



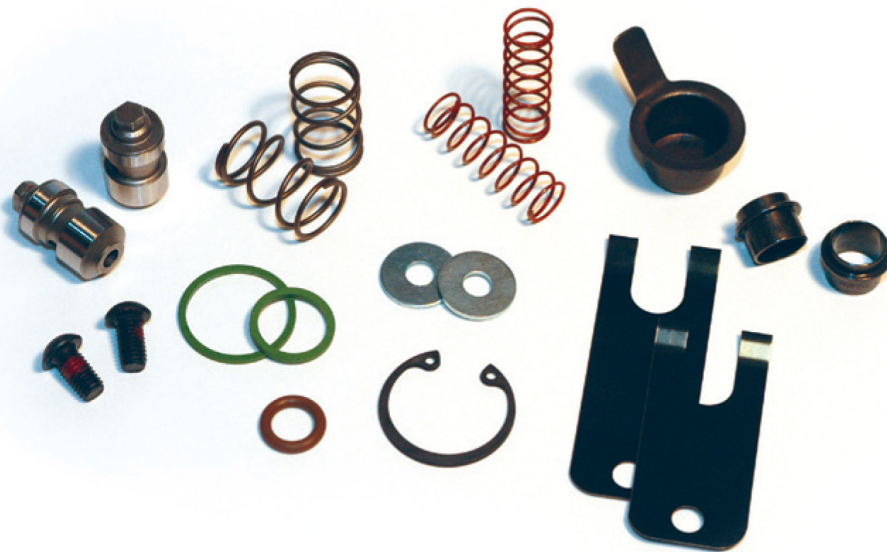
COMPLETE YOUR OVERHAUL

With a Genuine JAKE BRAKE® Tune-Up Kit

DRIVE STRONGER, LONGER.
ADD A JAKE BRAKE TUNE-UP KIT TO YOUR ENGINE OVERHAUL.

Give your industry-leading Jake Brake the maintenance it deserves to ensure the increased safety, greater speed control and extended brake life that you have come to expect.

Available at more than 2,000 dealers nationwide and on our website, your Jake Brake is only an exit or click away.



Features & Benefits

- Restores your Jake Brake to its original performance levels
- Allows technicians to evaluate condition of entire brake
- Targets known wear parts to minimize cost
- Avoids additional labor in the future
- Backed by a replacement parts warranty
- Includes detailed installation instructions
- Installed by authorized service centers nationwide

more



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	Engine Model	Brake Model	Tune-up Kit OEM P/N	Jacobs P/N	Solenoid ** OEM P/N	Jacobs P/N
CATERPILLAR	3176B, C10	317D/E, 310 SERIES	143-6626	19502	163-1533	1024610
	C12	312 SERIES	143-6626	19502	163-1533	1024610
	3176	317, 317 A/B/C	143-6576	18158	163-1550	1024613
	3306 SERIES	336, 336A	143-6576	19469	163-1547	1024614
	3406 MECHANICAL	346 SERIES	143-6479	14087	163-1547	1024614
	3406 MECHANICAL	349, 349A	143-6622	19461	163-1547	1024614
	3406E, C15, C16, C18	340 SERIES	143-6628	19654	163-1533	1024610
TOGNUM	SERIES 60, 11.1L	760	19875	19875	1024612	1024612
	SERIES 60	760A, 765, 765A	20531	20531	1024612	1024612
	SERIES 50 & 60	750, 750A, 760A, 765, 765A (2 HOUSINGS)	20530	20530	1024612	1024612
	SERIES 60, 11.1L	760B	25405	25405	1024612	1024612
	SERIES 60, 11.1L	760B (2 HOUSINGS)	25455	25455	1024612	1024612
	SERIES 60	770	26618	26618	1024612	1024612
	SERIES 50 & 60	750B, 770 (2 HOUSINGS)	26615	26615	1024612	1024612
	SERIES 60	790, 795	29013	29013	1024612	1024612
	SERIES 60	797, 797A	32146	32146	1024612	1024612
	SERIES 60	797B	32146	32146	1034737	1034737
	SERIES 71, SERIES 92	6V-71/92A	17056	17056	1024612	1024612
SERIES 71, SERIES 92	8V-71/92A	17057	17057	1024612	1024612	
CUMMINS	NH/NT	25B, 30, 30E, 400, 400H	3871418	13950	3871707	1024613
	NH/NT	401 SERIES	3871535	17687	3871707	1024613
	NH/NT	420, 425	3871536	17688	3871707	1024613
	NH/NT	425A	3871537	17689	3871707	1024613
	88/89 NT	430 SERIES	3871538	17690	3871707	1024613
	L-10	404/404B	3871540	17723	3871707	1024613
	L-10	404BG	3871586	20131	3871707	1024613
	ISL/ISC	490/490A	3800917	26303	4024759	1024614
	M11/ISM	404D & 411 SERIES	3871580	19848	3871707	1024613
	M11/ISM	411C	3871580	19848	3871711	1024610
	N-14	440A, 445, 450AB	3871568	19305	3871707	1024613
	N14 PLUS	455 SERIES	3871704	20923	3871707	1024613
	ISX 15L	INTEBRAKE PRE-2010	2882081	20281	4024759	1024614
	ISX 15L	INTEBRAKE 2010+	2882081	20281	3986406	1037674
	ISX 11.9L	460	3001340	40355	3986406	1037674
MACK	E6 2 VALVE	675, 675A	4559-18676	18676	4559-1024614	1024614
	E6 4 VALVE	680A	4559-18677	18677	4559-1024614	1024614
	E7 4 VALVE	680B	4559-18678	18678	4559-1024614	1024614
	E7 ETECH	690 SERIES J-TECH	4559-31180	31180	4559-1024614	1024614

RECOMMENDED PREVENTIVE MAINTENANCE SCHEDULE

The suggested intervals presented here are intended as a guide for establishing a routine Jake Brake inspection and maintenance in conjunction with a scheduled engine maintenance.

PART	FIRST ENGINE VALVE ADJUSTMENT	300 to 500 K MILES
Wiring, Terminal Connections	I	I
Clutch/Throttle/Buffer	A	A/R
Safety Valve Screw Assembly	I	R
Solenoid Valves		R
Reset/Auto-Lash® Assembly		I/R
Crosshead/Bridges/Valve Stem Caps		I/R
Injector/Exhaust Rocker Arm Screws	I	I/R
Master Piston/Fork Assembly		I/R
Slave Pistons		I
External Hose Assembly	I	I/R
Housings		I
Fuel Pipes	I	I/R
Hold Down Bolts		R
Accumulator Springs*		R
Solenoid Harness*		I/R
Solenoid Seal Rings*		I/R
Control Valve Springs*		I/R
Oil Seals Rings*	I	I/R
Master Piston Return Springs*	I	
Terminal Lead Out*	I	
Crosshead Pin Assembly*	I	

I = Inspect A = Adjust R = Replace

* contained in tune-up kits

** not included in tune-up kit

Severe driving conditions, types of roads and driving areas will affect the length of time between scheduled maintenance. Engines exposed to severe applications and operating environments may require more frequent preventive maintenance, thereby altering engine retarder maintenance intervals as well.