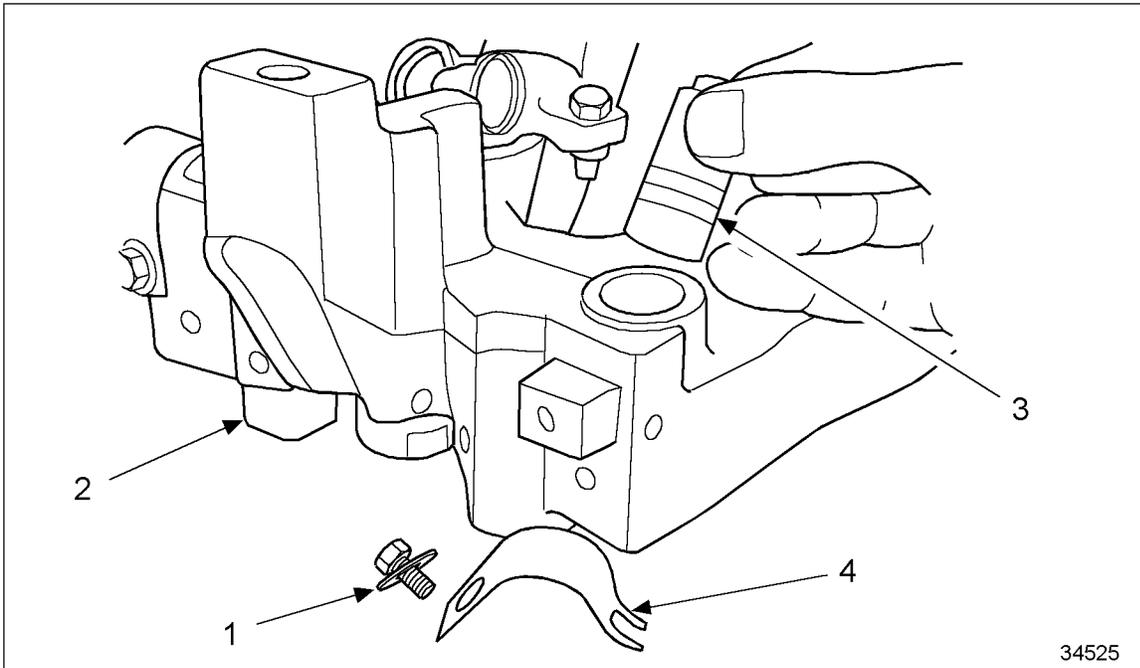
Figure 1-424 Removing Piston from Accumulator Bore with Magnet

Remove the master piston as follows:

1. Remove the screw, washer, and master piston spring from the housing.
2. Remove the master piston. See Figure 1-425.

NOTE:

Use needle-nose pliers, if necessary.



- | | |
|------------------------------|-------------------------|
| 1. Washer and Screw Assembly | 3. Master Piston |
| 2. Jake Brake Assembly | 4. Master Piston Spring |

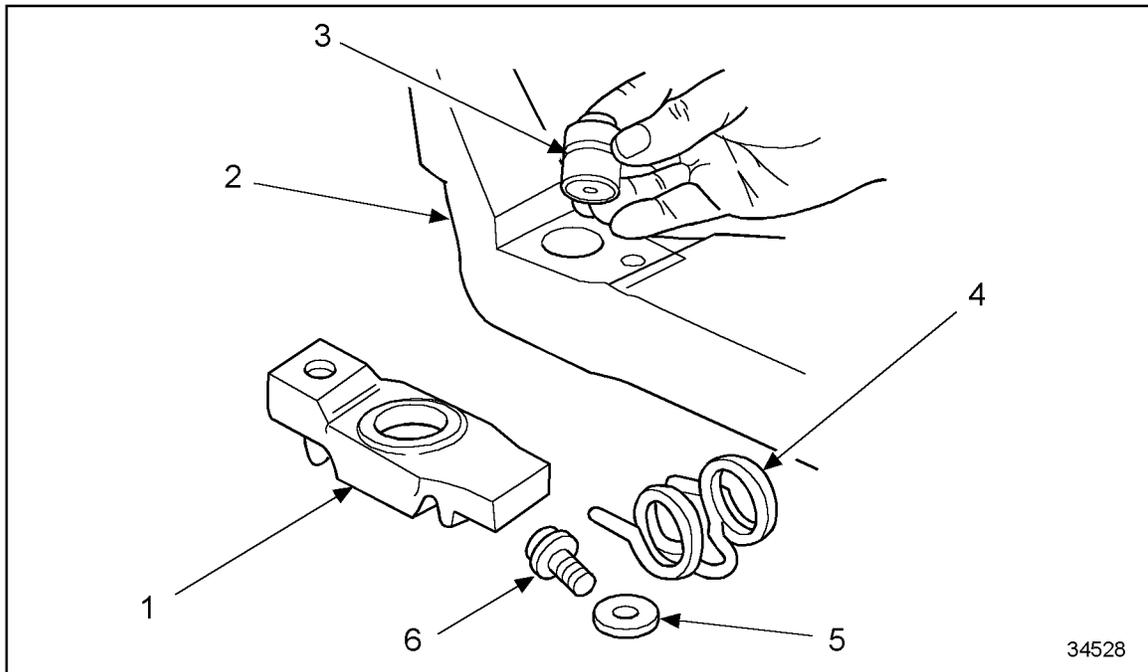
Figure 1-425 Removing The Master Piston

On Model 760 only, remove the ball check valve as follows:

1. Remove the plug.
2. Remove the ball check valve and spring.

Remove the slave piston as follows:

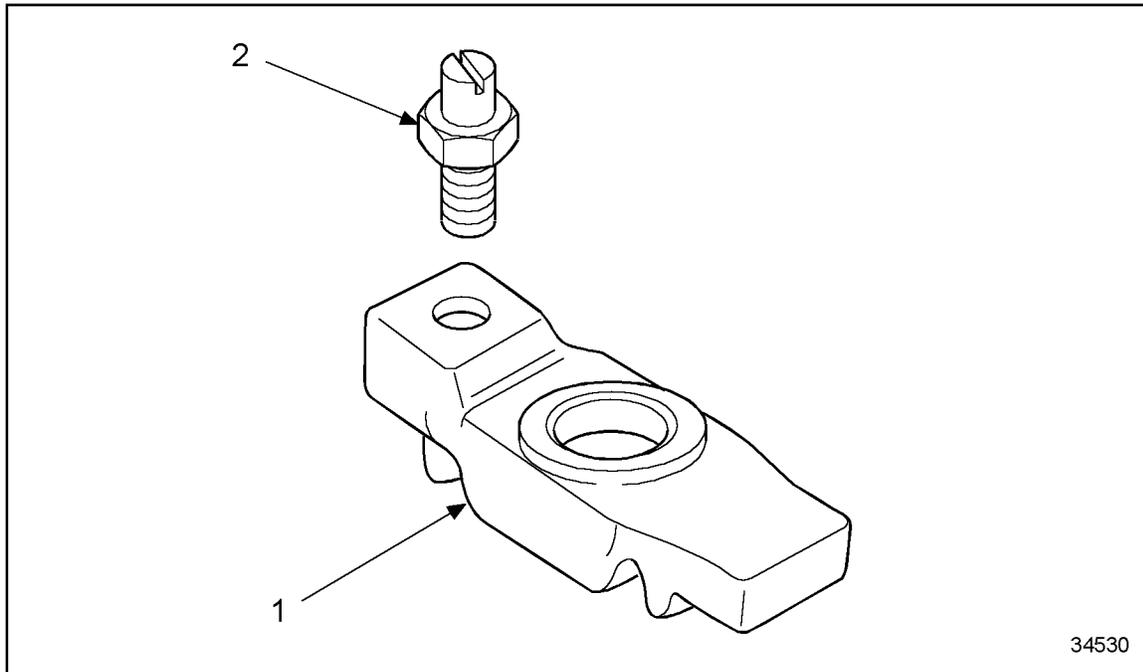
1. Remove the screw and spring that retains the slave piston return spring.
2. Remove the bridge and the slave piston. See Figure 1-426.



- | | |
|------------------------|------------------|
| 1. Slave Piston Bridge | 4. Return Spring |
| 2. Jake Brake Housing | 5. Washer |
| 3. Slave Piston | 6. Screw |

Figure 1-426 **Removing Bridge and Slave Piston**

3. Loosen the leveling screw locknut and remove the leveling screw from the bridge.
See Figure 1-427.



1. Slave Piston Bridge

2. Slave Piston Leveling Screw

Figure 1-427 Removing the Leveling Screw from the Bridge

The injector rocker arm contains a pin and roller for actuating the engine brake master piston. If excessive wear or damage to the roller is present, replace the rocker arm assembly. Refer to Section 1.6.2.

1.29.3.1 Cleaning of Model 760, 765, or 770 Jake Brake

Clean the Jake Brake as follows:

NOTE:

Use an OSHA-approved cleaning solvent when washing parts. Be sure to coat parts with clean engine oil when reinstalling them.

1. Wash the control valves with approved cleaning solvent.
2. Push a wire through the hole in the base of the valve to the distance required to ensure that the ball check is free.

NOTE:

The ball should lift with light pressure on the wire.



CAUTION:

To prevent possible personal injury when using compressed air, wear adequate eye protection (face plate or safety glasses) and do not exceed 40 psi (276 kPa) air pressure.

3. Dry the valve with compressed air, and wipe clean with a paper towel.
4. Thoroughly clean the control valve bore in the housing using clean paper towels.
5. Clean slave piston adjusting screw in an approved cleaning solvent.
6. Clean out the solenoid valve bore in the housing.

NOTICE:

Use clean paper towels to clean the solenoid valve bore. Never use rags, as they may leave lint and residue which can plug the oil passageways, causing Jake Brake malfunction.

7. Clean the master piston in approved cleaning solvent.

| 1.29.3.2 Inspection of Model 760, 765, or 770 Jake Brake

The Jacobs engine brake is typically a trouble-free device. However, inspections are necessary and some maintenance is required. Use the following procedures to keep the engine brake in top condition.

Inspect the Jake Brake as follows:

1. Inspect slave piston adjusting screw for protrusion, spring pressure and freedom of movement.

NOTE:

The plunger should protrude from the bottom of the screw, have light spring pressure apparent when depressed, and move freely. Be sure the retaining ring is fully engaged in its groove (groove is located on the bottom of the reset screw and top of the POWER-LASH assembly).

- [a] If the plunger does not protrude, the spring does not have light pressure or does not move freely, replace the entire screw assembly. Refer to Section 1.29.4
- [b] If the slave piston adjusting screw meets specifications, continue with inspection.
2. Inspect the accumulator for wear or damage.
 - [a] If worn or damaged, replace the accumulator. Refer to Section 1.29.4.
 - [b] If accumulator is not worn or damaged, continue with inspection.
3. Inspect the master piston bore for wear or damage.

NOTE:

Some wear marks are permissible.

- [a] If worn or damaged, replace the master piston. Refer to Section 1.29.4.
- [b] If not worn or damaged, continue with inspection.
4. Apply clean lube oil to the piston, and insert into bore.

NOTE:

Master piston should move in and out freely with no binding.

- [a] If binding occurs, replace master piston and/or housing. Refer to Section 1.29.4.
- [b] If no binding occurs, continue with inspection.
5. Inspect master piston spring for relaxation.

NOTE:

The spring should hold the master piston completely in the housing.

- [a] If relaxed, replace the spring. Refer to Section 1.29.4.
- [b] If spring holds tightly, continue with inspection.

6. Inspect the ball check valve (Model 760 only) for wear or damage.
 - [a] If worn or damaged, replace ball check valve. Refer to Section 1.29.4.
 - [b] If not worn or damaged, proceed with inspection.
7. Inspect slave piston components for excessive wear or damage.
 - [a] If worn or damaged, replace slave piston component.
 - [b] If not worn or damaged, proceed with inspection.

1.29.3.3 Inspection of Control Valve

Inspect the control valve as follows:

1. Dip the control valves in clean lube oil.
2. Holding the control valve by the stem, let it drop into the bore.
 - [a] If binding occurs or if the ball sticks in the valve, replace the control valve. Refer to Section 1.29.4.
 - [b] If no binding occurs and the ball does not stick in the control valve, assemble the Jake Brake. Refer to Section 1.29.4.

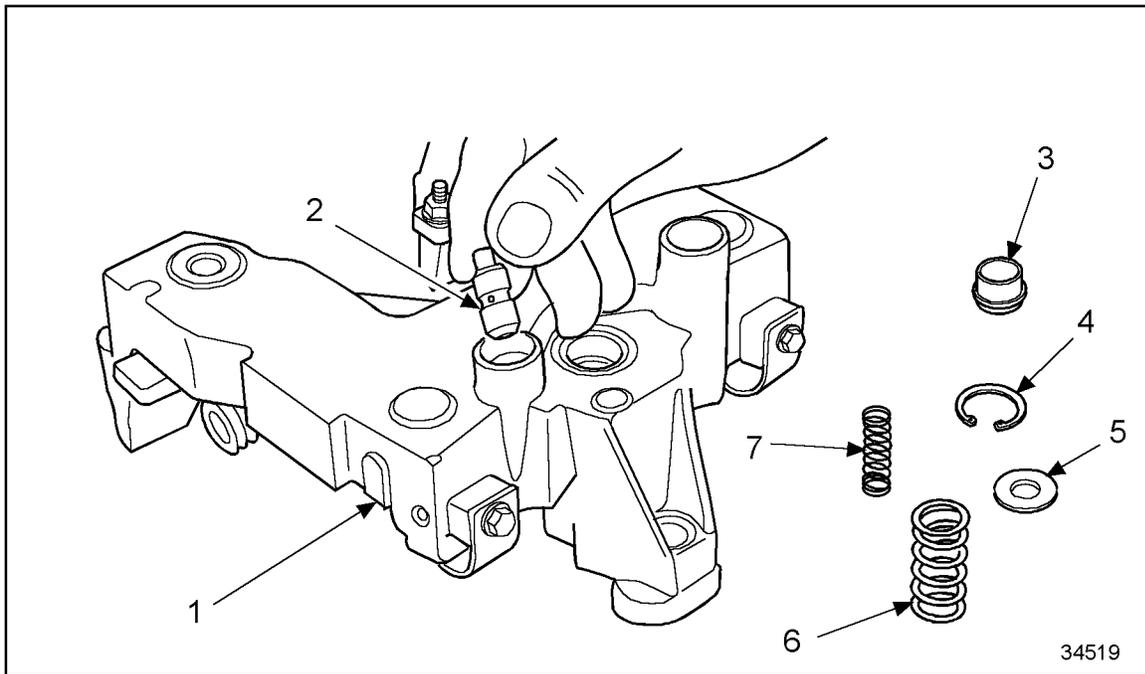
1.29.4 Assembly of Model 760, 765, or 770 Jake Brake

Install the control valve as follows:

1. Slip the control valve into the bore. See Figure 1-428.

NOTE:

Make sure the control valve collar is installed with the longer sleeve area facing up. If the collar is installed upside down, the engine brake cylinder will not operate.



- | | |
|------------------------|-------------------------|
| 1. Jake Brake Assembly | 5. Washer |
| 2. Control Valve | 6. Collar Spring |
| 3. Collar | 7. Control Valve Spring |
| 4. Snap Ring Retainer | |

Figure 1-428 Installing the Control Valve

2. Install the control valve collar and two springs.

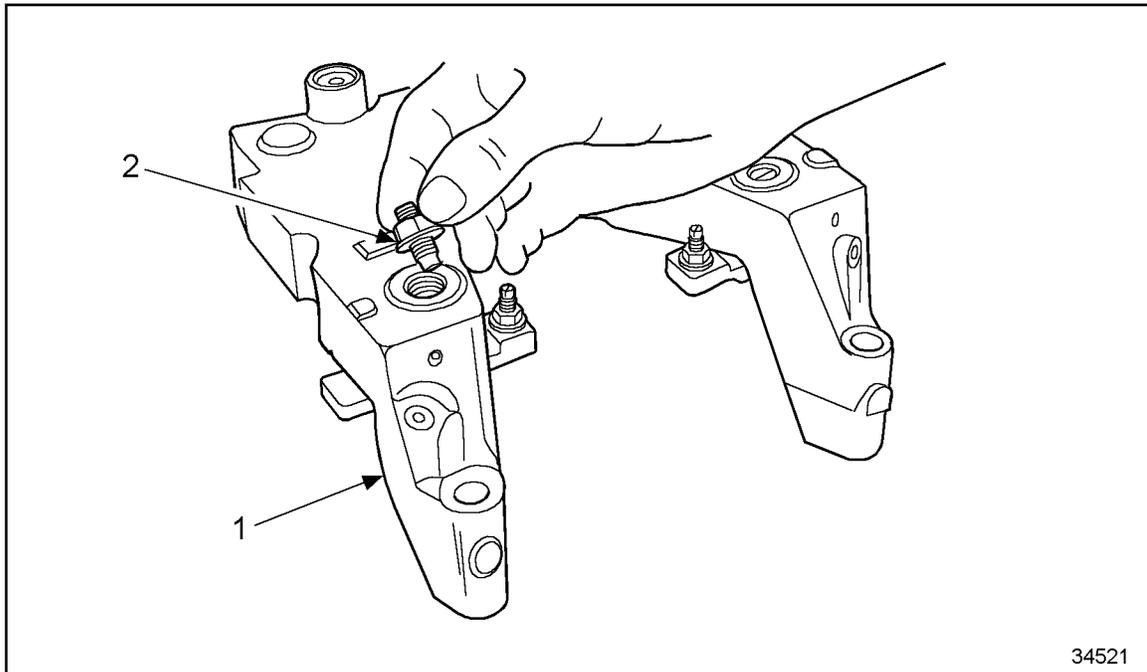
NOTE:

Ensure the collar is installed with the longer sleeve area facing up. If the collar is installed upside down, the engine brake cylinder will not operate.

3. Press the cover (washer) into place.
4. While holding the cover tightly in place, install the retaining ring.
5. Rotate retaining ring ears 90 degrees to assure ring is seated in groove.

Install the slave piston adjusting screw as follows:

1. Place the screw in the housing. See Figure 1-429.



1. Jake Brake Assembly

2. Slave Piston Adjusting Screw

Figure 1-429 Installing the Slave Piston Adjusting Screw

2. Torque the slave piston adjusting screw locknut to 35 N·m (25 lb·ft).

Install the solenoid valve as follows:

NOTE:

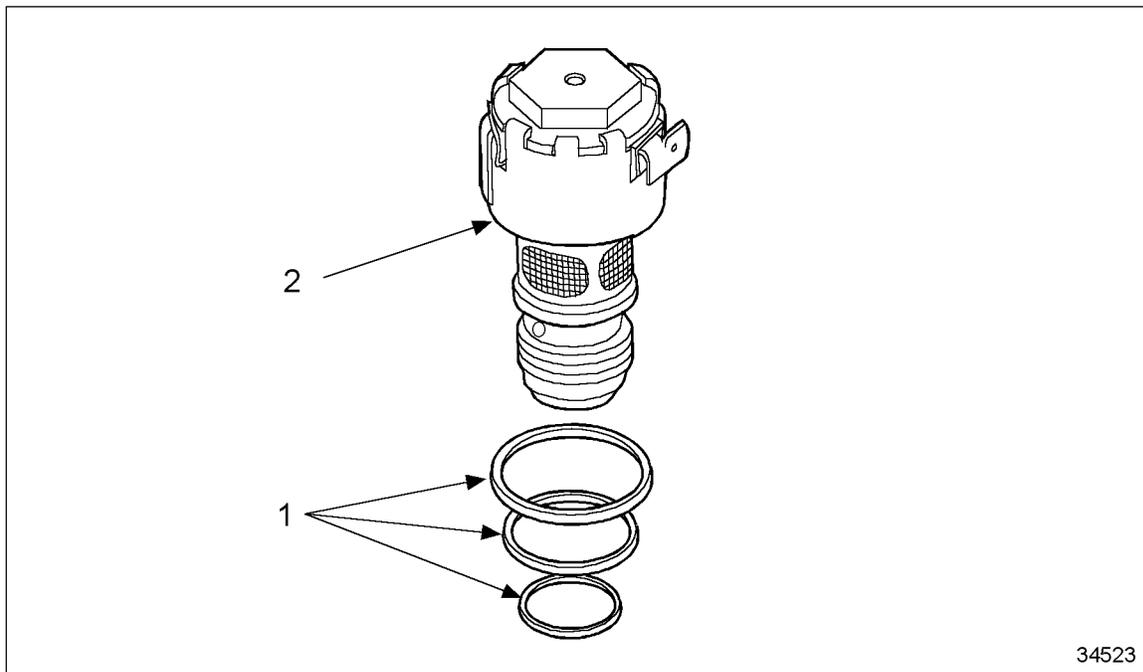
As of October 19, 1997, former solenoids have been replaced with the current improved solenoids. The current solenoids have an increased installation torque and improved durability. The current solenoid is interchangeable with the former.

1. Coat new solenoid valve seal rings with clean lube oil.

NOTE:

Use current upper seals when installing current solenoids. New seals are identified with yellow stripes.

2. Install the upper and center seal rings on the solenoid valve body and the lower seal ring into the bottom of the bore in the housing. See Figure 1-430.



1. Seal Rings (3)

2. Solenoid

Figure 1-430 Installation of Solenoid Valve Seal Rings

3. Make sure the seals are seated properly.
4. Using a 7/8 in. socket and extension for former solenoids or a 3/4 in., 6 point socket and extension for current solenoids, carefully screw the solenoid valve into the housing without unseating the seals.
5. Torque the former solenoid to 12.4 N·m (9 lb·ft). Torque the current solenoid to 20 N·m (15 lb·ft.)

NOTE:

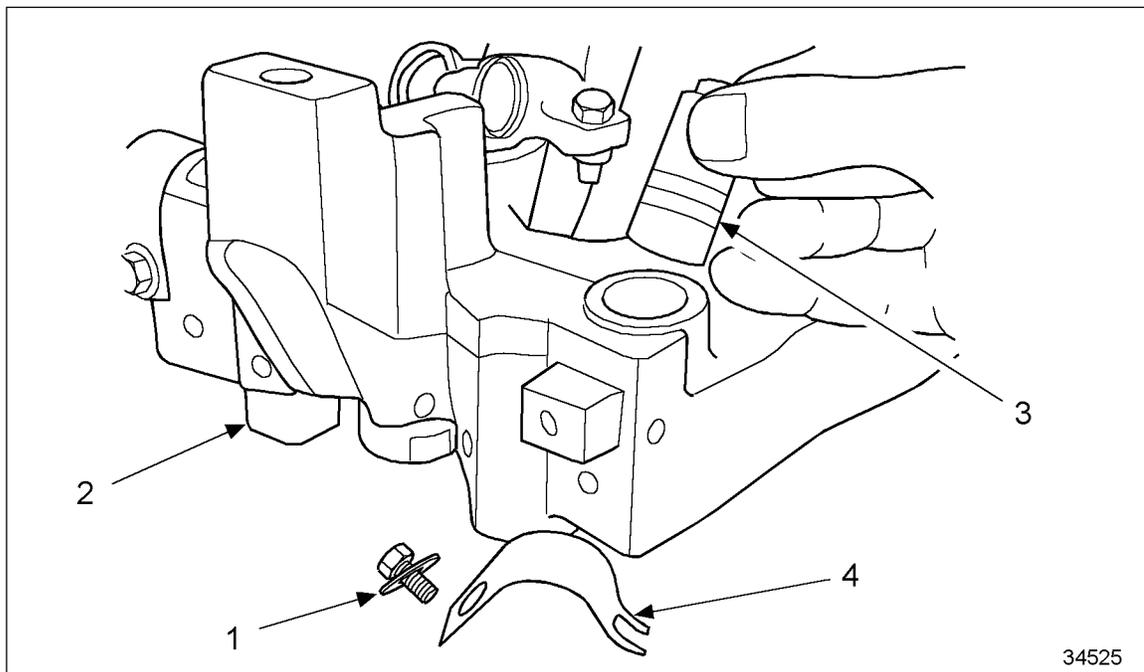
Be careful not to twist the seals while installing.

Install the accumulator as follows:

1. Place the piston into the accumulator bore.
2. Insert the spring, and install the cover.
3. Push down the accumulator cover, and insert retaining ring.

Install the master piston as follows:

1. Apply clean lube oil to the piston.
2. Insert master piston into bore. See Figure 1-431.



- | | |
|------------------------------|-------------------------|
| 1. Washer and Screw Assembly | 3. Master Piston |
| 2. Jake Brake Assembly | 4. Master Piston Spring |

Figure 1-431 Inserting Master Piston into Bore

3. Install spring, washer, and screw.

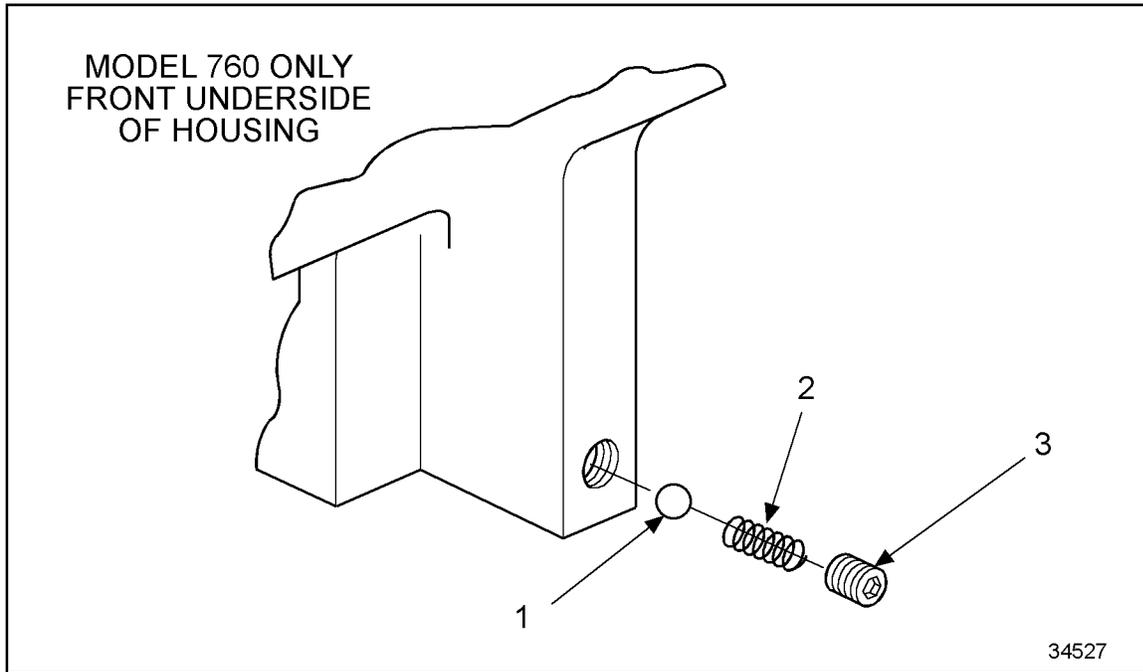
NOTE:

Make sure spring legs are centered around master piston boss.

4. Torque screw to 10 N·m (7.4 lb·ft).

On model 760 only, install the ball check valve as follows:

1. Install the ball check valve and spring. See Figure 1-432.



1. Ball Check Valve

3. Pipe Plug

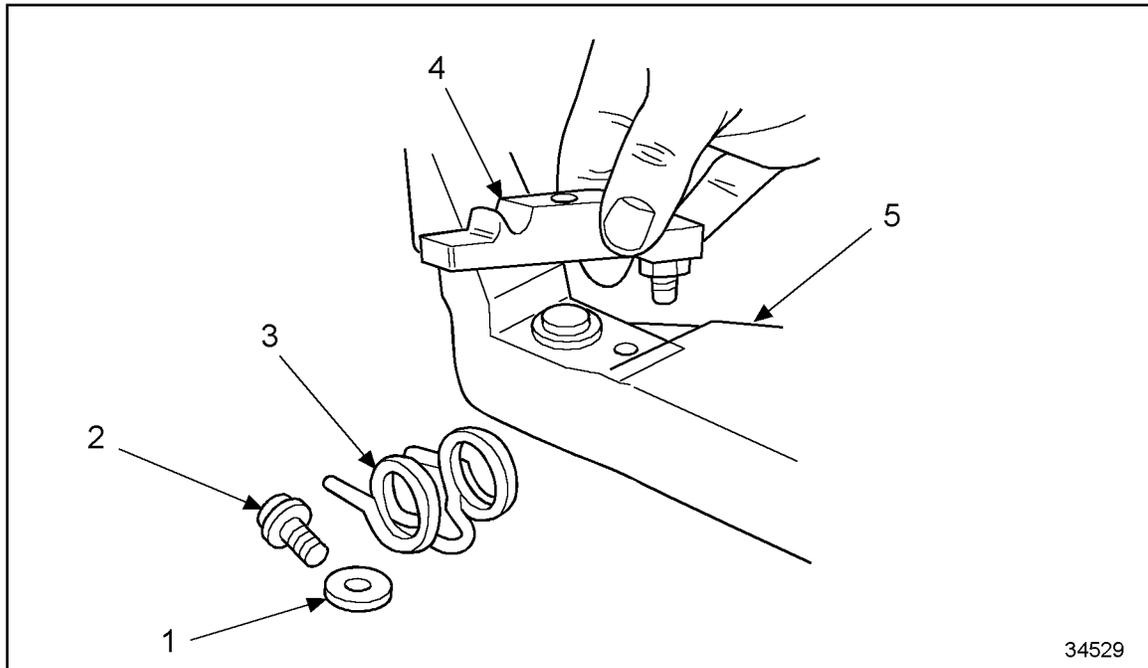
2. Spring

Figure 1-432 Installation of Ball Check Valve

2. Insert the plug. Torque pipe plug to 11.2 N·m (8.3 lb-ft).

Install the slave piston as follows:

1. Install the screw from the slave piston side of the bridge.
2. Install the leveling screw locknut.
3. Install the bridge with the leveling screw toward the center of the housing.
See Figure 1-433.



- | | |
|-------------------|-----------------------|
| 1. Washer | 4. Bridge Assembly |
| 2. Screw | 5. Jake Brake Housing |
| 3. Torsion Spring | |

Figure 1-433 **Installing Bridge with Leveling Screw Toward Center of Housing**

4. Install the slave piston assembly torsion spring with the ends over the bridge.
See Figure 1-434.

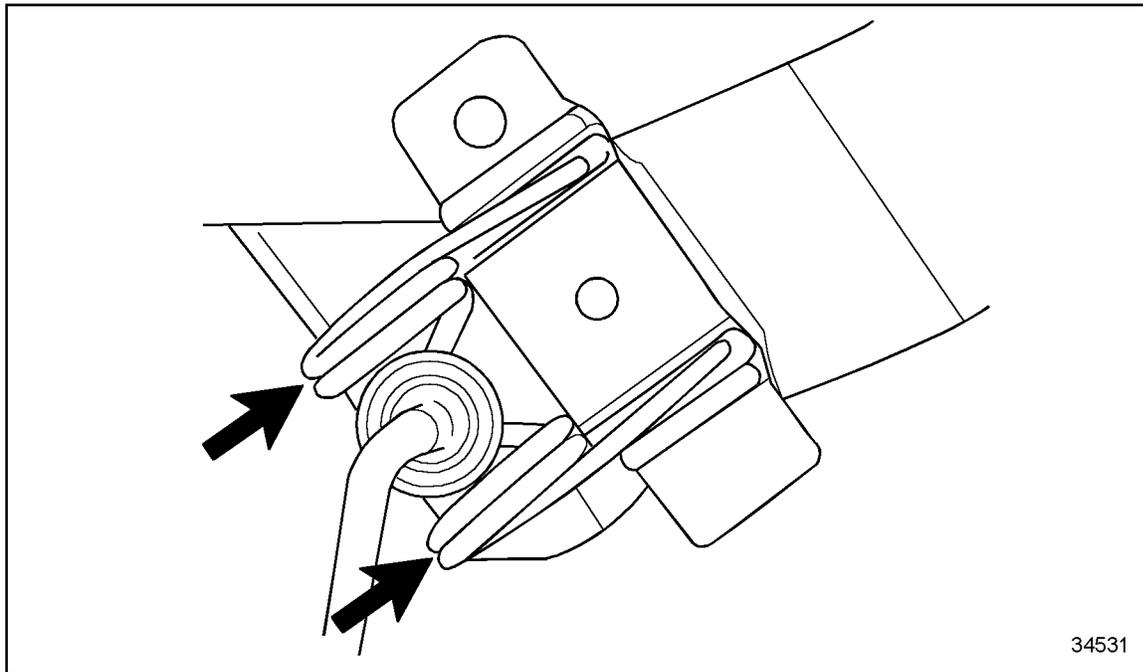


Figure 1-434 **Installing the Slave Piston Assembly Torsion Spring**

5. Install the screw over the center part of the spring.

NOTICE:
While tightening the screw on the torsion spring, push the spring toward the slave piston assembly. Failure to do so may result in contact between the intake valve adjusting screw and torsion spring. Serious engine damage may result.

6. Torque the screw to 20 N·m (15 lb·ft.).
7. Torque the slave piston leveling screw locknut to 47 N·m (35 lb·ft.).

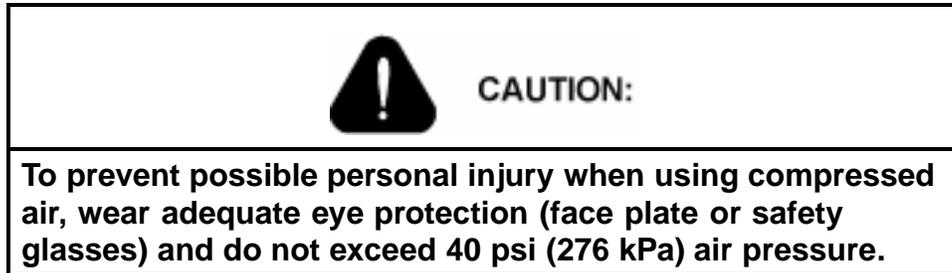
1.29.5 Installation of Model 760, 765, or 770 Jake Brake

Install the model 760, 765, or 770 Jake Brake as follows:

NOTE:

The following procedures apply to Model 760, 765, and 770 Jake Brakes. For Model 790 Jake Brake installation procedures, refer to section 1.29.10.

1. Adjust the intake and exhaust valve clearances and set the injector heights. Refer to section .



2. Attach the length of tubing to a blow gun nozzle, and blow out the oil from the bolt holes.
3. Cover the holes with hand towels to minimize oil spray.

NOTE:

Removing the oil from the bolt holes prevents the cylinder head from cracking when tightening the bolts.

4. Place the spacer bar on the exhaust manifold side of the cylinder head with the "OUT" markings adjoining each other and facing the exhaust manifold. See Figure 1-435, and see Figure 1-436.

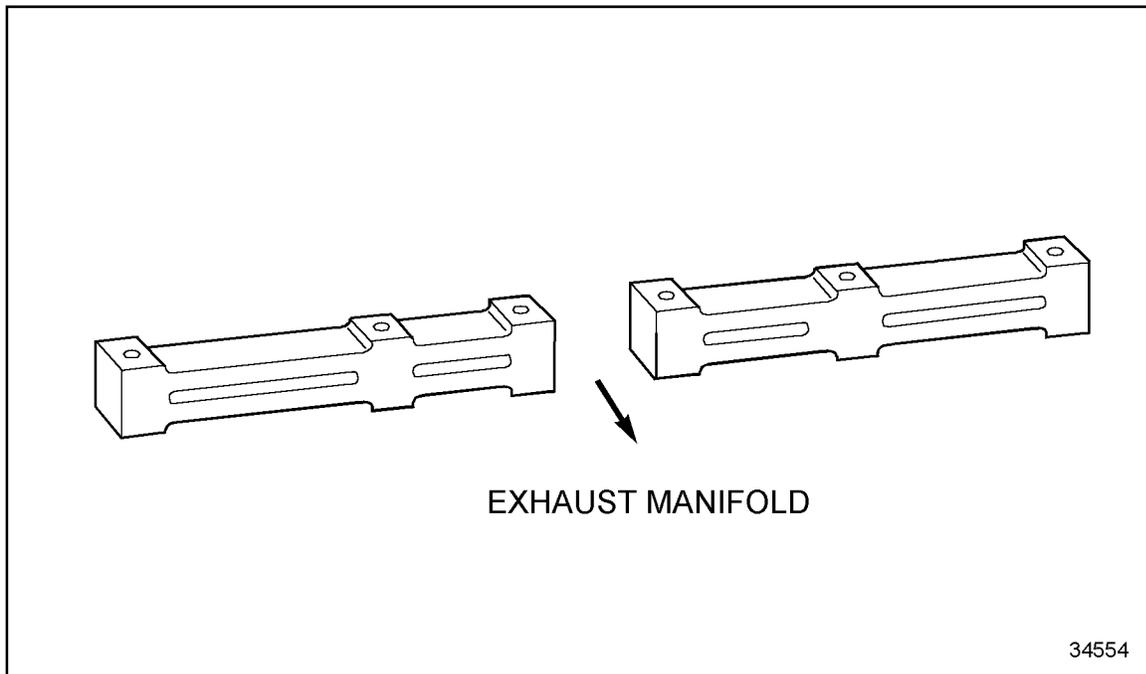
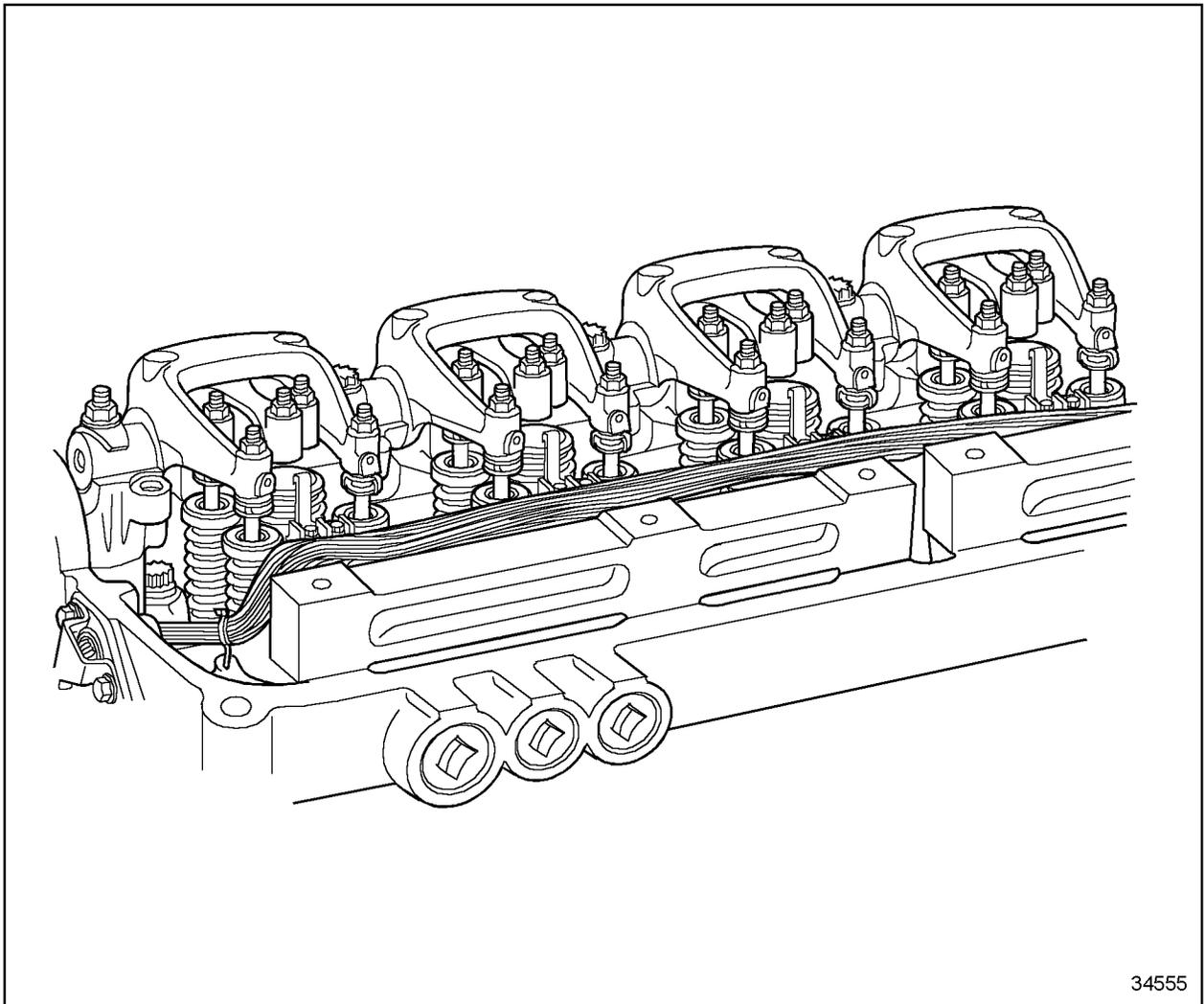


Figure 1-435 **Spacer Bars with "Out" Marks Adjoined**



34555

Figure 1-436 **Location of Spacer Bars**

5. Place the three engine brake housings over the rocker shafts with the solenoid valves toward the camshaft side of the engine.

NOTE:

Be sure housings do not interfere with wiring harness.

NOTICE:

Do not mix the rocker arm shaft bolts and the Jake Brake mounting bolts. If the rocker arm shaft bolt is mistakenly used to mount the Jake Brake housing, the longer shoulder on the bolt will block the oil supply to the Jake Brake on the camshaft side of the housing. The brake will not retard the engine as designed. This condition could cause loss of vehicle braking control on downgrades, which may create a risk of personal injury to the vehicle operator or other persons and damage to the vehicle or property of others.

NOTE:

The rocker arm shaft mounting bolt and Jake Brake mounting bolt, part of the Jake Brake assembly, are similar in appearance. Both are M12 x 110 mm (4.33 in.) long and have 12-point heads.

NOTE:

In the event of a housing hold down bolt failure on a Jacobs engine brake housing, replace all bolts on that particular housing.

NOTICE:

Use bolts that have the Jacobs logo, circled "J". Installation of bolts that do not have the circled "J" may result in damage to the engine, engine brake or both.

- [a] The Jake Brake bolt has the Jacobs logo (circled "J") and the letters "EF" marked on the head. The bolt length is no longer marked atop the bolt head.
- [b] The DDC rocker arm shaft bolt has the DDC logo (spinning arrows) and the vendor I.D. (F-C) on its head.
- [c] Jake Brake model 760 requires two bolts along with one bolt and new washers.

NOTE:

Be sure that only Jake Brake bolts, see Figure 1-437, are installed in the Jake Brake housing.

[d] The DDC bolt shoulder is much longer, 17.0 mm (0.669 in.) versus 4 mm (0.157 in.) than the Jake Brake bolt. See Figure 1-437.

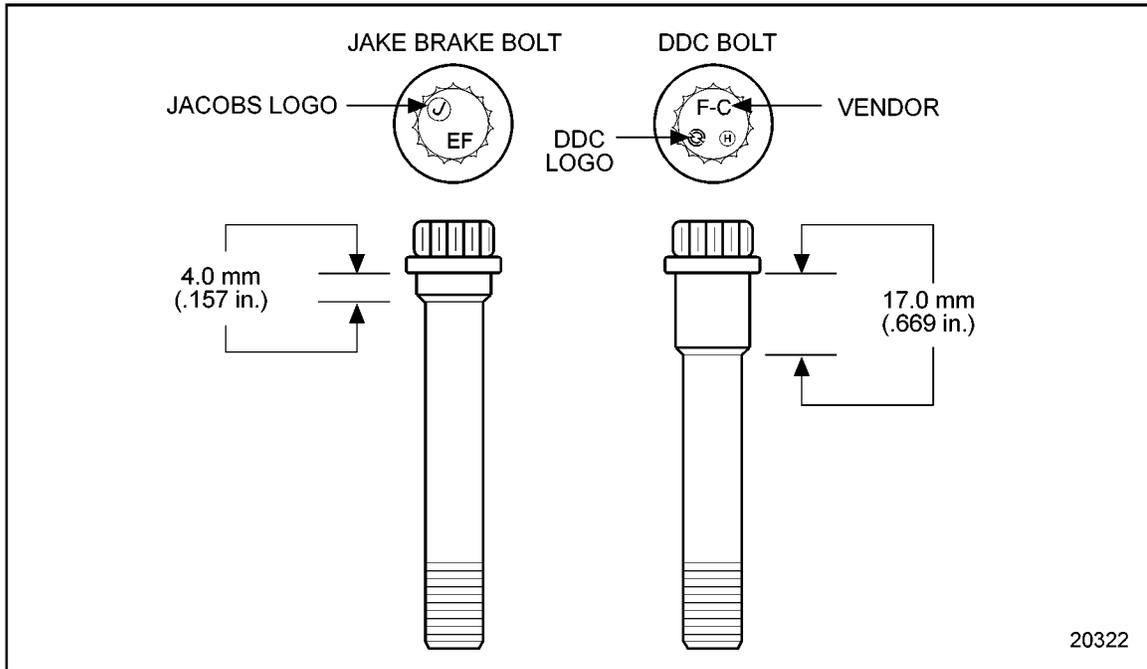
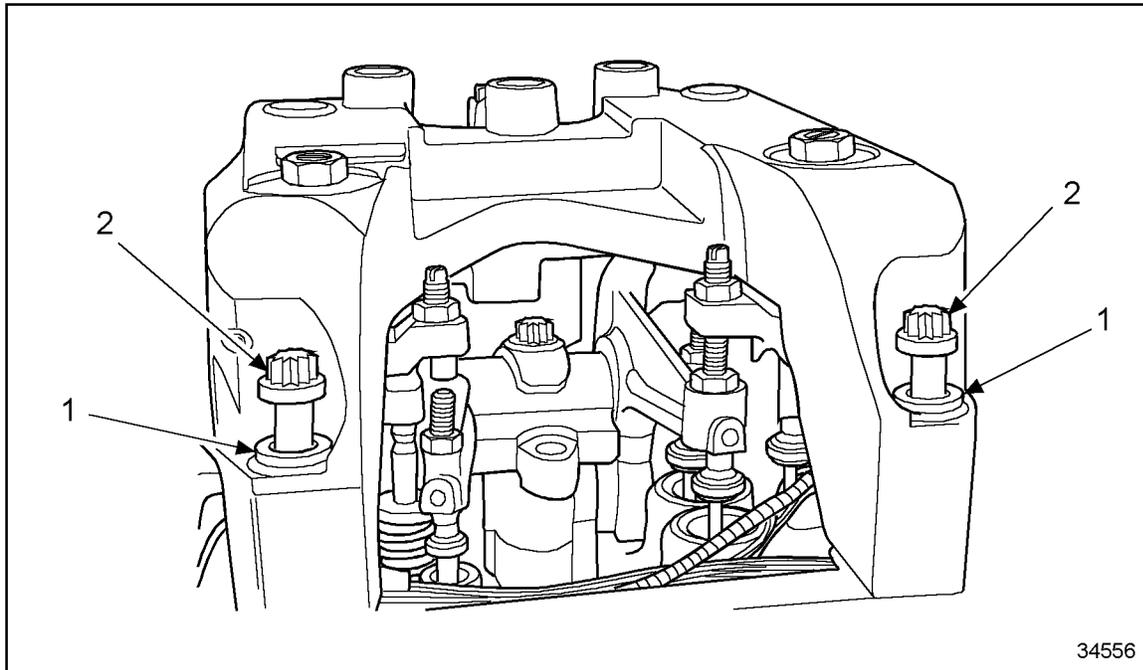


Figure 1-437 Jake Brake and DDC Bolt Identification

NOTICE:

The model 760 uses two lengths of mounting bolts. Six 120 mm bolts should be installed on the exhaust side of the engine. Three 110 mm bolts should be installed on the camshaft side of the engine. Failure to do so will result in engine damage.

6. On model 760, install one washer onto each 120 mm (4.75 in.) bolt, and insert into brake housing on the exhaust manifold side (two per housing). See Figure 1-438.

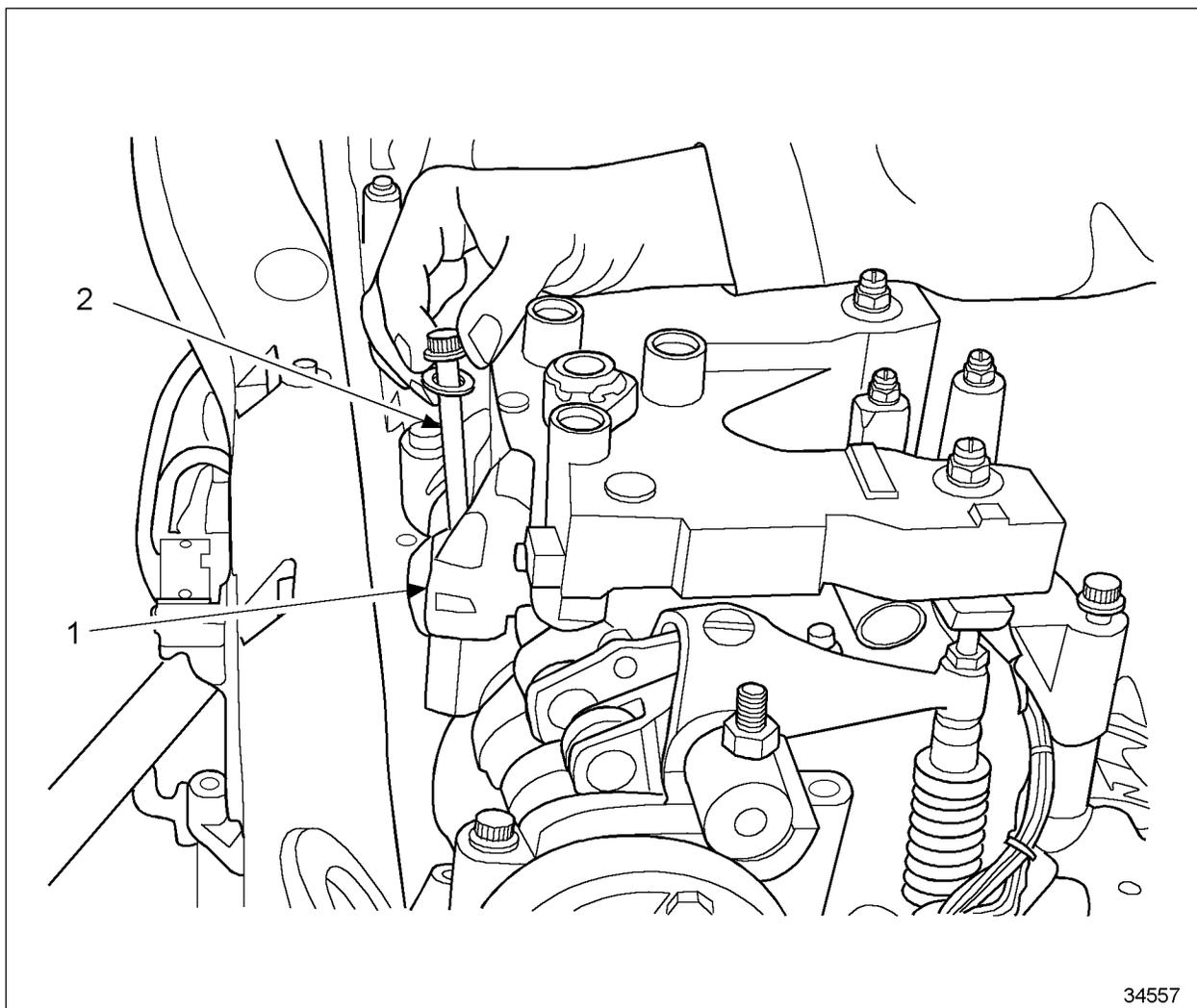


1. Washer

2. Long Bolt

Figure 1-438 Installation of Brake Housing Bolts on Exhaust Manifold Side

7. On model 760, install one washer on the 110 mm (4.375 in.) bolt, and insert into brake housing at the camshaft side (one per housing). See Figure 1-439.



1. Jake Brake Housing Assembly

2. Mounting Bolt

Figure 1-439 Installation of Brake Housing Bolts on Camshaft Side

8. On models 760A, 760B, 765, and 765A, lubricate each hold down bolt with clean engine oil.

NOTE:

All the housing mounting bolts for these models are the same length of 110 mm (4.375 in.).

9. On models 760A, 760B, 765, and 765A, install a washer on each bolt, and install into housings (three bolts per housing).

10. On models 760A and 765, move the housing from side to side, and locate the housing in the center position of the movement. See Figure 1-440.

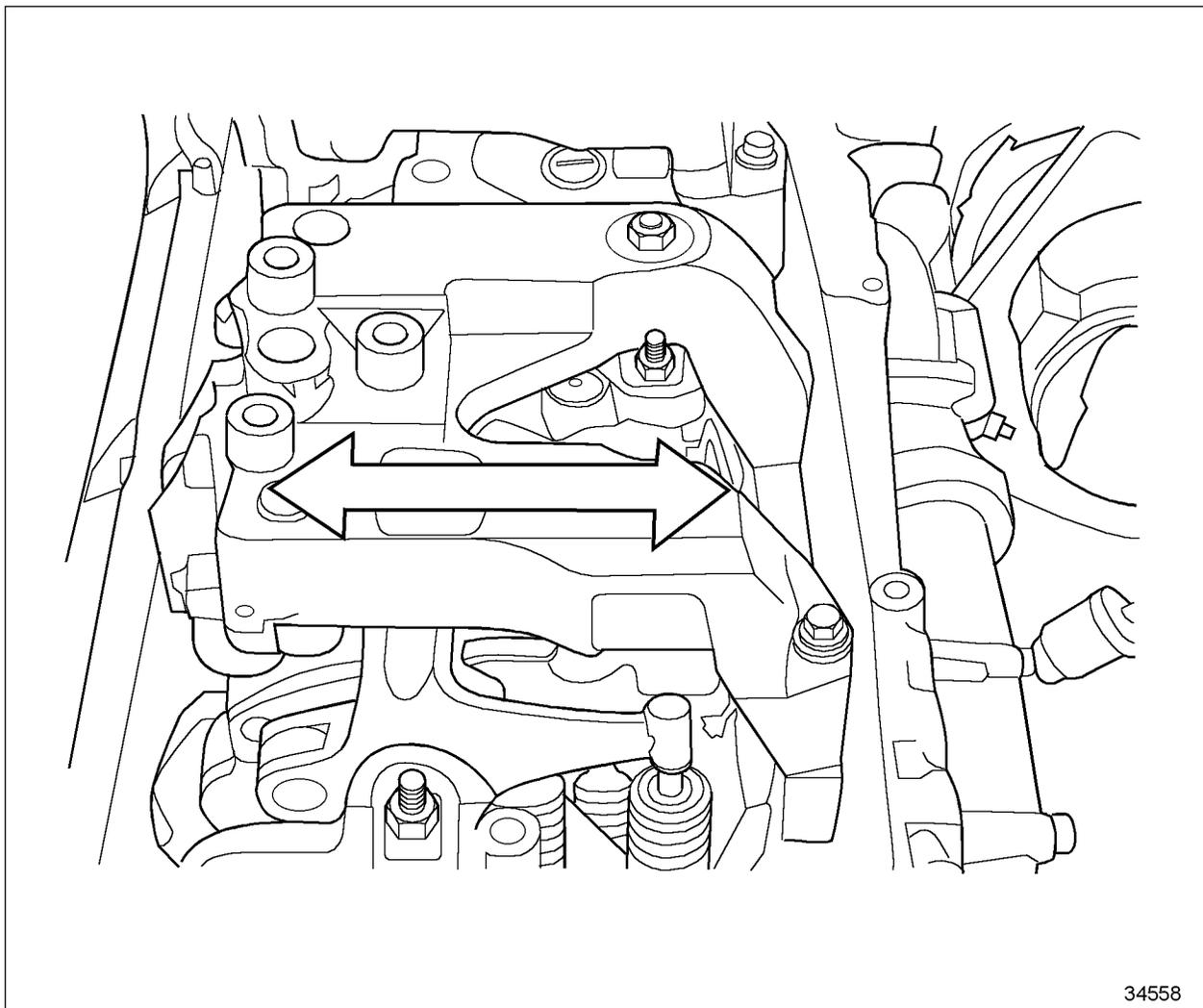


Figure 1-440 Locating Center Position of Housing

11. On models 760B and 765A, move the housing from side to side, and locate as far toward the camshaft side of the engine as possible.
12. On all models, torque the engine brake mounting bolts using the following sequence:
 - [a] Torque the three bolts on the camshaft side of the engine to 55 N·m (40 lb·ft).
 - [b] Torque the six bolts on the exhaust manifold side of the engine to 55 N·m (40 lb·ft).
 - [c] Repeat the tightening sequence and re-torque all bolts to 136 N·m (100 lb·ft).
 - [d] Check the torque to 136 N·m (100 lb·ft).
13. Secure wire harness to spacer bars with plastic ties.
14. Connect wiring harness solenoid connectors to solenoids.

1.29.5.1 Adjustment of Slave Piston on Model 760, 765, or 770 Jake Brake

Make the following adjustment with the engine stopped and cold, and the oil temperature at 60°C (140°F) or below. The exhaust valves on the cylinder *must* be in the closed position (rocker arm roller on the base circle of the camshaft). When setting the engine brake lash, the exhaust valves must be in the closed position. Adjust the slave piston on all models as follows:

NOTE:

The following procedures apply to Model 760, 765, and 770 Jake Brakes. For Model 790 Jake Brake slave piston lash setting procedures, refer to section 1.29.10.1.

NOTE:

Model 770 Jacobs engine brake requires a special procedure for adjusting the slave piston. The procedure is clearly indicated in the following adjustment steps.

NOTICE:

Improper slave piston adjustment can result in engine or brake housing damage.

NOTICE:

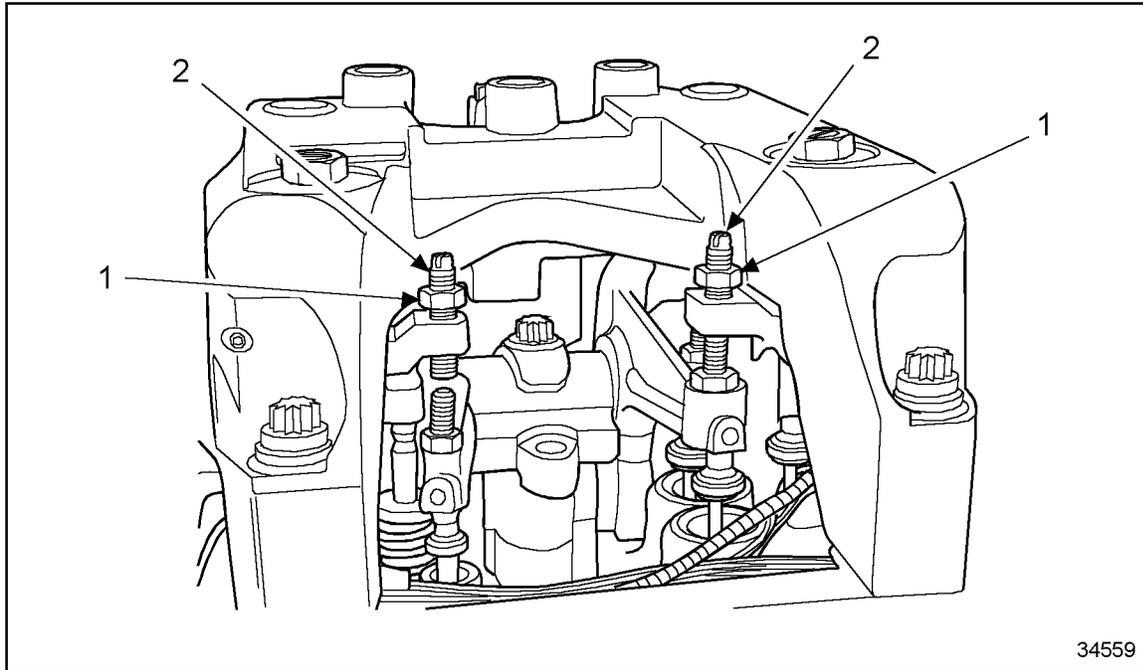
Strictly follow the slave piston adjustment procedure. Failure to use the proper adjustment procedure will result in poor engine brake performance and/or serious engine damage.

1. Refer to section 1.29 for proper slave piston clearance setting.

2. Back out the leveling screw in the slave piston assembly until the end of the screw is beneath the surface of the bridge in the slave piston assembly. See Figure 1-441.

NOTE:

The leveling screw is located in the bridge member of the slave piston assembly.



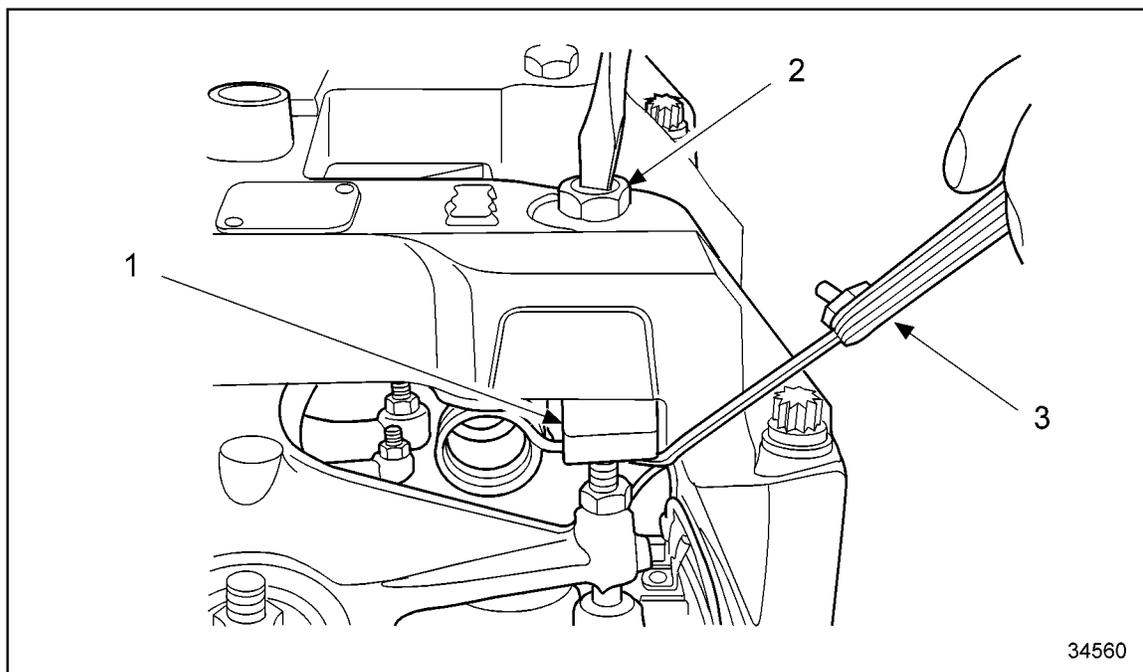
1. Leveling Screw

2. Locknut

Figure 1-441 Location of Leveling Screw

3. On models 760, 760A, 760B, 765, and 765A, place the correct size feeler gage between the solid side of the slave piston (the side without the leveling screw) and the exhaust rocker arm adjusting screw. Feeler gage sizes are listed in Table 1-9.

4. On models 760, 760A, 760B, 765, and 765A, turn the slave piston adjusting screw clockwise until a slight drag is felt on the feeler gage. See Figure 1-442.



- | | |
|---------------------------------|----------------|
| 1. Slave Piston Bridge | 3. Feeler Gage |
| 2. Slave Piston Adjusting Screw | |

Figure 1-442 Turn Slave Piston Adjusting Screw Clockwise

5. Perform the following additional steps on model 770:

- [a] Turn in the J-Lash[®] adjusting screw until the solid side of the slave piston bridge assembly contacts the exhaust valve and the valve springs begin to compress. Turn in one additional turn.

NOTICE:

All oil must be purged from the J-Lash adjusting screw. Oil remaining in the J-Lash screw will cause inaccurate clearance adjustment, resulting in possible engine or engine brake damage. If oil is below room temperature (below 60°F), wait at least two minutes for oil to be purged from the J-Lash adjusting screw.

NOTE:

Wait at least 30 seconds for oil to be purged from the J-Lash adjusting screw.

- [b] Back out the adjusting screw **only** until the correct size feeler gage can be inserted between the solid side of the slave piston bridge assembly and the exhaust valve.
- [c] Adjust the J-Lash so that a light drag is felt on the feeler gage.

NOTE:

Do not back out the J-Lash more than required to obtain a light drag on the feeler gage.

- [d] Use a screwdriver to hold the J-Lash in place, and torque the lock nut to 34 N·m (25 lb·ft).

NOTE:

If the J-Lash screw is backed out until it no longer compresses the slave piston spring, oil will enter the screw and the adjustment will be incorrect. If this occurs, repeat the J-Lash adjustment procedure.

- [e] Recheck the lash settings. If clearance setting is incorrect, repeat the J-Lash adjustment procedure.

NOTE:

Once the engine brake has been run, oil enters the J-Lash screw making the engine brake adjustment unreadable. If unsure of the adjustment, repeat the J-Lash adjustment procedure.

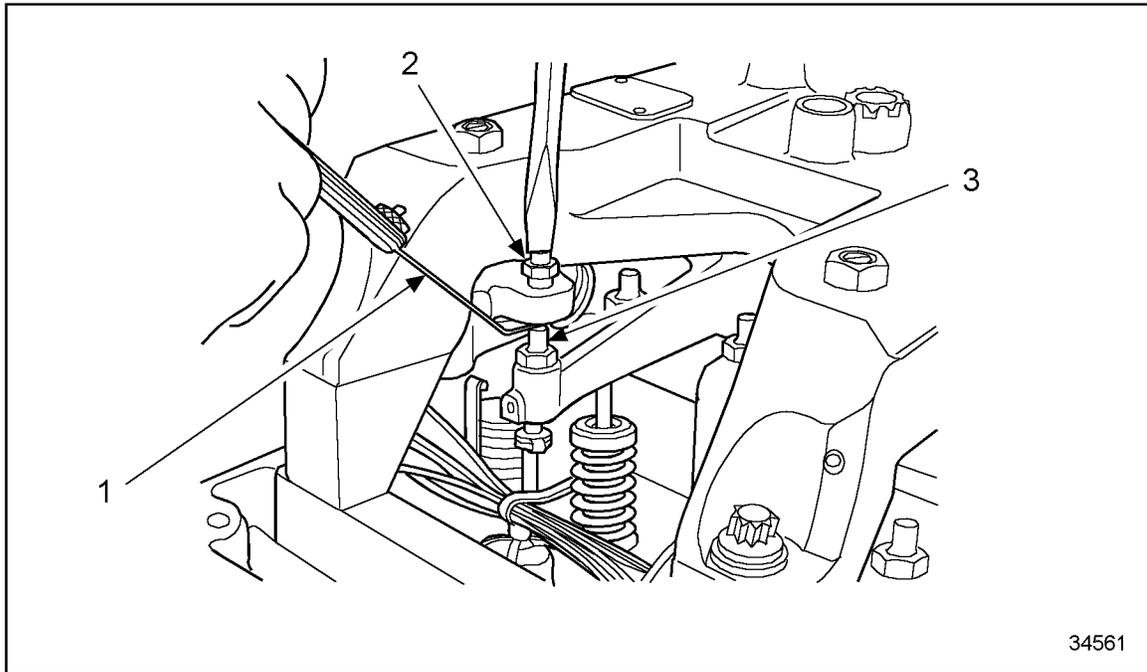
6. On all models, hold the screw in position, and torque the locknut to 35 N·m (26 lb·ft).
7. Check the adjustment, and repeat if necessary.

NOTE:

Do not disassemble the slave piston adjusting screws.

8. Place the correct feeler gage between the leveling screw and the rocker arm adjusting screw.

9. Turn the leveling screw clockwise until a slight drag is felt on the feeler gage. See Figure 1-443.



- | | |
|--------------------------------|-------------------------------|
| 1. Feeler Gage | 3. Rocker Arm Adjusting Screw |
| 2. Slave Piston Leveling Screw | |

Figure 1-443 **Setting Clearance on Leveling Screw and Rocker Arm Adjusting Screw**

10. Hold the leveling screw in position, and torque the locknut to 47 N·m (35 lb·ft).
11. Check adjustment, and repeat if necessary.
12. Repeat the adjustment procedures for the remaining cylinders. Refer to step 2 through step 11.

NOTE:

Bar over the engine when necessary to place the exhaust valves in the closed position for slave piston adjustment.

13. Install the engine rocker cover. Refer to section 1.6.2 for one-piece, refer to section 1.6.3 for two-piece, and refer to section 1.6.5 for three-piece.
14. Install all remaining components that were removed for this procedure.
15. Connect starting power for the engine.
16. Verify proper Jake Brake installation by driving the vehicle, then checking engine brake performance.

1.29.6 Removal of Model 790 Jake Brake Assembly

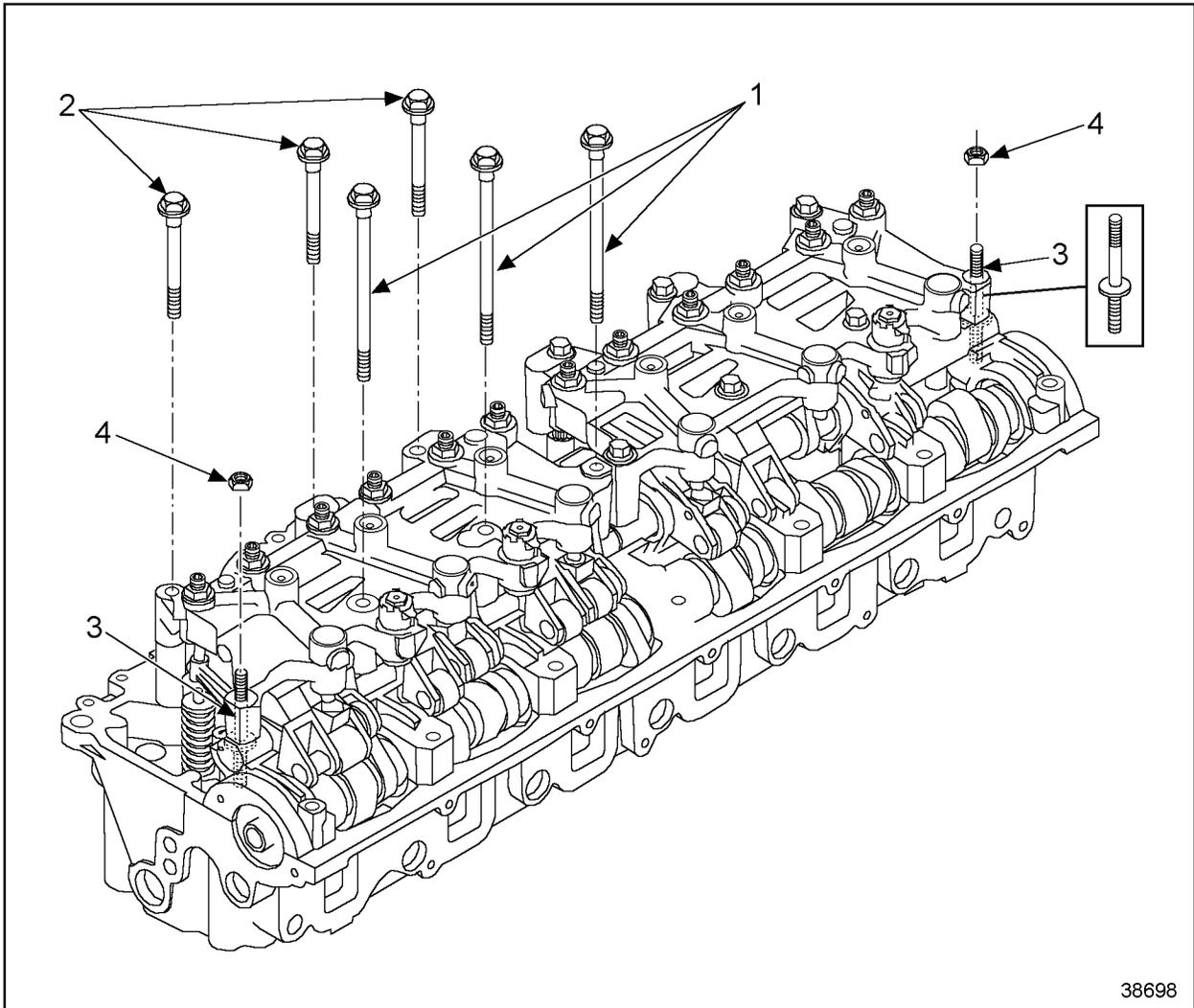
Remove the Model 790 Jake Brake as follows:

 CAUTION:
To avoid injury from hot engine surfaces, stop the engine and allow it to cool ambient temperature before working on it.

 CAUTION:
To avoid injury from accidental engine start-up, disable/disconnect power to the engine starting system.

1. With the engine at ambient temperature and power to the starting system disconnected, Refer to section of the *Series 60 Service Manual*, 6SE483 and remove the engine rocker cover.
2. Note the location of the rocker arm shaft, the exhaust valve rocker arm, the fuel injector rocker arm, and the intake valve rocker arm.
3. Disconnect the solenoid wiring harness connectors from the Jake Brake solenoids.

4. Remove the three (3) 140 mm long mounting bolts that secure the engine brake to the cylinder head. See Figure 1-443a.



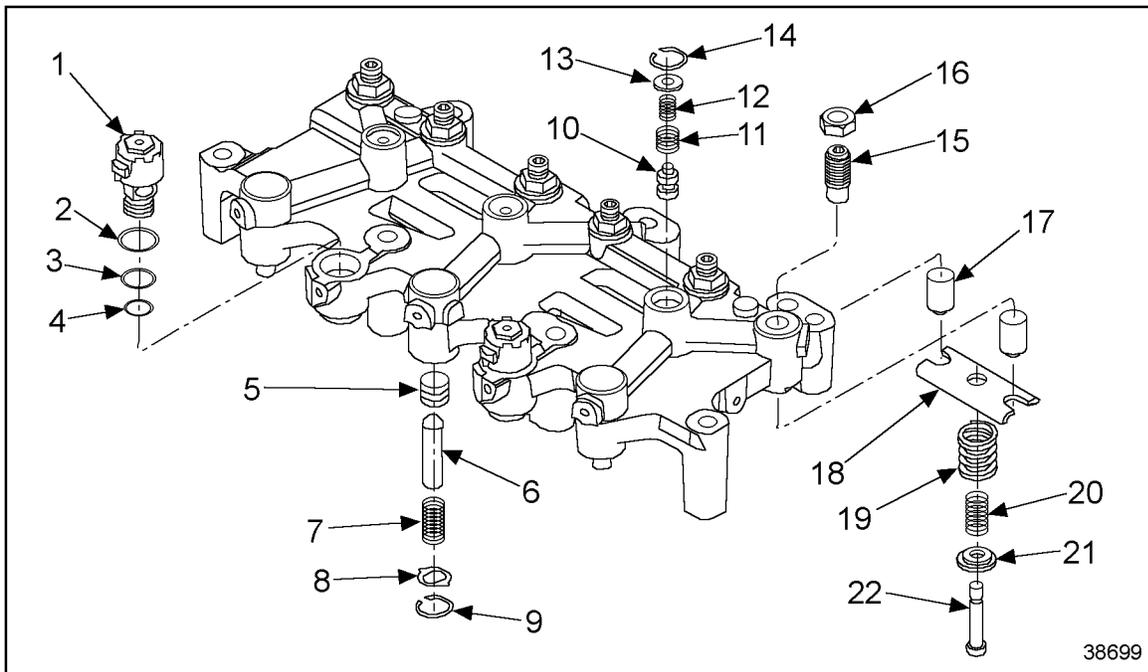
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|--------------------------------|--------------|
| 1. Mounting Bolt — 170 mm Long | 3. Stud Bolt |
| 2. Mounting Bolt — 140 MM Long | 4. Nut |

Figure 1-443a Model 790 Jake Brake Fasteners

5. Remove the three (3) 170 mm long mounting bolts and the two (2) nuts that secure the engine brake to the cylinder head.
6. Remove the engine brake assembly.
7. Repeat steps 1 through step 5 and remove the second Jake Brake assembly from the engine.

1.29.6.1 Disassembly of Model 790 Jake Brake

Instructions for disassembly of Model 790 Jake Brakes are incomplete at time of publication, but will be provided at a future date. For components of Model 790 Jake Brakes, see Figure 1-443b.



- | | |
|--------------------------------|-------------------------------|
| 1. Solenoid Valve | 12. Washer |
| 2. Center Seal | 13. Retaining Ring |
| 3. Center Seal | 14. J-Lash® Screw |
| 4. Lower Seal | 15. Locknut |
| 5. Master Piston | 16. Slave Piston |
| 6. Master Piston Pushrod | 17. Slave Piston Bridge |
| 7. Master Piston Spring | 18. Outer Slave Piston Spring |
| 8. Retaining Ring | 19. Inner Slave Piston Spring |
| 9. Control Valve | 20. Slave Piston Spring Seat |
| 10. Outer Control Valve Spring | 21. Shoulder Bolt |
| 11. Inner Control Valve Spring | 22. Shoulder Bolt |

Figure 1-443b Typical Model 790 Jake Brake Assembly

1.29.7 Cleaning of Model 790 Jake Brake

Instructions for cleaning of Model 790 Jake Brake are incomplete at the time of publication, but will be provided at a future date.

1.29.8 Inspection of Model 790 Jake Brake

Instructions for inspection of Model 790 Jake Brake are incomplete at the time of publication, but will be provided at a future date.

1.29.9 Assembly of Model 790 Jake Brake

Instructions for assembly of Model 790 Jake Brake are incomplete at the time of publication, but will be provided at a future date.

1.29.10 Installation of Model 790 Jake Brake Assembly

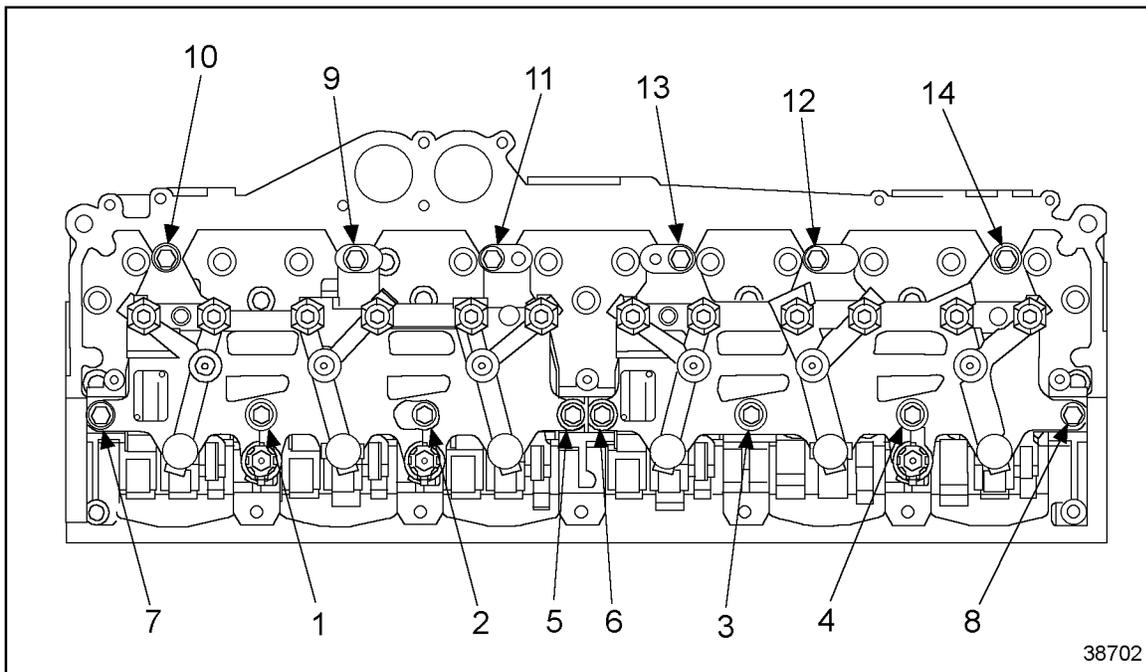
The installation procedures for the model 790 Jake Brake assemblies differ slightly from the former engine brakes. Two brake housings are used, instead of three, and spacer bars are not required. Install the model 790 Jake Brake assemblies as follows:

1. With the engine at ambient temperature, install front Jake Brake housing (with two solenoids) over the front three cylinders. Position with solenoids on camshaft side of engine.
2. Install the rear housing (with one solenoid) over the rear three cylinders. Position with solenoid on camshaft side of engine.

NOTE:

There is one extra mounting hole drilled on the slave piston side of each housing. These holes are for manufacturing purposes only and are not used for installation.

3. Install six (6) 170 mm bolts through the housings into the rocker shafts in locations 1 through 6, and install two (2) nuts in locations 7 and 8. See Figure 1-443c.



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Figure 1-443c Housing Hold-Down Bolt Locations

NOTICE:

To ensure proper engine brake housing installation, Jake Brake mounting bolts (identified by a circle "J" on the heads) and required one-piece spacers *must* be used when mounting the brake assemblies.

4. Install six (6) 140 mm bolts into each housing and through the spacers in locations 9 through 14.
5. Torque all mounting bolts to 136 N·m (100 lb-ft) in bolt location number sequence shown. See Figure 1-443c.
6. Route the wire to the solenoid for cylinder 1 through the front retaining clip on the front housing and connect to the solenoid. Torque screw to 1.13 N·m (10 lb-in.).
7. Route wire to the solenoid for cylinders 3 and 4 through the rear retaining clip on the front housing and connect to the solenoid. Torque screw to 1.13 N·m (10 lb-in.).
8. Route wire to the solenoid for cylinders 4, 5 and 6 through the single retaining clip on the rear housing and secure to the terminal screw on the solenoid. Torque screw to 1.13 N·m (10 lb-in.).
9. Secure any excess wire to the injector harness with wire ties.

1.29.10.1 Set Slave Piston Lash

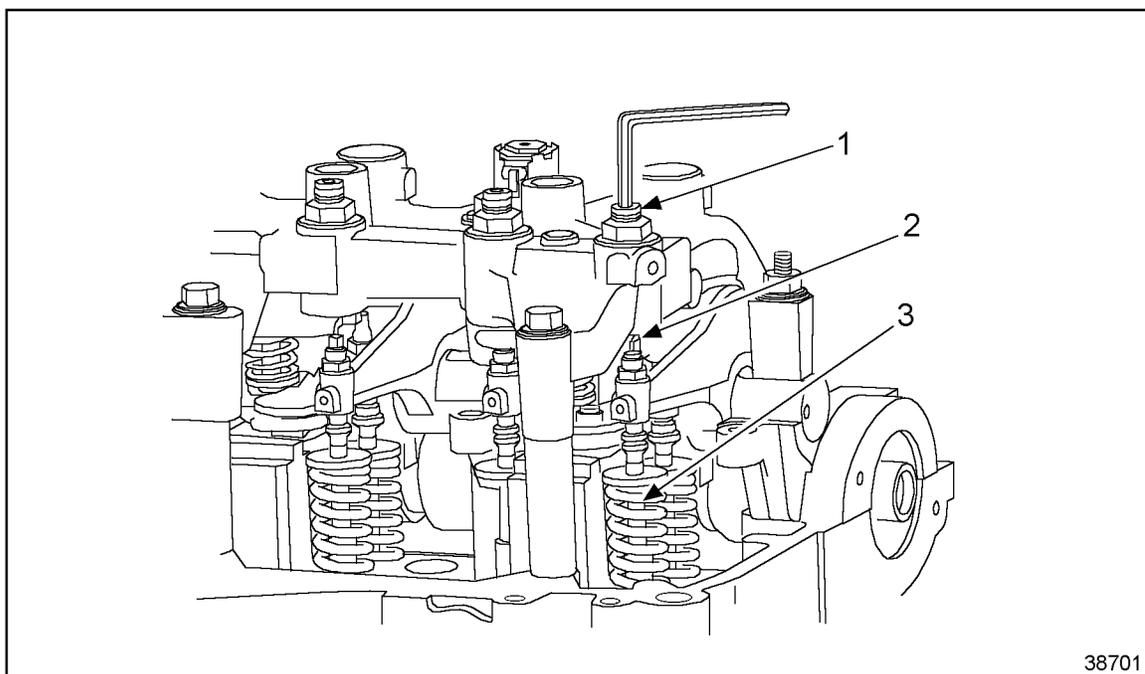
The slave piston lash must be set after Jake Brake housings are installed. Adjustments must be made with the engine stopped and cold and the oil temperature at 60°C (140°F) or below. Exhaust valves on the cylinder must be in the closed position (rocker arm roller should be on the base circle of the camshaft).

NOTICE:

The slave piston adjustment procedure *must* be followed exactly. Failure to properly adjust Jake Brakes will result in inefficient engine brake performance and may lead to severe engine or Jake Brake damage.

Adjust Jake Brake Model 790 slave piston lash as follows:

1. Loosen the locknut. Then, using a 5/16 in. Allen wrench, turn the J-Lash adjusting screw counter-clockwise until a 0.660 mm (0.026 in.) feeler gauge can be inserted between the slave piston and the exhaust rocker adjusting screw. Insert the feeler gauge.
2. Using the 5/16 in. Allen wrench, turn the J-Lash adjusting screw in (clockwise) until the slave piston contacts the feeler gauge and the exhaust rocker adjusting screw. When the valve spring begins to compress, turn the screw clockwise *one* additional turn. *Wait at least 30 seconds for oil to be purged from the J-Lash adjusting screw.* See Figure 1-443d.



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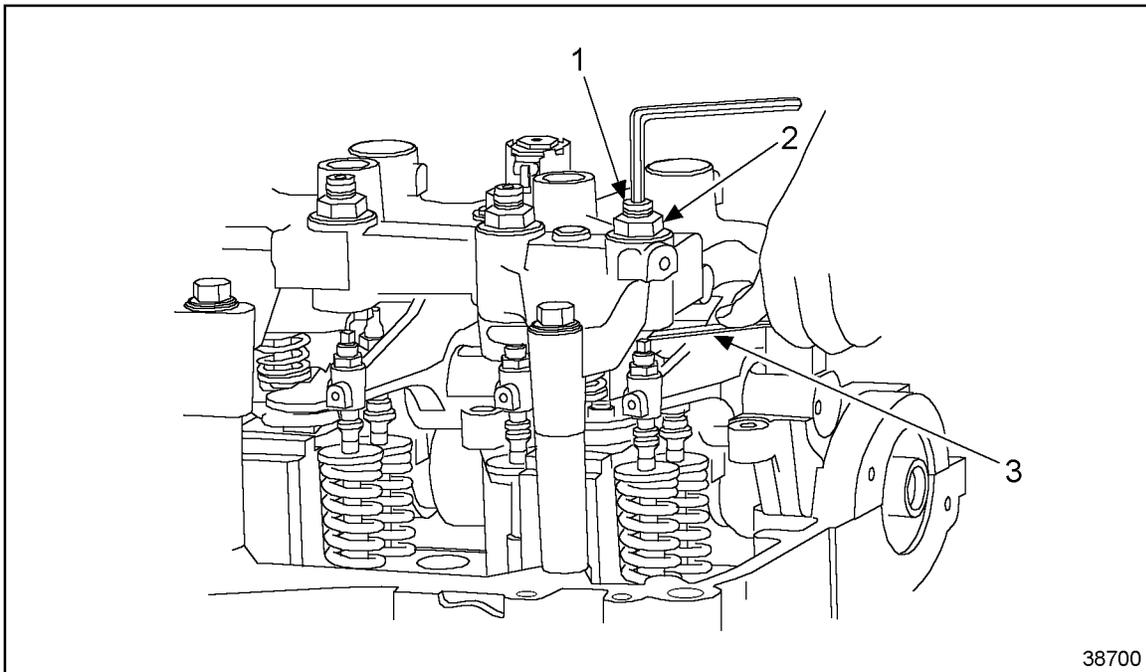
- | | |
|---------------------------|-------------------------|
| 1. J-Lash Adjusting Screw | 3. Exhaust Valve Spring |
| 2. Slave Piston | |

Figure 1-443d Turn the Adjusting Screw Until the Valve Spring Compresses

NOTICE:

Oil *must* be purged from the J-Lash adjusting screw. Oil remaining in the J-Lash screw will cause inaccurate clearance adjustment, which could result in damage to the engine or Jake Brake. ***If oil is below room temperature (below 16° C or 60° F), wait at least two minutes for oil to be purged from the J-Lash adjusting screw.***

3. After waiting the required interval to purge oil from the J-Lash adjusting screw, back out the adjusting screw (turn counter-clockwise) ***only*** until a 0.660 mm (0.026 in.) feeler gage can be moved with a slight resistance. See Figure 1-443e. ***Do not back out the J-Lash adjusting screw more than required to obtain a light drag on the feeler gage.*** Using the Allen wrench to hold the J-Lash adjusting screw in place, torque the lock nut to 35 N·m (25 lb-ft).



1. J-Lash Adjusting Screw

3. Feeler Gage

2. Locknut

Figure 1-443e Adjusting Slave Piston Lash**NOTE:**

If the J-Lash adjusting screw is backed out until it no longer compresses the slave piston spring, oil will enter the screw and the adjustment will be incorrect. If this occurs, repeat step 1 and step 2.

4. After torquing the adjusting screw lock nut, recheck lash setting. If lash is incorrect, repeat step 1 and step 2.

NOTE:

Once the engine brake has been run, you will not be able to check Jake Brake adjustment. This is because of oil retained in the J-Lash adjusting screw. If unsure of the adjustment, you must repeat step 1 through step 3.

5. Repeat step 1 through step 3 for the remaining slave piston on the same cylinder.
6. Repeat step 1 through step 4 for the remaining cylinders.
7. Complete the installation by installing the rocker cover. Refer to section 1.6 of the service manual.
8. Install all remaining components that were removed for this procedure.
9. Connect starting power for the engine.
10. Start and drive the vehicle to verify proper Jake Brake performance.

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