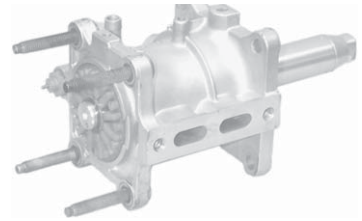
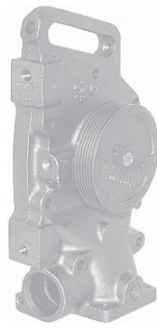
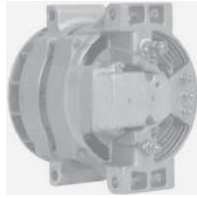


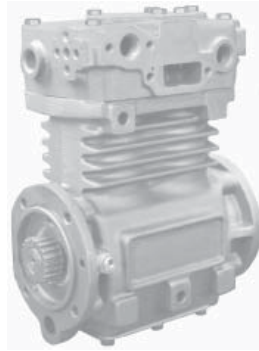
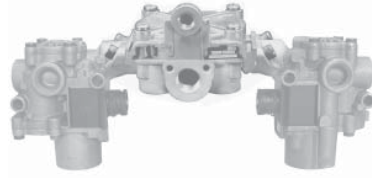
PAB-20
\$20.



PRECISION

SINCE 1961 **HEAVY DUTY**

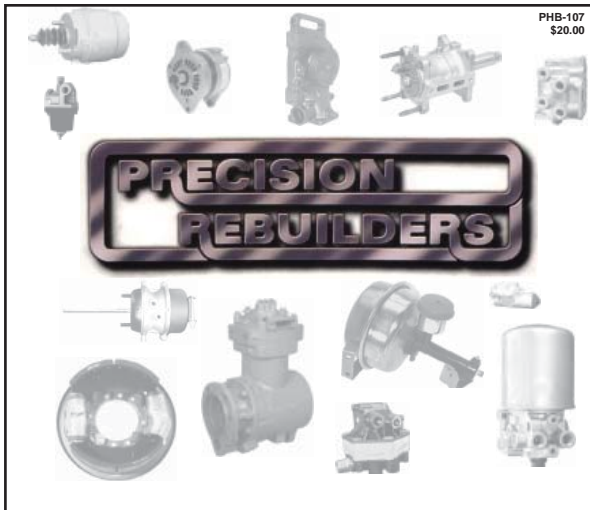
BY PRECISION REBUILDERS



Remanufactured Heavy Duty Air Brake System Products

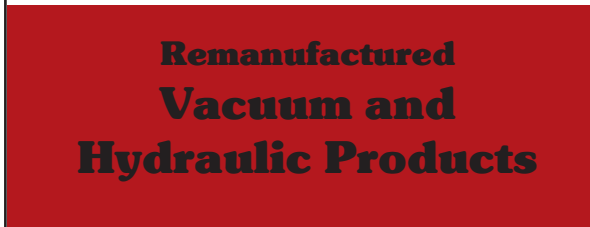
Precision Rebuilders Air Brake System Products Catalog

Other Catalogs Available



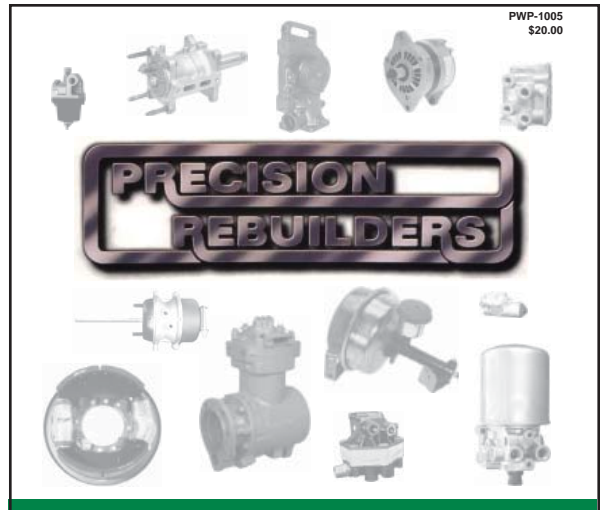
PHB-107
\$20.00

PRECISION REBUILDERS




**Remanufactured
Vacuum and
Hydraulic Products**

This catalog cover features a collection of various mechanical parts including pumps, valves, and actuators. The 'PRECISION REBUILDERS' logo is prominently displayed in the center. The bottom section has a red background with white text.



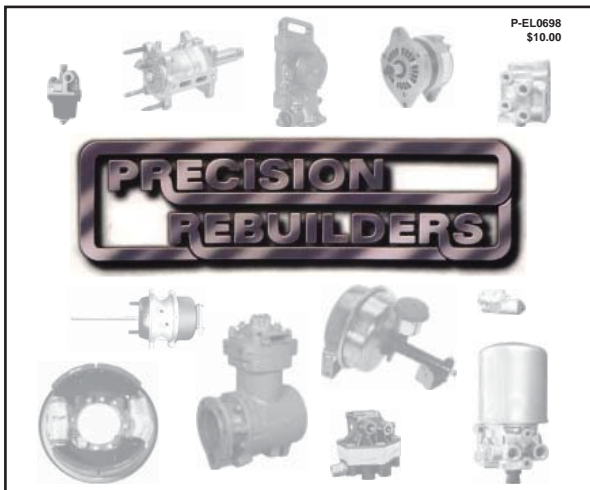
PWP-1005
\$20.00

PRECISION REBUILDERS




**Remanufactured
Heavy Duty
Engine Water Pumps**

This catalog cover features a collection of various mechanical parts including pumps, valves, and actuators. The 'PRECISION REBUILDERS' logo is prominently displayed in the center. The bottom section has a green background with white text.



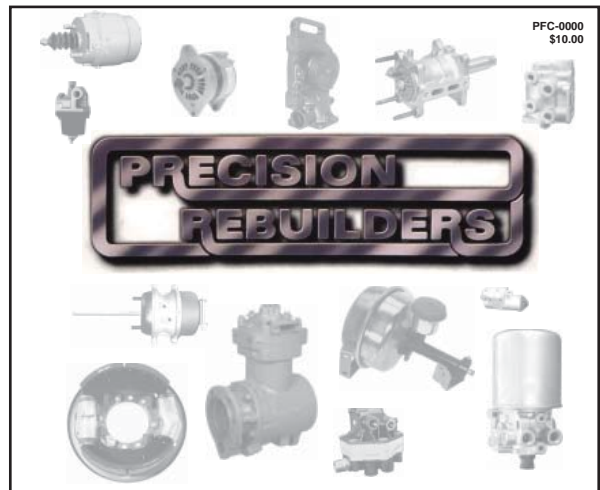
P-EL0698
\$10.00

PRECISION REBUILDERS




**Remanufactured Heavy Duty
Electrical Components**
Alternators • Starters • Switches

This catalog cover features a collection of various mechanical parts including pumps, valves, and actuators. The 'PRECISION REBUILDERS' logo is prominently displayed in the center. The bottom section has a yellow background with black text.



PFC-0000
\$10.00

PRECISION REBUILDERS



**Remanufactured
Heavy Duty
Fan Clutches**

This catalog cover features a collection of various mechanical parts including pumps, valves, and actuators. The 'PRECISION REBUILDERS' logo is prominently displayed in the center. The bottom section has a dark blue background with white text.

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All mention of manufacturer's names, numbers, etc. are for reference purposes only. Referral to those items does in no way imply that the parts listed are the product of those manufacturers.

Other catalogs available:

Vacuum and Hydraulic Products

Heavy Duty Remanufactured Electrical Components

Heavy Duty Engine Water Pumps

Heavy Duty Fan Clutches

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Section 1

Air Compressors

COMPRESSOR IDENTIFICATION

Basic Compressor Identification

In most cases a compressor can be identified by a tag located on either side of the crankcase. Normally, the tag will show the part number of the compressor, the type, and manufacturer or remanufacturer of the compressor. The location and the information given on the tag can vary. Sometimes the information will be on a tag that is bolted to the head of the compressor. The part number given on the tag should refer to one of the following. (1) Remanufactured Part Number- A number that is commonly used in the aftermarket. (2) Original Equipment Number- A number that is used by the original manufacturer of the compressor to identify a compressor made for a specific vehicle manufacturer. (3) Vehicle/Engine Manufacturers Part Numbers- In some instances the tag may have either the vehicle or engine manufacturers part number for the compressor. Part numbers that fall into category (2) or (3) should be interchanged to the basic number.

Bendix Compressors

Tu-Flo 300

The Tu-Flo 300 is remanufactured in an air cooled configuration and has a separate head, block and crankcase. It is available in engine lube or self lube configurations. It is a two cylinder, reciprocating type compressor with a displacement of 4 cu. ft. per min. at 1250 R.P.M. Belt driven only.

Tu-Flo 400

The Tu-Flo 400 is remanufactured in air-cooled, water-cooled or combination of water-cooled head and air-cooled block configurations, and has a separate head, block and crankcase. It is available in pulley driven vertical mount, side mount, and offset mount as well as direct drive flange mount applications. It is a two cylinder, reciprocating type compressor, and has a displacement of 7.25 cu. ft. per min. at 1250 R.P.M.

Tu-Flo 500

The Tu-Flo 500 is remanufactured in air-cooled, water-cooled or combination of water-cooled head and air-cooled block configurations, and has a separate head, block and crankcase. It is available in pulley driven vertical mount, side mount, and offset mount. Direct drive versions including both single and double flange mount are also available. It is a two cylinder, reciprocating type compressor, and has a displacement of 12 cu. ft. per min. at 1250 R.P.M.

Tu-Flo 501

The Tu-Flo 501 is remanufactured in an air cooled block and a water cooled head configuration, and has an integral block and crankcase, It is available in pulley driven vertical mount, side mount, and offset mount. Direct drive versions include both single and double flange mount. It is a two cylinder, reciprocating type compressor, and has a displacement of 12 cu. ft. per min. at 1250 R.P.M.

Tu-Flo 600

The Tu-Flo 600 is remanufactured in air-cooled, water-cooled or combination of water-cooled head and air-cooled block configurations, and has a separate head, block and crankcase. It is available in pulley driven vertical mount or direct drive configuration including both single and double flange mount. It is a two cylinder, reciprocating type compressor, and has a displacement of 14.5 cu. ft. per min. at 1250 R.P.M.

COMPRESSOR IDENTIFICATION

BX2150

The BX2150 has a water-cooled head and air cooled block, and has an integral block and crankcase. It is available in pulley driven vertical mount, and direct drive single and double flange mount configurations. It is a one cylinder, reciprocating type compressor, and has a displacement of 9.5 cu. ft. per min. at 1250 R.P.M.

Tu-Flo 550

The Tu-Flo 550 has a water-cooled head and air cooled block, and has an integral block and crankcase. It is available in pulley driven vertical mount, and direct drive single and double flange mount configurations. It is a two cylinder, reciprocating type compressor, and has a displacement of 13.2 cu. ft. per min. at 1250 R.P.M.

Tu-Flo 700

The Tu-Flo 700 has a water cooled head and block. It is available in pulley driven vertical mount, and direct drive single and double flange mount configurations. It is a two cylinder, reciprocating type compressor, and has a displacement of 15.5 cu. ft. per min. at 1250 R.P.M.

Tu-Flo 750

The Tu-Flo 750 has a water-cooled head and air cooled block, and has an integral block and crankcase. It is available in pulley driven vertical mount, and direct drive single and double flange mount configurations. It is a two cylinder, reciprocating type compressor, and has a displacement of 16.5 cu. ft. per min. at 1250 R.P.M.

Tu-Flo 1000

The Tu-Flo 1000 can be either water-cooled or air-cooled. It is available in pulley driven vertical mount, and direct drive flange mount configurations. It is a four cylinder, reciprocating type compressor, and has a displacement of 24 cu. ft. per min. at 1250 R.P.M.

Tu-Flo 1400L

The Tu-Flo 1400L is a water-cooled compressor supplied for Mack in-line 6, Caterpillar and Detroit Diesel applications. It is available in a direct drive flange mount. It is a four cylinder, reciprocating type compressor, and has a displacement of 31 cu. ft. per min. at 1250 R.P.M.

BA921 & BA922 Compressors

The BA-921® compressor is a single-cylinder reciprocating compressor with a rated displacement of 15.8 cubic feet per minute at 1250 RPM. It consists of a water-cooled cylinder head assembly and an integral air-cooled crankcase assembly.

The BA-922® compressor is a 2 cylinder reciprocating compressor with a rated displacement of 31.6 cubic feet per minute at 1250 RPM. It consists of a water-cooled cylinder head assembly and an integral cylinder block and air-cooled crankcase assembly.

COMPRESSOR IDENTIFICATION

Midland Compressors

EL740

The EL740 is available in air cooled or water-cooled head and air-cooled block configurations. It can be either a pulley driven vertical mount or direct drive flange mount application. It is a 2 cylinder reciprocating type compressor, and has a displacement of 7.4 cu. ft. per min. at 1250 R.P.M.

EL850

The EL850 is available in water-cooled and air cooled configurations. It can be either a pulley driven vertical mount or direct drive flange mount application. It is a 1-cylinder reciprocating type compressor, and has a displacement of 8.5 cu. ft. per min. at 1250 R.P.M.

EL 1300*

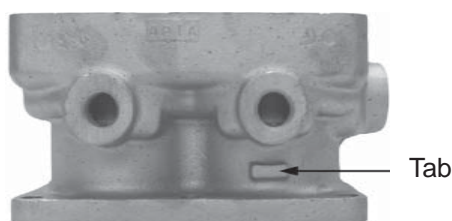
The EL1300 is remanufactured in a water-cooled configuration only. It can be a pulley driven vertical mount or direct drive single or double flange mount application. It is a 2 cylinder reciprocating type compressor, and has a displacement of 12.9 cu. ft. per min. at 1250 R.P.M.

EL 1600*

The EL1600 is remanufactured in a water-cooled configuration only. It can be a pulley driven vertical mount or direct drive single or double flange mount application. It is a 2 cylinder reciprocating type compressor, and has a displacement of 16.1 cu. ft. per min. at 1250 R.P.M.

EL3200

The EL3200 is a water cooled compressor and is available in direct drive single flange mount for Mack in-line 6 and Detroit Diesel applications. It is a 4-cylinder reciprocating type compressor, and has a displacement of 32.2 cu. ft. per min. at 1250 RPM.



***Note:** Tab on block indicates EL1600 type. No tab = EL1300 type.

Note: Pulley driven vertical mount compressors are manufactured with a variety of base mounts including 4, 6 and no hole base configurations. Engine driven compressors are manufactured with a variety of flanges that are specific to the engine manufacturer's design.

COMPRESSOR IDENTIFICATION

Holset / Cummins Compressors

SS191

The SS191 is remanufactured in water cooled and air cooled configurations. It is available in gear driven configurations only with or without accessory drive. It is a one cylinder reciprocating type compressor with a displacement of 8.5 cu. ft. per min; at 1250 R.P.M. This unit is pictured in the Midland picture reference under the EL 850 classification.

SS296

The SS 296 is remanufactured in a water cooled configuration only. It is available in gear driven configurations only with or without accessory drive. It is a one cylinder reciprocating type compressor with a displacement of 13.2 cu. ft. per min; at 1250 R.P.M.

SS338

The SS 338 is remanufactured in a water cooled configuration only. It is available in gear driven configurations only with or without accessory drive. It is a one cylinder reciprocating type compressor with a displacement of 15.0 cu. ft. per min; at 1250 R.P.M.

QE296

The QE 296 is remanufactured in a water cooled configuration only. It is available in gear driven configurations only with or without accessory drive. It is a one cylinder reciprocating type compressor with a displacement of 13.2 cu. ft. per min. at 1250 R.P.M. The QE model is a newer style unit with an all cast iron head designed to reduce noise and improve efficiency.

QE338

The QE 338 is remanufactured in a water cooled configuration only. It is available in gear driven configurations only with or without accessory drive. It is a one cylinder reciprocating type compressor with a displacement of 15.0 cu. ft. per min. at 1250 R.P.M. The QE model is a newer style unit with an all cast iron head designed to reduce noise and improve efficiency.

HD650

The HD650 is remanufactured in a water cooled configuration only. It is available in gear driven configurations only with or without accessory drive. It is a one cylinder reciprocating type compressor with a displacement of 13.2 cu. ft. per min. at 1250 R.P.M. The HD model is a newer style unit like the QE model except that it is designed to pump continuously.

COMPRESSOR IDENTIFICATION

HD850

The HD850 is remanufactured in a water cooled configuration only. It is available in gear driven configurations only with or without accessory drive. It is a one cylinder reciprocating type compressor with a displacement of 15.0 cu. ft. per min. at 1250 R.P.M. The HD model is a newer style unit like the QE model except that it is designed to pump continuously.

ST676

The ST 676 is remanufactured in a water cooled configuration only. It is available in gear driven configurations only with or without accessory drive. It is a two cylinder reciprocating type compressor with a displacement of 30.0 cu. ft. per min. at 1250 R.P.M.

ST773

The ST773 is remanufactured in a water cooled configuration only. It is available in gear driven configurations only with or without accessory drive. It is a two cylinder reciprocating type compressor with a displacement of 34.0 cu. ft. per min. at 1250 R.P.M.

Wabco® Compressors

Wabco® compressors are remanufactured in a water cooled configuration only. They are used in a number of applications. One cylinder models are have a 15.2 and 18.7 cu. ft. per minute rated displacement at 1250 R.P.M.

Note: Many other compressors produced by various manufactures for domestic and imported vehicles not listed here are also available including ,but not limited to Clayton DeWandre, Diesel Kiki, Knorr, Scania, Wabco, etc.

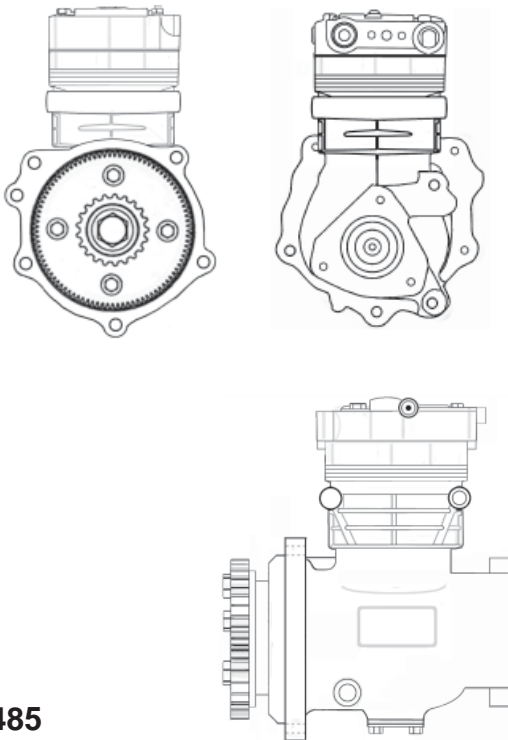
REMANUFACTURED COMPRESSOR PICTURE REFERENCE

Abbreviation Key for Picture Reference Section

R.S. Right Side	MT. Mount
L.S. Left Side	E.O. End Oil
W.C. Water Cooled	B.O. Base Oil
A.C. Air Cooled	P.S. Power Steering

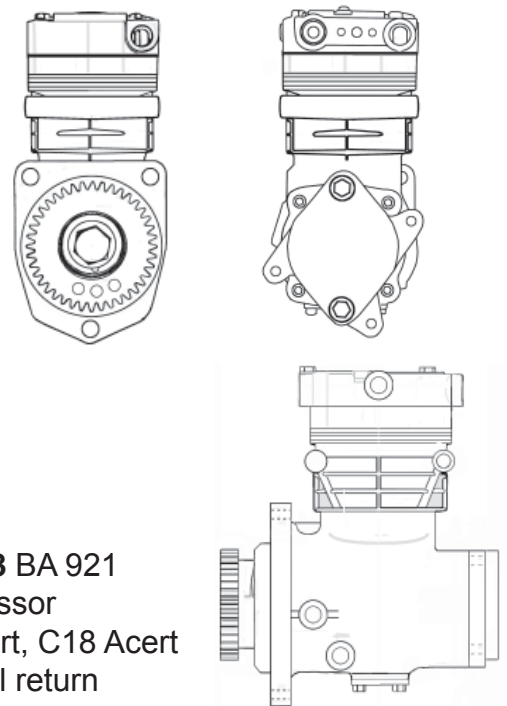
BA SERIES COMPRESSORS

1



5018485
BA 921 Compressor
Detroit Diesel

2



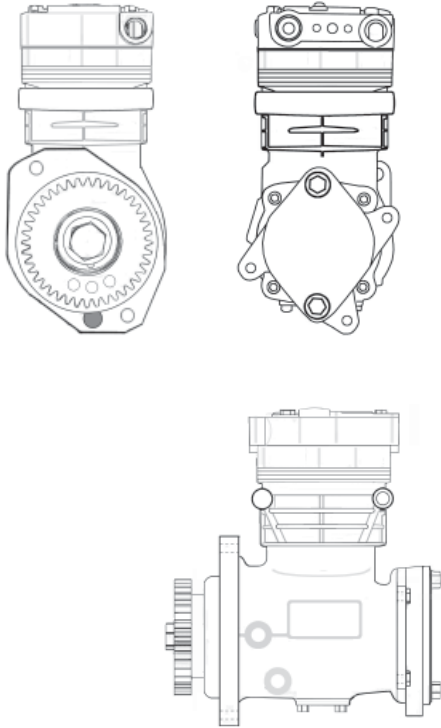
5014428 BA 921
Compressor
C11 Acert, C18 Acert
w/ ext oil return
5011427 C15 Acert,
C18 Acert
Oil Sump Pump

*Note: Gear not supplied
with compressor.*

BA SERIES COMPRESSORS

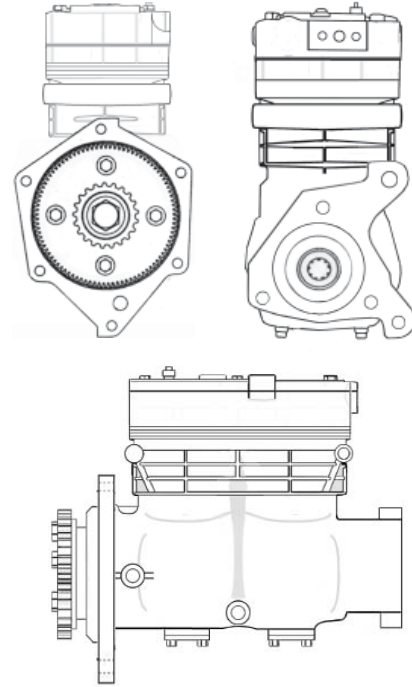
AIR Compressors

3



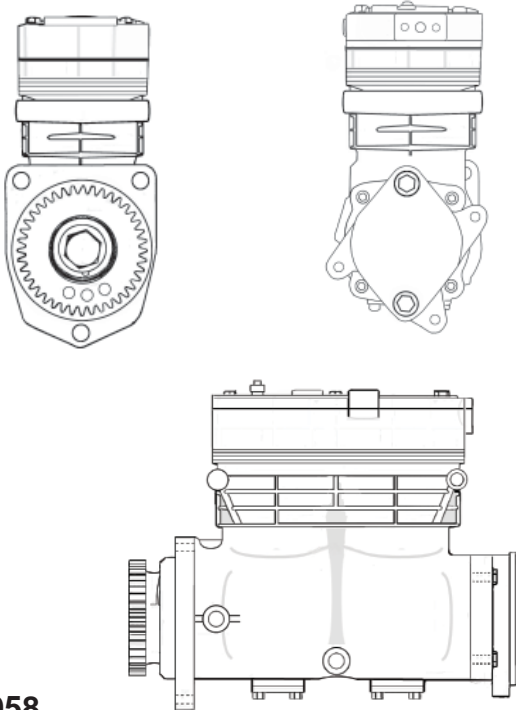
5010806
BA 921 Compressor
Cat 3126, C7, C9

4



5013695
BA 922 Compressor
Detroit Diesel 50 Series &
60 Series non EGR

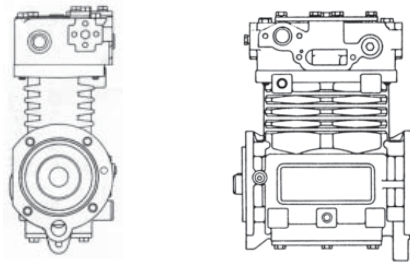
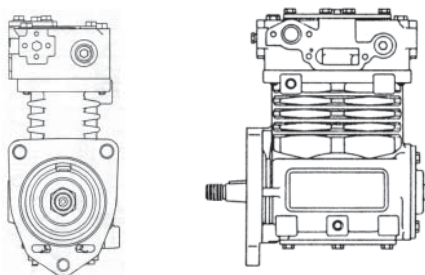
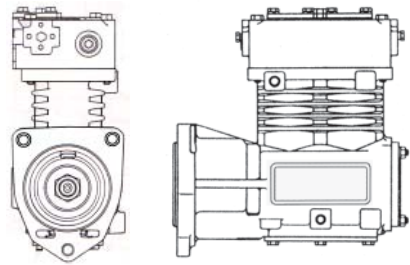
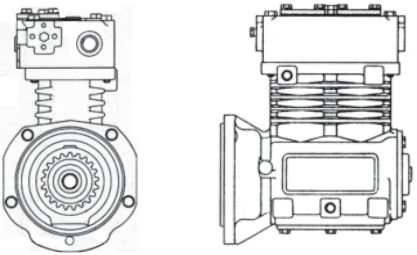
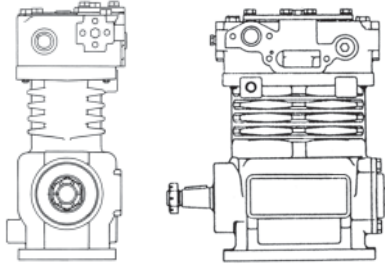
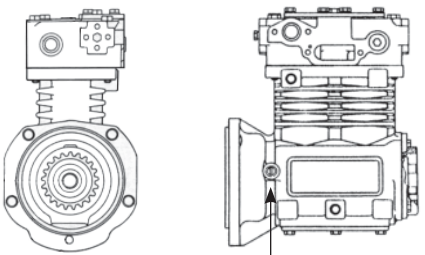
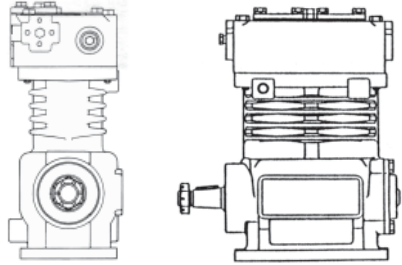
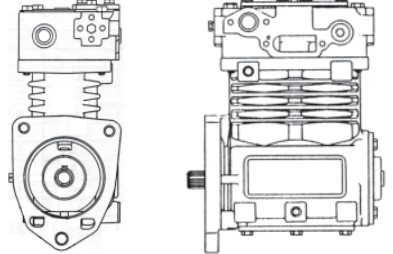
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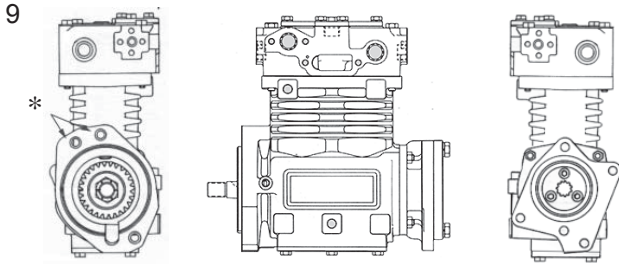
5013058
BA 922 Compressor
C11, C13 Acert w/42 tooth drive gear
5013059
C11, C18 Acert w/40 tooth drive gear

TU-FLO 550 COMPRESSORS

AIR Compressors

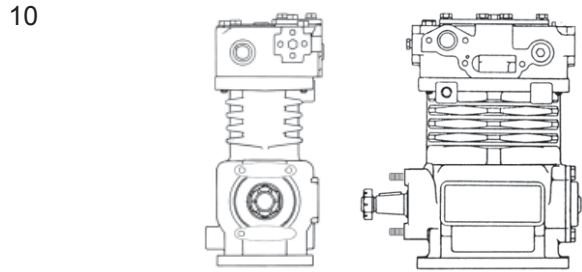
<p>1</p>  <p>107506 Cummins Inline R.S.</p>	<p>2</p>  <p>107509 Cat 3406B R.S. Taper shaft 2.5° Tilt</p>
<p>3</p>  <p>107511 Mack L.S. Long case w/ pump drive</p>	<p>4</p>  <p>107513 Detroit Diesel L.S. V series Series 60 non drive-thru</p>
<p>5</p>  <p>107514 Ford R.S. 4 Hole base</p>	<p>6</p>  <p>107622 Detroit Diesel 60 Series R.S. Drive-thru</p> <p>Threaded Hole</p>
<p>7</p>  <p>107866 Ford L.S. 4 Hole Threaded base</p>	<p>8</p>  <p>107917 Cat 3176 R.S. 22 Spline drive</p>

TU-FLO 550 COMPRESSORS

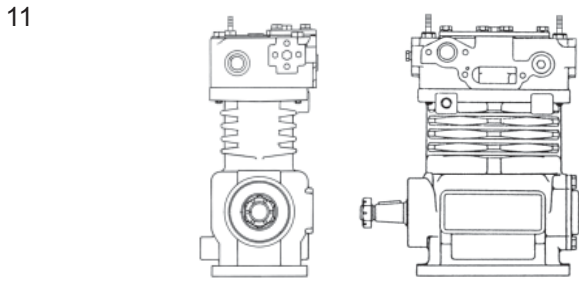


107981*
Cat 3116 R.S.
31.5° Tilt Drive-thru

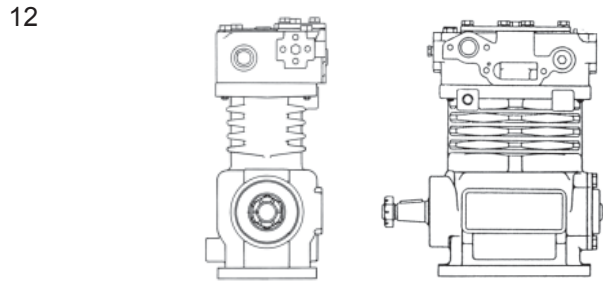
*Note: Additional mounting hole for 109088 applications.



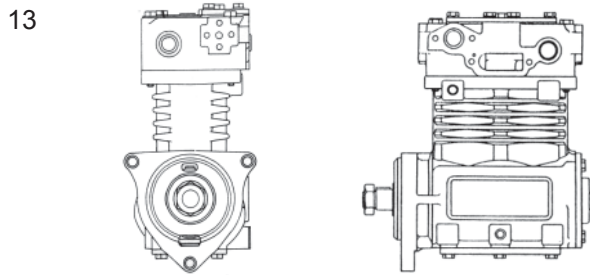
108066
GM 350 R.S.
w/ 3 front cover studs



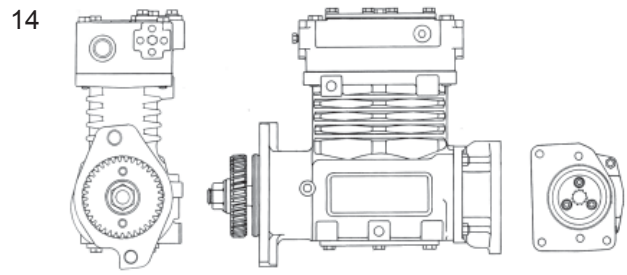
108110
Navistar R.S.
w/ 2 mtg. studs on Head



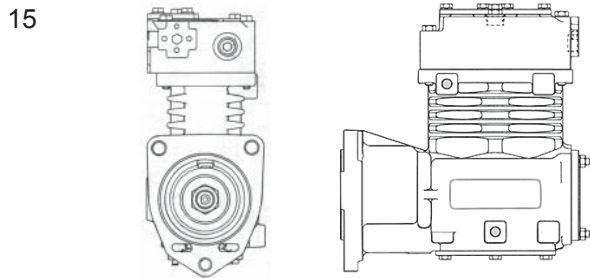
108277
R.S.



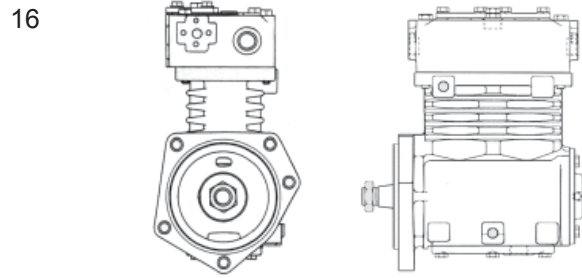
108329
Mack V-8
R.S. Short case



108804
Cummins C series R.S.
Thru drive Top discharge
Taper shaft 11 Spline drive



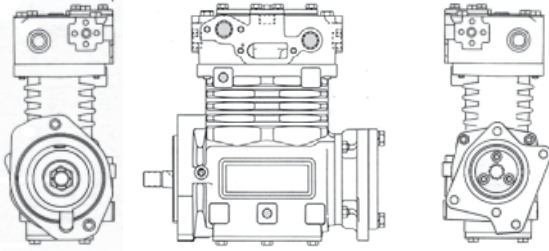
108866
Mack L.S.
Special head, long case w/pump drive.



108937
Volvo, GM L.S.

TU-FLO 550 COMPRESSORS

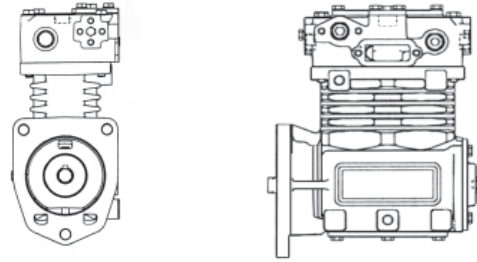
17



109088
Navistar R.S.
7° Tilt

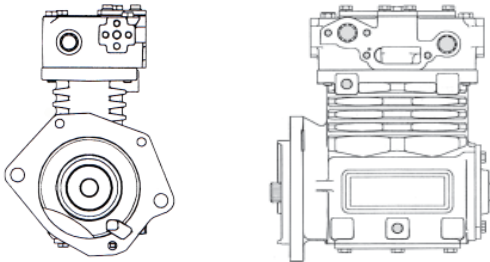
Note: For reference only.
Can Use 107981.

18



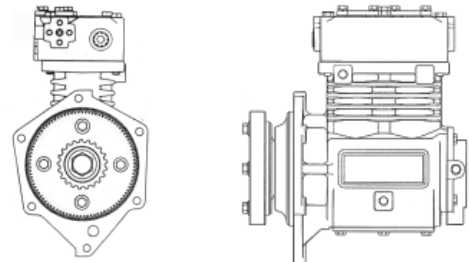
109139
Cat 3406E R.S.
M-20 threaded shaft

19



109251
Cat 3300 R.S.
22 Spline 4 Bolt mount

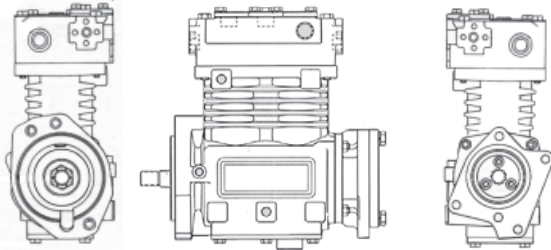
20



109429
Detroit L.S.
69 Tooth drive gear

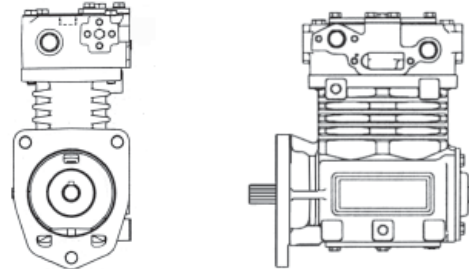
Note: This compressor is supplied with the drive gear. You must return a core with a good drive gear to receive full core credit.

21



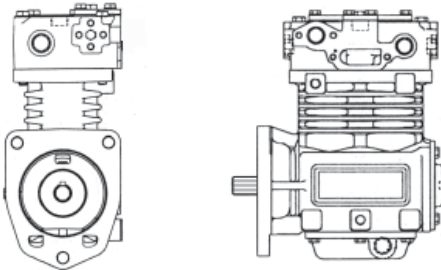
109451
Cat 3126 R.S.
31.5° Tilt Top discharge

22



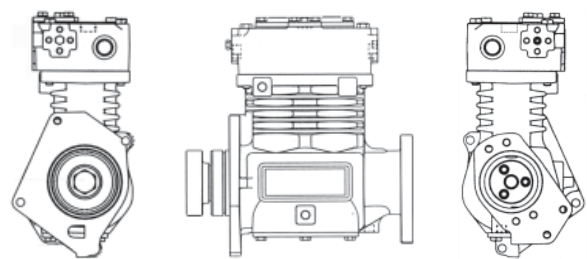
109603
Cat 3176 R.S.
22 Spline 3 Bolt mount

23



109809
Cat 3500 R.S.
22 Spline 3 Bolt mount

24

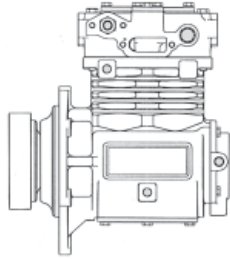
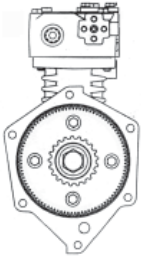


5000602
Detroit L.S.

TU-FLO 550 COMPRESSORS

AIR Compressors

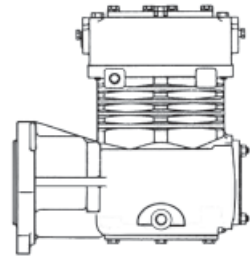
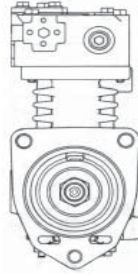
25



5001911
Detroit R.S.
48 Tooth drive gear

Note: This compressor is supplied with the drive gear. You must return a core with a good drive gear to receive full core credit.

26



5002865
Mack Long Spline Case
W/ Pump Drive, L.S.



PRVSS250
Pressure Relief Valve

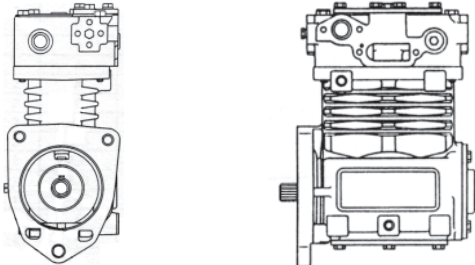


231081 (PRV250)
Pressure Relief Valve

TU-FLO 750 COMPRESSORS

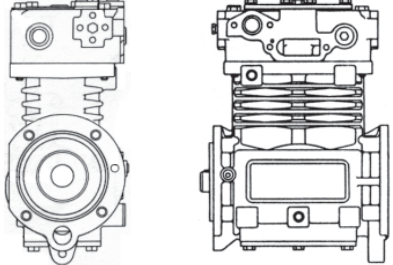
AIR Compressors

1



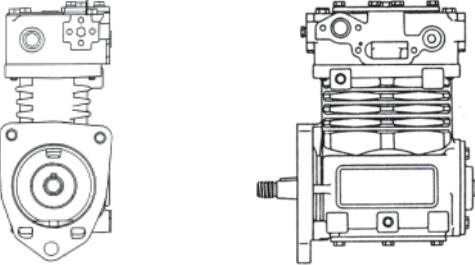
107023
 Cat 3176
 R.S. 0° Tilt
 22 Spline drive

2



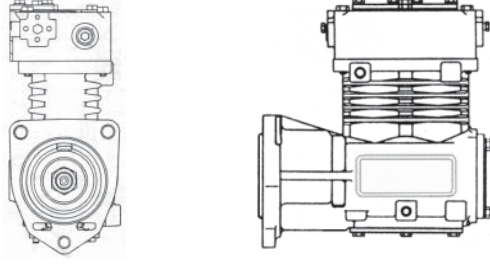
107507
 Cummins In-Line
 R.S.

3



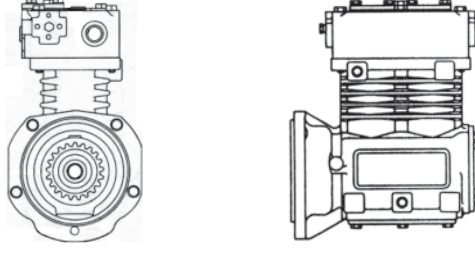
107508
 Cat 3406B
 R.S. 2.5° Tilt
 Taper shaft

4



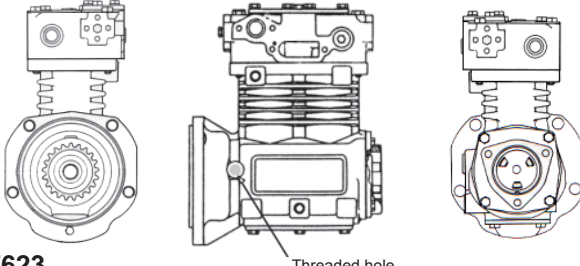
107510
 Mack
 L.S.
 Long case w/ pump drive

5



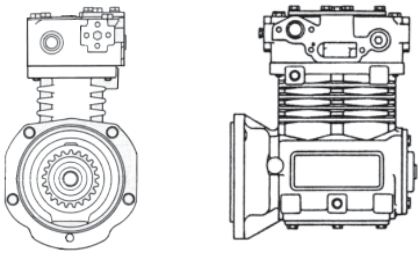
107512
 Detroit Diesel
 L.S. 60 Series
 Non-thru drive

6



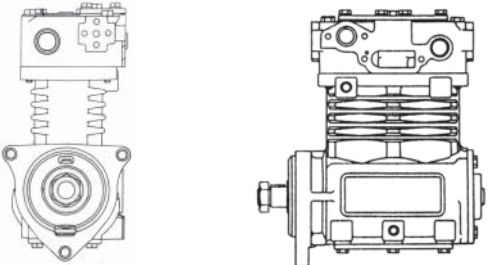
107623
 Detroit Diesel 60 Series
 R.S. Drive-thru

7



107813
 Detroit Diesel
 V Series / 60 Series
 R.S. Non-thru drive

8

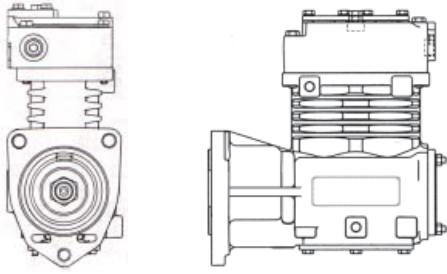


107869
 Mack V8
 R.S.

TU-FLO 750 COMPRESSORS

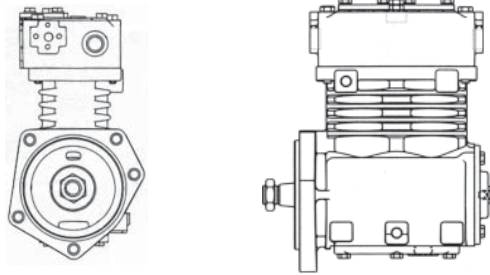
AIR Compressors

9



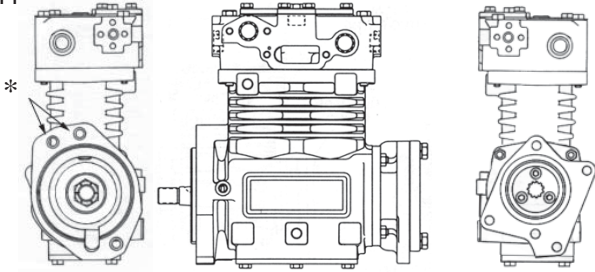
108869
Mack
L.S. Long case Special head

10



108935
Volvo/GM
L.S.

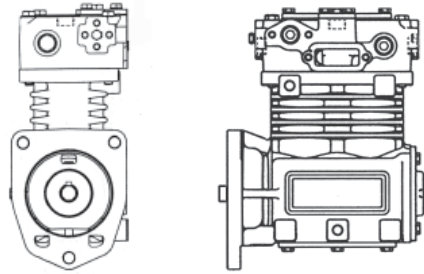
11



109111
Navistar
R.S. 7°

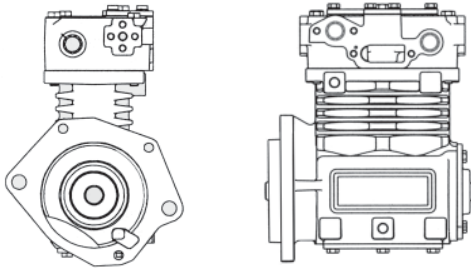
*Note: Additional mounting hole for 109552 applications. (see below)

12



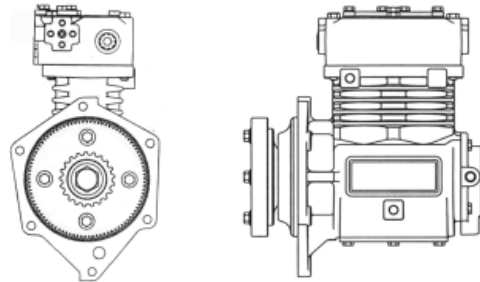
109142
Cat 3406E.
R.S.
Metric thread on crank M-20

13



109287
Cat 3306 R.S.
22 Spline

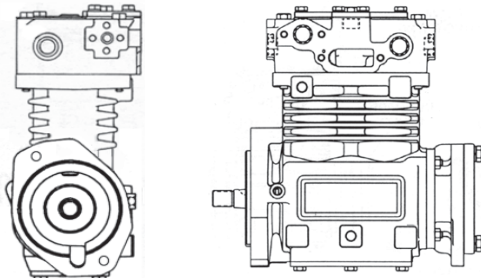
14



109430
Detroit Diesel 60 Series
L.S. 69 tooth drive gear

Note: This compressor is supplied with the drive gear. You must return a core with a good drive gear to receive full core credit.

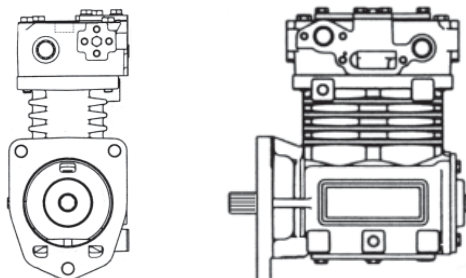
15



109552
Cat 3126
R.S. 31.5° tilt

Note: For reference only. Use 109111 (See above)

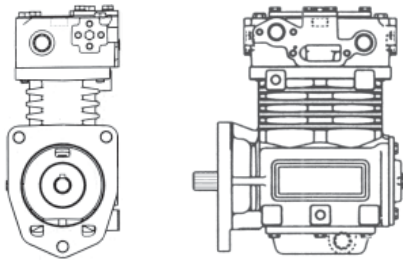
16



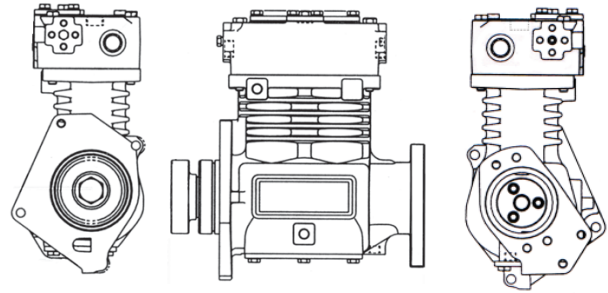
109604
Cat 3176 (Mack Style)
R.S.

TU-FLO 750 COMPRESSORS

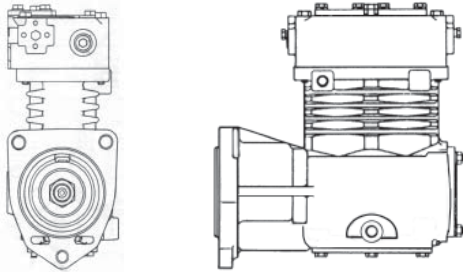
AIR Compressors



109659
Cat 3500
R.S. 22 Tooth spline



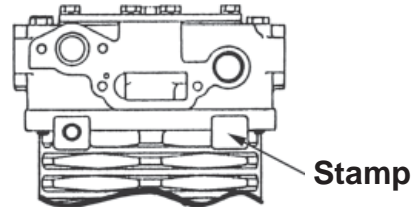
131076
29 tooth Drive Gear L.S.
11 Tooth Spline



5002868
Mack Long Spline
w/ Pump Drive L.S.



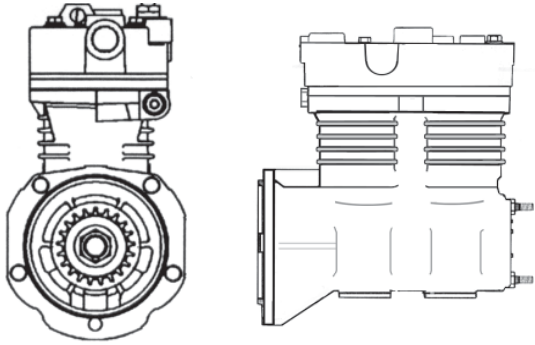
231081 Use our number PRV250
Pressure Relief Valve



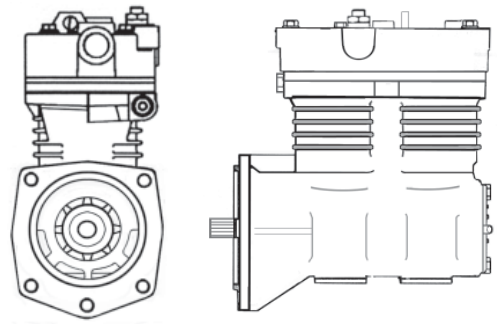
The external appearance of Bendix models TU-FLO 550 and TU-FLO 750 are the same. They are stamped in the area shown in the illustration below with either a 5 or a 7 indicating the obvious.

DURA-FLO 596 COMPRESSORS

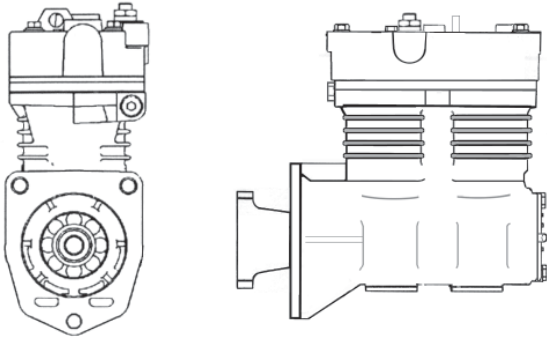
AIR Compressors



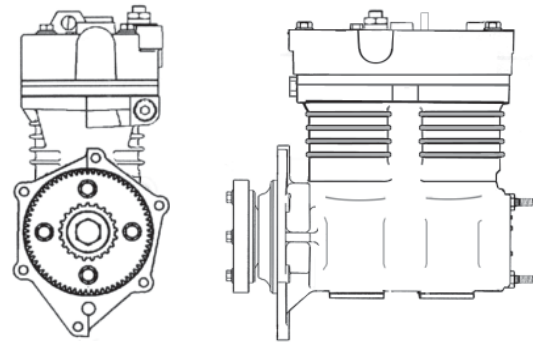
5005875 Detroit Diesel Style
5004417 Detroit Diesel Style



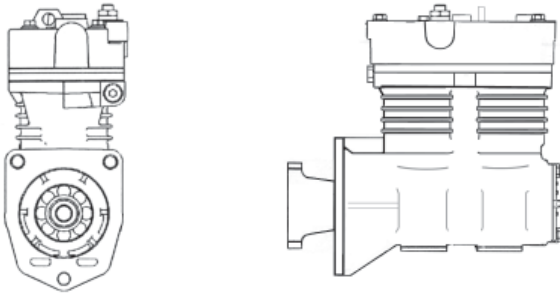
5006353 Cat 3500B w/ 14 tooth spline



5007085 C10 / C12 Shown
5006570 Caterpillar 3406E Style

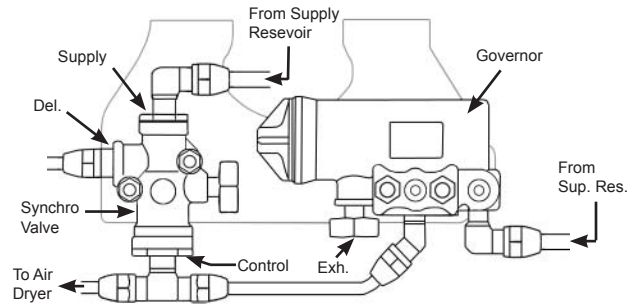


TBA Detroit Diesel Adapterless Style



5007099

Note: 1/2 X13 Threaded mounting holes & no stud in the end cover.



5007116 Governor Module

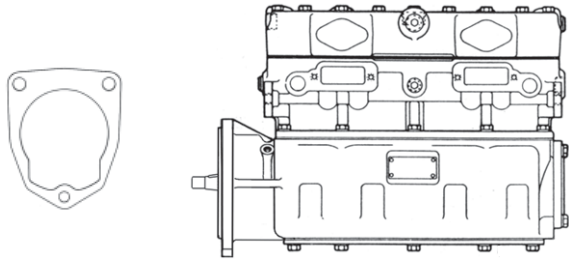
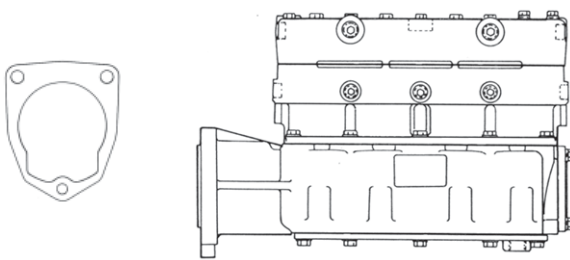
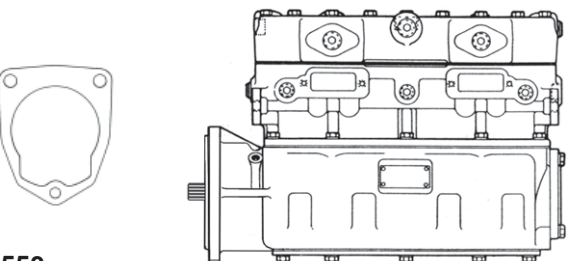
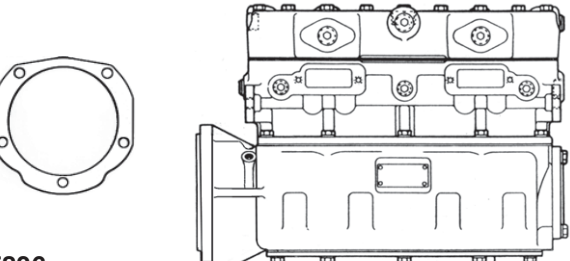
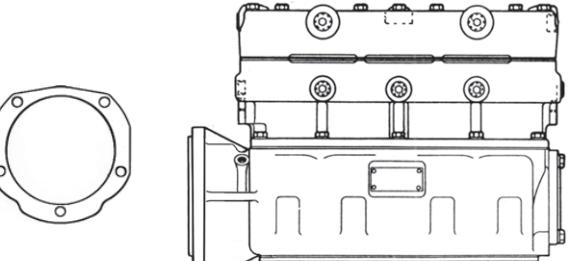
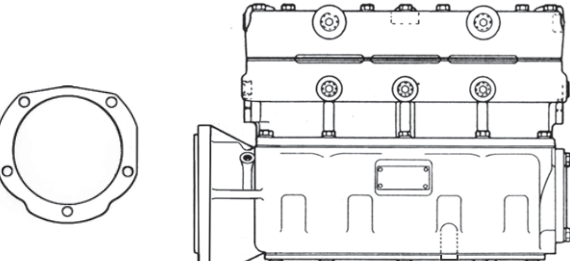
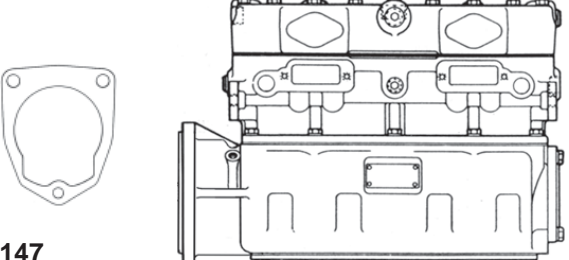


800361 Governor
Pre-set @130 p.s.i.

The Dura-Flo 596 is available in a number of part numbers for various applications. Call for price and availability.

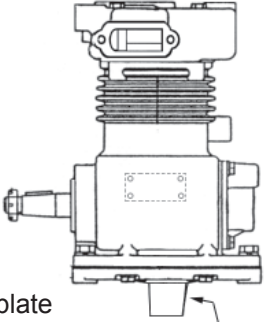
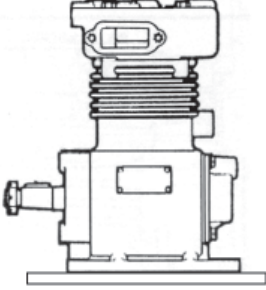
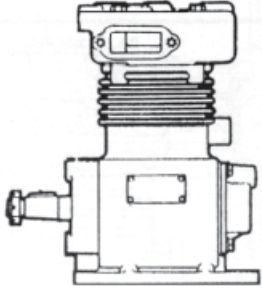
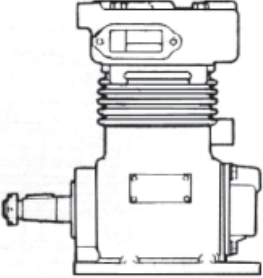
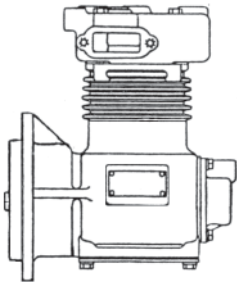
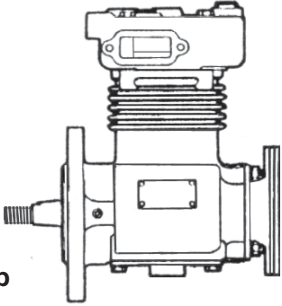
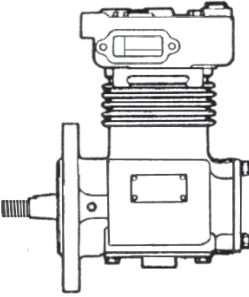
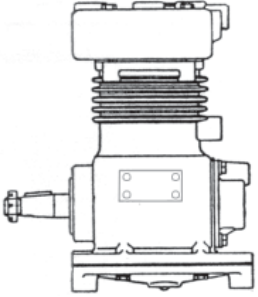
TU-FLO 1400L COMPRESSORS

AIR Compressors

<p>1</p>  <p>104583 Cat 3406B R.S. Taper Shaft</p>	<p>2</p>  <p>104584 Mack L.S.</p>
<p>3</p>  <p>107553 Cat 3176 R.S. 22 Spline drive</p>	<p>4</p>  <p>107836 Detroit Diesel R.S.</p>
<p>5</p>  <p>108096 Detroit Diesel 8V92TA L.S.</p>	<p>6</p>  <p>108779 L.S.</p>
<p>7</p>  <p>109147 Cat 3406E R.S. Gear driven M-20 Metric thread on shaft</p>	

BX2150 COMPRESSORS

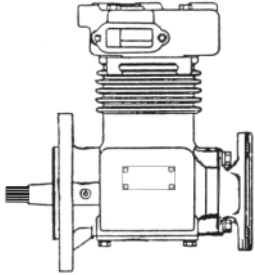
AIR Compressors

<p>1</p>  <p>103211 106985 N/S Head Ford R.S. 4 Hole base, end oil threaded base for adapter plate (shown but not supplied with unit) (Reference only)</p>	<p>2</p>  <p>103212 Ford R.S. 6 Hole base, end oil special wide base</p>
<p>3</p>  <p>104039 106439 N/S Head R.S. 4 Hole base, end oil regular case</p>	<p>4</p>  <p>104041 107221 N/S Head R.S. 4 Hole base, end oil low profile</p>
<p>5</p>  <p>104042 107919 N/S Head Cat 3304/3306 R.S. 22 Spline drive flange mt.</p>	<p>6</p>  <p>104102 108260 N/S Head 108854 N/S w/ Drive hub Cummins Series B R.S., Dual flange Thru Drive</p>
<p>7</p>  <p>104103 108261 N/S Head Cummins Series B Single flange</p>	<p>8</p>  <p>104397 J.I. Case L.S. 4 Hole base, end oil w/ base adapter</p>

BX2150 COMPRESSORS

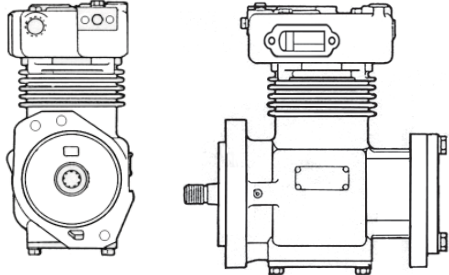
AIR Compressors

9



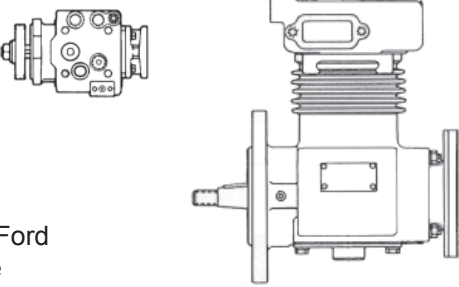
106217
John Deere
R.S.
Dual flange

10



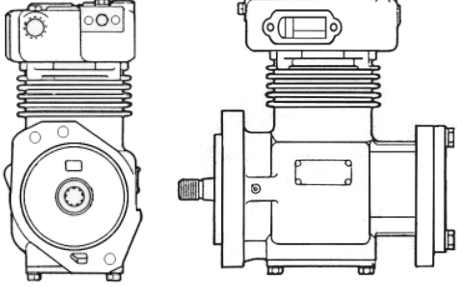
107526
Cat 3116
31.5° flange mount
Drive-thru

11



108790
Cummins, Ford
Dual flange
Special head design for
Ford

12



109219
Cat 7°
flange mount
Drive-thru

13



104670
Inlet Check Valve
Used with old style head

14

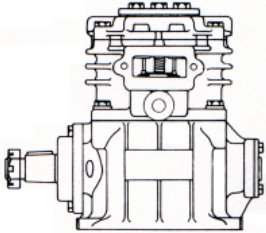
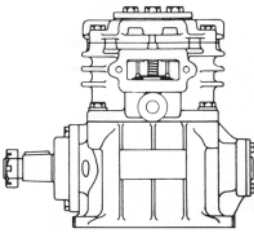
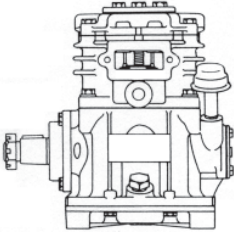
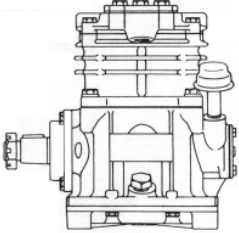
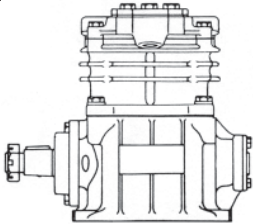
15

16

Note: BX2150 compressor heads are rotatable

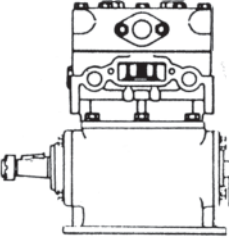
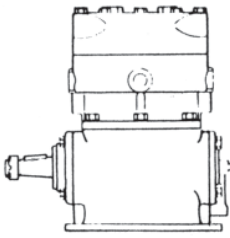
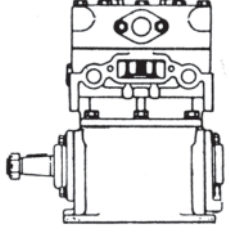
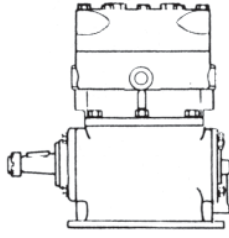
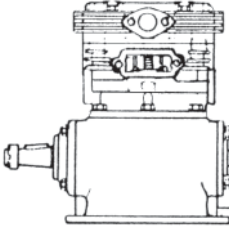
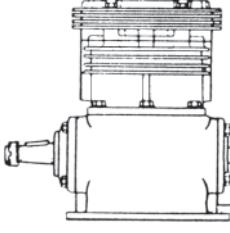
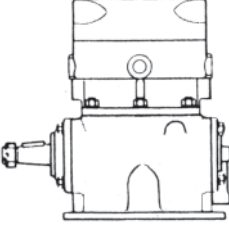
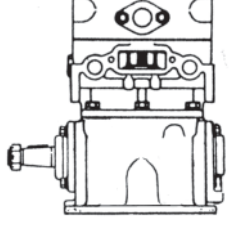
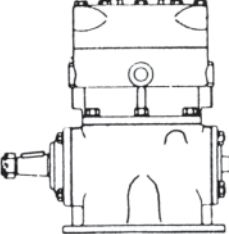
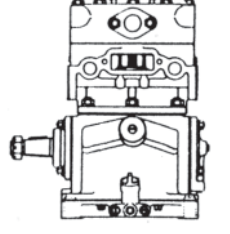
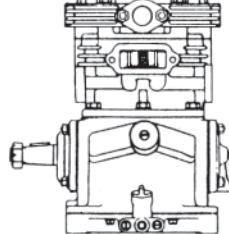
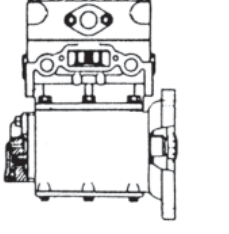
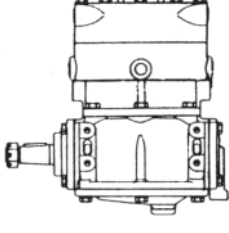
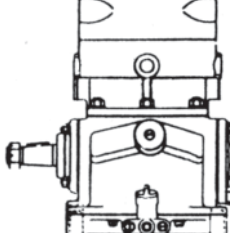
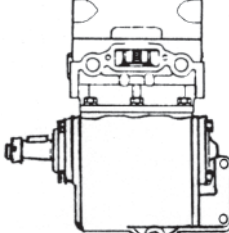
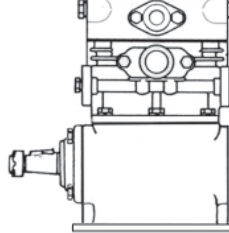
TU-FLO 300 COMPRESSORS

AIR Compressors

<p>1</p>  <p>275114 4 Hole Eng. lube R.S.</p>	<p>2</p>  <p>275115 4 Hole Eng. lube R.S. Threaded base for adapter plate</p>	<p>3</p>  <p>275116 4 Hole Self lube R.S.</p>	<p>4</p>  <p>275117 4 Hole Self lube L.S.</p>
<p>5</p>  <p>284374 4 Hole Eng. lube L.S.</p>			

TU-FLO 400 COMPRESSORS

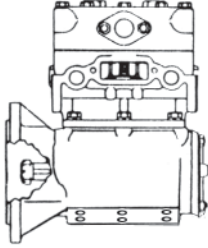
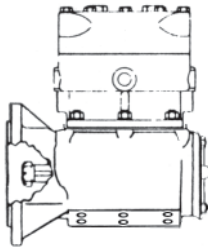
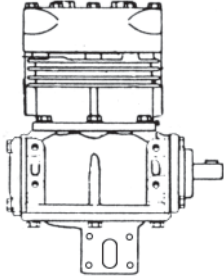
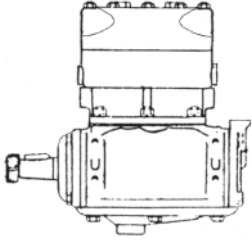
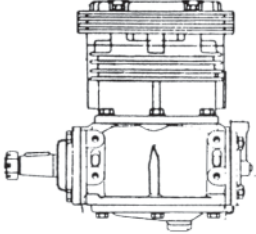
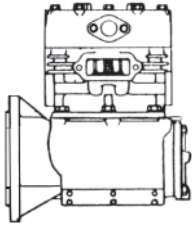
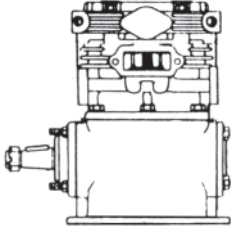
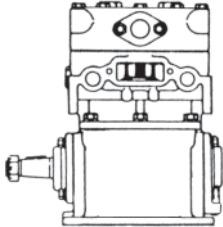
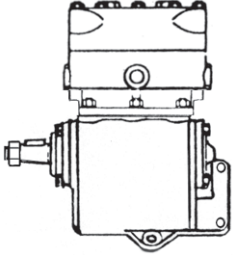
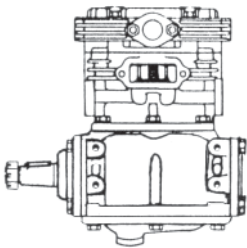
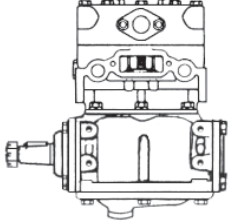
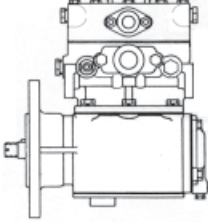
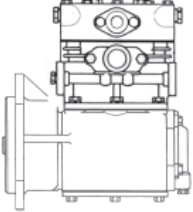
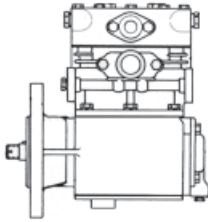
AIR Compressors

<p>1</p>  <p>227400 4 Hole R.S.-B.O.</p>	<p>2</p>  <p>227401 4 Hole L.S.-B.O.</p>	<p>3</p>  <p>227402 4 Hole R.S.-E.O.</p>	<p>4</p>  <p>227403 4 Hole L.S.-E.O.</p>
<p>5</p>  <p>227406 4 Hole R.S.-E.O.</p>	<p>6</p>  <p>227407 4 Hole L.S.-E.O.</p>	<p>7</p>  <p>227408 6 Hole L.S.-B.O.</p>	<p>8</p>  <p>227409 6 Hole R.S.-B.O.</p>
<p>9</p>  <p>227410 6 Hole L.S.-B.O. Water Cooled Block</p>	<p>10</p>  <p>227412 4 Hole R.S.-W.C. Self Lube</p>	<p>11</p>  <p>227414 4 Hole R.S.-A.C. Self Lube</p>	<p>12</p>  <p>227415 Mack L.S.-Flange mt.</p>
<p>13</p>  <p>227446 Ford L.S. W.C. Side MT.</p>	<p>14</p>  <p>227606 4 Hole L.S.-W.C. Self Lube</p>	<p>15</p>  <p>229077 Ford R.S.-W.C. Slant MT. Screw in Head</p>	<p>16</p>  <p>275317 4 Hole R.S. W.C. Head - A.C. Block Head</p>

Note: Never use silicone or other gasket sealers when installing a compressor.

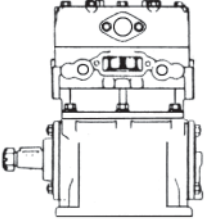
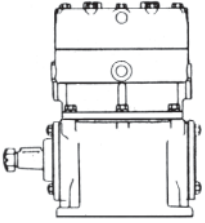
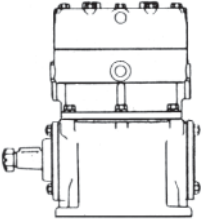
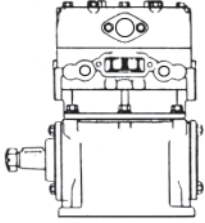
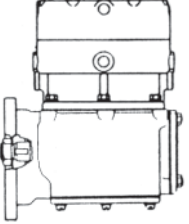
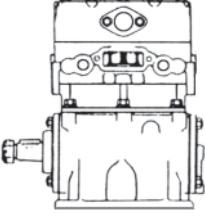
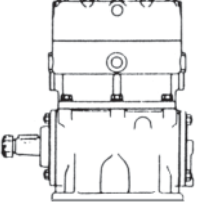
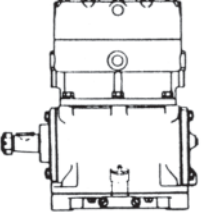
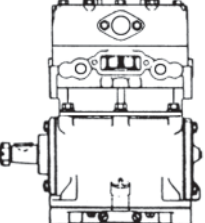
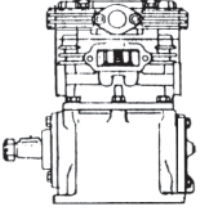
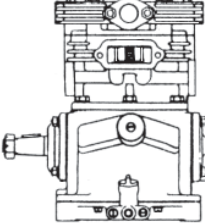
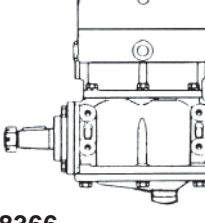
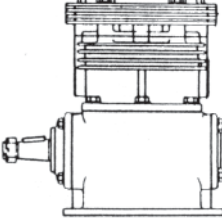
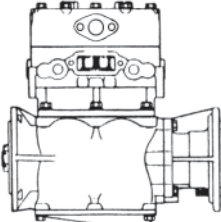
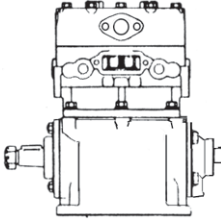
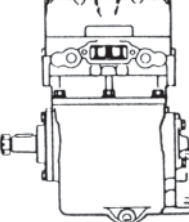
TU-FLO 400 COMPRESSORS

AIR Compressors

<p>17</p>  <p>276166 GMC R.S. -0° W.C.</p>	<p>18</p>  <p>276778 GMC L.S. -0° W.C.</p>	<p>19</p>  <p>276831 Perkins R.S.-Special MT.</p>	<p>20</p>  <p>277127 Ford L.S.-Side MT. W.C.</p>
<p>21</p>  <p>279037 Ford L.S.-A.C. Side MT.</p>	<p>22</p>  <p>279150 GMC 0° R.S. W.C. Head A.C. Block</p>	<p>23</p>  <p>279589 4 Hole R.S.-A.C. Special Head</p>	<p>24</p>  <p>283502 4 Hole W.C. R.S.-Low MT. Case</p>
<p>25</p>  <p>283505 Ford L.S.- Slant MT. Screw in Head</p>	<p>26</p>  <p>283506 Ford R.S.-A.C. Side MT.</p>	<p>27</p>  <p>283507 Ford R.S.-W.C. Side MT.</p>	<p>28</p>  <p>285617 Cat Flange Mount Water Cooled</p>
<p>29</p>  <p>285651 Flange Mount 22 Tooth Spline W.C. Head A.C. Block</p>	<p>30</p>  <p>289400 Cat Flange Mount W.C. Head A.C. Block</p>		

TU-FLO 500/600 COMPRESSORS

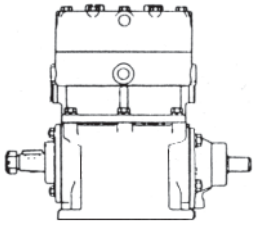
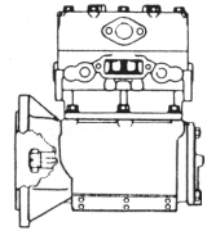
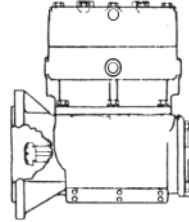
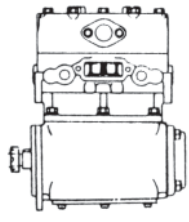
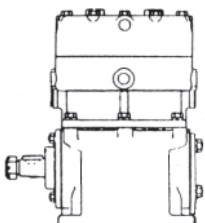
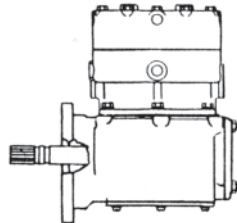
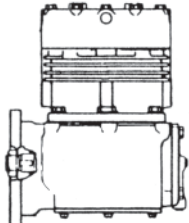
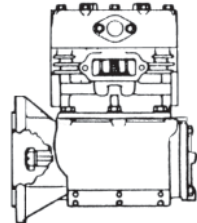
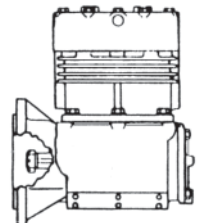
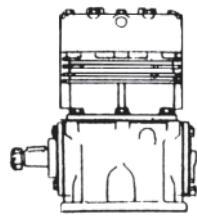
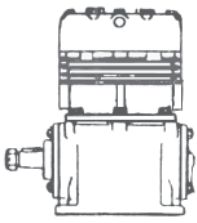
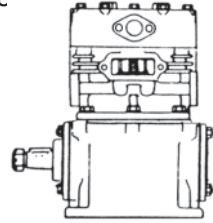
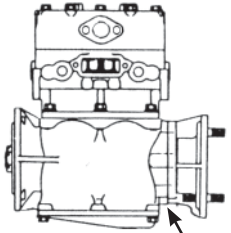
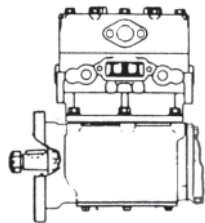
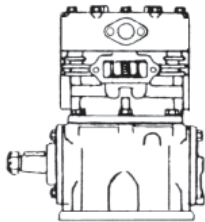
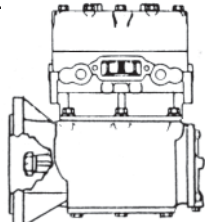
AIR Compressors

<p>1</p>  <p>227320 4 Hole R.S.-B.O. *Tu Flo 600- 280602</p>	<p>2</p>  <p>227321 4 Hole L.S.-E.O. *Tu Flo 600- 280603</p>	<p>3</p>  <p>227322 4 Hole L.S.-B.O. *Tu Flo 600- 280604</p>	<p>4</p>  <p>227323 4 Hole R.S.-E.O. *Tu Flo 600- 280605</p>
<p>5</p>  <p>227326 Mack Reg. Case *Tu Flo 600- 280608</p>	<p>6</p>  <p>227331 6 Hole R.S.-B.O. *Tu Flo 600- 280610</p>	<p>7</p>  <p>227332 6 Hole L.S.-B.O. *Tu Flo 600- 280611</p>	<p>8</p>  <p>227440 4 Hole L.S. Self Lube</p>
<p>9</p>  <p>228139 4 Hole R.S.-Self Lube *Tu Flo 600- 280612</p>	<p>10</p>  <p>228141 4 Hole E.O. R.S.-A.C.</p>	<p>11</p>  <p>228287 Air Cooled Self Lube *Tu Flo 600- 280617</p>	<p>12</p>  <p>228366 Ford L.S. Side MT. End plate oil hole- down oil drain towards rear *Tu Flo 600- 280620</p>
<p>13</p>  <p>228346 4 Hole L.S.-A.C.-E.O. *Tu Flo 600- 280619</p>	<p>14</p>  <p>228443 Cummins Long- R.S. *Tu Flo 600- 280622 ♦Drive coupling not supplied</p>	<p>15</p>  <p>228479 4 Hole Drive Thru R.S.-IHC *Tu Flo 600- 281751</p>	<p>16</p>  <p>229078 Ford R.S. Slant MT.-Screw in head *Tu Flo 600- 280624</p>

Note: Always replace the discharge line when installing the new compressor.

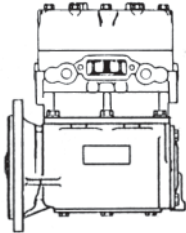
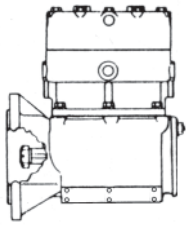
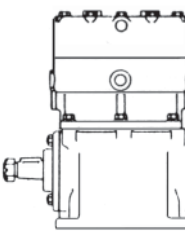
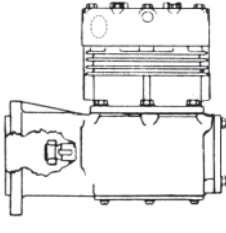
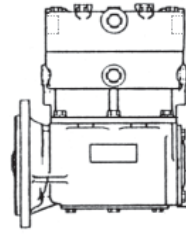
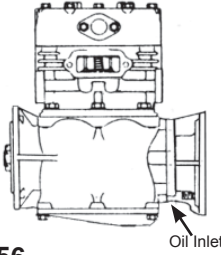
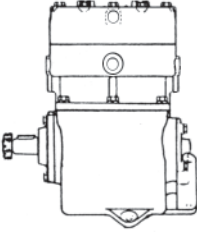
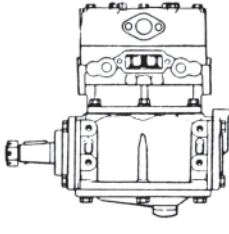
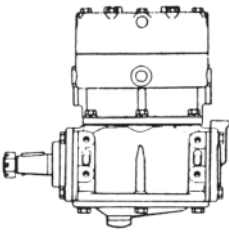
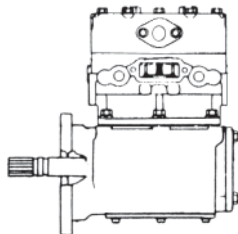
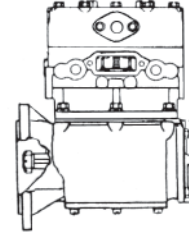
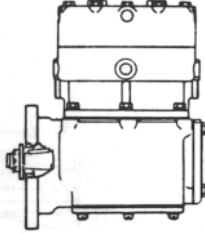
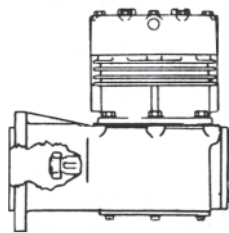
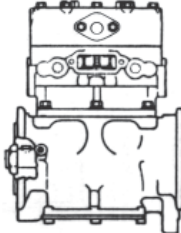
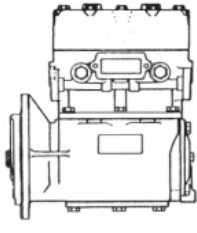
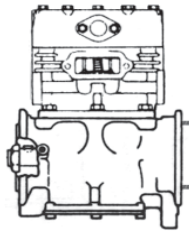
TU-FLO 500/600 COMPRESSORS

AIR Compressors

<p>17</p>  <p>275990 4 Hole L.S.-Drive Thru *Tu Flo 600- 281713</p>	<p>18</p>  <p>276961 GMC R.S.- 0° *Tu Flo 600- 280609</p>	<p>19</p>  <p>276962 GMC L.S.- 0° *Tu Flo 600- 280570</p>	<p>20</p>  <p>277122 Mack V-8 R.S.-Short MT. *Tu Flo 600- 280860</p>
<p>21</p>  <p>277694 4 Hole L.S.-E.O.Screw in Head *Tu Flo 600- 280540</p>	<p>22</p>  <p>277730 Cat L.S. 13 Spline Drive</p>	<p>23</p>  <p>278604 Mack L.S. W.C. Head w/angle port *Tu Flo 600- 283821</p>	<p>24</p>  <p>279068 GMC R.S.- 0° W.C. Head - A.C. Block *Tu Flo 600- 280281</p>
<p>25</p>  <p>279069 GMC L.S.- 0° W.C. Head - A.C. Block *Tu Flo 600- 280282</p>	<p>26</p>  <p>279072 6 Hole L.S.-E.O. W.C. Head - A.C. Block *Tu Flo 600- 280283</p>	<p>27</p>  <p>279073 4 Hole L.S.-B.O. W.C. Head - A.C. Block</p>	<p>28</p>  <p>279074 4 Hole R.S.-B.O. W.C. Head - A.C. Block *Tu Flo 600- 280602</p>
<p>29</p>  <p>279707 Cummins Short Case *Tu Flo 600- 280238 ♦Drive coupling not supplied</p>	<p>30</p>  <p>279995 Cat R.S. Tapered Shaft *Tu Flo 600- 280556</p>	<p>31</p>  <p>280280 6 Hole R.S.-E.O. W.C. Head - A.C. Block *Tu Flo 600- 280284</p>	<p>32</p>  <p>280963 GMC - R.S.-0° Screw in Head</p>

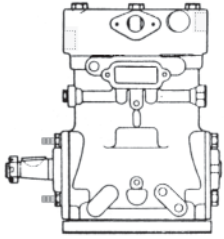
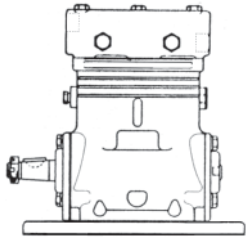
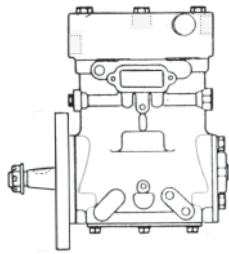
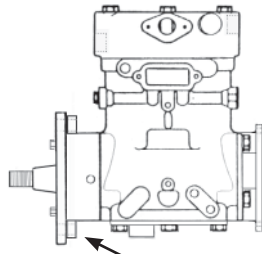
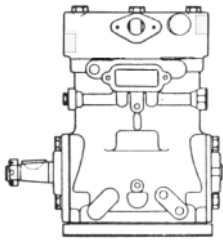
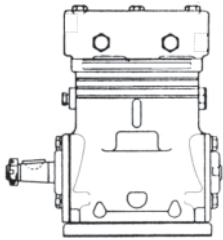
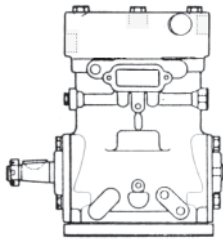
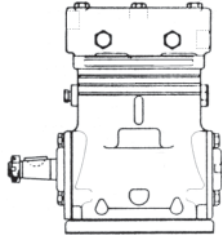
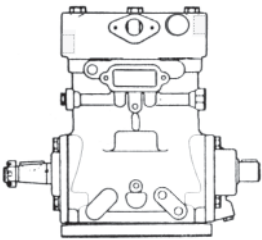
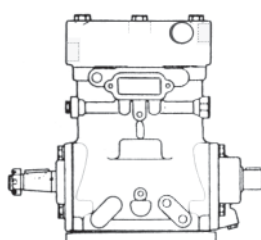
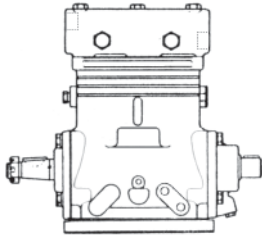
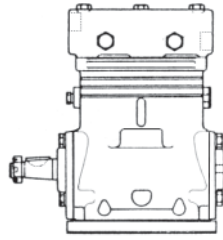
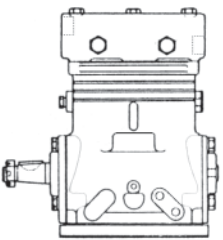
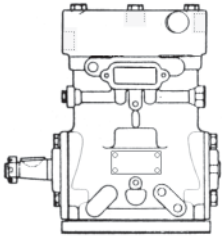
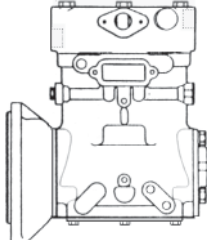
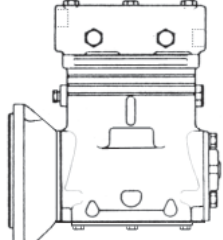
TU-FLO 500/600 COMPRESSORS

AIR Compressors

<p>33</p>  <p>281042 GMC-R.S.45° Short Case Screw in Head *Tu Flo 600- 282013</p>	<p>34</p>  <p>282010 GMC - L.S.-0° Screw in Head *Tu Flo 600- 282011</p>	<p>35</p>  <p>282076 4 Hole - L.S.-E.O. Screw in Head</p>	<p>36</p>  <p>282586 Mack - Long Case L.S. Angle Port Head *Tu Flo 600- 280825</p>
<p>37</p>  <p>282928 GMC L.S. 0° Short Case Screw in Head w/angle Port Tu-Flo 600- 284121</p>	<p>38</p>  <p>283456 Cummins R.S. Spec. Case W.C. Head - A.C. Block ♦Drive coupling not supplied</p>	<p>39</p>  <p>283513 Ford L.S. Slant MT. Screw in Head *Tu Flo 600- 280446</p>	<p>40</p>  <p>283514 Ford R.S. - Side MT.</p>
<p>41</p>  <p>283585 L.S. End plate oil hole - points up Oil drain towards front *Tu Flo 600- 283662</p>	<p>42</p>  <p>284012 Cat R.S. 13 Spline Drive</p>	<p>43</p>  <p>284106 GMC 45° R.S. Reg. Case *Tu Flo 600- 285158</p>	<p>44</p>  <p>284310 Cat - L.S. Tapered Shaft Screw in Head</p>
<p>45</p>  <p>284662 Mack Long Case L.S. Angle Port Head w/P.S. pump drive *Tu Flo 600- 284664</p>	<p>46</p>  <p>284699 Cummins R.S. - W.C. Short Case *Tu Flo 600- 284714 ♦Drive coupling not supplied</p>	<p>47</p>  <p>284790 W.C. Block R.S. 22 tooth-Fine Spline Screw in Head</p>	<p>48</p>  <p>284959 Cummins R.S. Short Case W.C. Head - A.C. Block *Tu Flo 600- 280238 ♦Drive coupling not supplied</p>

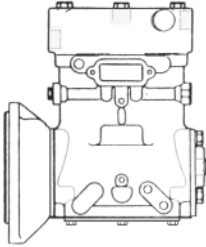
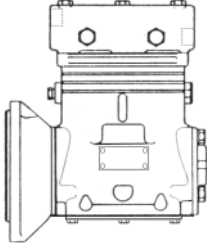
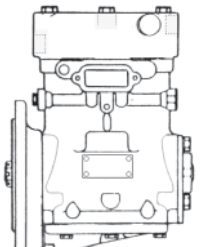
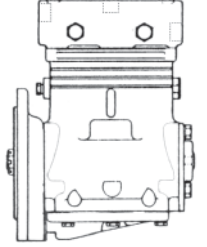
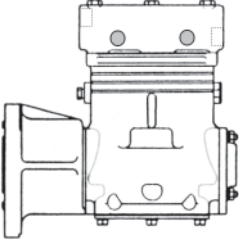
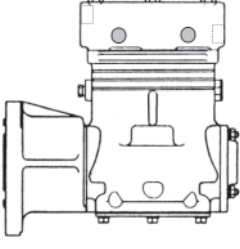
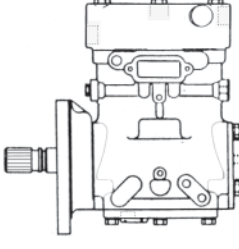
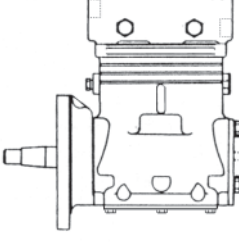
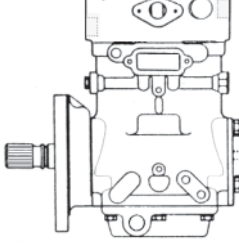
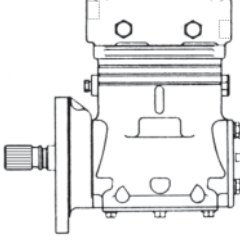
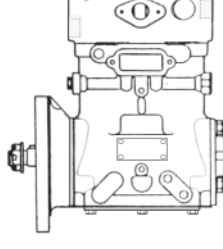
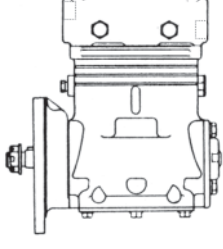
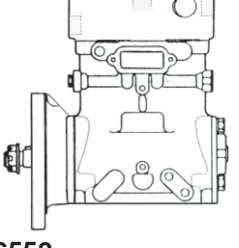
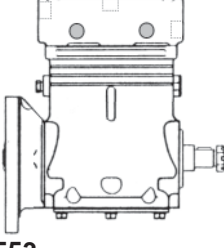
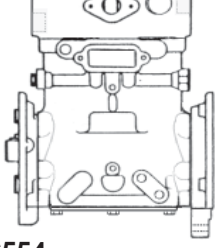
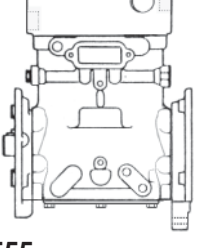
TU-FLO 501 COMPRESSORS

AIR Compressors

<p>1</p>  <p>102698 4 Hole R.S. Special studs in front plate</p>	<p>2</p>  <p>102989 6 Hole L.S., Ford base</p>	<p>3</p>  <p>103274 Cat 3408, Taper shaft, RS, screw in head w/angle port</p>	<p>4</p>  <p>104422 Cummins R.S.</p> <p><i>Note casting# 224</i></p>
<p>5</p>  <p>286526 4 Hole R.S.</p>	<p>6</p>  <p>286527 4 Hole L.S.</p>	<p>7</p>  <p>286528 4 Hole R.S.Screw in Head</p>	<p>8</p>  <p>286529 4 Hole L.S.Screw in Head</p>
<p>9</p>  <p>286530 4 Hole R.S. Drive Thru</p>	<p>10</p>  <p>286532 4 Hole R.S. Drive Thru Screw in Head</p>	<p>11</p>  <p>286533 4 Hole L.S. Drive Thru</p>	<p>12</p>  <p>286535 6 Hole L.S.</p>
<p>13</p>  <p>286536 6 Hole L.S. Screw in Head</p>	<p>14</p>  <p>286537 6 Hole R.S.- E.O. Screw in Head</p>	<p>15</p>  <p>286538 GMC R.S. 0°</p>	<p>16</p>  <p>286539 GMC L.S. 0°</p>

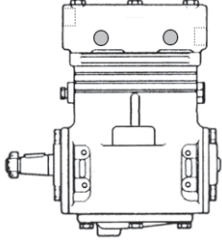
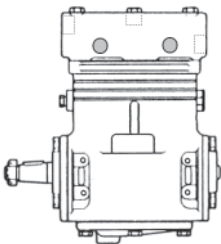
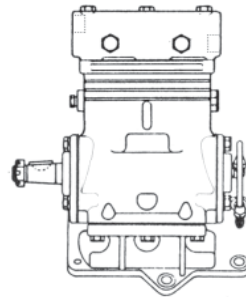
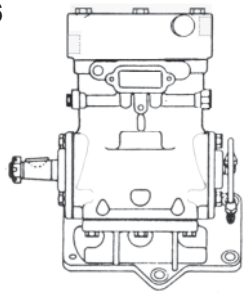
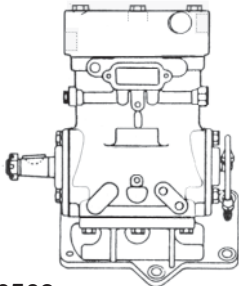
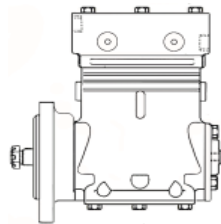
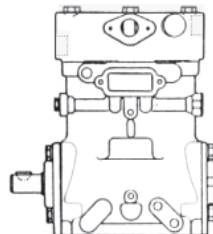
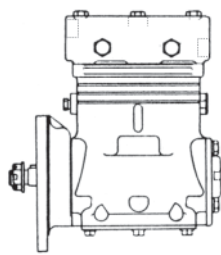
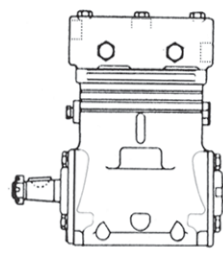
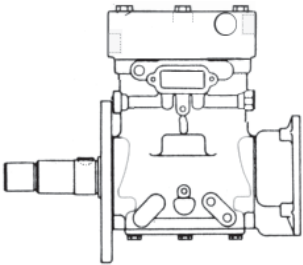
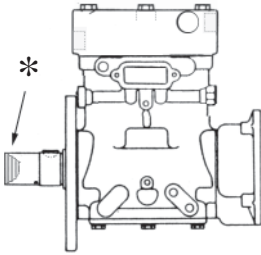
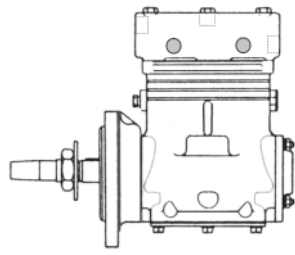
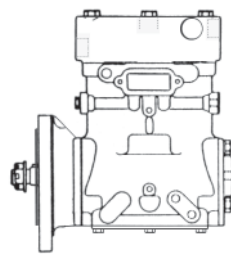
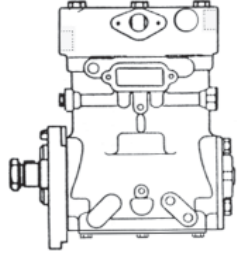
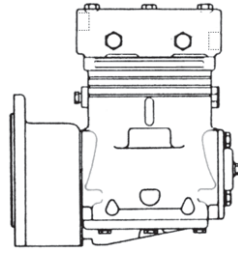
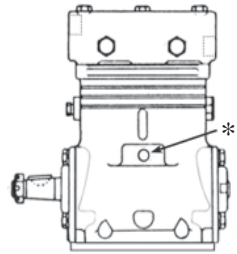
TU-FLO 501 COMPRESSORS

AIR Compressors

<p>17</p>  <p>286540 GMC R.S. 0° Screw in Head</p>	<p>18</p>  <p>286541 GMC L.S. 0° Screw in Head</p>	<p>19</p>  <p>286542 GMC R.S. 45° Screw in Head</p>	<p>20</p>  <p>286543 GMC L.S. 45° Screw in Head</p>
<p>21</p>  <p>286544 Mack L.S. w/P.S. Pump Drive</p>	<p>22</p>  <p>286545 Mack Long Case L.S.</p>	<p>23</p>  <p>286546 Cat R.S. 13 Spline Drive Screw in Head w/angle port</p>	<p>24</p>  <p>286547 Cat L.S.</p>
<p>25</p>  <p>286548 Cat R.S. 13 Spline Drive Deep Pan</p>	<p>26</p>  <p>286549 Cat L.S. 13 Spline Drive</p>	<p>27</p>  <p>286550 Cat R.S. Taper Shaft</p>	<p>28</p>  <p>286551 Cat L.S. Tapered Shaft Screw in Head w/angle port</p>
<p>29</p>  <p>286552 Cat R.S. Tapered Shaft No Pan Screw in Head w/ angle port</p>	<p>30</p>  <p>286553 Mack L.S. Drive Thru</p>	<p>31</p>  <p>286554 Cummins R.S.</p>	<p>32</p>  <p>286555 Cummins R.S Screw in Head</p>

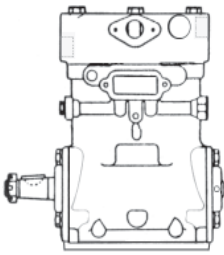
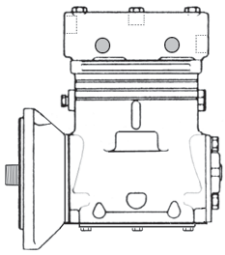
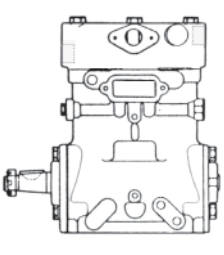
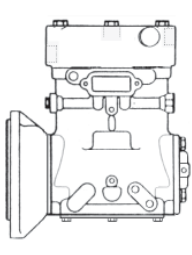
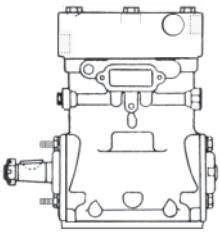
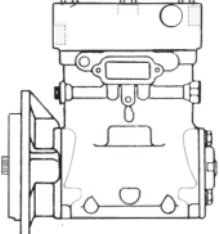
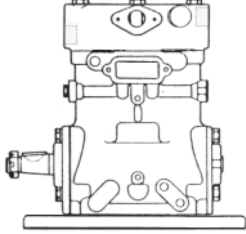
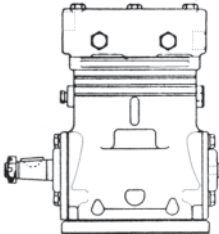
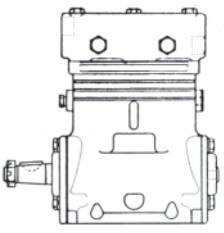
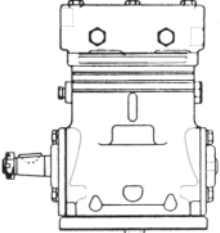
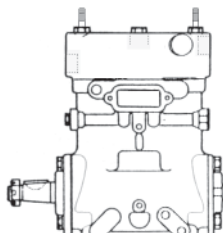
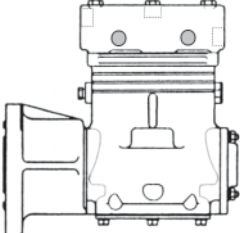
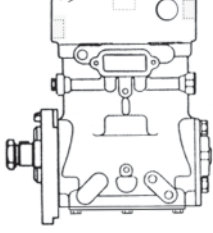
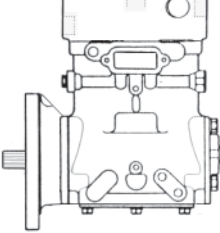
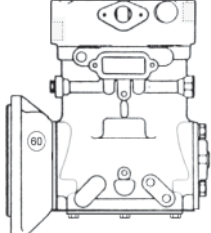
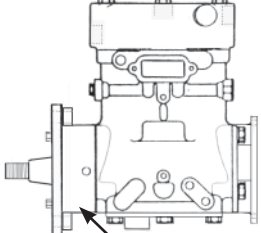
TU-FLO 501 COMPRESSORS

AIR Compressors

<p>33</p>  <p>286556 Ford L.S. Side MT.</p>	<p>34</p>  <p>286557 Ford L.S. Side MT. Screw in head</p>	<p>35</p>  <p>286558 Ford L.S. Slant MT. Screw in head</p>	<p>36</p>  <p>286561 Ford R.S. Slant MT. Screw in head</p>
<p>37</p>  <p>286562 Ford R.S. Slant Mount Screw in Head w/angle port</p>	<p>38</p>  <p>286563 Volvo L.S. Flange Mount</p>	<p>39</p>  <p>286564 Perkins R.S.</p>	<p>40</p>  <p>286566 Cat L.S. Tapered shaft Screw in head</p>
<p>41</p>  <p>286567 L.S. No mtg. base plate Screw in head</p>	<p>42</p>  <p>286569 Cummins R.S. Screw in head</p>	<p>43</p>  <p>286570 Cummins R.S. Screw in head *Note: Female thru shaft</p>	<p>44</p>  <p>286571 Mack L.S. Special Drive Screw in head</p>
<p>45</p>  <p>286572 Mack R.S. Screw in head</p>	<p>46</p>  <p>286574 V-8 Mack R.S.</p>	<p>47</p>  <p>286575 GMC L.S. 0° Deep case</p>	<p>48</p>  <p>286576 6 Hole L.S. Flange head w/angle port * Threaded hole</p>

TU-FLO 501 COMPRESSORS

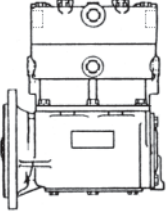
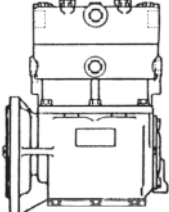
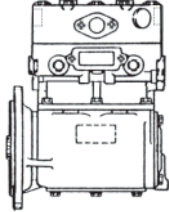
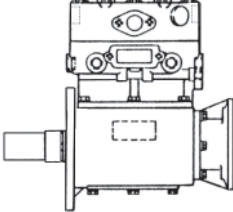
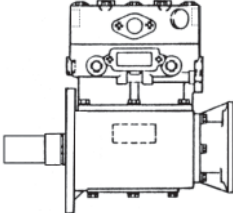
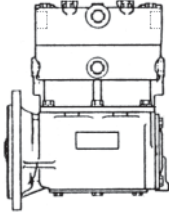
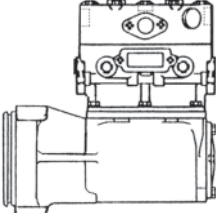
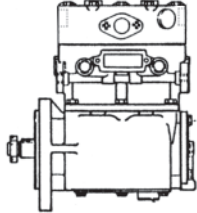
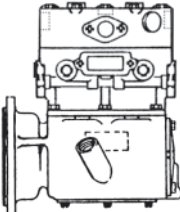
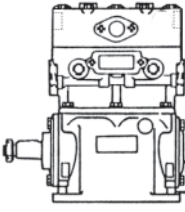
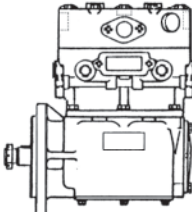
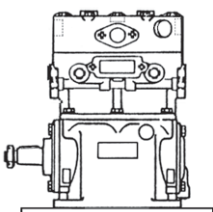
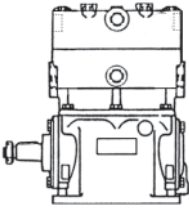
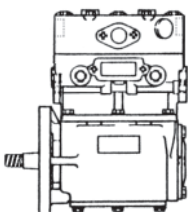
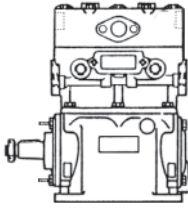
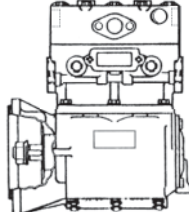
AIR Compressors

<p>49</p>  <p>286578 6 Hole R.S. Oil port R.S. Flange head w/angle port Special end cover</p>	<p>50</p>  <p>286579 GMC L.S. 0° Long shaft Screw in head</p>	<p>51</p>  <p>286580 RS Taper shaft, no pan</p>	<p>52</p>  <p>286581 GMC R.S. 0° Special end plate Oil Port R.S. Screw in head</p>
<p>53</p>  <p>286582 4 Hole R.S. Screw in head Special studs</p>	<p>54</p>  <p>286584 Cat R.S. 22 Spline drive Screw in Head w/angle port</p>	<p>55</p>  <p>286585 6 Hole R.S. Ford application</p>	<p>56</p>  <p>286591 4 Hole L.S. Special drain type base</p>
<p>57</p>  <p>286592 4 Hole L.S. No pan</p>	<p>58</p>  <p>286595 4 Hole, LS, Taper shaft, Screw in head Special drain type base</p>	<p>59</p>  <p>286617 4 Hole Screw in head Special studs in head</p>	<p>60</p>  <p>286620 Mack L.S. w/ Power steering drive Screw in head</p>
<p>61</p>  <p>286621 V-8 Mack R.S. Screw in head</p>	<p>62</p>  <p>286622 Cat 3176 R.S., 22 tooth spline Screw in head</p>	<p>63</p>  <p>286623 Detroit 60 series R.S.</p>	<p>64</p>  <p>286624 Cummins R.S. Screw in head</p> <p><i>Note casting# 551</i></p>

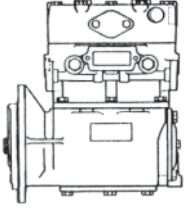
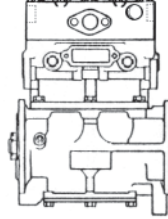
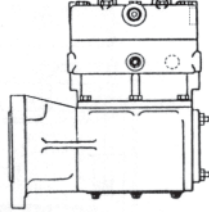
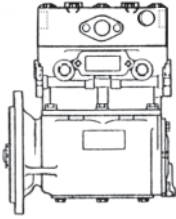
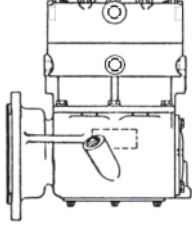
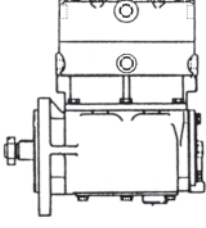
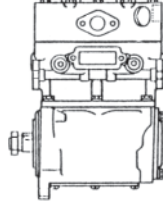
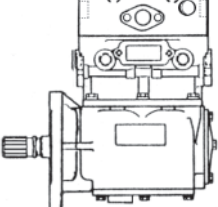
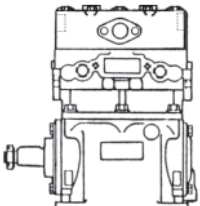
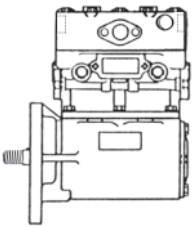
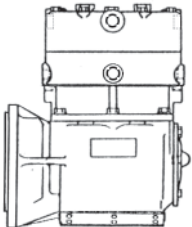
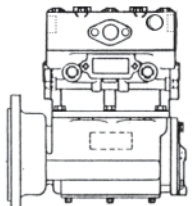
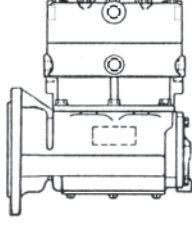
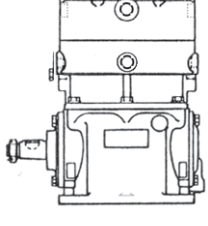
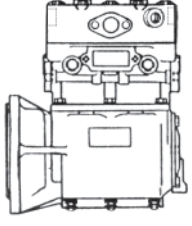
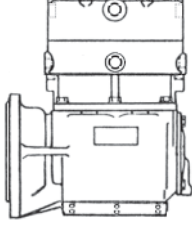
Remember: Always inspect oil lines for kinks and restrictions that cause the compressor to pump excessive oil.

TU-FLO 700 COMPRESSORS

AIR Compressors

<p>1</p>  <p>101158 Detroit Diesel 45° L.S. Short case Top & side discharge</p>	<p>2</p>  <p>101282 Detroit Diesel 0° L.S. short case Top & side discharge</p>	<p>3</p>  <p>101554 Detroit Diesel 52° R.S. Top & side discharge</p>	<p>4</p>  <p>101589 Cummins R.S. VT903 Coach Left hand thread in crank Top & side discharge</p>
<p>5</p>  <p>101590 Cummins R.S. VT903 Coach Right hand thread in crank Top & side discharge</p>	<p>6</p>  <p>101636 Detroit Diesel 52° L.S. short case Top & side discharge</p>	<p>7</p>  <p>101884 Cat extended flange R.S. Taper shaft Top & side discharge</p>	<p>8</p>  <p>102089 Volvo flange R.S. Straight shaft Base plate drain Top & side discharge</p>
<p>9</p>  <p>102137 Detroit Diesel 15° R.S. Top & side discharge</p>	<p>10</p>  <p>102213 6 Hole R.S. - B.O. Top & side discharge</p>	<p>11</p>  <p>102290 Volvo flange R.S. Saab-Scania Top & side discharge</p>	<p>12</p>  <p>102598 6 Hole R.S.- E.O. Special wide base Top & side discharge</p>
<p>13</p>  <p>103051 4 Hole L.S. -E.O. Top & side discharge</p>	<p>14</p>  <p>103278 Cat 3406B R.S. 2 .5° Tilt taper shaft Top & side discharge</p>	<p>15</p>  <p>104189 4 Hole R.S.- E.O.w/ front end studs</p>	<p>16</p>  <p>106268 Detroit Diesel Series 60 0° R.S. Top & side discharge</p>

TU-FLO 700 COMPRESSORS

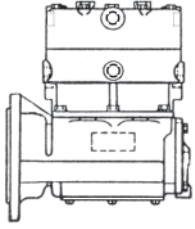
<p>17</p>  <p>289336 Cat 3306 R.S. 22 Spline drive Top & side discharge</p>	<p>18</p>  <p>289339 Cummins R.S. Short case Top & side discharge ◆Drive coupling not supplied</p>	<p>19</p>  <p>289340 Mack L.S. Long case Top & side discharge</p>	<p>20</p>  <p>289342 Detroit Diesel 45° R.S. Top & side discharge</p>
<p>21</p>  <p>289344 Detroit Diesel 15° L.S. Top & side discharge</p>	<p>22</p>  <p>289347 Volvo L.S. Base plate drain Top & side discharge</p>	<p>23</p>  <p>289348 Mack V-8 R.S. Top & side discharge</p>	<p>24</p>  <p>289349 Cat (Mack style) R.S. 13 Spline drive Top & side discharge</p>
<p>25</p>  <p>289350 4 Hole R.S. Top & side discharge</p>	<p>26</p>  <p>289744 Cat (Mack style) R.S. Taper shaft, no pan Top & side discharge</p>	<p>27</p>  <p>289789 Detroit Diesel 0° L.S. (Oils from side of end plate) Top & side discharge</p>	<p>28</p>  <p>289790 Detroit Diesel 75° R.S. Top & side discharge</p>
<p>29</p>  <p>289915 Detroit Diesel 75° L.S. Top discharge (106793 w/ steel rods)</p>	<p>30</p>  <p>289924 6 Hole L.S.-B.O. Top & side discharge</p>	<p>31</p>  <p>289925 Detroit Diesel 0° R.S. Top & side discharge (106791 w/ steel rods)</p>	<p>32</p>  <p>289941 Detroit Diesel 0° L.S. Top & side discharge (106792 w/ steel rods)</p>

Note: A dirty or clogged air filter can cause the compressor to draw and pump excessive oil.

TU-FLO 700 COMPRESSORS

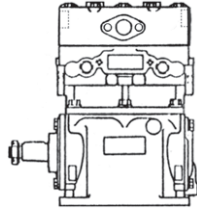
AIR Compressors

33



289964
Detroit Diesel 75° L.S.
Top & Side Discharge

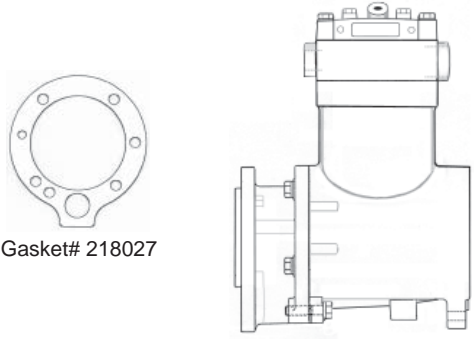
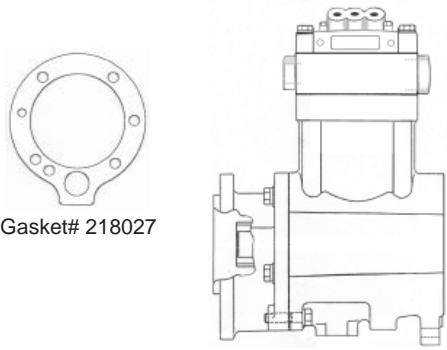
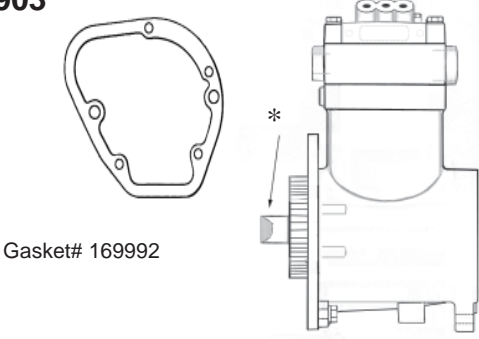
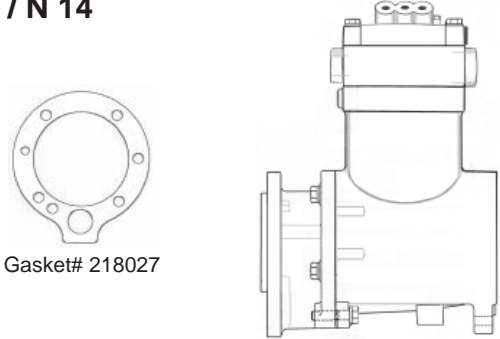
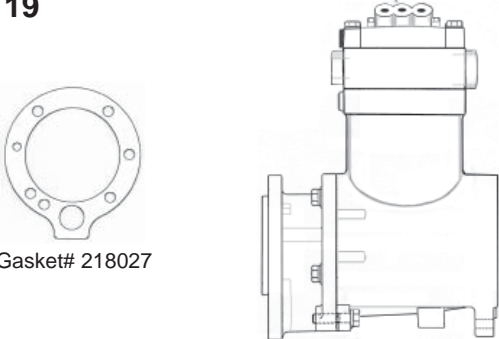
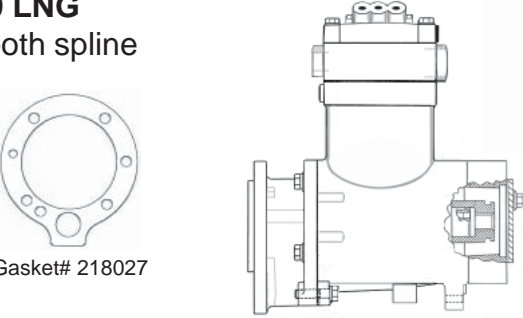
34



289969
4 Hole R.S.-E.O.
Special threaded base
Top & Side Discharge

CUMMINS/HOLSET COMPRESSORS

AIR COMPRESSORS

<p>N 14</p>  <p>Gasket# 218027</p> <p>3018527 SS296</p>	<p>NT</p>  <p>Gasket# 218027</p> <p>3558020 SS338 E Type 3558045 SS296 E Type 3049186 SS296 3558015 SS338</p>
<p>V903</p>  <p>Gasket# 169992</p> <p>3018550 SS296 *Female threaded shaft 3018532 SS296 (Head rotation different)</p>	<p>L10 / N 14</p>  <p>Gasket# 218027</p> <p>3558016 SS338 3047440 SS296 3558013 SS338 E Type 3558044 SS296 E Type</p>
<p>K 19</p>  <p>Gasket# 218027</p> <p>3558046 SS296 E Type 3052776 SS296 3558047 SS338 E Type</p>	<p>L10 LNG 9 tooth spline</p>  <p>Gasket# 218027</p> <p>3558080 SS338 E Type</p>

Note: Always replace the discharge line when installing the new compressor.

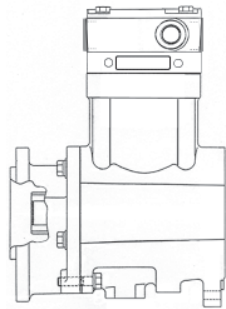
CUMMINS/HOLSET COMPRESSORS

AIR COMPRESSORS

L10 / N14 / M11



Gasket# 218027

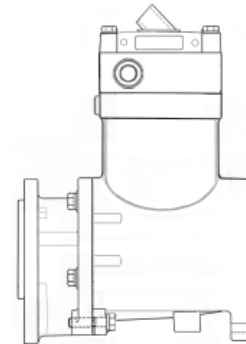


3558072 QE296
3558131 QE296
3558074 QE338

V 28



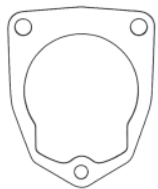
Gasket# 218027



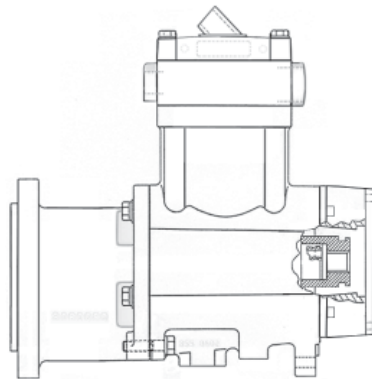
3558035 SS296

SS style Mack E6 / E7

thru drive
11 tooth spline



Gasket# 248510



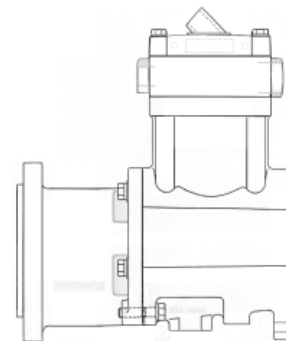
3558029 SS296
3558000 SS338

SS style Mack E6 / E7

non thru drive



Gasket# 248510



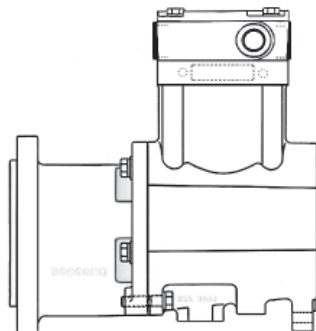
3558042 SS296
3558043 SS338

HD & QE style Mack E6 / E7

non thru drive



Gasket# 248510



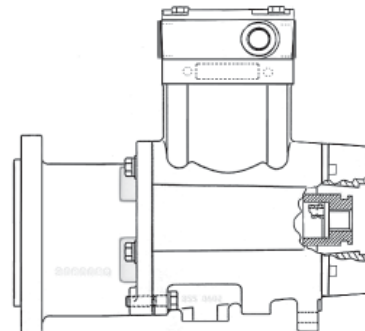
3558068 QE296
3558077 QE338
3558107 HD 650
3558110 HD 850

HD & QE style Mack E6 / E7

thru drive
11 tooth spline



Gasket# 248510

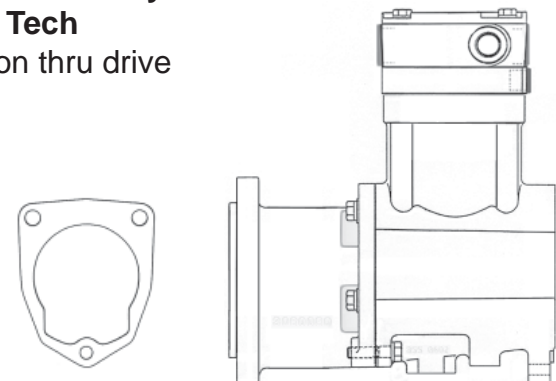


3558075 QE296
3558076 QE338
3558108 HD 650
3558109 HD 850

CUMMINS/HOLSET COMPRESSORS

AIR COMPRESSORS

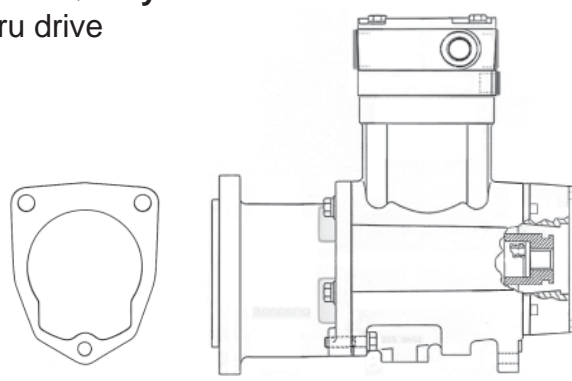
**HD & QE style Mack
E Tech
non thru drive**



Gasket# 248510

3558144 QE296 E Tech
3558145 QE338

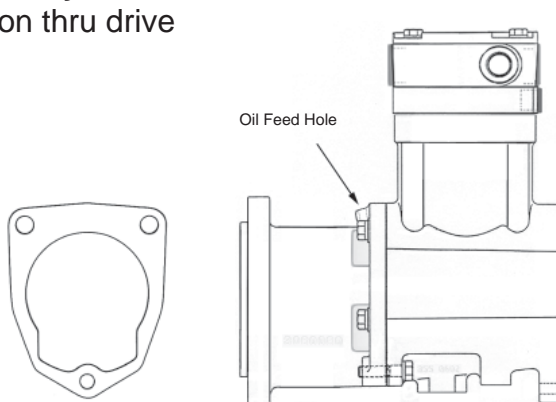
**HD & QE style Mack
thru drive**



Gasket# 248510

3558146 QE296 11 tooth
3558147 QE338 11 tooth

**QE style Mack E5 / Renault
non thru drive**

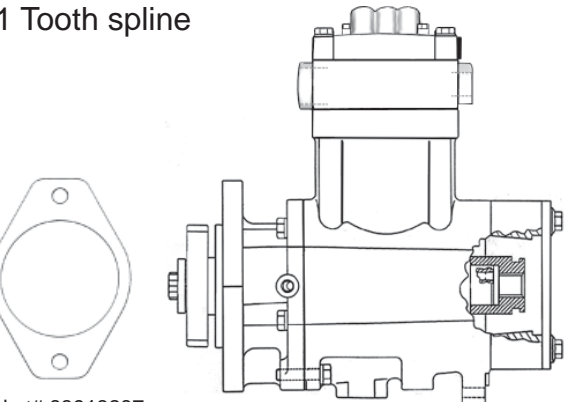


Oil Feed Hole

Gasket# 248510

3558092 QE296
3558093 QE338

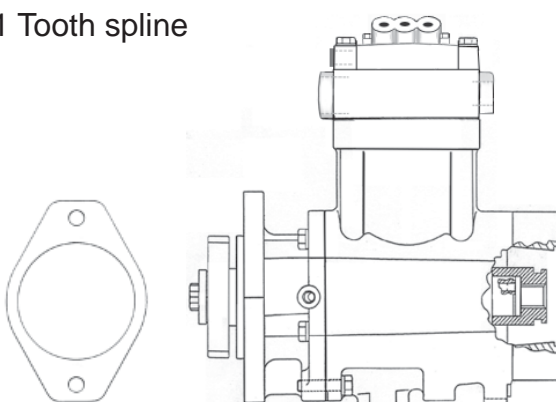
**B Series
11 Tooth spline**



Gasket# 83913287

3558082 SS296 E Type

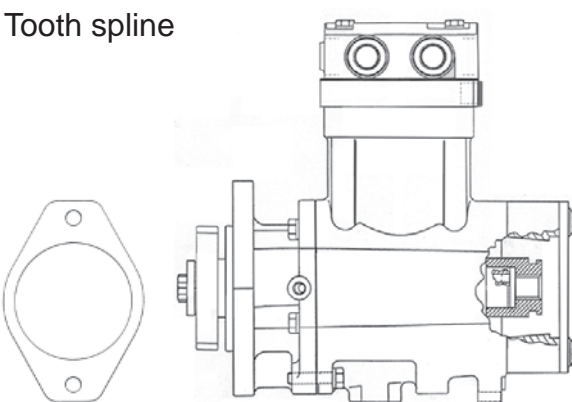
**B Series
11 Tooth spline**



Gasket# 83913287

3558164 SS296

**B Series
11 Tooth spline**



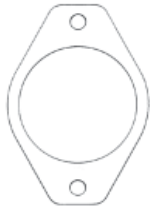
Gasket# 83913287

3558049 QE296
3558050 QE338

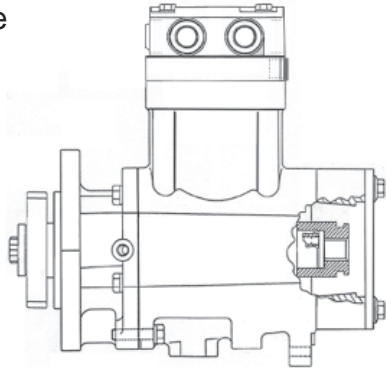
CUMMINS/HOLSET COMPRESSORS

AIR COMPRESSORS

B Series
11 tooth spline



Gasket# 83913287

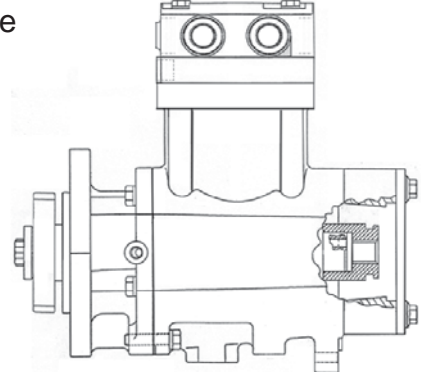


3558208 QE296
3558209 QE338

B Series
11 tooth spline

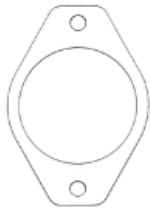


Gasket# 83913287

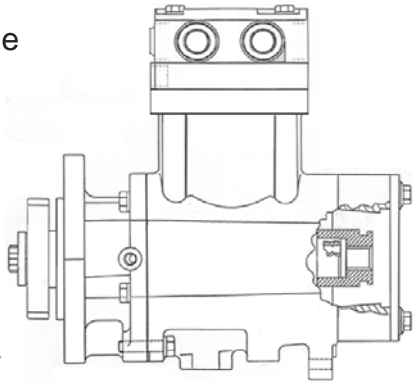


3558097 QE296
3558098 QE338

B Series
11 tooth spline



Gasket# 83913287

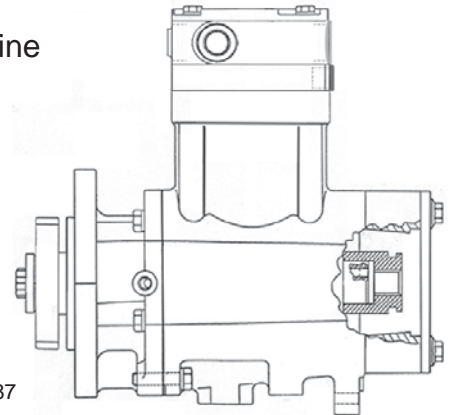


3558211 QE296
3558212 QE338

B Series
11 tooth spline

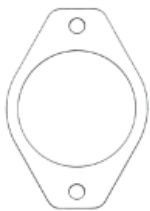


Gasket# 83913287

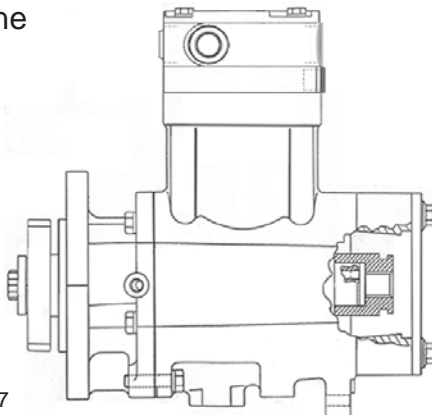


3558105 QE296
3558139 QE338

B Series
11 tooth spline



Gasket# 83913287

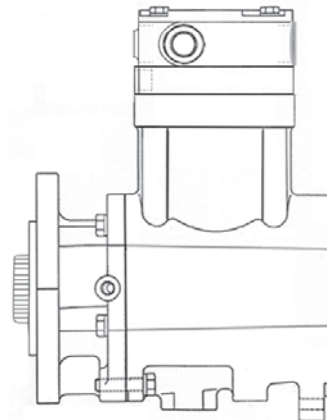


3558199 QE296

B Series
tang drive



Gasket# 83913287

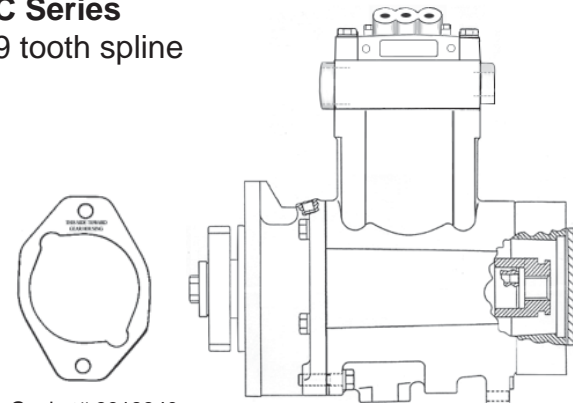


3558081 QE296
3558102 QE338

CUMMINS/HOLSET COMPRESSORS

AIR COMPRESSORS

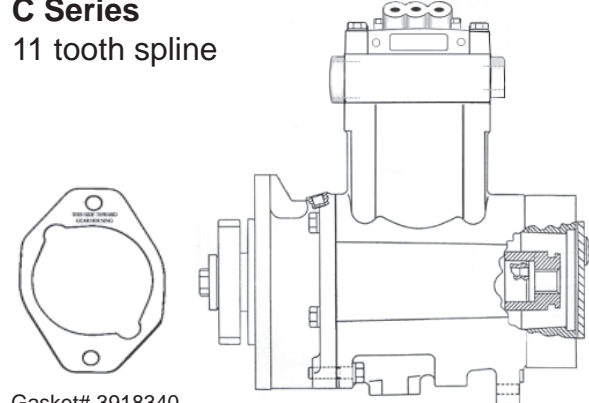
C Series
9 tooth spline



Gasket# 3918340

3558005 SS 296
3558023 SS 338 E type

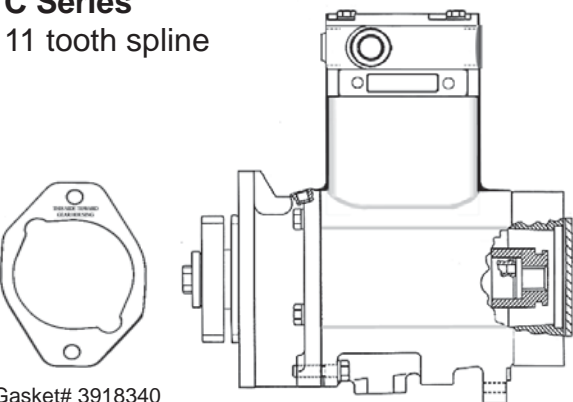
C Series
11 tooth spline



Gasket# 3918340

3558006 SS 296
3558022 SS 296 E type
3558021 SS 338 E type

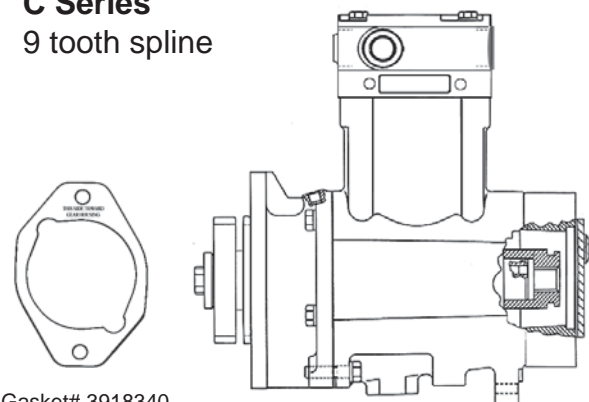
C Series
11 tooth spline



Gasket# 3918340

3558051 QE338
3558052 QE296

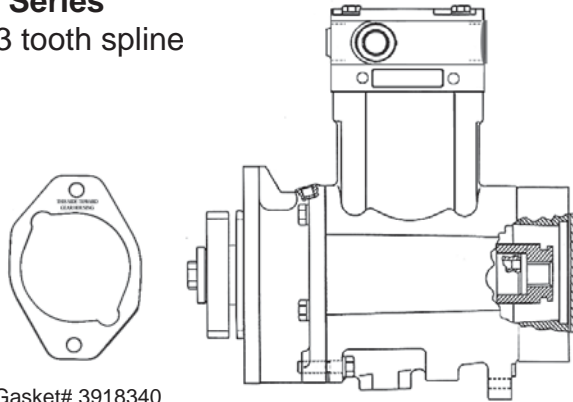
C Series
9 tooth spline



Gasket# 3918340

3558113 QE338

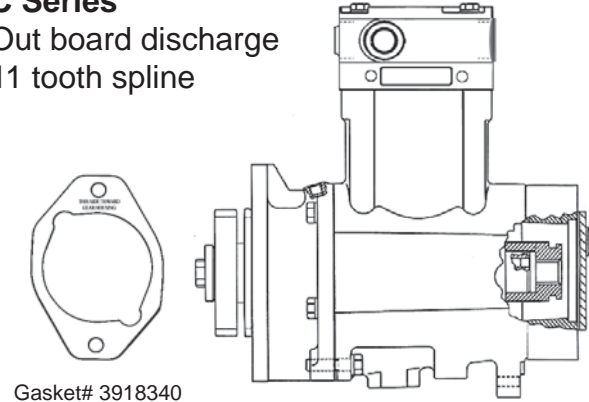
C Series
13 tooth spline



Gasket# 3918340

3558115 QE296
3558116 QE338

C Series
Out board discharge
11 tooth spline



Gasket# 3918340

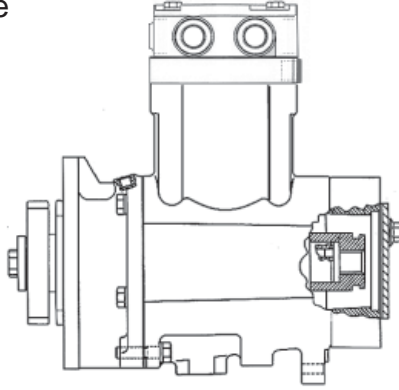
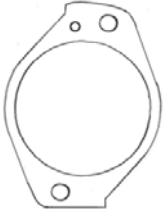
3558094 QE296C
3558095 QE338C
3558142 HD296C
3558143 HD338C

Note: Never use silicon or other gasket sealers when installing a compressor.

CUMMINS/HOLSET COMPRESSORS

AIR COMPRESSORS

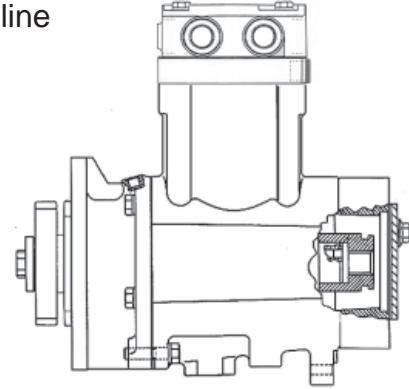
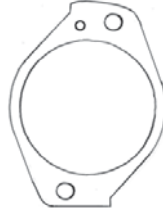
Encore C Series
11 tooth spline



Gasket# 83940245

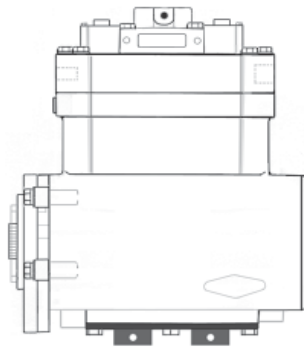
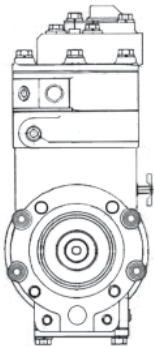
3558189 QE338
3558186 QE296

Encore C Series
13 tooth spline

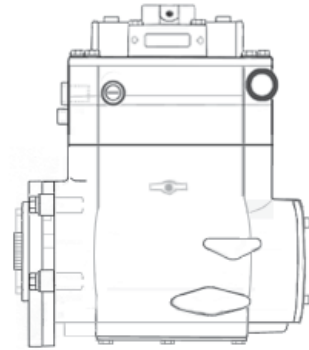
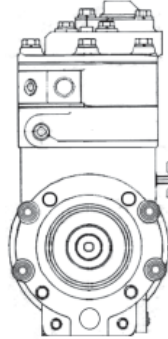


Gasket# 83940245

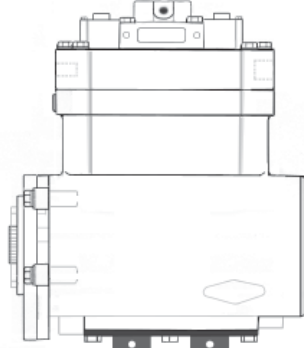
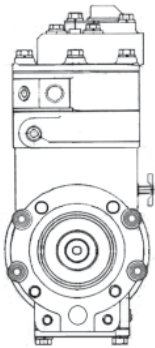
3558188 QE338



3025831 ST676
Rear Discharge

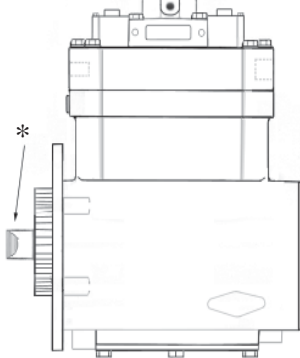
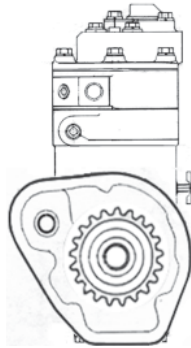


3025832 ST676
Side Discharge



3025833 ST676
Rear Discharge

V903

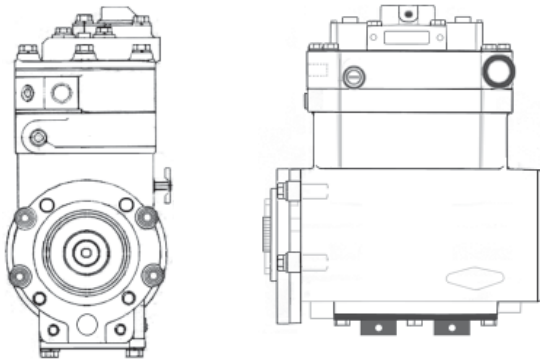


3048673 ST676
Rear Discharge
*Female threaded shaft

CUMMINS/HOLSET COMPRESSORS

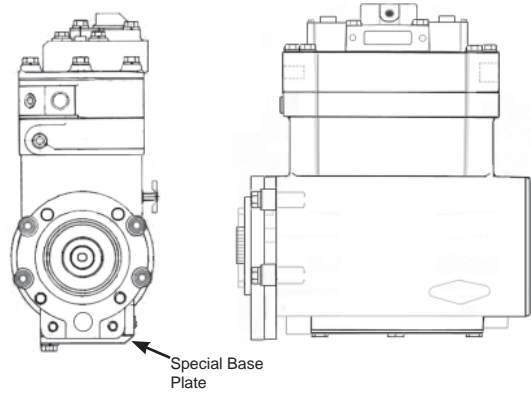
AIR COMPRESSORS

K12



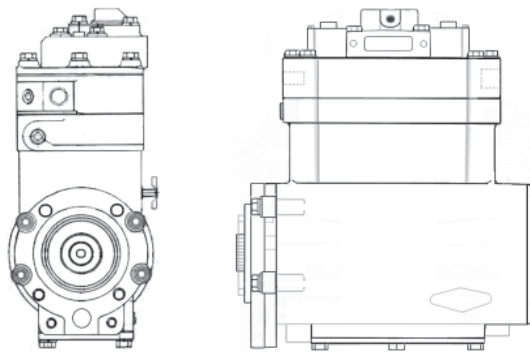
3048675 ST676

NT



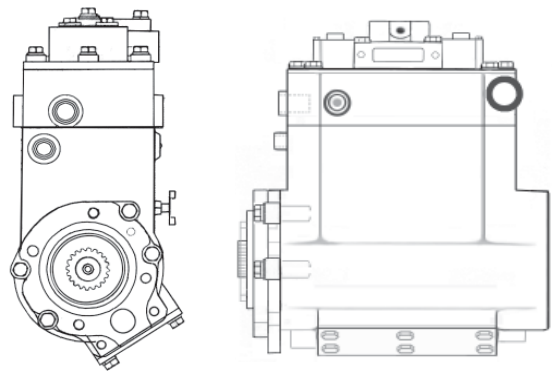
3048677 ST676

**L10 / M11
N14 (pre '91)**



3048680 ST676
Rear Discharge

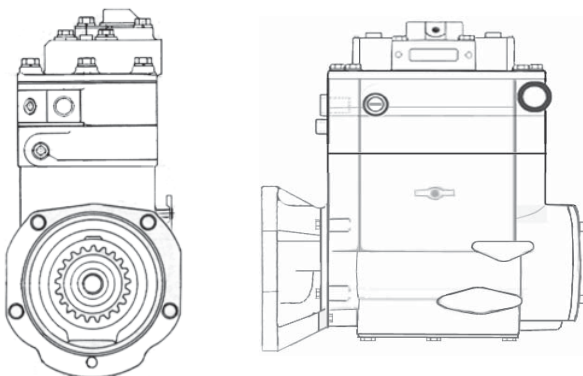
K12 / K16



3056615 ST773
Side Discharge

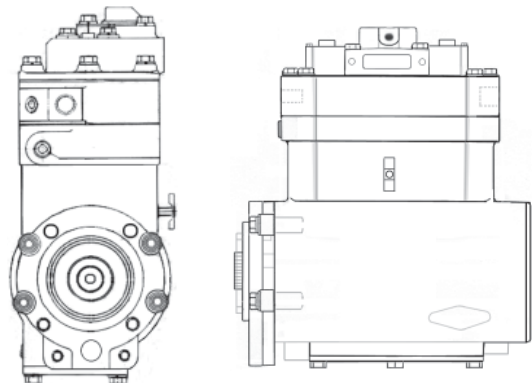
**80° tilt*

DDC



3558010 ST676D
Side Discharge

91 NT Vertical



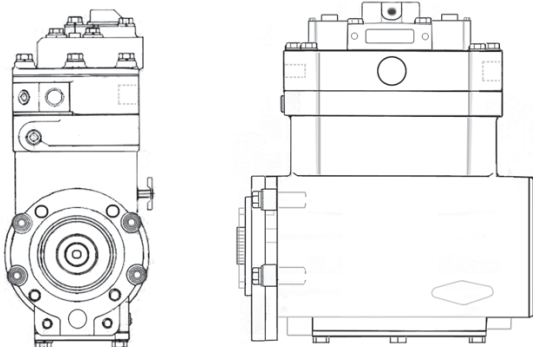
3558027 ST676
Rear Discharge

**Note base offset*

CUMMINS/HOLSET COMPRESSORS

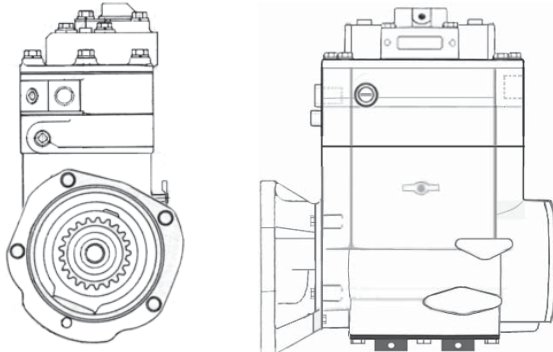
AIR COMPRESSORS

V12



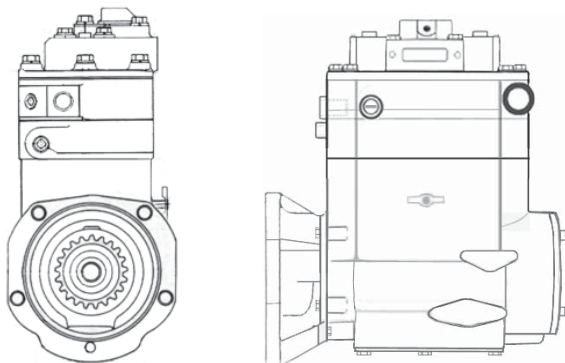
3048672 ST676
Rear Discharge

DDC 35° Tilt



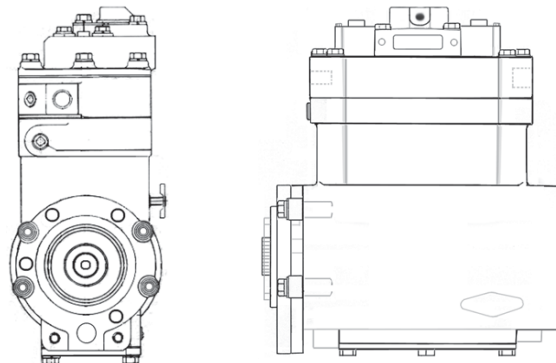
3558019 ST676D

DDC 0° Tilt



3558036 ST773D
Side Discharge

K19 K Bracket



3558041 ST676
Rear Discharge

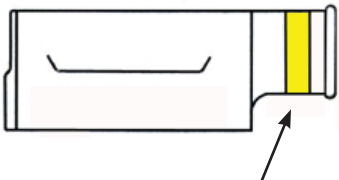
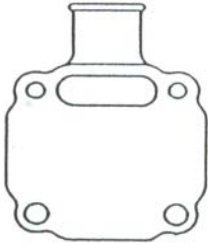
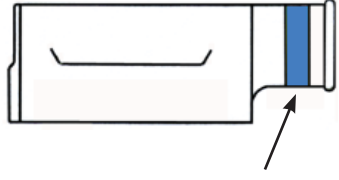
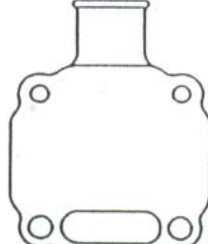
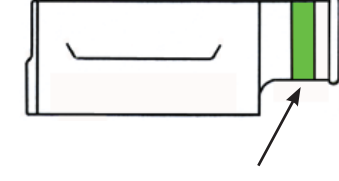
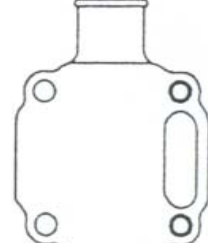
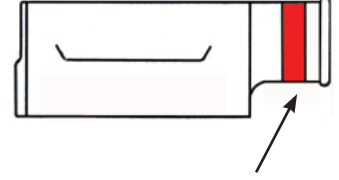
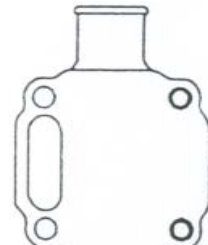
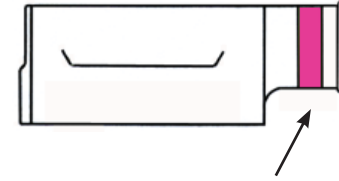
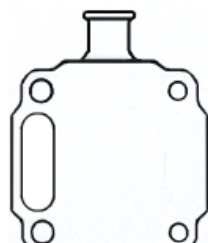
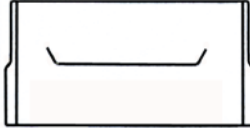
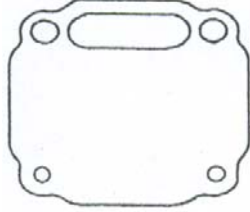
See page 1-39 for items listed below.

3558001	SS191	use KN 86230WD
3558002	SS191	use KN86230
3558003	SS191	use KN 85230WD
3558004	SS191	use KN85230
3558038	SS191	use KN86230WD
3558039	SS191	use KN85230WD
3558040	SS191	use KN85230WD (with head rotated 90° CCW)

QE Manifold Identification

CUMMINS/HOLSET COMPRESSORS


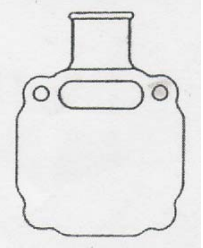
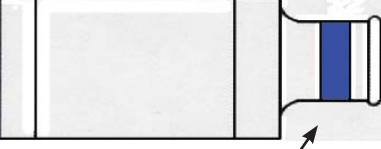
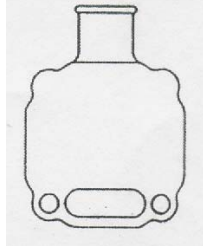
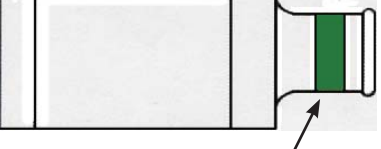
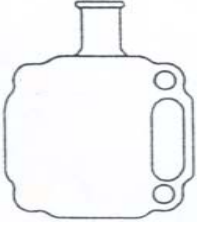
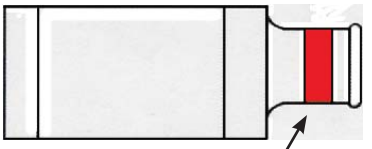
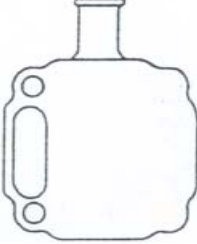
AIR COMPRESSORS

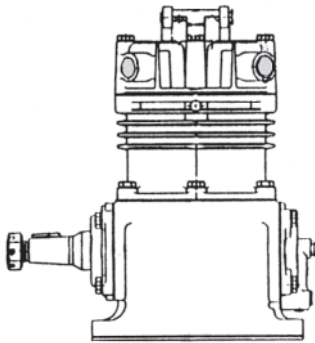
Compressor Number	Manifold Number	Color Code	Slot Location
<p>B Series 3558049, 3558050</p>	3559584	 Yellow Band	
<p>B Series 3558092, 3558093, 3558097, 3558098, 3558151, 3558152</p>	3559582	 Light Blue Band	
<p>C Series 3558051, 3558052, 3558094, 3558095, 3558103, 3558113, 3558115, 3558116, 3558130, 3558149, 3558156</p>	3559586	 Light Green Band	
<p>Standard 3558059, 3558072, 3558073, 3558074, 3558114, 3558119, 3558131, 3558132, 3558153, 3558154</p>	3559571	 Red Band	
<p>Mack 3558068, 3558075, 3558076, 3558077</p>	3559589	 Purple Band	
<p>Ford B Series 3558104, 3558105, 3558139, 3558140, 3558144, 3558145, 3558146, 3558147, 3558150, 3558158</p>	3559581	 No Band	

CUMMINS/HOLSET COMPRESSORS

HD Manifold Identification

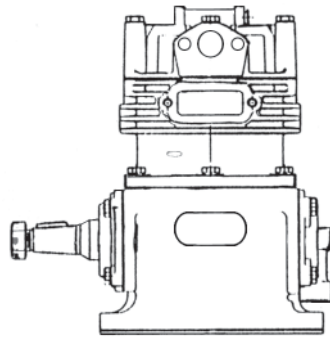
AIR COMPRESSORS

Compressor Number	Manifold Number	Color Code	Slot Location
B Series 3558021, 3558127	3559021	 <p>Yellow Band</p>	
B Series 3558121, 3558128	3559022	 <p>Dark Blue Band</p>	
C Series 3558122, 3558129, 3558142, 3558143, 3558103, 3558113, 3558157, 3558159, 3558160, 3558161	3559006	 <p>Green Band</p>	
Mack 3558107, 3558108, 3558109, 3558110, 3558111, 3558112	3559002	 <p>Red Band</p>	



KN7000
Rotatable Head
Air cooled head

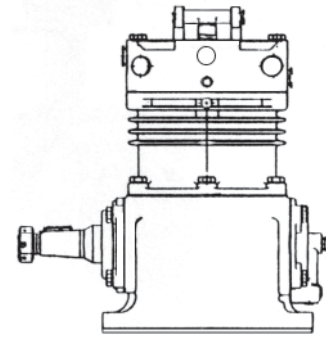
End cap oil feed only



KN7010
Air Ports right side (shown)
Air cooled head

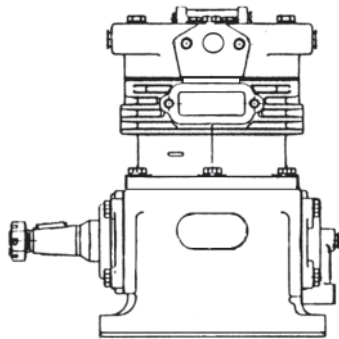
KN7020
Air Ports left side
Air cooled head

Bottom oil feed option
(Plug if end cap oil feed is used)



KN7030
Rotatable water cooled head

Bottom oil feed option
(Plug if end cap oil feed is used)

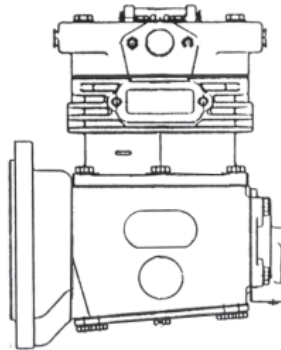


KN7040
Air Ports right side (shown)

KN7041
Special 4 hole mount for Ford
gas engine application
End oil feed only

KN7050
Air Ports left side

Water cooled head
Bottom oil feed option
(Plug if end cap oil feed is used)

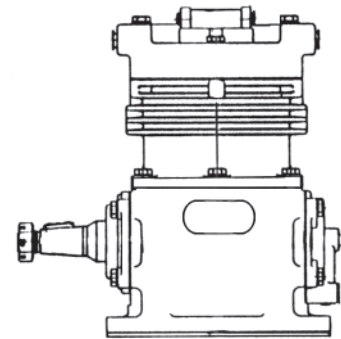


KN7060
Air Ports right side
Tachometer drive

KN7070
Air Ports right side

KN7080
Air Ports left side

Water cooled head



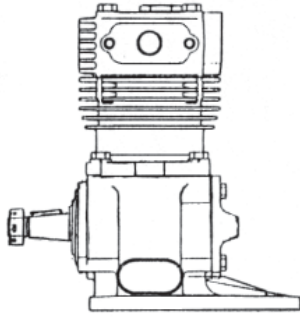
KN7170
Air Ports right side

KN7180
Air Ports left side (shown)
six hole base mount

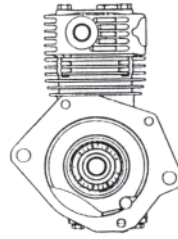
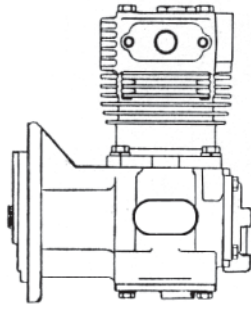
Water cooled head
Bottom oil feed option
(Plug if end cap oil feed is used)

Midland EL 850

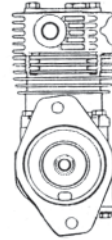
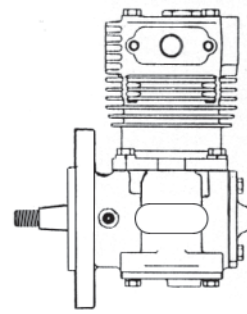
AIR Compressors



KN85020
Air cooled base mount

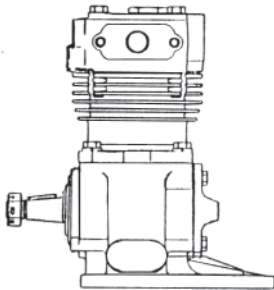


KN85150
3306 Cat flange mount
22 Spline drive
Air cooled

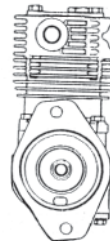
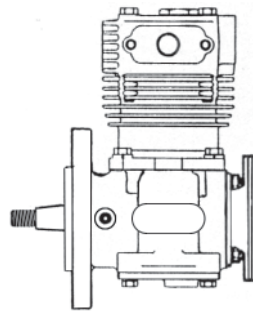


KN85230
Air cooled (shown)

KN86230
Water cooled
Cummins B Series

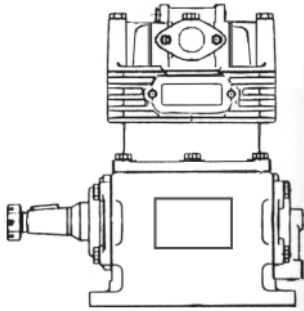


KN86020
Water cooled base mount



KN85230WD
with thru drive
Air cooled (shown)

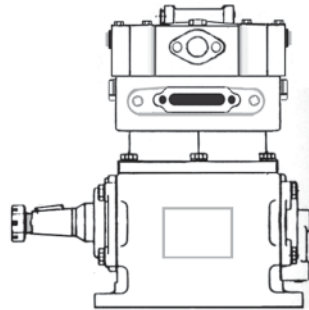
KN86230WD
with thru drive
Water cooled
Cummins B Series



KN12010
Air ports right side (shown)

KN12020
Air ports left side

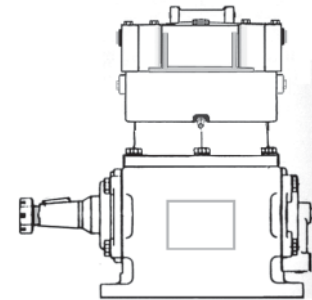
4 hole base mount
Air cooled
Special studs (not shown)
In front end cap for bracket
End cap oil feed only



KN12030
KN12031 1/2" water ports
Air ports right side (shown)

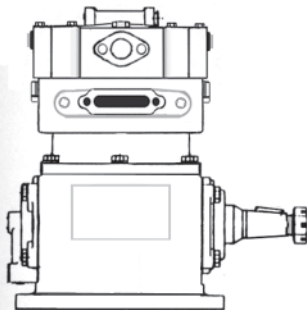
KN12040
KN12041 1/2" water ports
Air ports left side

4 hole base mount
Water cooled
Bottom oil feed option
(Plug if end cap oil feed is used)



KN12050
Rotatable head
Intake in head

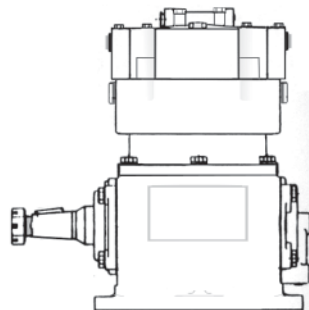
4 hole base mount
Water cooled
Bottom oil feed option
(Plug if end cap oil feed is used)



KN12060 (shown)
Air ports left side

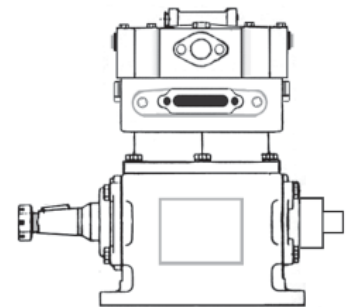
KN12070 Air ports right side
Water cooled
Six hole base mount

Bottom oil feed option
(Plug if end cap oil feed is used)



KN12081
Air ports left side (shown)
Water cooled
Six hole base mount
Tachometer drive provision

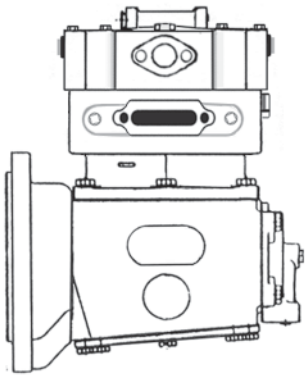
Bottom oil feed option
(Plug if end cap oil feed is used)



KN12091
Air ports right side
Special oil feed thru drive

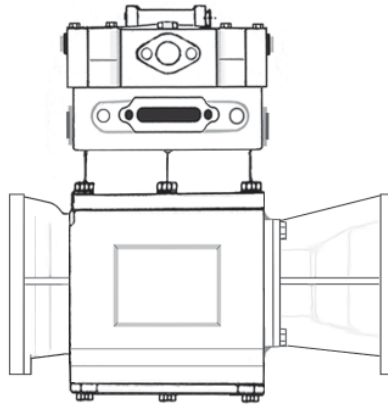
Midland Model 12

AIR Compressors

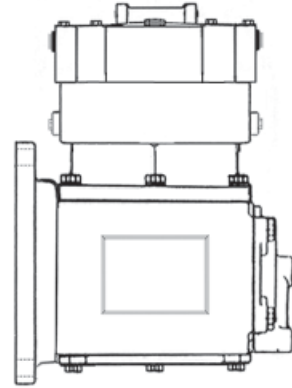


KN12100
Air ports right side (shown)

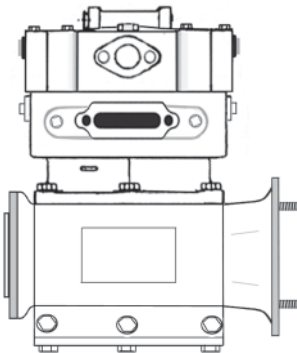
KN12111
Air ports left side
Water cooled
0° 4 hole flange mount, gear drive,
Detroit Diesel special block
no front water port



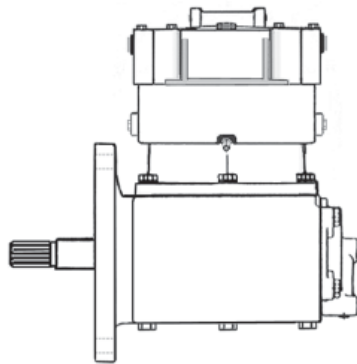
KN12131
Air ports right side
Water cooled
Long double flange mount
Cummins



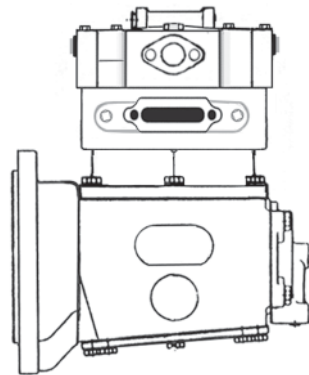
KN12140
Air ports left side
Water cooled
3 hole flange mount (Mack style)
Base pan drain



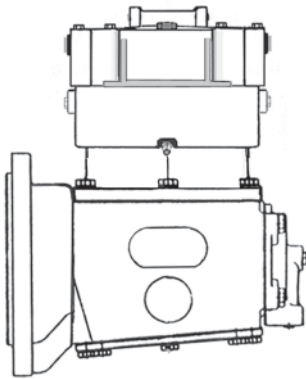
KN12151
Water cooled
Air ports right side
Double flange mount
Short (Cummins)
Base pan drain



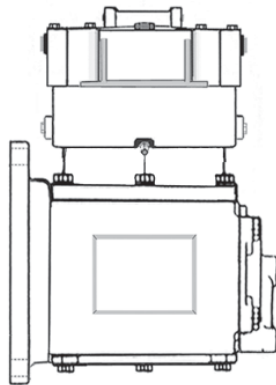
KN12160
Rotatable head
Water cooled
Intake in head
3 hole flange mount (Mack style)
13 spline crankshaft (Caterpillar)



KN12171
Air ports right side
Water cooled
Tachometer drive provision
0° 4 hole flange mount
gear drive, Detroit Diesel
Special block- no front water port



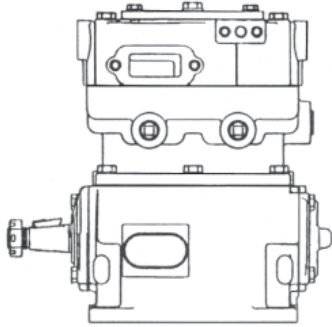
KN12190
Rotatable head
Water cooled
Intake in head
0° 4 hole flange mount, gear drive,
Detroit Diesel



KN12200
Rotatable head
Water cooled
Intake in head
3 hole flange mount (Mack style)
Caterpillar

EL-1300 & EL1600

AIR Compressors



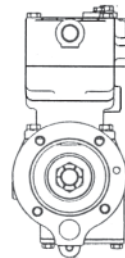
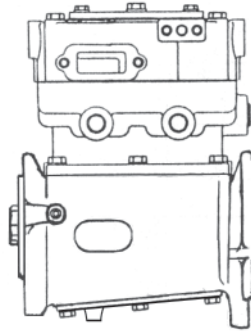
KN13020 Basic Compressor

KN16020 Basic Compressor

KN13020A Special Case threaded for mounting to Ford 6.1 liter gas engine

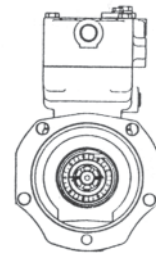
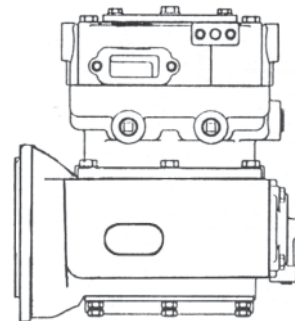
KN13021
Block rotated 180° for Ford w/3208 Cat engine

All end cap oil feed only



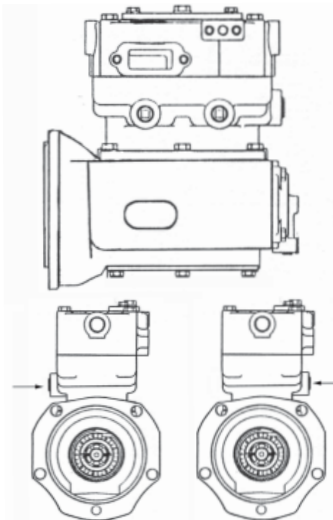
KN13040

KN16040
Cummins In-Line



KN13050

KN16050
0° Flange mount, Gear drive, Detroit Diesel, Truck applications 3/8" water ports



KN13051A

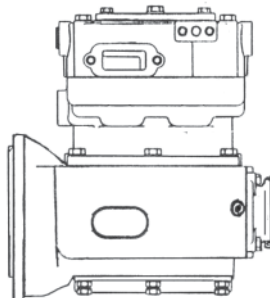
KN13051

KN13051 Right side (side view shown)

KN13051A Left side

KN16051 Right side (side view shown)

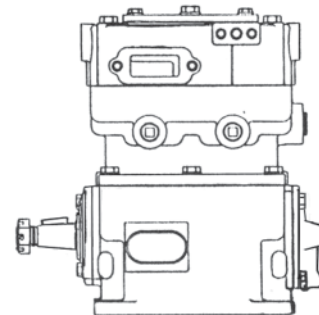
KN16051A Left side
0° Flange mount, Gear drive, Detroit Diesel, Truck applications 1/2" water ports



KN13053

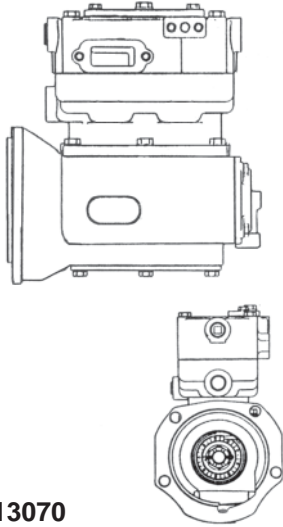
KN16053

Detroit Diesel Series 60
Flange mount thru drive
1/2" water ports



KN13060

KN16060
Bottom oil feed option (plug if end cap oil feed port is used)



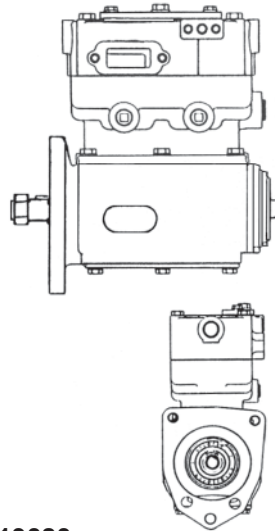
KN13070

KN16070

1° Flange mount, Gear drive,
Detroit Diesel, Truck applications
(Block rotated 180°)

KN16072

4° Flange mount



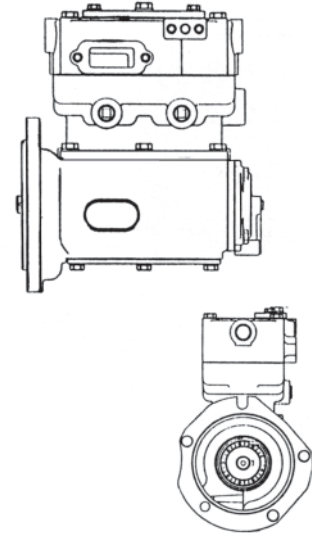
KN13080

KN16080

For Caterpillar 1674

KN13080A

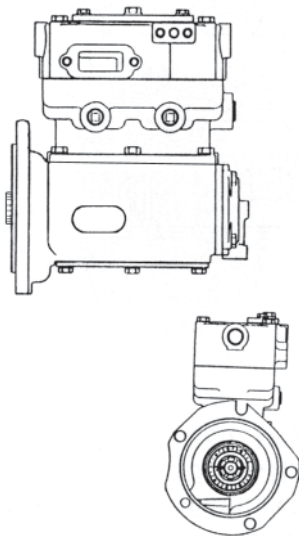
For Caterpillar 3408
(Block rotated 180°)



KN13090

KN16090

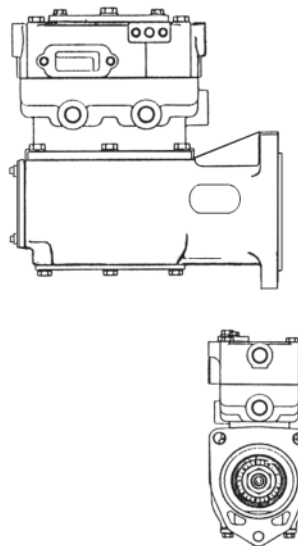
41° Flange mount, Gear drive,
Detroit Diesel



KN13100

KN16100

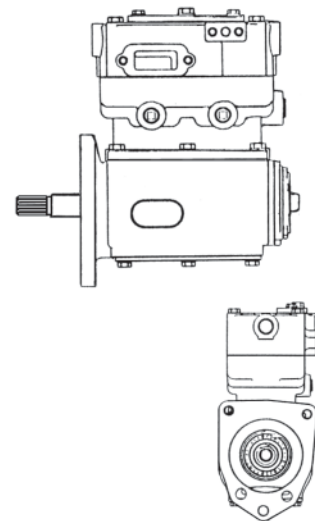
50° Flange mount, Gear drive,
Detroit Diesel



KN13111

KN16111

Mack In-Line Six



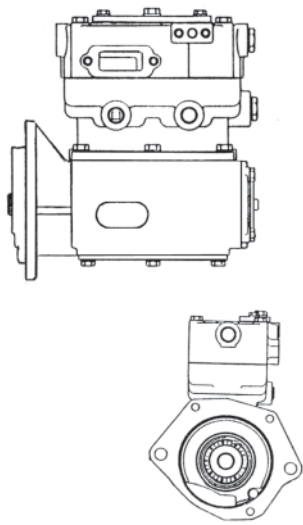
KN13120

KN16120

Caterpillar 3406A
13 Spline drive

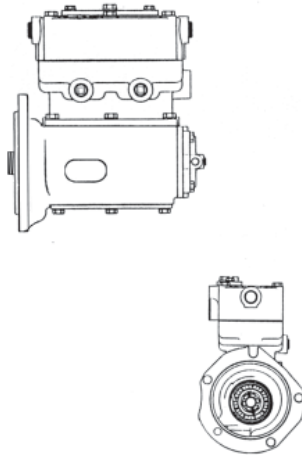
EL-1300, 1600 & 3200

AIR Compressors



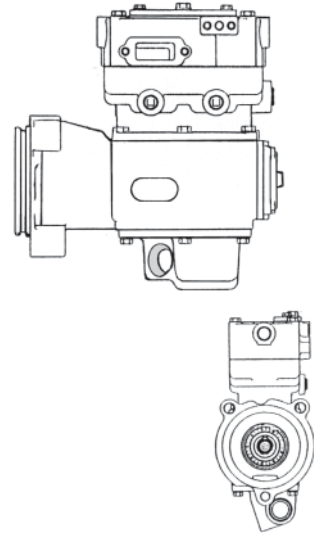
KN13151

KN16151
Caterpillar 3306
Flange mount, 22 Spline drive



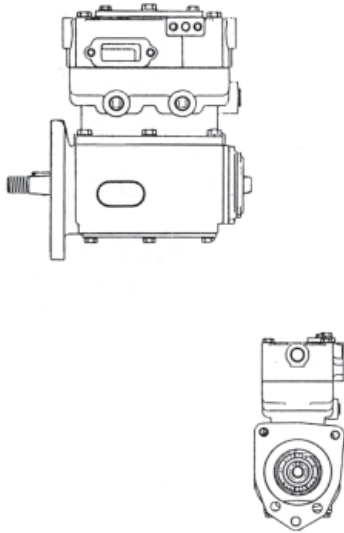
KN13160

KN16160
45° Flange mount, Gear drive,
Detroit Diesel



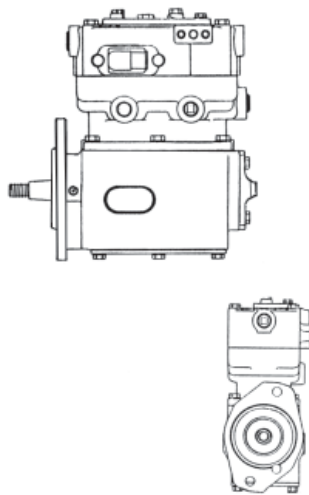
KN13190

3408 Caterpillar
Flange mount
Gear drive



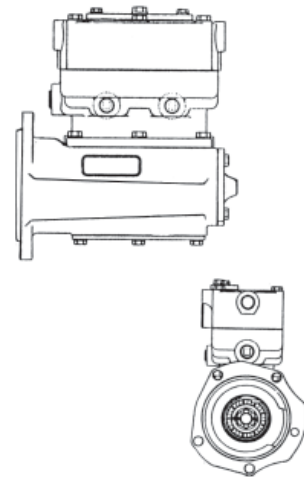
KN13200

KN16200
3406B Caterpillar
Flange mount, Gear drive



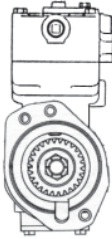
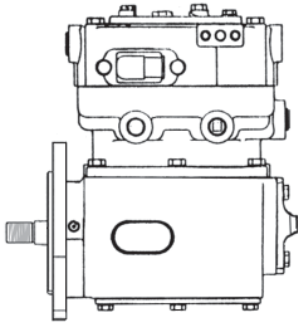
KN13220

Cummins C Series
Flange mount
Gear drive

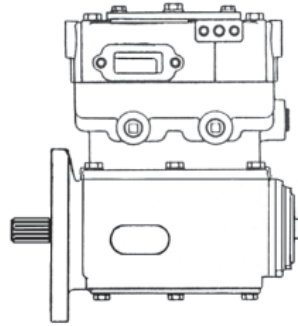


KN16250

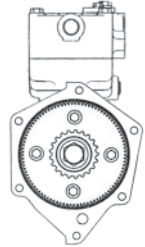
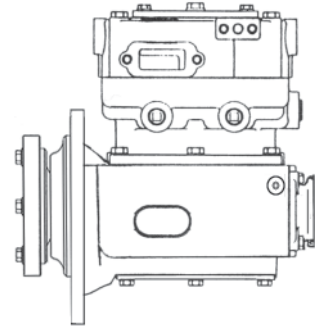
75° Flange mount, Gear drive,
Detroit Diesel



KN13280
KN16280
Caterpillar
Flange Mount



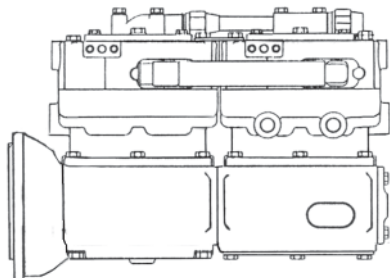
KN13300
KN16300
Caterpillar 3176
Flange mount, 22 Spline drive
KN13330
Caterpillar 3406E
M-20 threaded shaft



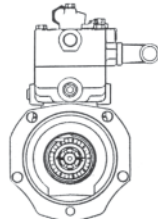
Note: This compressor is supplied with the drive gear. You must return a core with a good drive gear to receive full core credit.

KN13310
KN16310
Detroit Diesel Series 60
New style (Integrated drive)
1/2" water ports

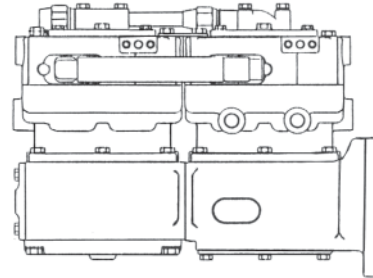
EL-3200



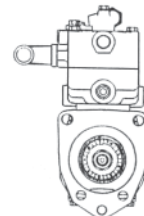
Overall Length



KN14050
0° Flange mount, Gear drive,
Detroit Diesel, Truck applications
Overall length - 17.30"



Overall Length

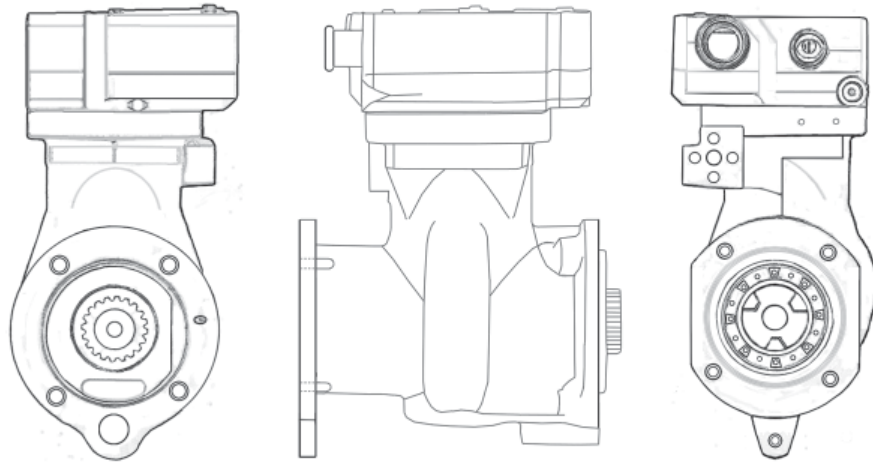


KN14110
Mack In-Line Six
Overall length - 16.63"
KN14111
Mack In-Line Six
Overall length - 18.25"

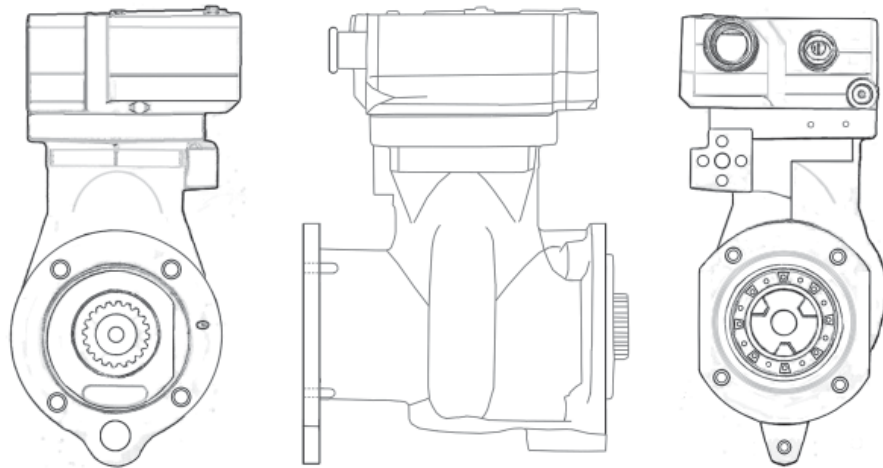
WABCO AIR COMPRESSORS

AIR COMPRESSORS

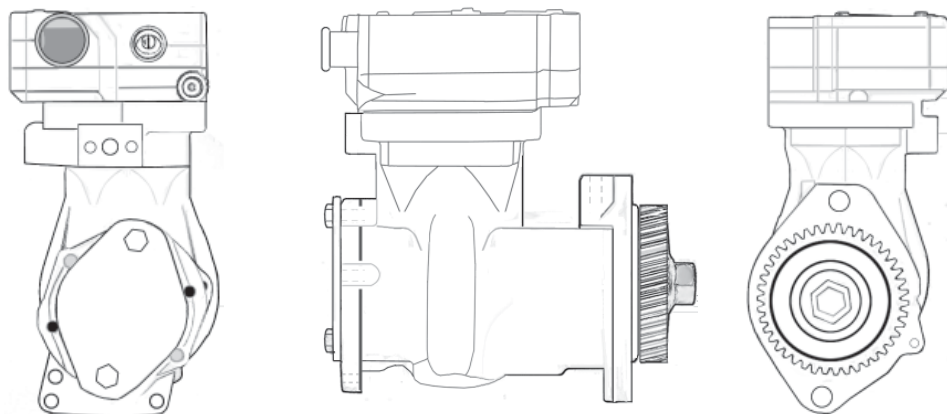
9111535100
ISX / SIG
11 tooth
85mm 18.7 cfm



9111535200
N-14 / ISM
Tang Drive
85mm 18.7 cfm

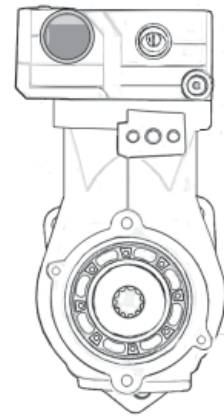
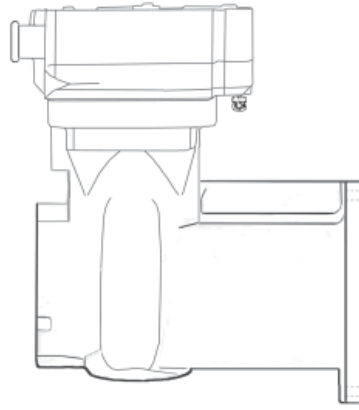
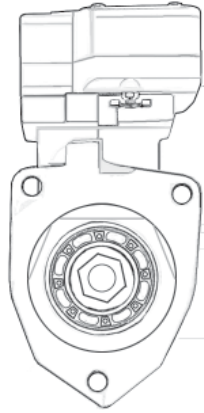


9111535300
ISC / ISL
11 tooth
85mm 18.7 cfm

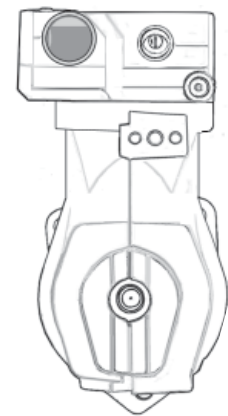
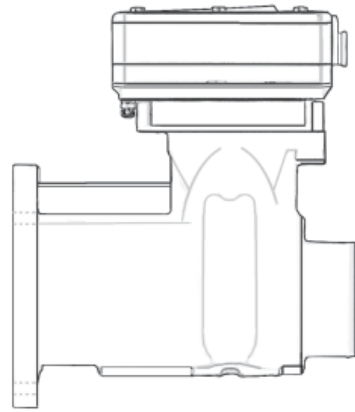
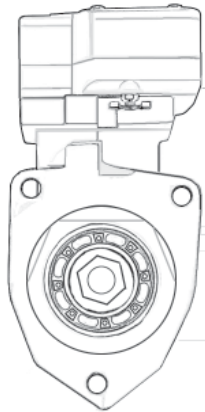


WABCO AIR COMPRESSORS

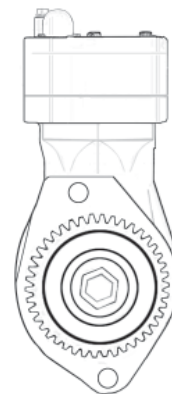
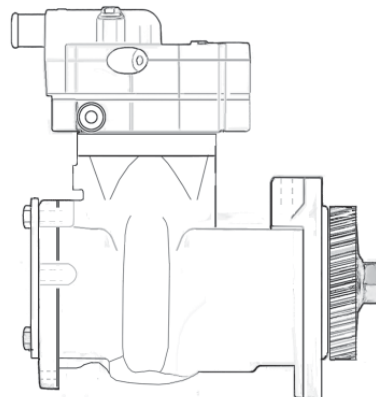
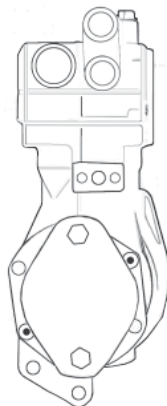
AIR COMPRESSORS



911535400
Mack
Thru Drive
85mm 18.7 cfm



911535410
Mack
non-thru drive
85mm 18.7 cfm

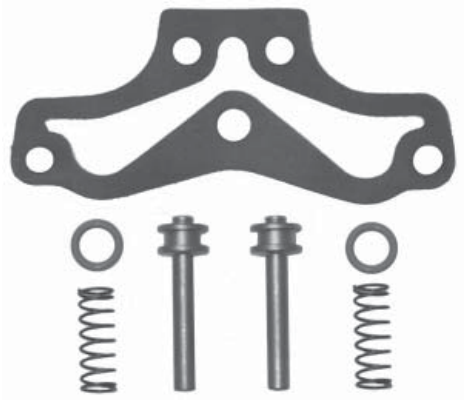


911545000
ISB / QSB (HD)
75mm 15.2 cfm

Compressor Kits & Gasket Sets

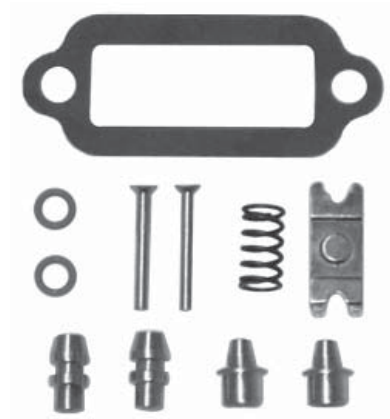
AIR Compressors

107515



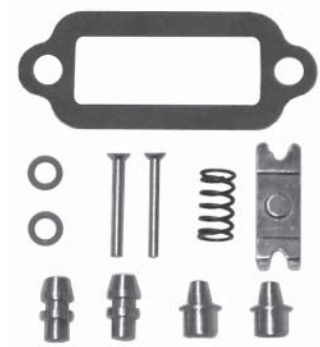
Bendix® 550 & 750 Compressors

279614



Bendix® 400 Compressors

279615



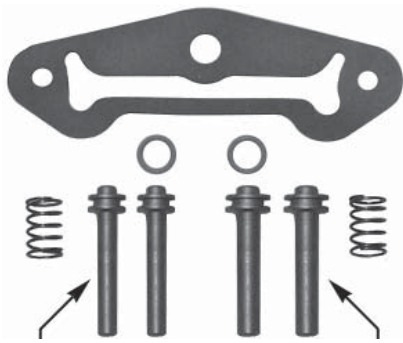
Bendix® 500, 501, 600, 700 Compressors

3559544



Cummins/Holset® 1 Cyl. Unloader Kit

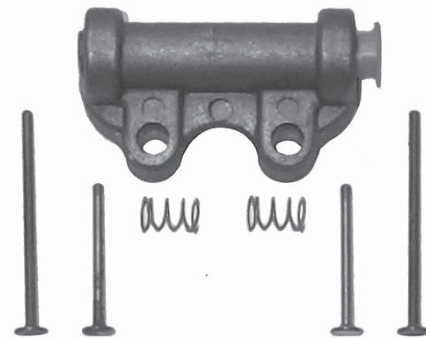
3-T26B



1/2" Unloaders

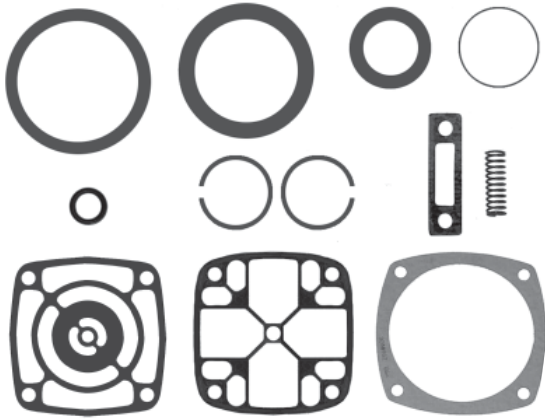
5/8" Unloaders

Midland® 1300, 1600 Universal Unloader Kit



KN18011

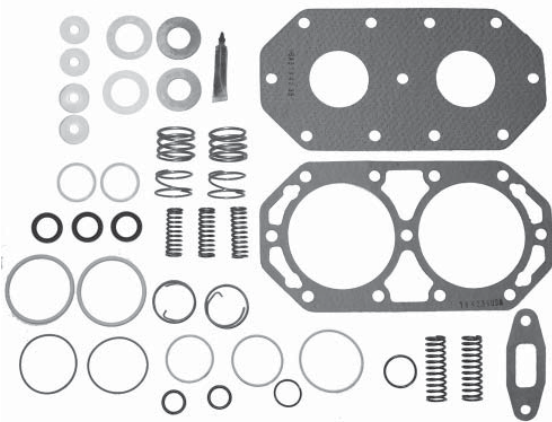
Midland®
7' & 12' Compressors
Kit# RN33C



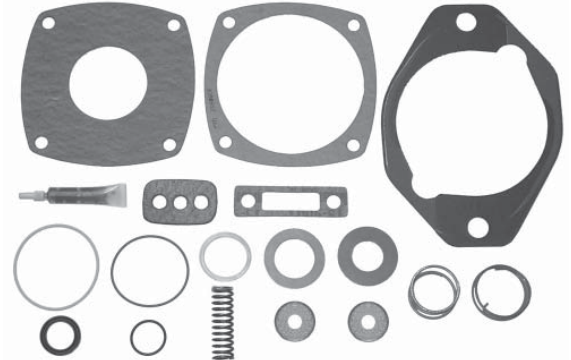
3559576
Cummins/Holset®
QE Head Kit



3559544E
1 Cylinder
Unloader Head Kit



3559547
Cummins/Holset®
2 Cylinder Compressors



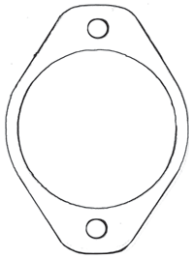
362522
Cummins/Holset® SS Style
1 Cylinder Compressors



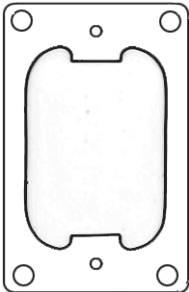
KN23500N
Econ Valve

Mounting Gaskets

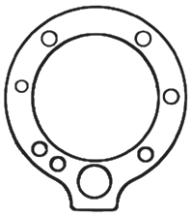
AIR COMPRESSORS



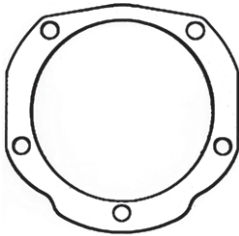
GK154916
Cummins B Series Rear Flange



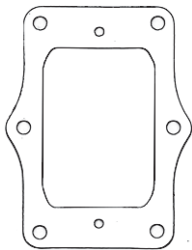
GK211376
Base Gasket



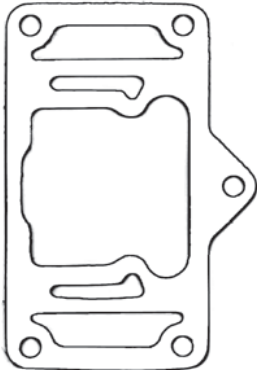
GK218027
Cummins FF



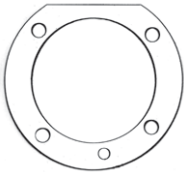
GK234707
Detroit DD & FF



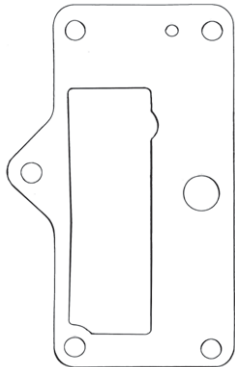
GK235907
Base Gasket



GK238571
Tu-Flo 400/500 Slant
Mount Base Gasket

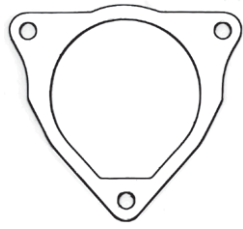


GK239005
Cummins Rear Flange

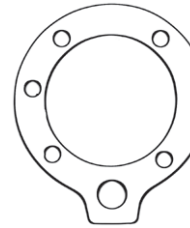


GK245298
Tu-Flo 501 Slant
Mount Base Gasket

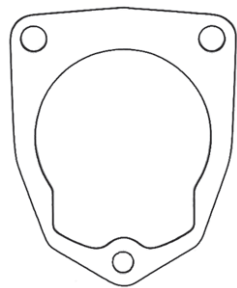
Mounting Gaskets



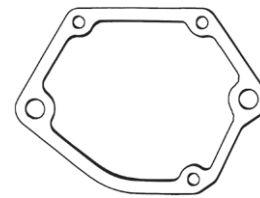
GK245370
V-8 Mack FF



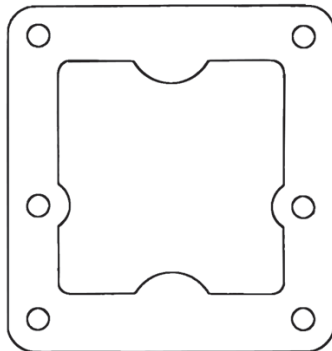
GK245478
Cummins FF



GK248510
Cat/Mack FF



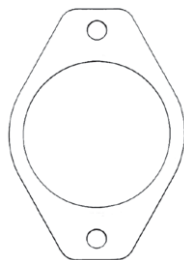
GK291954
Cat FF



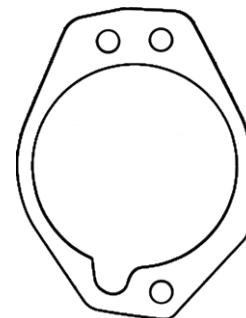
GK2A453D
Ford Base Gasket



GK3918340
Cummins C Series FF



GK83913287
Cummins B Series FF



GK294634
Cat/ Navistar FF

AD-2[®]



Bracket Kit 247954



101900



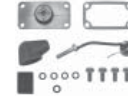
286875



286873



287053



102657

Dryer Part#	Cartridge Part#	Purge Valve	Purge Valve Kit Part#	End Cover Part#	Thermostat Kit	Check Valve Kit	Volts
286934	101900	286873	287053	286875	102657	287298	12
286936	101900	286873	287053	286876	102657	287298	24

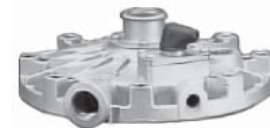
AD-4[®]



Bracket Kit 104674



104358



065044



103818



102657

Dryer Part#	Port Size	Terminal	Cartridge Part#	Purge Valve Kit Part#	End Cover Part#	Thermostat Kit	Volts
065040	3/4" PT	Single	104358	103818	065043	102657	24
065041	1/2" PT	Single	104358	103818	065044	102657	12
065042	M22X1.5	Double	104358	103818	065045	103982	12
065057	3/4" PT	Single	104358	103818	065058	102657	12

AD-9[®]



107794

6004341

107799

065231

Dryer Part#	Port Size	Cart Part#	Purge Valve Assy#	Purge Valve Maint. Kit	Check Valve	End Cover Part#	Volts
065224	3/4" PT	107794	109695	107798	107799	065229	24
065225	1/2" PT	107794	109686	107798	107800	065231	12
065226	3/4" PT	107794	109686	107798	107799	065230	12
065647 ¹	1/2" PT	107794	5004341 ²	5005893	107800	N/A	12
109685 ²	1/2" PT	107794	5004341 ²	5005893	107800	N/A	12

¹ Holset QE & E type application (Drop-in)

² Soft Seat Assembly

Note: Hard seat kit also available

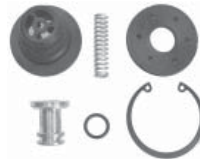
Bracket Kit 107695

Wiring Harness 109869

AD-SP[®]



109994



109995

Single Check Protection Valve

4341003010	Wabco
065677	Bendix



109993



5005624

Dryer Part#	Supply Port Size	Control Port Size	Cartridge Part#	Purge Valve Kit Part#	Delivery Check Valve	Turbo Cut-off	Volts
109991	1/2"	1/4"	109994	109995	5005624	109993	12
109992	1/2"	1/4"	109994	109995	5005624	109993	24
109991	1/2"	1/4"	109994	109995	5005624	109993	12
109999	1/2"	1/4"	109994	109995	5005624	109993	24
800042*	1/2"	1/4"	109994	109995	5005624	109993	12
800043*	1/2"	1/4"	109994	109995	5005624	109993	24

Wiring Harness 109869

*Holset QE & E type application (Drop-in)

AD-SP Heater Kits Available:	12V - 109495	24V - 109496
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AD-IP[®]



109493



109494



800404
PR22105

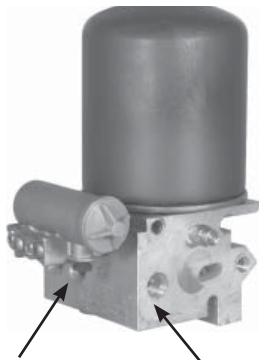
Dryer Part#	Supply Port Size	Delivery Port Size	Cartridge Part#	Check Valve	Volts
109477	1/2"	1/2"	109493	109494	12
109478	1/2"	1/2"	109493	109494	24
5000709 ¹	1/2"	1/2"	109493	109494	12
5000985 ²	1/2"	1/2"	109493	109494	12

¹ Drop in style
² 1/8"PT ECON port

Wiring Harness 109869

AD-IP Heater Kits Available:	12V - 109495	24V - 109496
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AD-IS[®]



"A" Port

Supply Port



109994



PR22105



800404



12V - 109495
24V - 109496

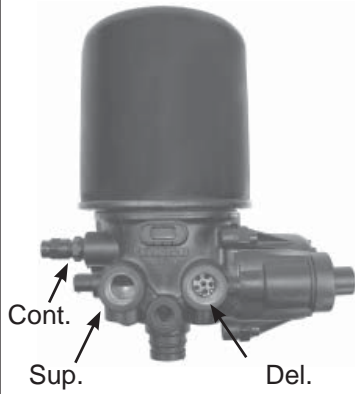
Dryer Part#	Supply Port Size	Primary Port Size	Second Port Size	Cartridge Part#	"A" Port Plug	Suspension Port	1/4" NPT Acc. Ports
5004050	1/2"	1/4"	Plugged	109994	No	1/4" NPT	4
5008871	1/2"	1/2" PTC	1/2" PTC	109994	No	1/4" NPT	4
5010696	1/2"	1/4"	1/4"	109994	Yes	1/4" NPT	4
5011075	1/2"	1/4"	1/4"	109994	No	N/A	N/A

Service Kit 5004049

Del. Check 5004052

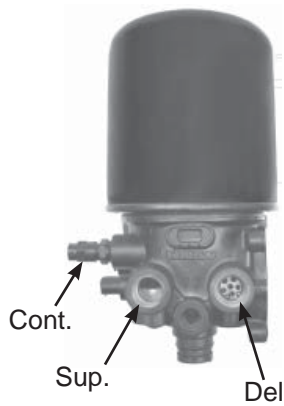
AD-IP Heater Kits Available:	12V - 109495	24V - 109496
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Wabco

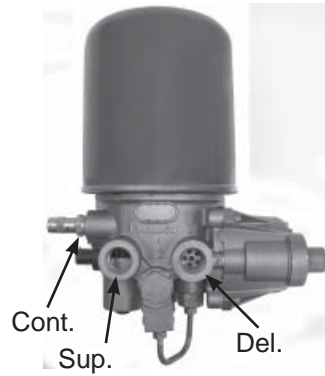


System Saver® 1200
R955205
R955206

System Saver® 1200U
R955210
R955211



System Saver® 1200P
R955300
R955315



System Saver® 1200E
R955207
R955208



Cartridge
R950011

Kits



R950015



R950013



R950014



R950017

Dryer Part#	Sup.	Del.	Cont.	Cart Part#	Purge Valve	Turbo Valve Kit	Heater Kit	Check Valve	Volts
R955205	1/2"-14	1/2"-14	1/4"-18	R950011	R950014	R950013	R950015	R950017	12
R955206	1/2"-14	1/2"-14	1/4"-18	R950011	R950014	R950013	N/A	R950017	24
R955207	1/2"-14	1/2"-14	1/4"-18	R950011	R950014	N/A	R950015	R950017	12
R955208	1/2"-14	1/2"-14	1/4"-18	R950011	R950014	N/A	N/A	R950017	24
R955300	1/2"-14	1/2"-14	1/4"-18	R950011	R950014	R950013	R950015	R950017	12
R955315	1/2"-14	1/2"-14	1/4"-18	R950011	R950014	R950013	N/A	R950017	24
R955210	1/2"-14	1/2"-14	1/4"-18	R950011	R950014	R950013	R950015	R950017	12
R955211	1/2"-14	1/2"-14	1/4"-18	R950011	R950014	R950013	N/A	R950017	24

Chicago Rawhide /SKF



T224
CR Turbo 2000®
Cartridge



T2000
T3000



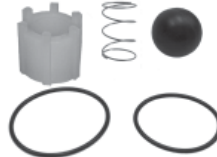
62



CR228
Turbo Valve Kit



CR235
Unloader Kit



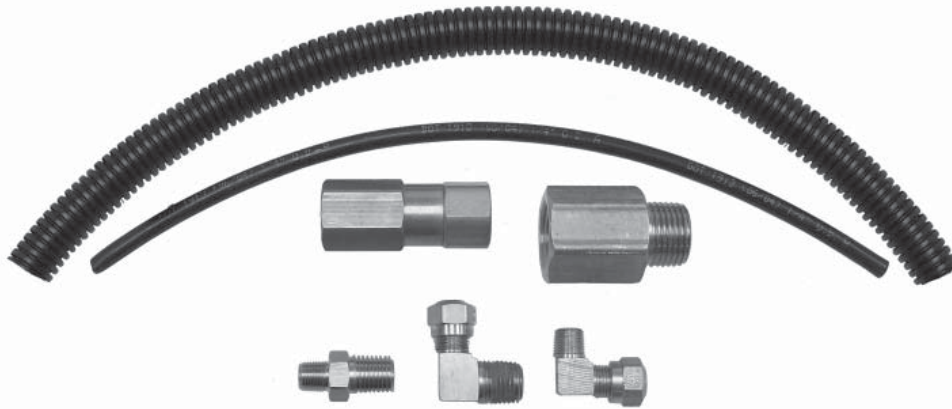
CR238
Check Valve Kit



CR248
Heater Kit w/short
element



CR248
Heater Kit w/long
element



5000457K Make up line kit

For converting standard ADIP, ADSP and AD-9 dryers to a drop-in style compatible with QE and E type Holset compressors.

Miscellaneous dryers and components are also available.
Call for price and availability.



800404
Type IP
Purge Valve



286873
Type 2 Purge
Valve Kit



109686
Type 9 Purge
Valve
Hard Seat Style



5004341
Type 9 Purge
Valve
Soft Seat Style



107800
Type 9
Check Valve
1/2" NPT Port



107799
Type 9
Check Valve
3/4" NPT Port



109495 12V
109496 24V
Type IP/SP Heater Kit



109578 12V
109579 24V
Type 9 Heater Kit



R950015
Wabco Style
Heater Kit



109494
Type IP
Check Valve Kit



109993
Type SP
Check Valve Kit



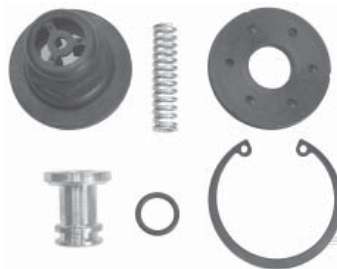
R950014
Wabco Style
Purge Valve Kit



R950013
Wabco Style
Turbo Kit



5005037
Type 9 Repair Kit - Major
*Note: Kit does not include purge
piston bolt. Keep & re-use original.*



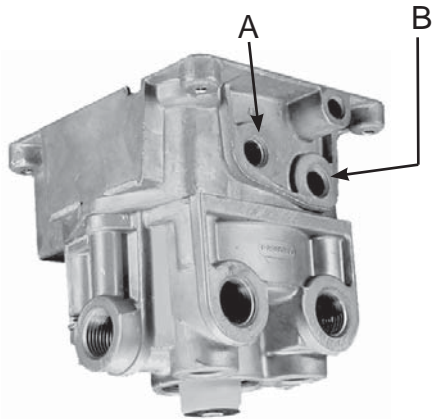
109995
Type SP Purge Valve Kit



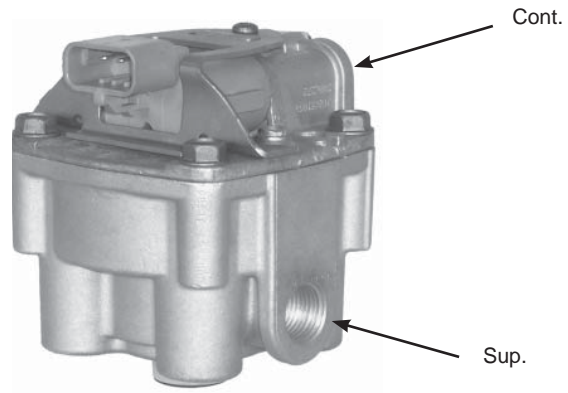
287053
Type 2 Purge Valve Kit

Section 2

Air Valves

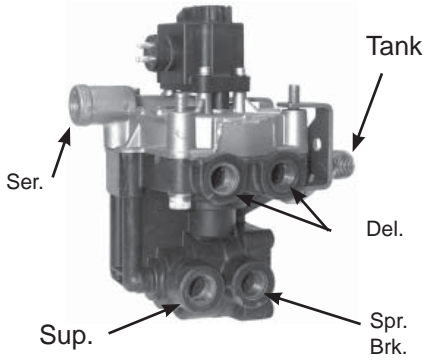


Part#	Description
800179	Relay "A" Control
800163	Relay "B" Control

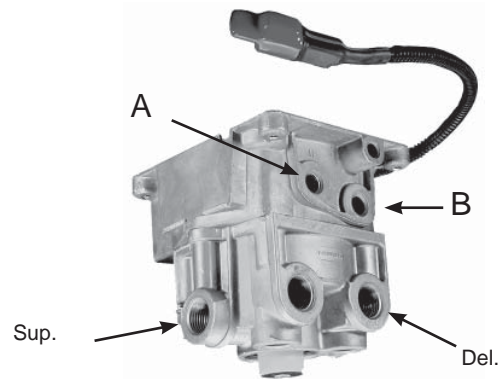


Part#	Description
800736	Shown

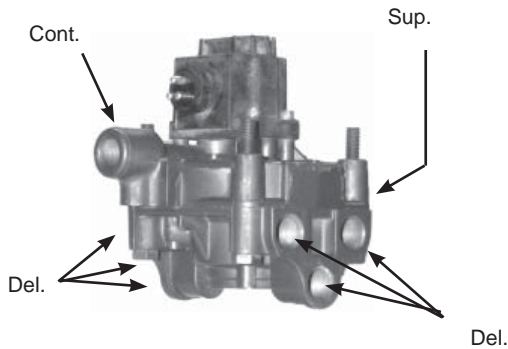
Full Function Relay



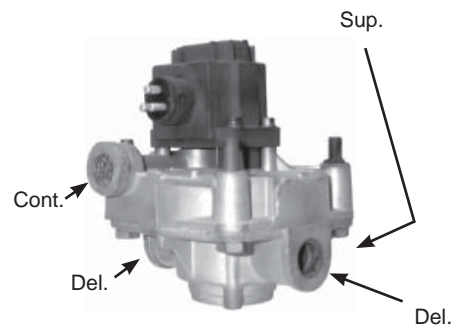
AL430611	1/2" Pipe	Serv. Priority
AL430614	3/4" Pipe	Serv. Priority
AL430624	3/4" Pipe	Spring Brake Priority



Part#	"A" Port	"B" Port
065509	1/8" NPT	1/4" NPT
065516	None	1/4" NPT



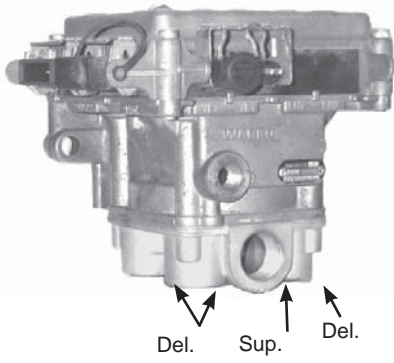
AL364004 Relay
6 Del. ports



AL364003 Relay
2 Del. ports

ABS Valves

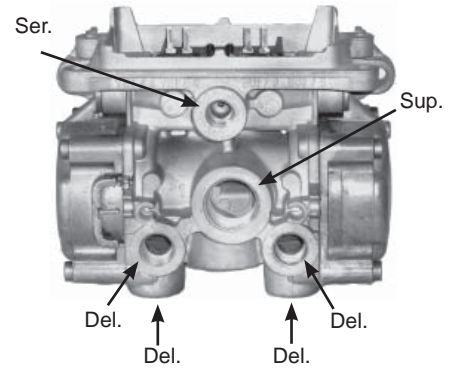
AIR VALVES



4725000120
4725000210
Relay Valve Assembly
 Valve only



4729000670
Solenoid Valve



400 500 101 0 2S/1M Basic MSH
 w/ECU

For use with standard trailers
 manufactured after March 1st 2001

400 500 104 0 2S/1M Basic MAR
 For use with turntables, steerables & dollies
 manufactured after March 1st 2001
472 195 033 0 valve only



400 500 102 0 2S/2M Standard
 w/ECU

For use with trailers manufactured
 after March 1st 2001

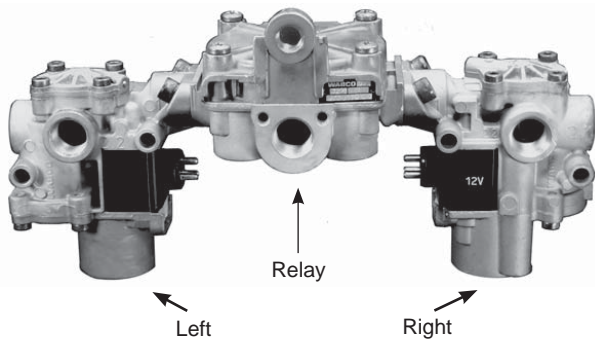
400 850 602 0 valve only



400 500 103 0 2S/2, 4S/2M, 4S/3M
 Premium w/ECU

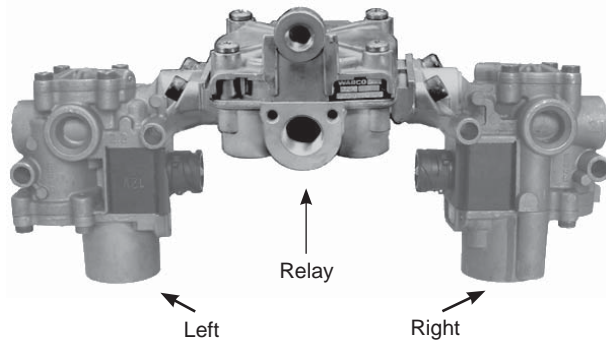
For use with trailers manufactured after March
 1st 2001.

400 500 602 0 valve only



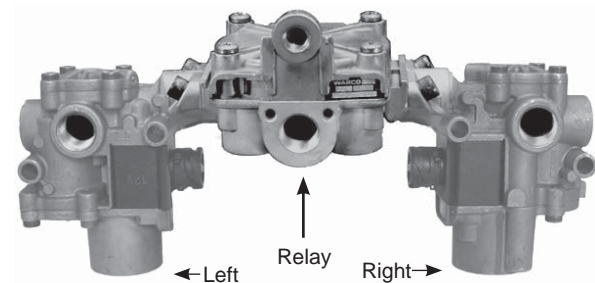
Wabco ABS Valve Package
Threaded Connector

Package#	Relay	Left	Right
4725001000	9730110210	4721950800	4721950810
4725001010	9730110220	4721950800	4721950810
4725001020	9730110210	4721950820	4721950830
4725001030	9730110220	4721950820	4721950830
4725004030	9730110220	4721950830	4721950820
4725004050	9730110240	4721950830	4721950820



Wabco ABS Valve Package
Bayonet Style

Package#	Relay	Left	Right
4725001200	9730110210	4721950760	4721950770
4725001210	9730110220	4721950760	4721950770
4725001240	9730110230	4721950760	4721950770
4725001250	9730110240	4721950760	4721950770
4725004200	9730110210	4721950770	4721950760
4725004210	9730110220	4721950770	4721950760
4725004240	9730110230	4721950770	4721950760



Wabco ABS Valve Package
Bayonet Style

Package#	Relay	Left	Right
4725001220	9730110210	4721950780	4721950790
4725001230	9730110220	4721950780	4721950790
4725001320 (24V)	9730110210	4721950740	4721950750
4725004220	9730110210	4721950790	4721950780
4725004230	9730110220	4721950790	4721950780
4725004250	9730110240	4721950790	4721950780

ABS Valves

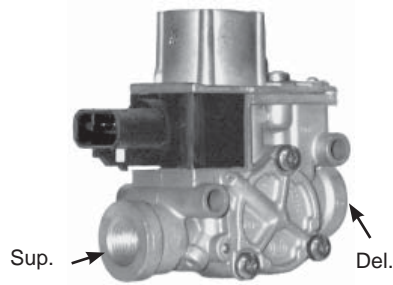
AIR VALVES

M-21



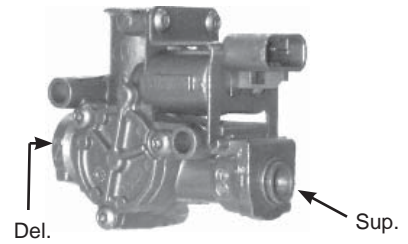
550414

M-22



5002210 (shown)
5004482 (push type)
801665 (bayonet)

M-30



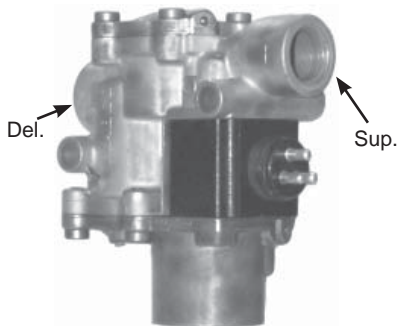
5005895 (shown)
5005894 (1/2 NPT)



4721700790
ATC Automatic
Traction Control



4721361010
ATC Automatic Traction Control

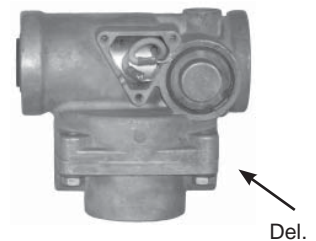


4721950050 (12V) (Threaded) (Shown)
4721950060 (24V) (Threaded) (Shown)
4721950520 (12V Bayonet Style Modulator)



Eaton ABS Modulator
300387 (Bayonet) (Shown)
300386 (Threaded)

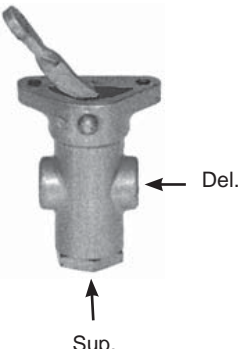
Supply port on reverse side



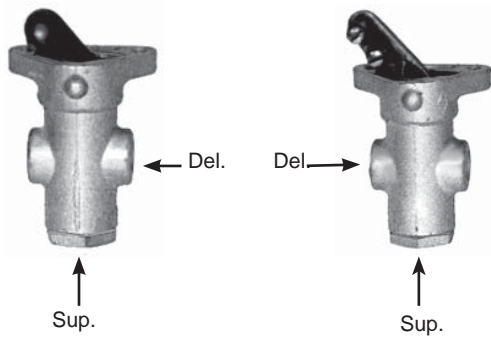
14000 Calm Valve

Dash Control Valves

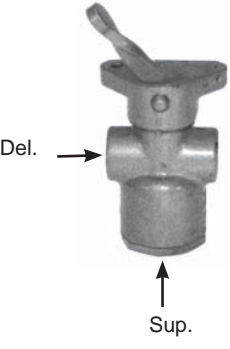
AIR VALVES



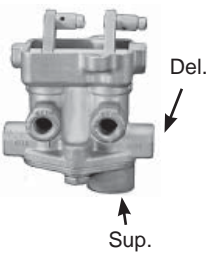
229635
1/8" NPT Ports
No handle selection available



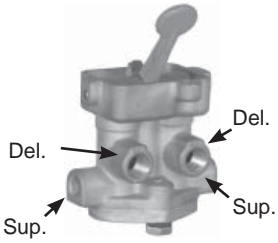
229609 **229608**



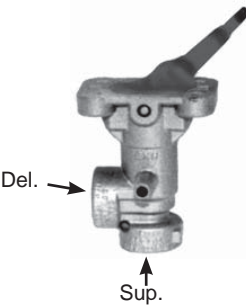
225892
1/4" NPT Ports



281208
Two lever positions

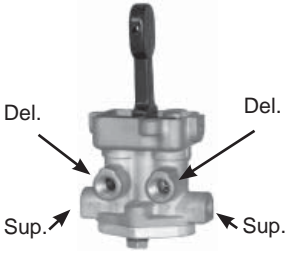


281560- Positioning
280904- Centering
280905- Red Lever



065019 4 mtg. holes
065115 2 mtg. holes

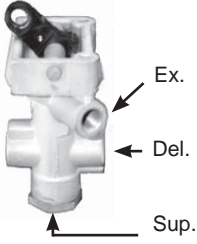
Z Shift Pattern



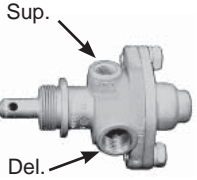
285551



276635
Push & hold



Firewall Mount
104475 - Shown
065316 -Cable
Dash Mount
104474 - Lever
065356 - Lever



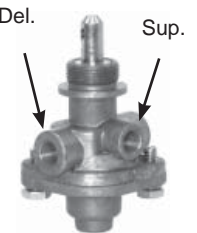
Retarder Valve

"Push & hold" emergency release for spring brakes

286211

104644- 1/4-28 male threaded shaft.

(Shorter travel than PP-1 type)



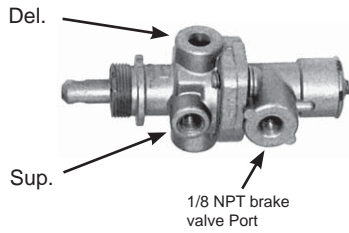
Push Pull Valve

Part#	Description	Rel. Pres.
276566	3/8" shaft, 1/8" NPT Del	20 psi.
276567	3/8" shaft, 1/8" NPT Del	40 psi
287417	3/8" shaft, 1/4" NPT Del	30 psi
287600	3/8" shaft, 1/4" NPT Del	40 psi
281587	w/female thread in shaft,	40 psi
278450	3/8" shaft, 1/8" non-auto. (no spring)	
287637	1/4" shaft, 1/8" non-auto. (no spring)	

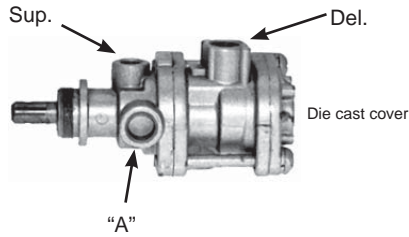
Note: Before installing a new valve, check for contamination and flush the system if necessary.

Dash Control Valves

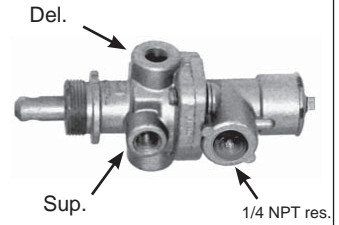
AIR VALVES



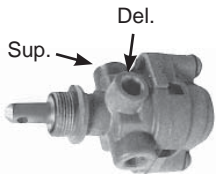
Part#	Description	Auto Rel. Pres.
276462	3/8" shaft	40 psi
280454	w/ 1/4" female thread in shaft	40 psi



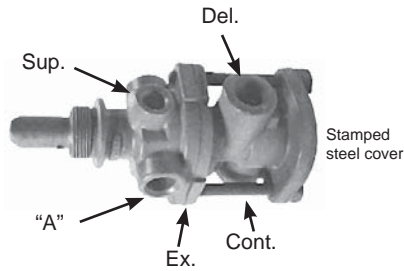
Part#	Description	"A" Port Thread
288746	shown	none
279787	w/ 1/4" female thread in shaft	none
289477		1/8 NPT
289512	w/ 1/4" female thread in shaft	1/8 NPT



278425



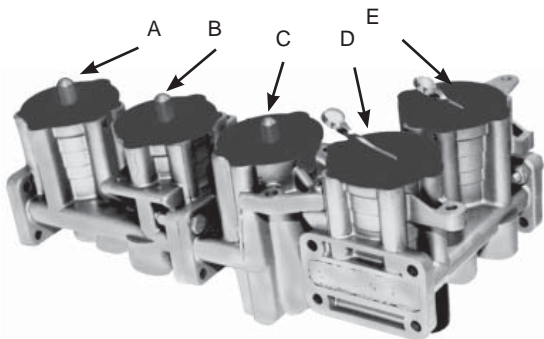
Part#	Description	Rel. Press.
281946		40 psi.
104107	Not automatic (no spring)	



Part#	Description	Thread. Ex.
288241	5/16" shaft	yes
288239	3/8" shaft	no
288240	w/ 1/4-20 fem. thread in shaft	no
288721	3/8" shaft	yes
102192	5/16" shaft w/ threaded "A"	yes

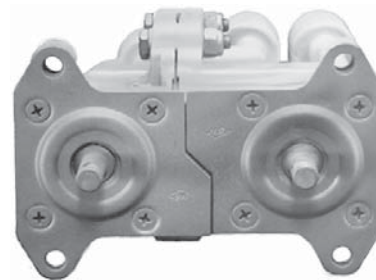


Part#	Description
287238	1/8" del.
287418	1/4" del.
287240	1/8" del. fem. thread in shaft



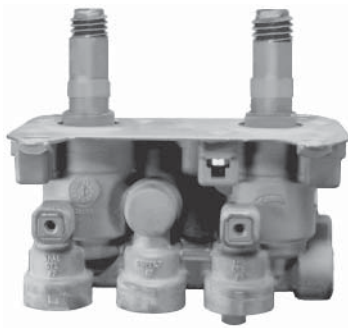
Ford Control Module

Valves A,B,C		101175
Valves D, E	Opt. (lever type)	101171



Control Module

Part#	Mounting holes
101437	1/4" unthreaded
101890	1/4-20 threads
102027	10-24 threads



Control Module

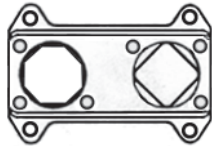


Fig. 1

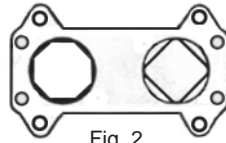


Fig. 2

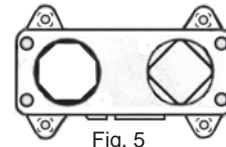


Fig. 5



Fig. 3

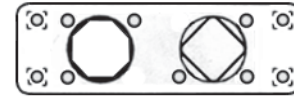


Fig. 6

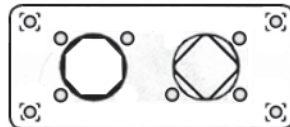


Fig. 4

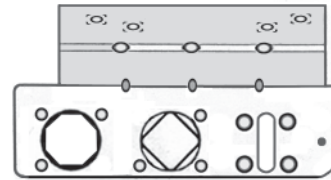


Fig. 7

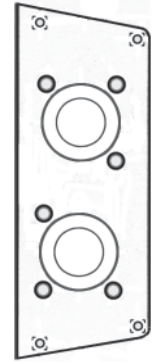


Fig. 8

Mounting Plate Detail

Service Part#	Pic. Ref	Mounting Hole	Aux. Port	Ex. Port	Application	Comments
800257	Fig. 1	.275"		PTC	Peterbilt	PTC
800516	Fig. 1	.275"				
800518	Fig. 1	.275"	1/8" NPT			
800520	Fig. 1	1/4-20			Navistar	
800526	Fig. 1	1/4-20				
800573	Fig. 1	1/4-20		1/8" Thred	Freightliner	
065523	Fig. 1	.275"		PTC		PTC
800036	Fig. 2	1/4-20		PTC		PTC
800039	Fig. 2	M5 x 8.0-6H				
800260	Fig. 2	M5 x 8.0-6H		PTC	Kenworth	PTC
800353	Fig. 2	#10-24		PTC	Peterbilt	PTC
800515	Fig. 2	M6 x 1-6H			Mack	
800519	Fig. 2	1/4-20			Western Star	
800522	Fig. 2	M6 x 1-6H	1/8" NPT	1/8" Thred	Mack	
800521	Fig. 2	1/4-20			Ford	
800523	Fig. 2	#10-24			Peterbilt	
800525	Fig. 2	.365"			Kenworth	
800529	Fig. 2	1/4-20			Freightliner	
800530	Fig. 2	1/4-20				
800584	Fig. 2	M6 x 1-6H	1/8" NPT			
800258	Fig. 3	M6 x 1-6H		PTC	Ford	PTC
800527	Fig. 3	M6 x 1-6H			Ford	
800528	Fig. 3	#10-24				
800545	Fig. 3	1/4-20			Ford	
800531	Fig. 4	.285"				
800517	Fig. 5	M6 x 1-6H			Kenworth	
800553	Fig. 5	#10-24				
800445	Fig. 6	.270"			Mack	
800532	Fig. 7	1/4-20			Sterling	
800259	Fig. 8	.200"		PTC	Freightliner	PTC
801631	Fig. 8	.200"		PTC 45°		
298817-18		Knob Kit	See page 2-8			

Dash Control Valves

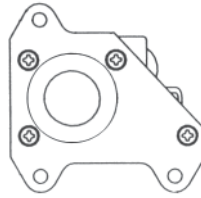


fig. 1

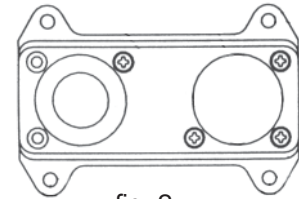


fig. 2

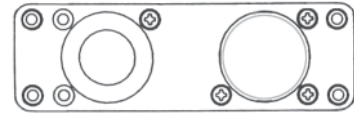


fig. 3

Control Valve	Port Type	Mounting Hole	Mounting Plate
065643	3/8" OD Push to Connect	.27" dia.	fig. 2
065661	3/8" OD Push to Connect	1/4"-20 Thread	fig. 1
065690	3/8" OD Push to Connect	.27" dia.	fig. 1
800034	1/4"-18 NPT	.27" dia.	fig. 2
800142	1/4"-18 NPT	1/4"-20 Thread	fig. 1
800309	3/8 PTC	m6X1-6H	fig. 3
800620	3/8" OD Push to Connect	1/4"-20 Thread	fig. 3
800841	3/8" PTC	m6X1-6H	fig. 2
801315	3/8" PTC 45°	.27 dia.	fig. 2



Type-2 Control Module Spool

101569

Trailer Control

101570

Parking Control

Knobs not included



Control Module Knobs

290655

Trailer Control (Red)

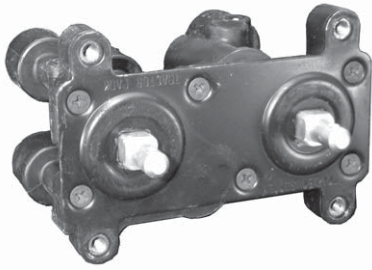
248433

Parking Control (Yellow)

298817-18

Type 3

Dash Control Valves



Manifold Dash Valve

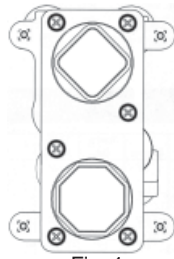


Fig. 1

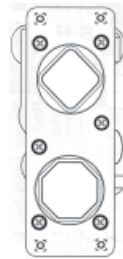


Fig. 4

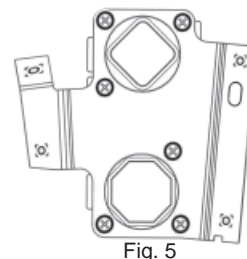


Fig. 5

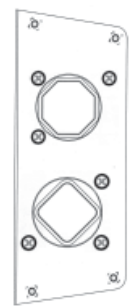


Fig. 6

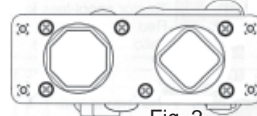


Fig. 2

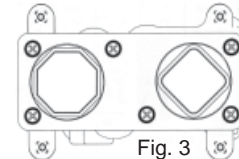


Fig. 3

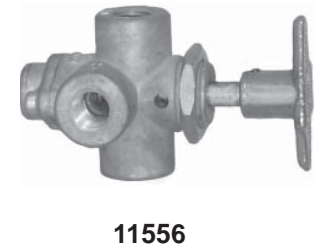
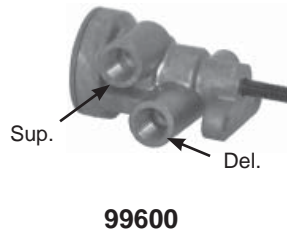
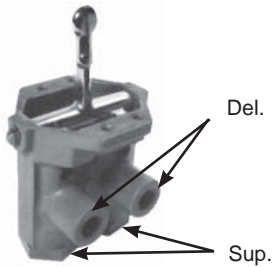
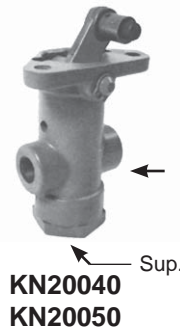
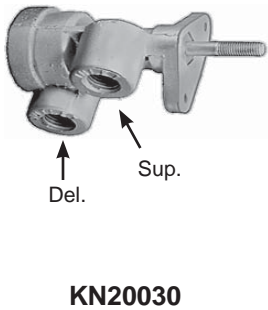
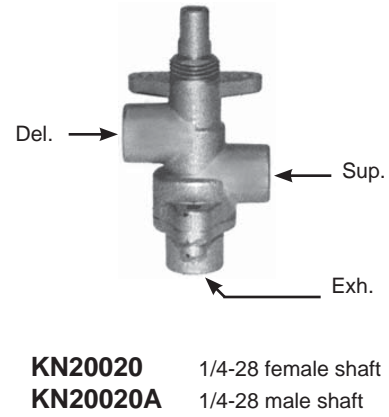
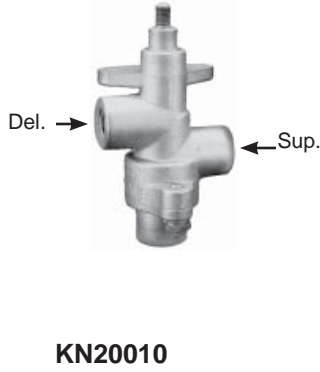
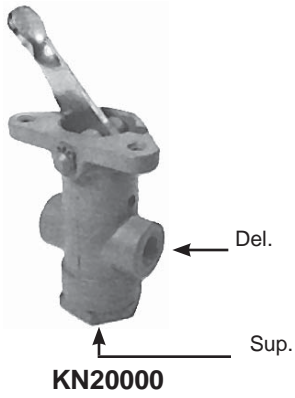
Service Number	OEM Number	Spls	Mounting	Fig.	Body Style	Tlr. Del.	Res #1	Res #2	Exh.	Tractor. Del.	Aux. Supply
KN20616	N4400D	2	Vert. 1/4-20 (4) well nuts in body	1	A	1/4"	1/4"	1/4"	1/4"	1/4"	1/4"
KN20601	N4400EA N4400	2	Horiz. M6 Metric (4) nuts on cover	2	A	1/4"	1/4"	1/4"	1/4"	1/4"	1/4"
KN20602	N4400EB N4400E	2	Horiz. 1/4-20" (4) nuts on cover	2	A	1/4"	1/4"	1/4"	1/4"	1/4"	1/4"
KN20621	N4400EN N4400BB	2	Horiz. 1/4" hole (4) in cover	2	B	3/8" 45° PTC	3/8" 45° PTC	3/8" 45° PTC	3/8" 45° PTC	3/8" 45° PTC	3/8" 45° PTC
KN20603	N4400EC N4400G	2	Horiz. M6 Metric (4) nuts in body	3	A	1/4"	1/4"	1/4"	1/4"	1/4"	1/4"
KN20606	N4400EE N4400M	2	Horiz. 1/4"-20 (4) nuts on cover	3	A	1/4"	1/4"	1/4"	1/4"	1/4"	1/4"
KN20608	N4400EG N4400R	2	Horiz. 1/4"-20 (4) well nuts in body	3	A	3/8" PTC	3/8" PTC	3/8" PTC	1/4" PTC	3/8" PTC	1/4" PTC
KN20611	N4400EH N4400B	2	Horiz. 1/4"-20 (4) well nuts in body	3	A	1/4"	1/4"	1/4"	1/4"	1/4"	1/4"
KN20612	N4400EJ N4400A	2	Horiz. 10-24 (4) well nuts in body	3	A	1/4"	1/4"	1/4"	1/4"	1/4"	1/4"
KN20615	N4400EK N4400	2	Horiz. 1/4" hole (4) in body	3	A	1/4"	1/4"	1/4"	1/4"	1/4"	1/4"
KN20626	N4400EV N4400BD	2	Horiz. M5 Metric (4) nuts on cover	3	B	3/8" PTC	3/8" PTC	3/8" PTC	3/8" PTC	3/8" PTC	3/8" PTC
KN20627	N4400EW N4400BE	2	Horiz. 1/4" hole (4) nuts on cover	3	B	3/8" PTC	3/8" PTC	3/8" PTC	3/8" PTC	3/8" PTC	3/8" PTC
KN20628	N4400EY N4400CB	2	Horiz. 10-24 nuts (4) in cover	3	B	3/8" PTC	3/8" PTC	3/8" PTC	3/8" PTC	3/8" PTC	3/8" PTC
KN20605	N4400ED N4400J	2	Vert. M6 Metric (4) nuts on cover	4	A	1/4"	1/4"	1/4"	1/4"	1/4"	1/4"
KN20607	N4400EF N4400S	2	Vert. M6 Metric (4) nuts on cover	4	A	3/8" PTC	3/8" PTC	3/8" PTC	3/8" PTC	3/8" PTC	3/8" PTC
KN20619	N4400EL N4400BA	2	Vert. 1/4" hole (4) In cover	5	B	3/8" PTC	3/8" PTC	3/8" PTC	3/8" PTC	3/8" PTC	3/8" PTC
KN20620	N4400EM N4400CA	2	Vert. 1/4" hole (4) In cover	5	B	3/8" PTC	3/8" PTC	3/8" PTC	3/8" PTC	3/8" PTC	3/8" PTC
KN20623*	N4400ER N4400DA	1	Vert. 1/4" hole (4) In cover	5	B		3/8" PTC	3/8" PTC	3/8" PTC	3/8" PTC	
KN20625*	N4400ET N4400DB	1	Vert. 1/4" hole (4) In cover	5	B		3/8" PTC	3/8" PTC	3/8" PTC	3/8" PTC	
KN20622*	N4400EP N4400BC	2	Vert. 3/16" hole (4) In cover	6	B	3/8" 90° PTC	3/8" 45° PTC	3/8" 45° PTC	3/8" 90° PTC	3/8" 45° PTC	
KN20624*	N4400ES N4400DC	1	Vert. 3/16" hole (4) In cover	6	B		3/8" 45° PTC	3/8" 45° PTC	3/8" 90° PTC	3/8" 45° PTC	
KN20629**	N4400EZ N4400DD	1	Vert. 3/16" hole (4) In cover	6	B		3/8" 45° PTC	3/8" 45° PTC	3/8" 90° PTC	3/8" 45° PTC	
293510-11	Knob Kit										See page 2-8

* Yellow knob (tractor spool) located in bottom position.

** Yellow knob (tractor spool) located in bottom position. Tractor supply port below exhaust.

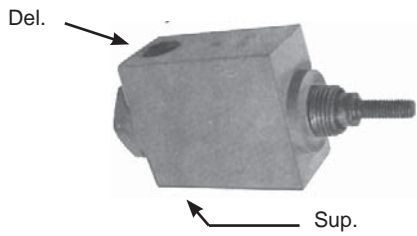
Note: Before installing a new valve, check for contamination and flush the system if necessary.

Dash Valves

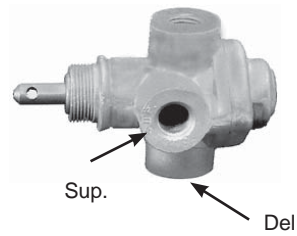


KN20080	3 position handle with manual release in both directions
KN20090	3 position handle with manual release in one direction. Replace Holland #4530H.
KN20110	2 position handle with manual operation in both directions.

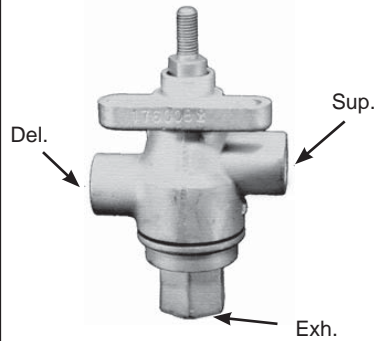




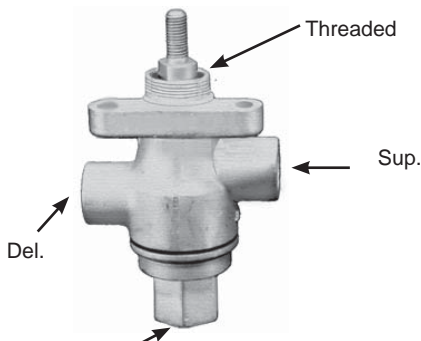
A83034
A83580 w/ threaded exhaust



12403 3/8 shaft w/spring
12404 3/8 shaft w/o spring
12405 5/16 shaft w/o spring
12407 5/16 shaft w/o spring



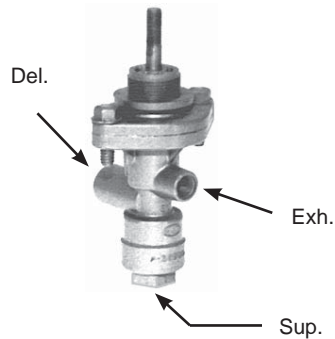
17600



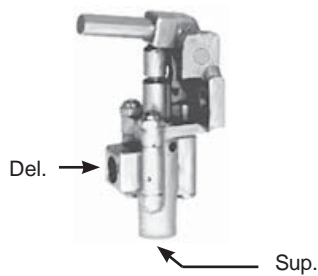
17600L
 Spring loaded



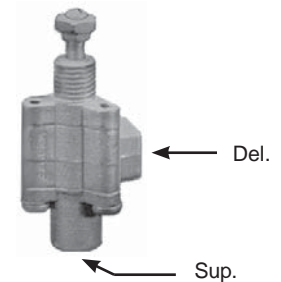
21600



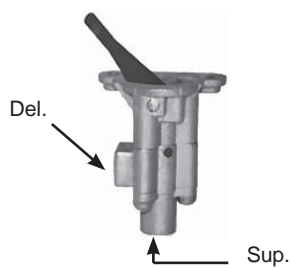
25600



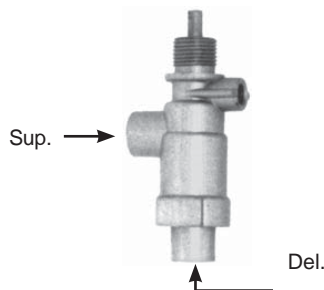
WM125-A



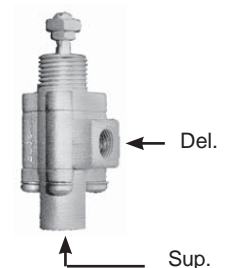
WM148 Push to apply



WM219



WM321 For tractor protection
WM325 For spring brakes



WM397-E Pull to apply

Dash Valves

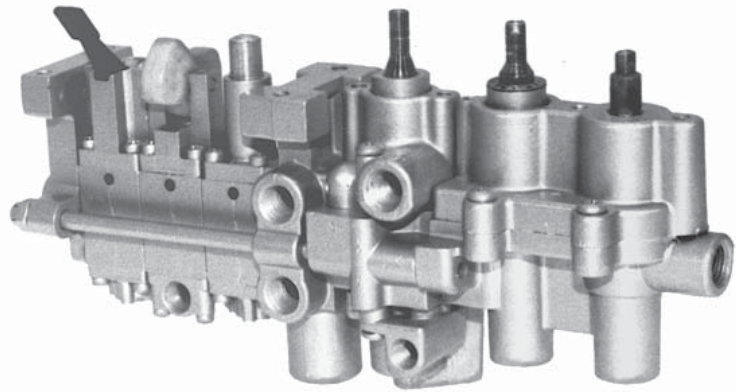
AIR VALVES

Air Control Panel WM498-XXX etc.

Typical Assembly

WM498-XXX Etc.

Order by series number plus control letter as panel will be assembled from left to right



WM 498 Series Air Control Panel Units



A
End Cap



B
Lever
Toggle



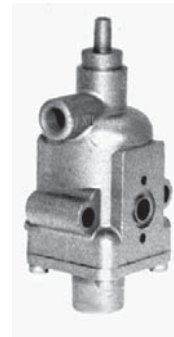
C
Push
Button



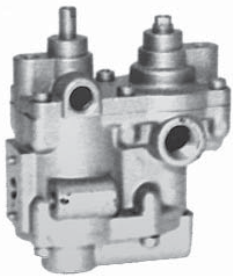
D
Manifold



E
Trailer
Emergency
Valve



F
Spring
Brake
Valve



G
Spring
Brake
Valve



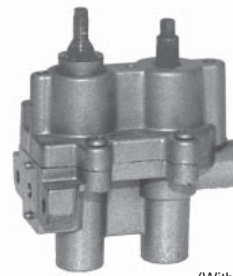
H
Safety
Toggle



J
Trailer
Emergency
Valve



P
Spring
Brake
Valve

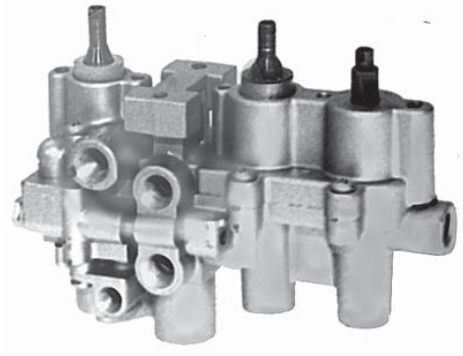


R
Spring
Brake
Valve



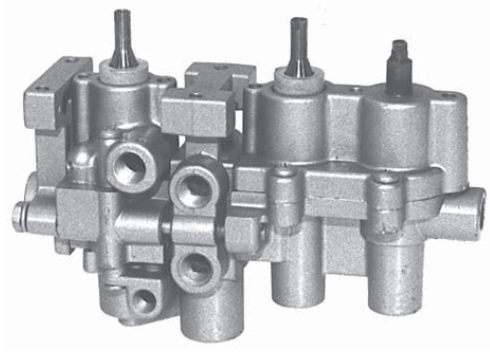
(With downstream supply port plugged)

S
Trailer
Emergency
Valve



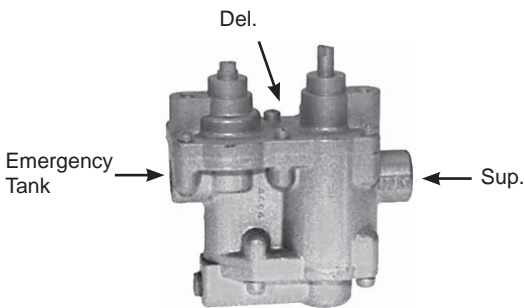
WM 498-107

Safety brake control panel assembly, including a tractor protections valve, dual spring brake valve and a common supply manifold with four 1/4" N.P.T. ports and one 3/8" N.P.T. port.



WM 498-108

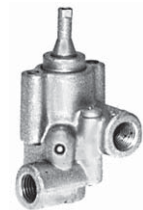
Same as WM 498-107 except for an additional 1/4" N.P.T. supply port on the left end of the panel assembly.



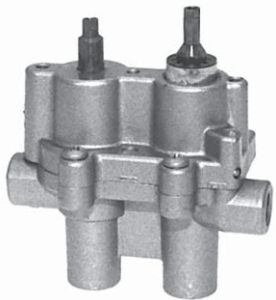
WM 621
Dual spring brake control



WM 672-A



WM 673-A



WM 674-A
Dual spring brake control

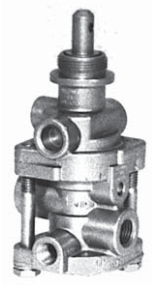


WM 762
Parking Brake Control



WM 763

Dash Valves-Check Valves



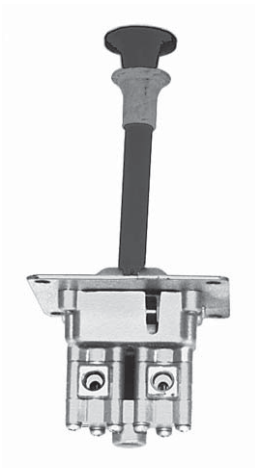
WM 764
Trailer Supply Valve



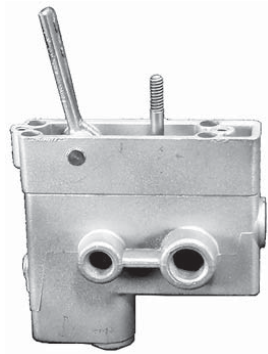
WM 781
Two Position Control Valve



WM 782
DualControl Valve



WM 784
DualControl Valve



5000
DualControl



6000
Lever Control

Check Valves



KN25010
Double Check Valve



227870
KN23010
3/8" Single Check Valve



227871
KN23000
1/2" Single Check Valve

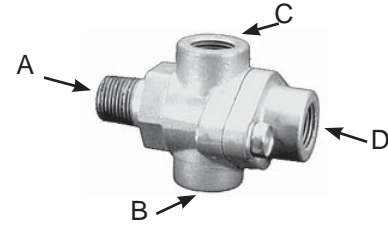
Double Check Valves



217698



Part#	Port
278614	3/8"
278615	1/4"



Pipe Thread Dimensions

	A	B	C	D
278595	1/2"	1/4"	1/4"	1/4"
278596	1/2"	3/8"	3/8"	1/4"
278598	3/8"	3/8"	3/8"	1/4"
280809	3/8"	3/8"	3/8"	3/8"
287180	3/8"	1/4"	3/8"	1/4"

Drain Valves



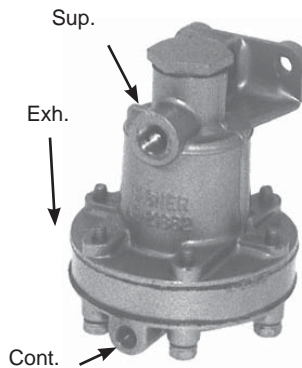
281923 w/o heater
284412 w/heater 12V



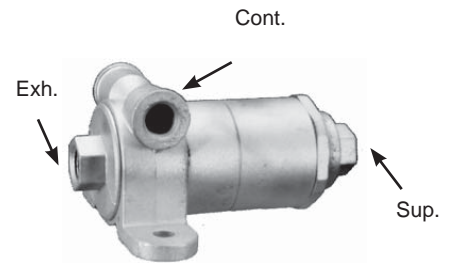
KN24000
KN24001 w/heater 12V



307
Manual Drain Valve

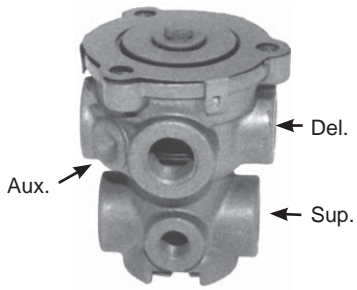


A-21857
Moisture Ejection Valve

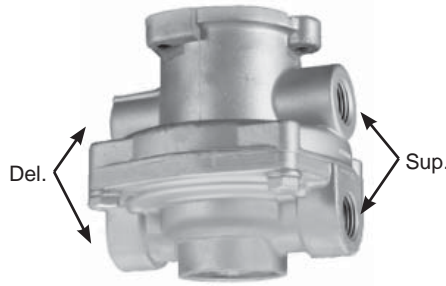


6300
Sludge Remover

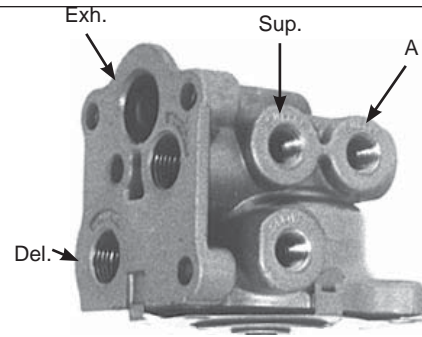
Foot Control Valves



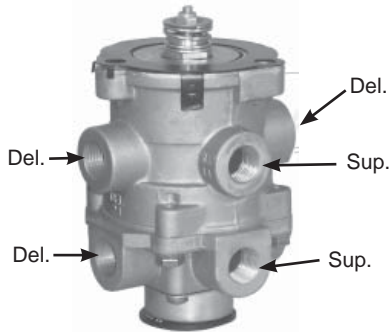
229500	3/8" Delivery
229501	1/2" Delivery
276330	1/2" Delivery w/ 1/4" Aux.
277863	1/2" Delivery



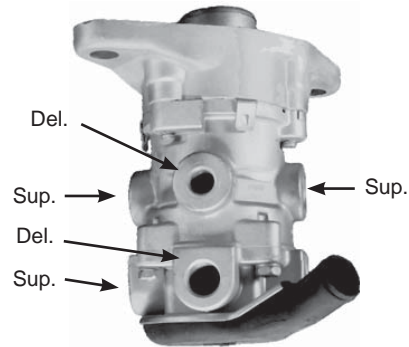
279750 1/2" Sup. & Del. ports



279950	Basic Valve
281004	Threaded "A" port
285148	Threaded Exh.



286171	3/8" Sup. & Del. ports
289380	1/2" N.P.T. Exh. Cover
104309	1/4" Sup. & Del. ports



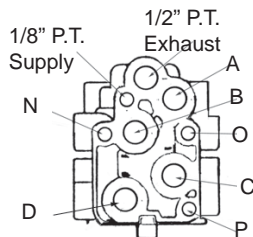
Ford application

103996	3/8" Sup. & Del. ports
104308	1/4" Sup. & Del. ports

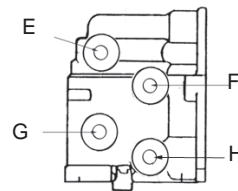


Port Sizes	A	B	C	D	E	F	G	H	J	K	L	M	Exh.**
101818	1/2	1/2	1/2	1/2	1/4	3/8	1/4	3/8	1/4	3/8	1/4	3/8	D
102006	1/2	1/2	1/2	1/2	1/4		1/4		1/4	1/4	1/4	1/4	D
284760*	O	O	O	O	1/4		1/4						D
286774	1/2	1/2	1/2	1/2	1/4	1/4	1/4	1/4	1/4	1/4	1/4	1/4	T
287411	1/2	1/2	1/2	1/2	1/4	1/4	1/4	1/4	3/8	3/8	3/8	3/8	T
287440	1/2	1/2	1/2	1/2	1/4	1/4	1/4	1/4	1/4	1/4	1/4	1/4	T
287564	1/2	1/2	1/2	1/2	1/4	3/8	1/4	3/8	1/4	1/4	1/4	1/4	D
287856	0	0	0	0	1/4	1/4	1/4	1/4	3/8	3/8	3/8	3/8	T
288267	1/2	1/2	1/2	1/2	1/4	1/4	1/4	1/4	3/8	3/8	3/8	3/8	D
288383	1/2	1/2	1/2	1/2	1/4	1/4	1/4	1/4	1/4	1/4	1/4	1/4	D

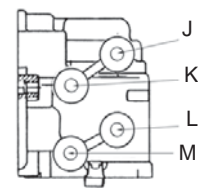
* O = O'ring mount ** T=threaded ** D=diaphragm



Rear View

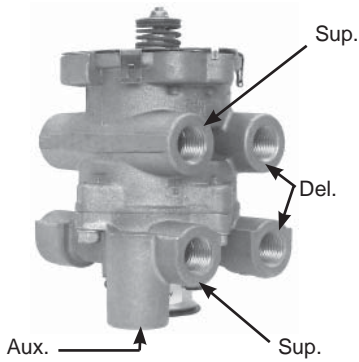


Right Side View

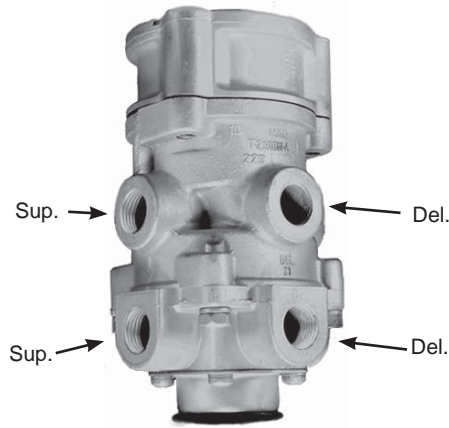


Left Side View

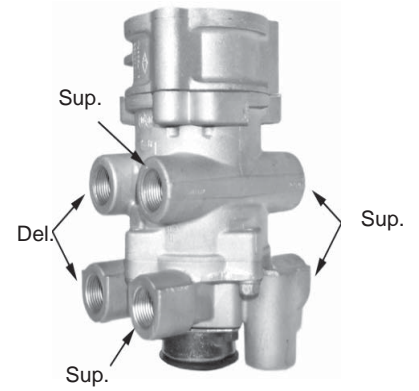
Foot Control Valves



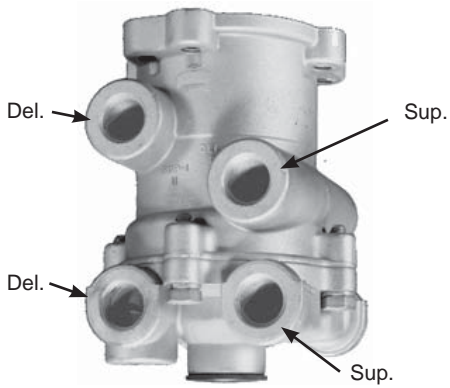
800629	w/aux. port
800633	w/o aux. port



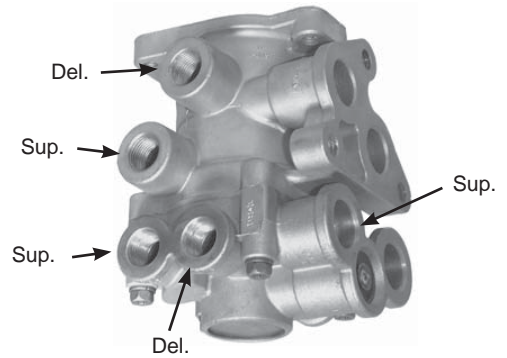
101100



800632



065313



065314	all ports threaded
065317	w/ Threaded Exh.
065395	use w/manifold



225804



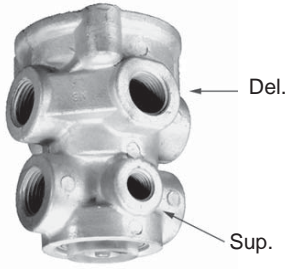
228429



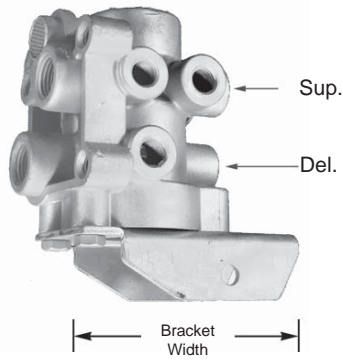
223192 Foot Control
223511 Foot Control w/
supply elbow

Foot Control Valves

AIR VALVES



KN22100	1/2" Del.
KN22110	3/8" Del.



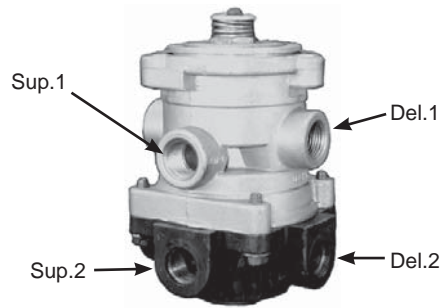
KN22120	4 -1/16" Bracket Width
KN22130	4 -9/16" Bracket Width



KN22140

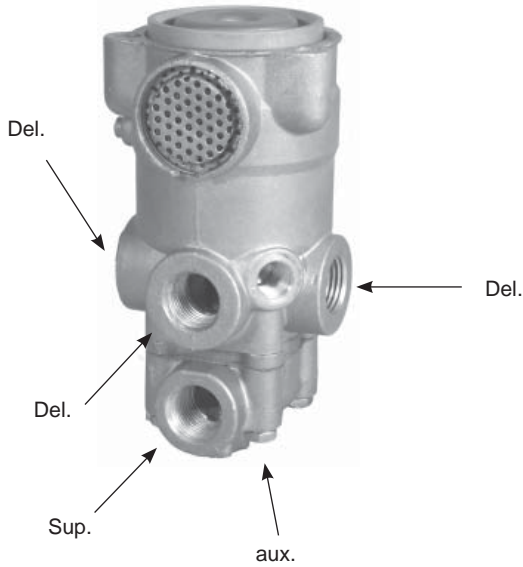


KN22060



KN22150*

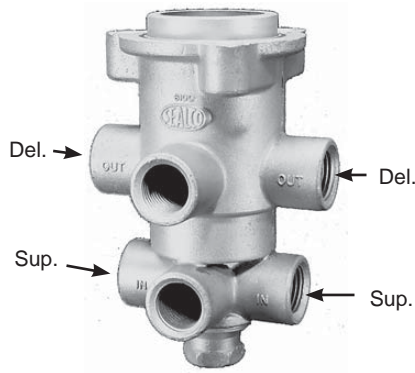
*Bottom half made of EGP
(Engineering Grade Plastic)



KN22080
KN22090

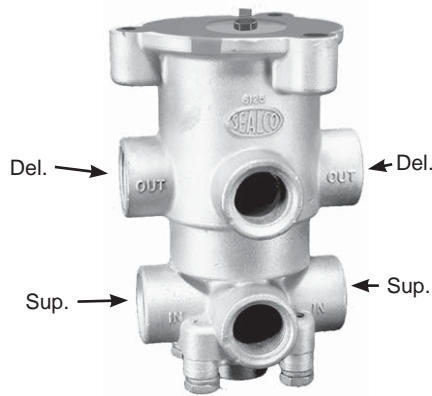
* no ports on bottom
* threaded aux. ports on bottom

Single Circuit



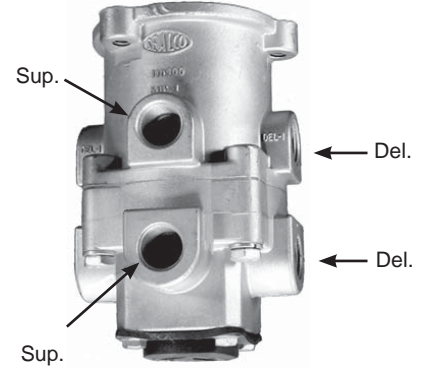
6100

Single Circuit

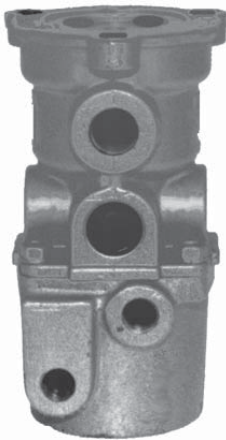


6125-2

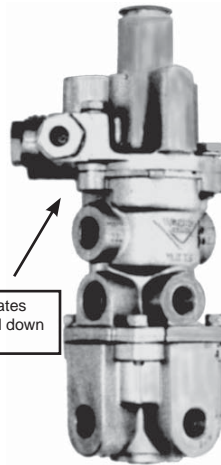
Dual Circuit



110400




A72878
Basic Valve Type FGB



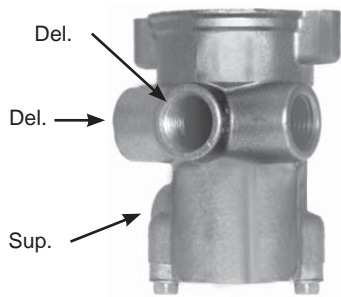
Letter "N" indicates valve w/o bleed down

The Type DAA-2 valve lower body has type 2 shown in raised letters around the periphery or the exhaust port lip (bottom of valve) and has one reservoir port threaded 1/2"-14 NPTF. The earlier type DAA lower valve body is not labeled and all ports are threaded 3/8" NPTF.

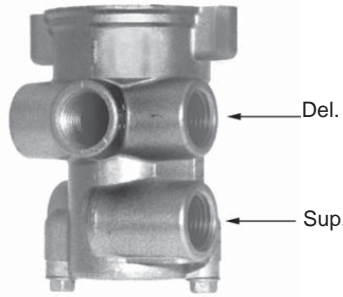



A80270
Basic DA-2

A75554	Basic w/bleed down- DAA
A76701	Basic w/o bleed down- DAA
A80279	Basic w/ bleed down- DAA-2
A80276	Basic w/o bleed down- DAA-2



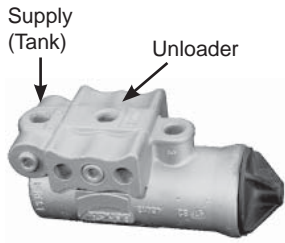
WM326
Treadle Valve



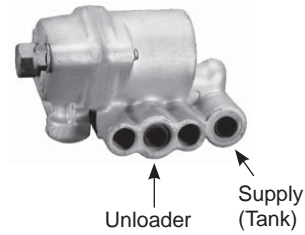
WM472

Misc. Valves

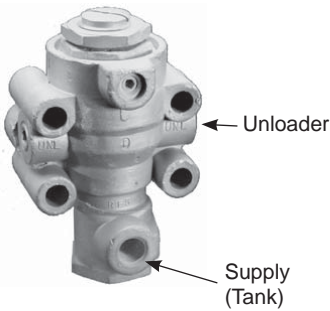
Governors



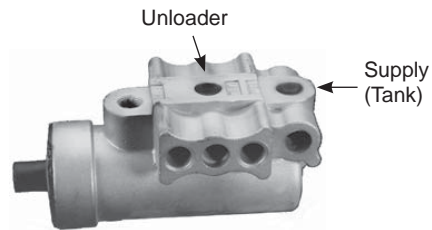
275491	Standard	120psi
284358	High Temp	125psi
800361	(non-Adjustable)	130 psi



12600
Berg Governor



KN18500



KN18530	
KN18531	w/1/4 NPT Supply
KN18534	High Temp



2P7809
Clayton DeWandre
Governor



Wabco*
Unloader Valve
9753034730BN

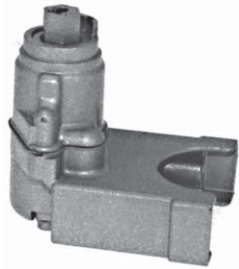


Wabco*
Unloader Valve

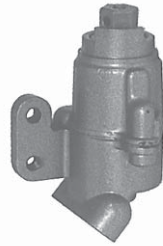


Bosch*
Unloader Valve

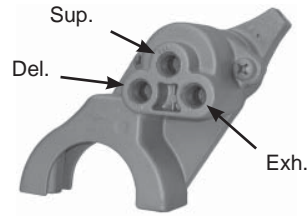
Hand Control Valves



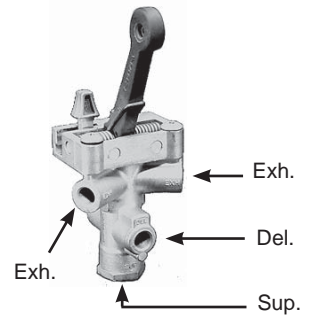
Trailer Control Valve
See illustrations below



Trailer Control Valve
283931



Trailer Control Valve
289953

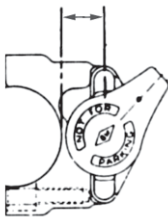


Trailer Control Valve

	Del. Pres.
282368 LH shown	86-100
282381 RH	86-100
284291 LH	105-120

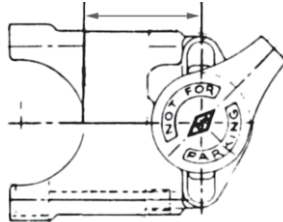
Note: Handle not shown and not furnished with replacement unit.

31/32"



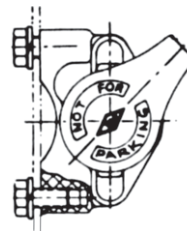
229666

2 1/16"



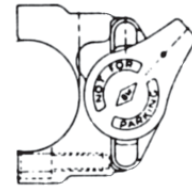
275509
276270 w/handle

Dash Mount Threaded

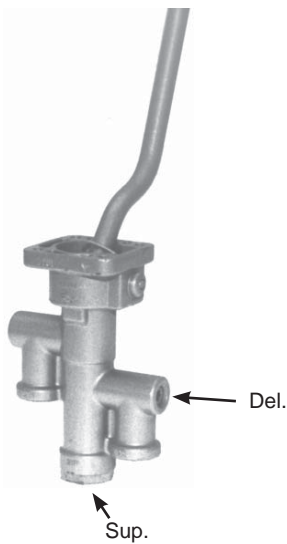


280364

Special Mount Thru holes not threaded



276211



Trailer Control Valve
101786
102155



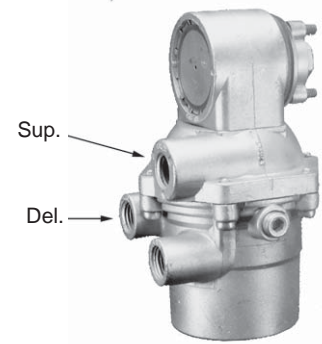
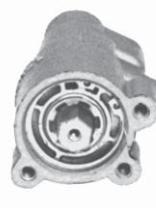
on 101786



on 102155



Trailer Control Valve
101860 Holding
102394 Self Return



WM606C2C w/adjustment stops
WM606C1C (Shown)

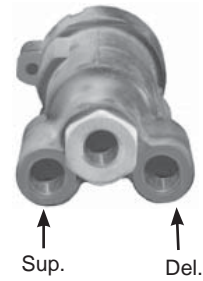
Hand Control Valves



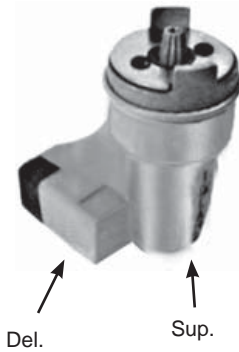
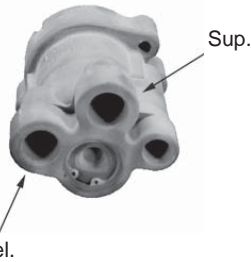
KN20520 Shown
KN20530 I.H. Deep Bracket



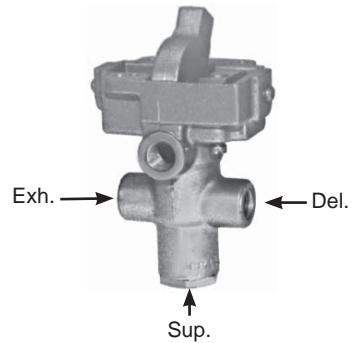
KN20541 Base unit
 Handle holds in applied position. I.H. in column
KN20542
 Base unit Automatic return



KN20551 Base unit
 Handle holds in applied position. G.M. in column
KN20552
 Base unit Automatic return. G.M. in column



KN20561
 Base unit steering column mount for TC2



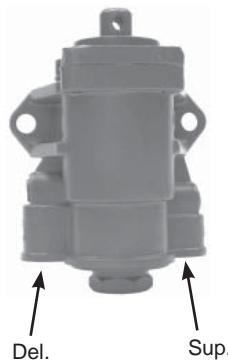
KN20580
 Mack panel mount 80 p.s.i. max delivery. Base unit only.
KN20590
 Mack panel mount 50 p.s.i. max delivery. Base unit only.



5900
Lever Type



5900-L
Lever Lock Type



5400
Knob Type

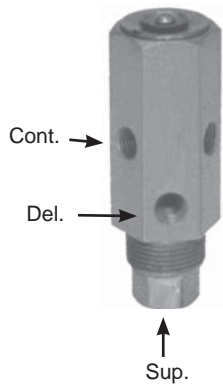


9400
Lever Type

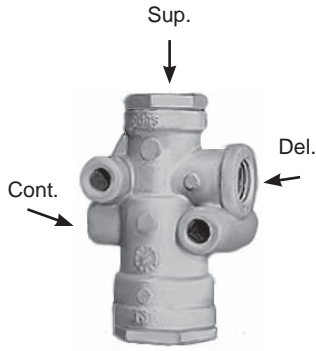
Inversion Valves- Leveling Valves

AIR VALVES

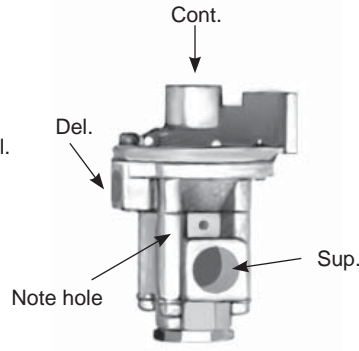
Inversion Valves



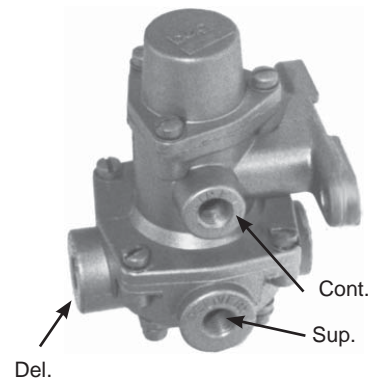
277340



280758



WM147F



12320

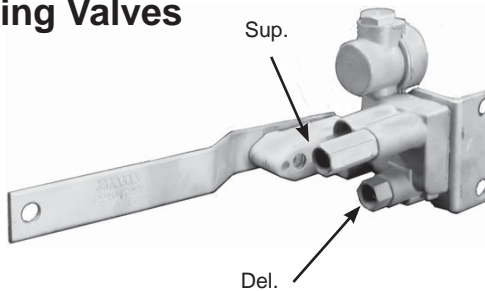


H600N New Leveling Valve

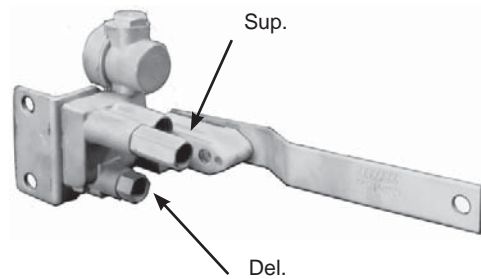


90054079N New Leveling Valve

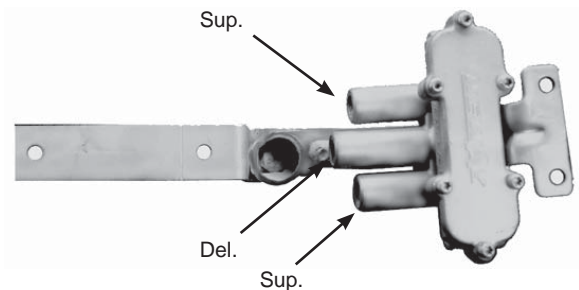
Leveling Valves



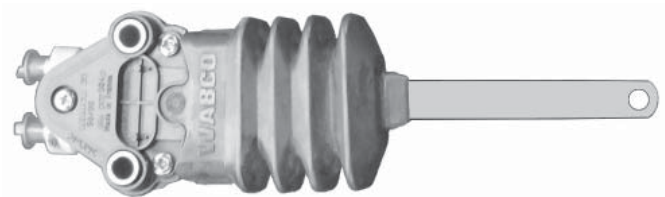
5549706 - Delco Left Hand



5549705 - Delco Right Hand



90054007 - Neway



4640070040 Wabco

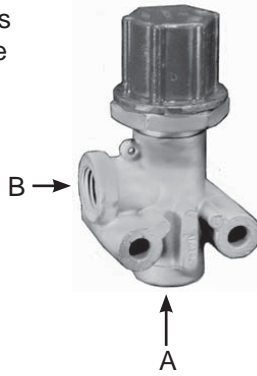
Pressure Control Valves

Pressure Reducing and Protection Valves
Both have the same external appearance

Pressure Relieving

Part#	Delivery Pres. (Lbs.)
277144*	80
277214	75
277215	30
277544	110
277558	100

A= Supply B=Delivery



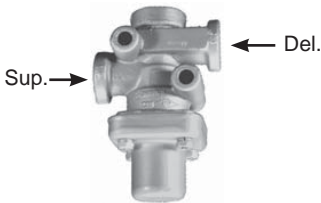
* Std Exchange

Pressure Protection

Part#	Closing Pres. (Lbs.)
277147*	65
277148	85
277222	95
277226	60
277227	75

A=Delivery B=Supply

Pressure Protection

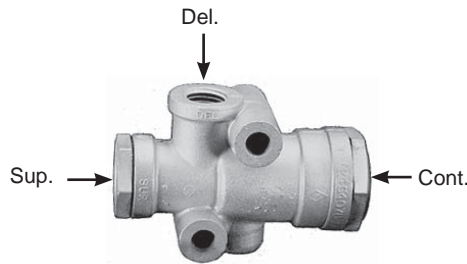


286460 has removable cap used only
in conjunction with SR-4

Part#	Closing Pressure	Ports
286500	85 psi	1/4
288323	70 psi	1/4
103976*	45psi	1/2

* For use in aftercooler or air dryer
installaitons when compressor is
turbocharged

Shutoff Valve



Shutoff Valve	A	B
278824	42 psi	31 psi
279163	65 psi	53 psi

Synchronizing Valve	A	B
278825	42 psi	28 psi
282472	21 psi	11 psi
283700	62 psi	50 psi

Inlet opens at "A"
Exhaust opens at "B"

Trailer Release

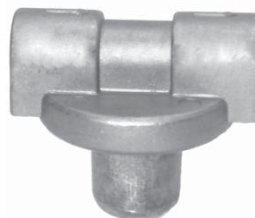


279824

Pressure Protection Valve



Part#	Crack Pres.
KN31000	(Factory set) 65psi
KN31010	(Factory set) 94psi
KN31020	(Factory set) 80psi
KN31040	(Factory set) 55psi



WM778AN 70 psi



Part#	Crack Pres.
KN31040	20 psi
KN31050	45 psi
KN31060	65 psi

Pressure Control Valves

AIR VALVES

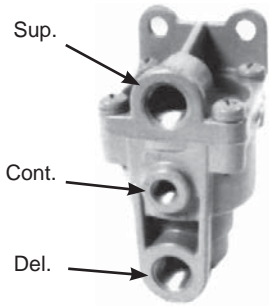


217380
65 p.s.i.



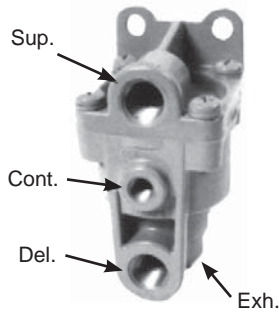
800333N

Quick Release Valves



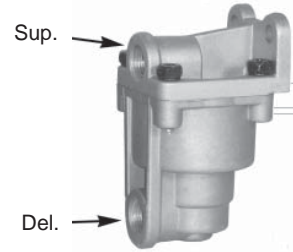
Air Brake Proportioning Valve

Part#	Nominal Hold Off	Nominal Equalizing
104598 (front)	4 psi	50 psi
106284 (Rear)	8 psi	105 psi



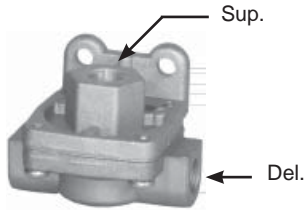
Bobtail Limiting Valve

065154 (front)



Front Axle Ratio Valve

Part#	Type	Nominal Hold Off	Nominal Equalizing	NPT
286289	3	4 psi	60 psi	1/4"
287276	3A	10 psi	65 psi	1/4"
289144	4	4 psi	60 psi	3/8"
289145	4	10 psi	65 psi	3/8"
101311	4	20 psi	70 psi	3/8"

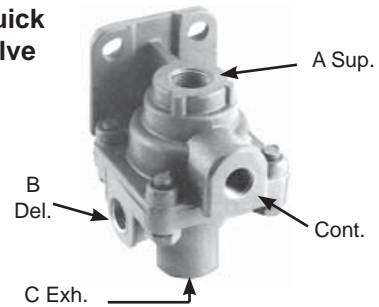


QR-1 Type Quick Release Valve

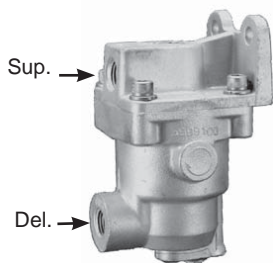
Part#	Del.	Sup.	Crack Pres.
229813	1/4"	3/8"	1 psi
229844	1/4"	1/2"	1 psi
229859	3/8"	3/8"	1 psi
229860	3/8"	1/2"	1 psi
281024	1/4"	1/4"	1 psi
288251*	3/8"	3/8"	1 psi
278483	3/8"	1/2"	5-8 psi
102344	3/8"	3/8"	10-16 psi

* 3/8" Exhaust port

Limiting Quick Release Valve

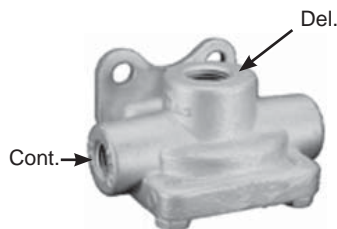


Part#	A	B	C
229505	3/8"	3/8"	
229507	1/2"	1/4"	
229509	3/8"	1/4"	
288417	3/8"	3/8"	3/8"

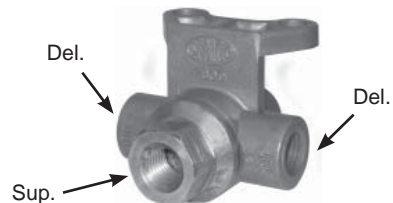


Front Wheel Limiting Valve

12300



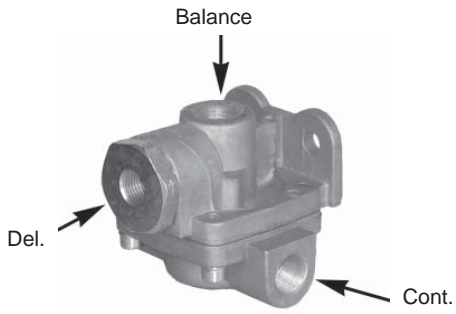
12310
Stamped Steel Cover



Hold & Release Valve

7800N 1/4" Ports
780210N 3/8" Ports

Quick Release Valves



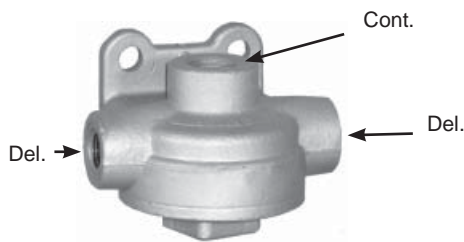
Type 1C
Quick Release Valve w/dbl. check

Part#	Del. Port	Crack Pres.
109094*	3/8" PT	6.5 psi
289182	1/4" PT	1 psi
289714	3/8" PT	1 psi

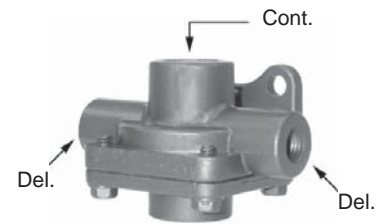
* 3/8" Control port



Part#	A Supply	B Delivery	Crack Pressure	Mounting
065066	1/2"	3/8"	1 psi	.34 hole
065067	3/8"	3/8"	1 psi	.34 hole
065068	3/8"	3/8"	5-8 psi	.34 hole
065212	3/8"	3/8"	1 psi	.34 slot
065213	3/8"	3/8"	5-8 psi	.34 slot
065214	3/8"	3/8"	2-5 psi	.34 slot
065215	1/2"	3/8"	5-8 psi	.34 hole



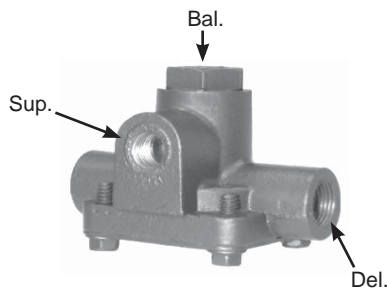
Part#	A Control	B Delivery
205000	3/8"	1/4"
221992	1/2"	1/4"
228691	1/2"	3/8"
280076	1/4"	1/4"



Quick Release Valve

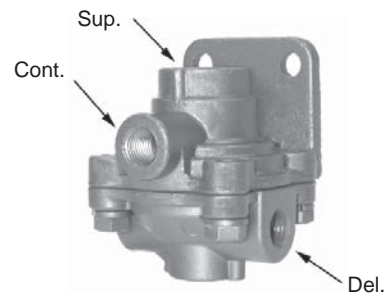
KN32000	1/4" delivery ports
KN32010	3/8" delivery ports
KN32020*	1/4" delivery ports

*w/ 6 lb. high pressure differential (pictured)



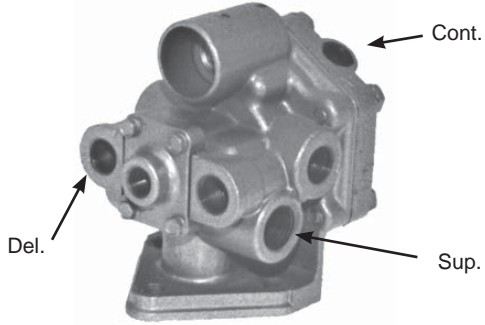
Quick Release Double Check Valve

KN32040	1/4" delivery ports
KN32041	3/8" delivery ports

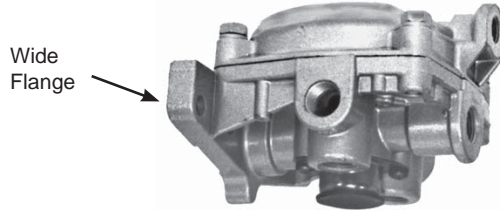
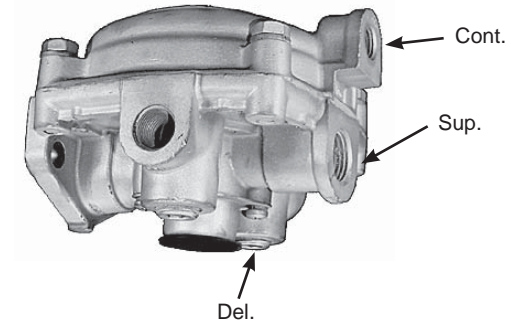


Limiting & Quick Release Valve
KN32030

Relay Valves

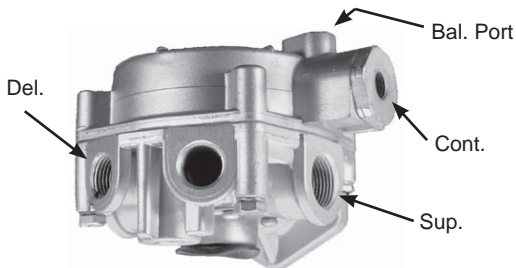


Part#	Crack Pres.
229467	2 psi
275861	5 psi

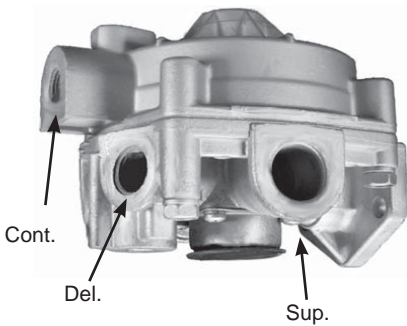


Part#	Notes	Crack Pres.
279180		2 psi
279952	3/4" NPT in flange	2 psi
280243		10 psi
280375	1/2" NPT Sup.*	2 psi
281182	Special top cover	2 psi
282346	Special top cover & 1/2" NPT Sup.*	2 psi
283033	3/4" NPT in flange & 1/2" NPT Sup.*	2 psi
283940	Wide flange for Louisville See above	2 psi

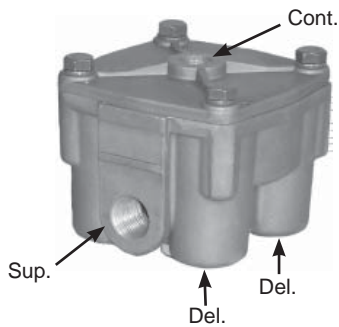
*3/8" NPT unless otherwise noted



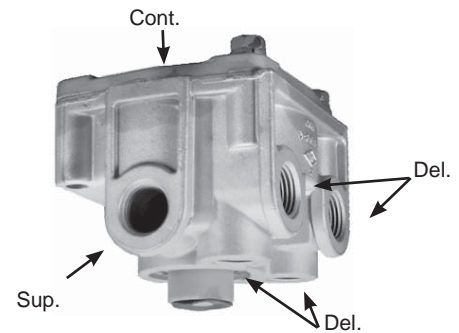
Part#	Notes	Crack Pres.
286370	w/ ex. cover	3 psi
287260	w/o ex. cover	3 psi
287421	w/3/4" port in flange	3 psi
288755		5 psi



Part#	Crack Pres.
287114	0 psi



Part#	Del. Port	Crack Pres.
065104	3/8" NPT	4 psi
102626	1/2" NPT	4 psi
103912	1/2" NPT	7.5 psi
104561	3/8" NPT	5.5 psi

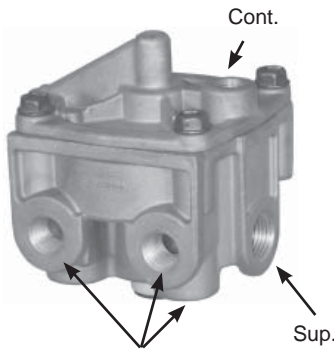


Part#	Del. Port	Crack Pres.
065206	3/8" NPT	5.5 psi
065303	3/8" NPT	4 psi
800485	1/2" NPT	4 psi
800508	1/2" NPT	5.5 psi

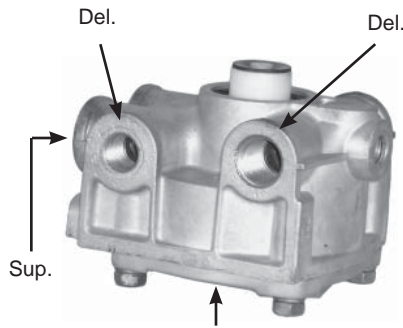
Has both horizontal & vertical ports

Relay Valves

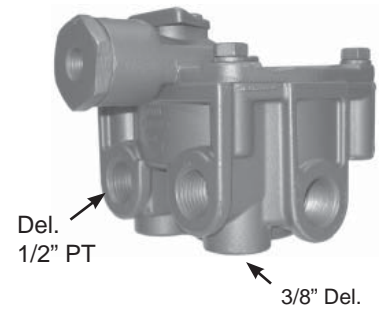
AIR VALVES



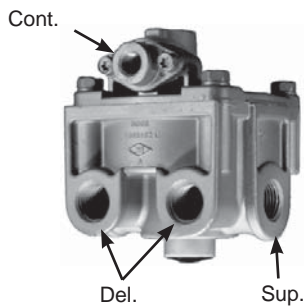
109264
0 Crack Pressure



801123 Type 12
801629 Type 14

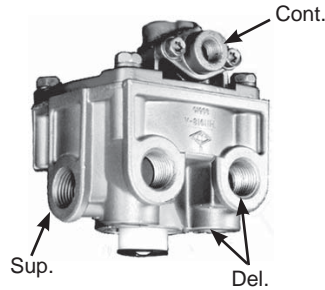


065430 Mack Application



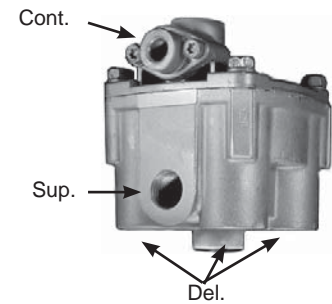
w/2 Horizontal Delivery Ports

Part Number	Crack Pres.	Supply Ports	Del. Ports
800470	4	1/2	1/2
800471	5.5	1/2	1/2
800474	5.5	3/4	1/2
800475	7.5	3/4	1/2
800476	4	3/4	1/2
800554	4	1/2	3/8
800625	7.5	1/2	1/2



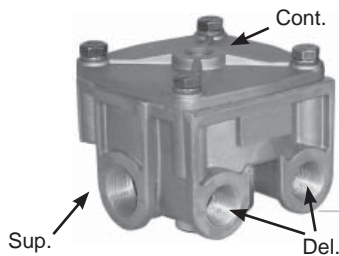
w/2 Horizontal & 2 Vertical Delivery Ports

Part Number	Crack Pres.	Horiz. Del. Ports	Vert. Del. Ports
800480	4	3/8	3/8
800481	4	1/2	3/8
800559	7.5	1/2	3/8
800848	5.5	1/2	3/8

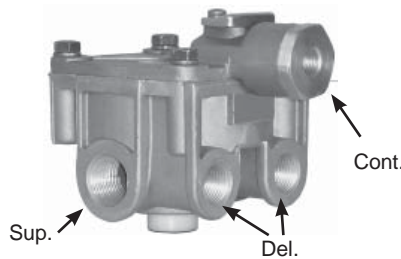


w/4 Vertical Delivery Ports

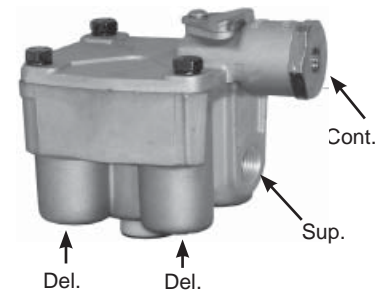
Part Number	Crack Pres.	Vert. Del. Ports
800477	4	1/2
800478	4	3/8



Part Number	Sup. Port	Crack Pres.
103009	3/4" NPT	4 psi
103195	3/4" NPT	10 psi
104165	3/4" NPT	7.5 psi
065125	1/2" NPT	5.5 psi



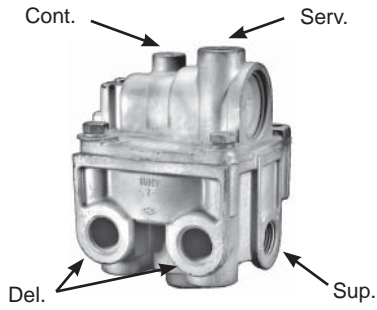
Part Number	Crack Pres.	Sup. Port
103010	4 psi	3/4" NPT
103139	10 psi	3/4" NPT
103294	5.5 psi	3/4" NPT
103835	7.5 psi	3/4" NPT
104574	4 psi	1/2" NPT



Part Number	Crack Pres.
103028	4 psi
103833	7.5 psi
106313	5.5 psi

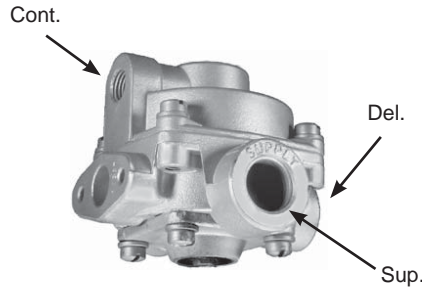
Note: Before installing a new valve, check for contamination and flush the system if necessary.

Relay Valves

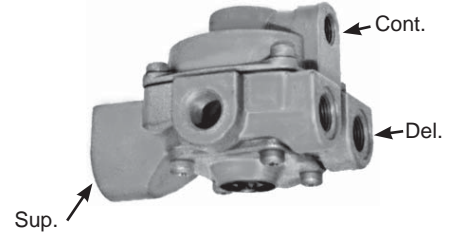


Bobtail Brake Proportioning Relay

Part#	Crack Pres
065145	4 psi
065146	5.5 psi

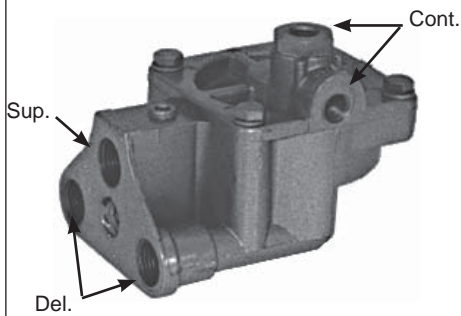


Part#	Notes
12340	w/ mounting bracket
12341	w/o mounting bracket

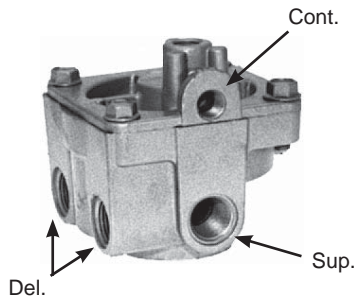


Part#	Notes
12345	4 Delivery Ports
12346	2 Delivery Ports

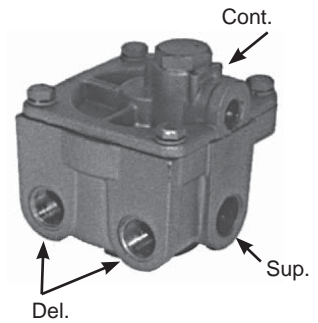
Attention: Do not attempt to use an anti-compounding relay in place of a regular relay by plugging one of the service ports. This will cause the brakes to lock up.



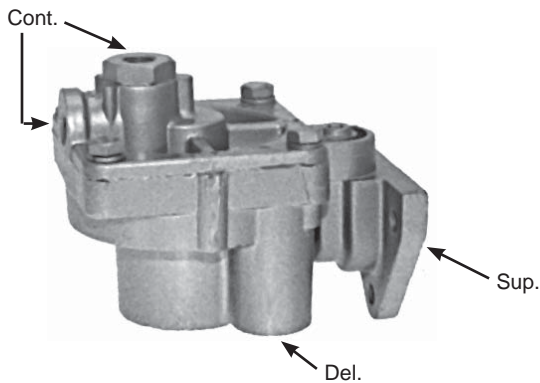
KN28130 Del. Port 1/2" PT Crack Pres. 7 psi



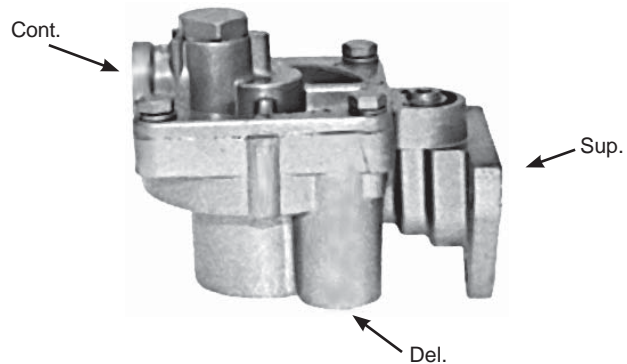
KN28131 Del. 1/2" PT Crack Pres. 7 psi



KN28140 Del. Port 1/2" PT Crack Pres. 4 psi

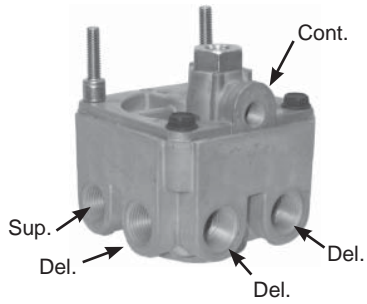


KN28150
1/2" PT Del. Port
Anti-Compounding

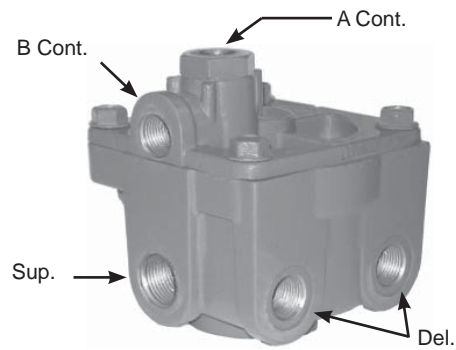


KN28160
1/2" PT Del. Port

Relay Valves

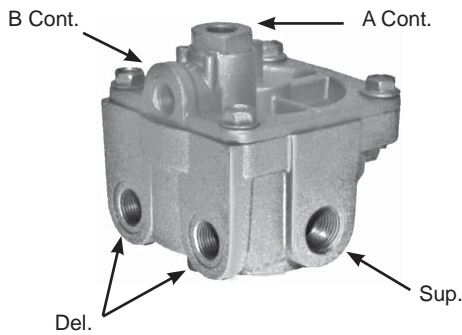


Part#	Del.	Sup.	Cont.	Crack Pres.
KN28042 KN28041	1/2" PT (4)	1/2" (2)	1/4" (1)	4.6 psi
KN28055	1/2" PT (4)	1/4" (2)	1/4" (2)	4.6 psi 9.6 psi



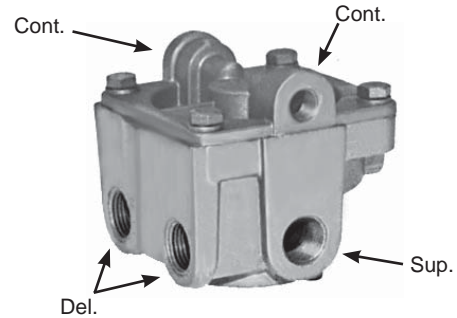
Anti-compounding

Part#	Del. Port	A Cont.	B Cont.	Crack Pres.
KN28070	3/8" PT	1/4"	3/8"	4 psi
KN28071	1/2" PT	1/8"	1/4"	4 psi

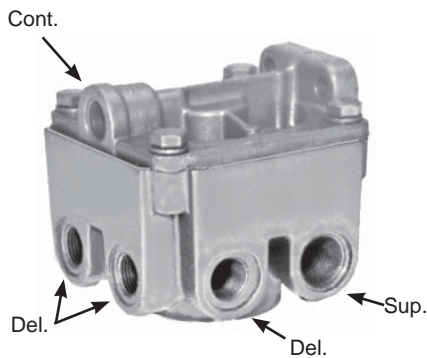


Anti-compounding

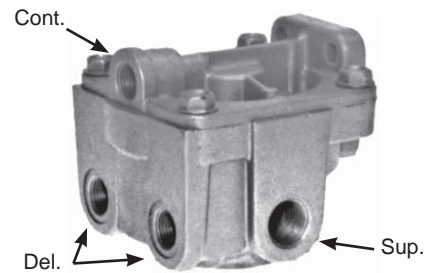
Part#	Del. Port	A Cont.	B Cont.	Crack Pres.
KN28070B	3/8" PT	1/4"	1/4"	4 psi



Part#	Del. Port	A Cont.	B Cont.	Crack Pres.
KN28065	1/2" PT	1/4"	1/4"	4 psi



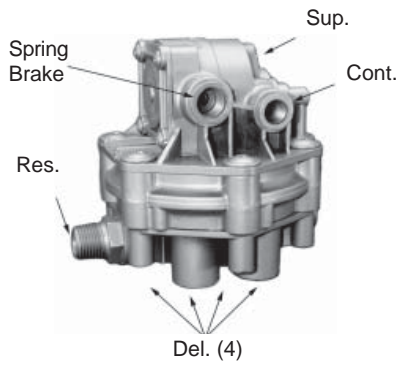
Part#	Crack Pres.	Del. Port
KN28080	7 psi	3/8"
KN28085	4.6 psi	3/8"



Part#	Del. Port	Crack Pres.
KN28060	3/8" PT	4 psi
KN28061	1/2" PT	4 psi
KN28132	1/2" PT	7 psi
KN28300	1/2" PT	0 psi

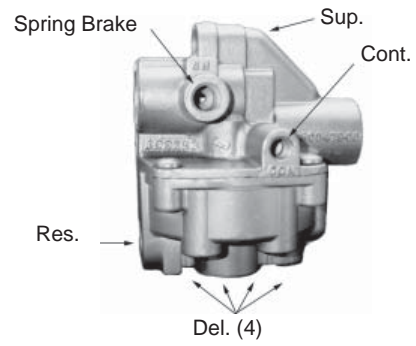
Relay Valves

Full Function Trailer Valve



Part#	Res. Port
KN28600A	3/4" NPT
KN28601A	1/2" NPT

Late Style



Part#	Res. Port
KN28600	3/4" NPT
KN28601	1/2" NPT

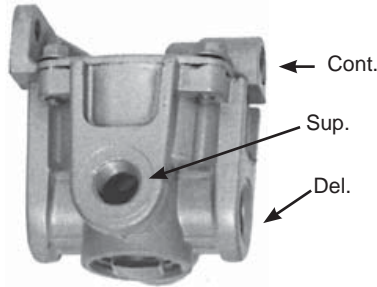
Early Style

All aluminum housing

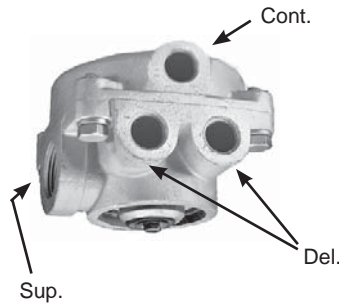
Relay Valves

Attention: Do not attempt to use an anti-compounding relay in place of a regular relay by plugging one of the service ports. This can cause the brakes to lock up.

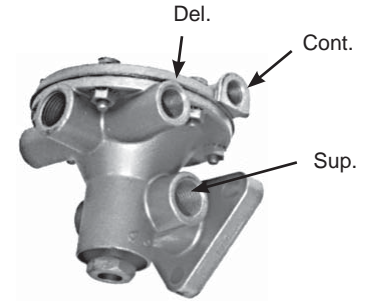
Make sure cover mounting bracket lines up with corresponding port from old valve. (Res./Del.)



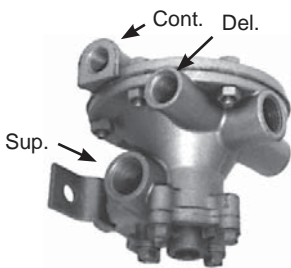
Part#	Del.	Res.	Crack Pres.	Supercedes Wagner#
KN28500	3/8"	3/8"	5 psi	A78880
KN28520	1/2"	1/2"	5 psi	A78887
KN28510	3/8"	1/2"	5 psi	A78889



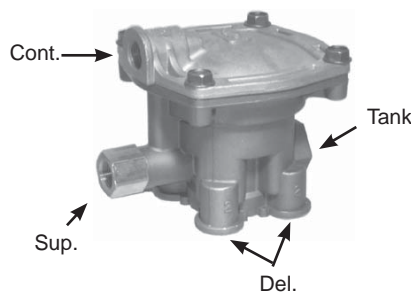
Part#	Description
12342	W/ Tri-angular mtg. bracket
12343	W/o mounting (Shown)
12344	W/ Side mounting
12347	3/8" NPTF Delivery (2)



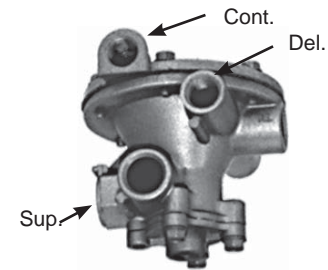
Part#	Crack Pressure
9100	5.5 psi



Part#	Control	Crack Pressure
9125	1/4" NPT	5.5 psi
110207	3/8" NPT	5.5 psi

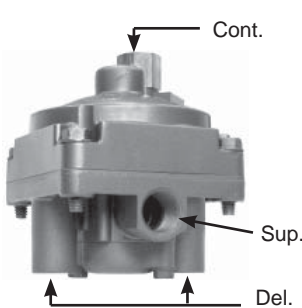


Part#		Crack Pressure
110139	Ratio Relay	4.5 psi
110450	Non-Ratio Relay	4.5 psi



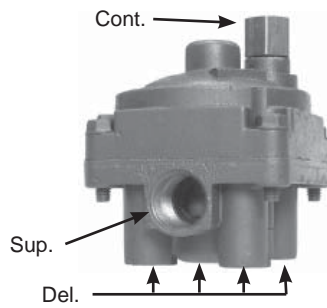
Part#	Crack Pressure
110197	4.0 psi
110198*	4.0 psi

*With 1/2" close nipple in supply port.



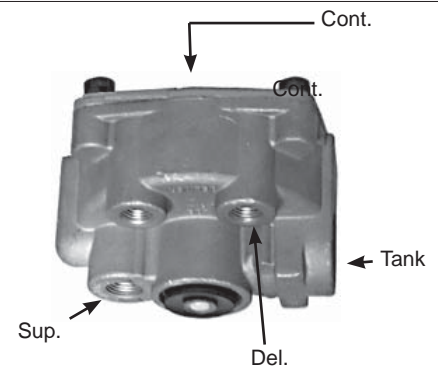
2 Port

Part#	Crack Pressure
110360 (LOV2)	1.5 psi
110410	4.0 psi



4 Port

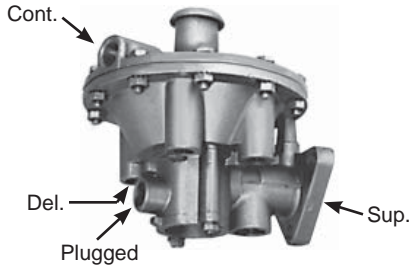
Part#	Crack Pressure
110380 (LOV4)	1.5 psi
110415	4.0 psi



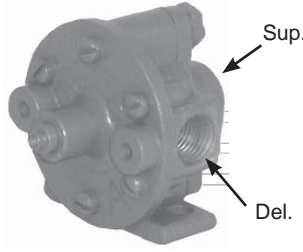
Part#	Del.	Crack Pres.
A86477	1/2"	4.5 psi
A103600	3/8"	4.5 psi

Remember: Inspect fittings for rust, dirt and damaged threads before installing in replacement valve.

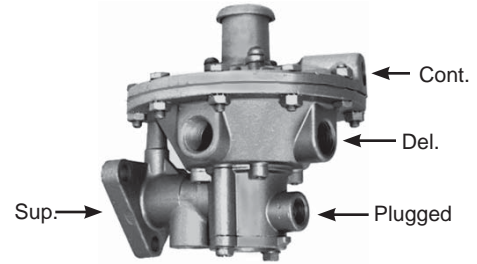
Relay Valves



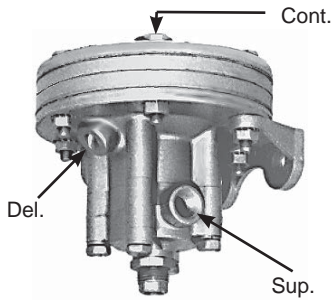
WM 227
Vertical Delivery Ports
Crack Pressure: 3 psi



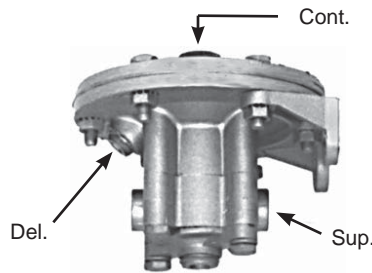
WM 271
BP Brake Control Valve



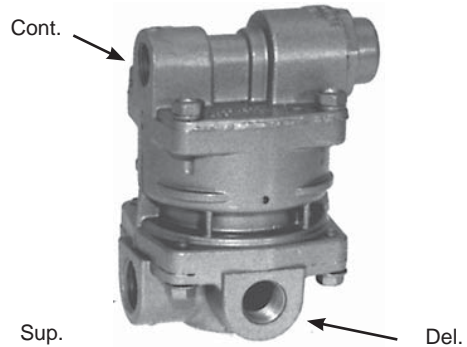
WM 292
Horizontal Delivery Ports
Crack Pressure: 3 psi



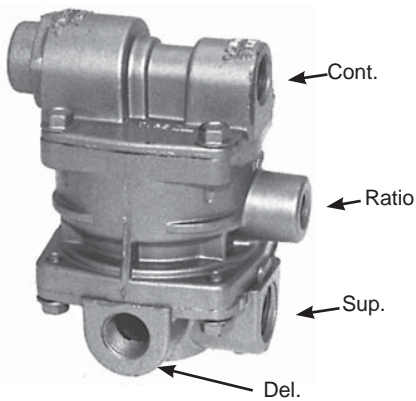
WM 318
Brake Ratio Valve
Crack Pressure: 1.5 psi



WM 320
Crack pressure 1.5 psi

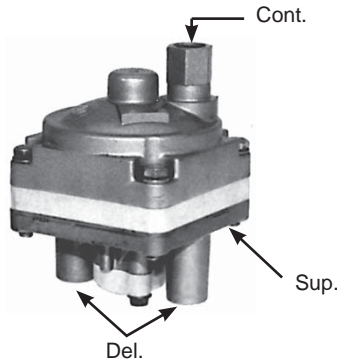


Part#	Cont.
A-83335	1/4"
A-83336	3/8"

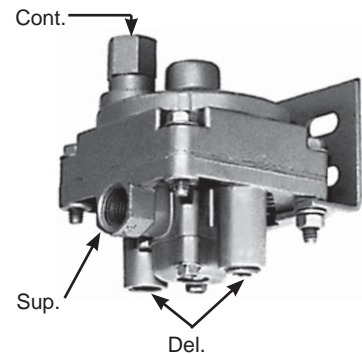


Part#	Cont.
A-83337	3/8"

CONTROL LINE VALVE



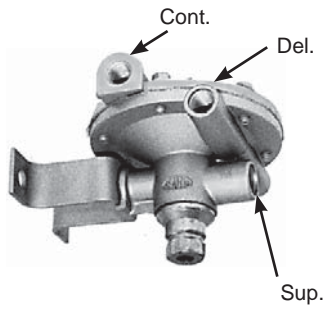
Part#		Crack Pres.
110375 (LOV-C)	Nipple mount	1.5 psi
110370 (LOV-CF)	Frame mount	1.5 psi



Part#		Crack Pres.
110463 (LOV-2F)	Nipple mount	1.5 psi
110464 (LOV-2F)	Frame mount	1.5 psi

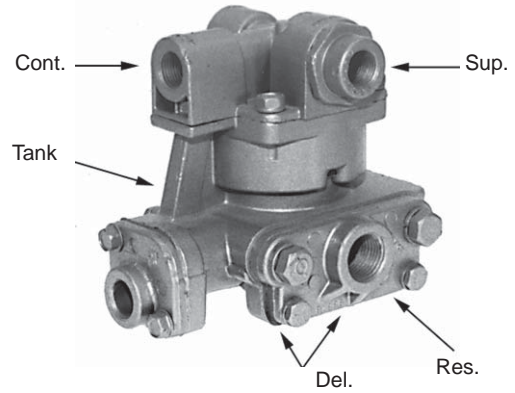
Relay Valves

AIR VALVES



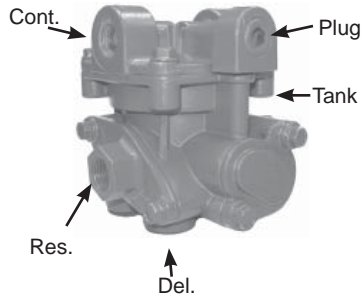
Part# 3100 Mini Valve *Crack Pres. 2.5 psi*

Multi-function Relay

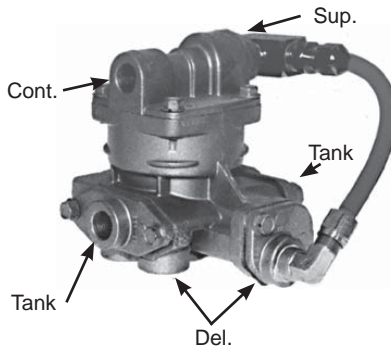


A98730 With Anti-Compound
A99370 W/o Anti-Compound

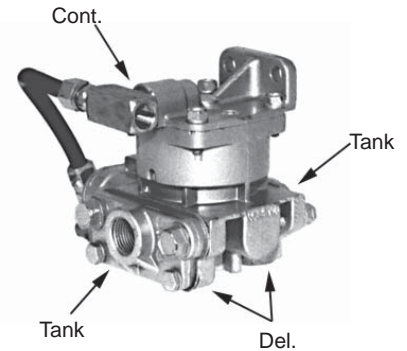
MULTI-FUNCTION RELAY



Part#	Plug	Supercedes Wagner#
KN26000	Y	A104001
KN26010	Y	A104010
KN26020	N	



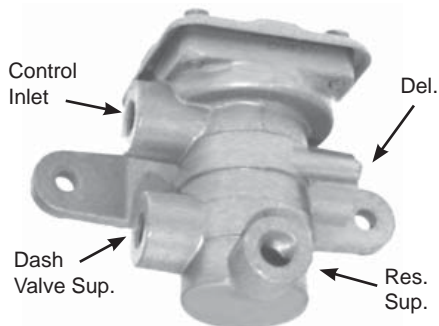
A-88802 With Anti-Compound



A-88812 W/o Anti-Compound

Note: Comes with by-pass tube. Do not remove from old core

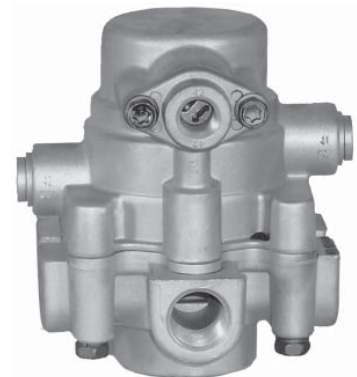
Trailer Spring Brake Valve



KN28080
Inversion Valve

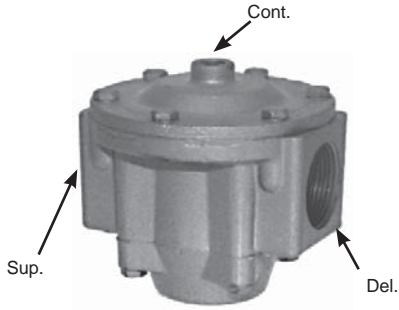


AC574
Knorr-Bremse Relay
w/metric threads

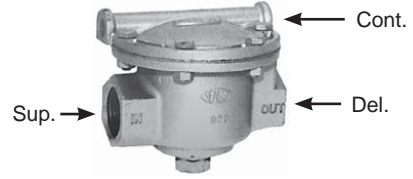


Part# 5010392 Cont./Bal PTC
5010393 1/4" NPT
PR21560 90° PTC
Modulating Relay

Relay Valves

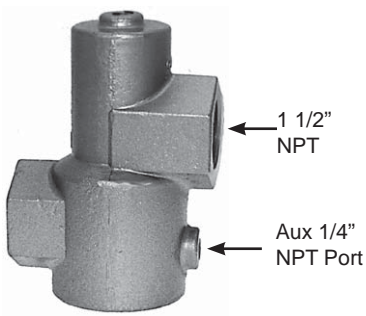


WM 499
Air Starter Relay

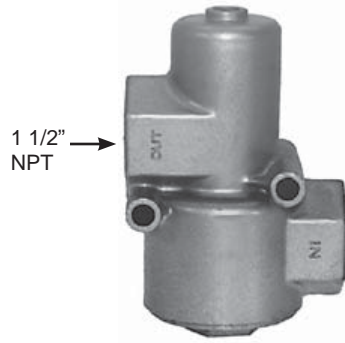


6900
Air Starter Relay

Air Starter Relays



10900
110250 With 1/4" NPT Aux. Port
SRV125 Ingersol Rand

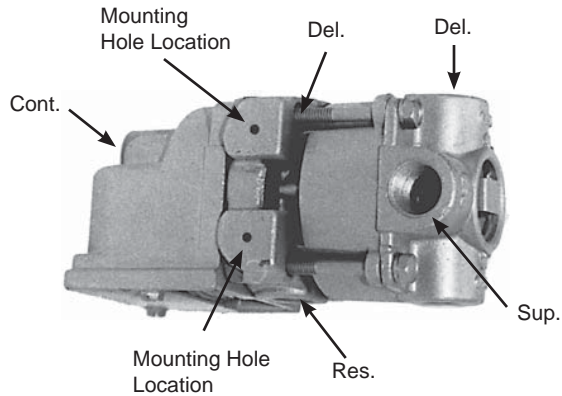


11900



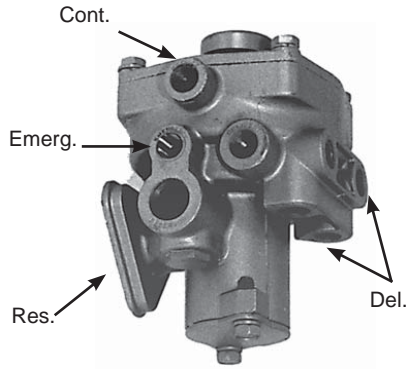
14900

Tandem Relay



A-85490 Tank Mounting
A-85493 With Mounting Holes
A-97600 Solenoid actuated

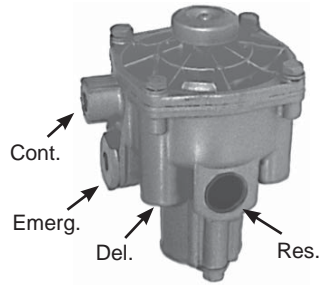
Relay Emergency Valves



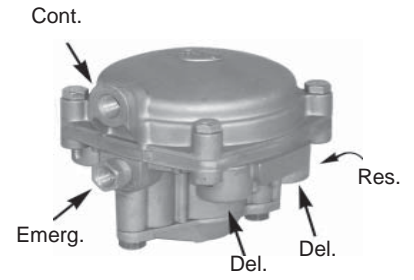
RE-4 (Old Style)
229434



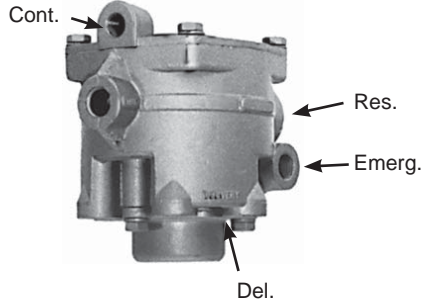
Cartridge Insert
228499



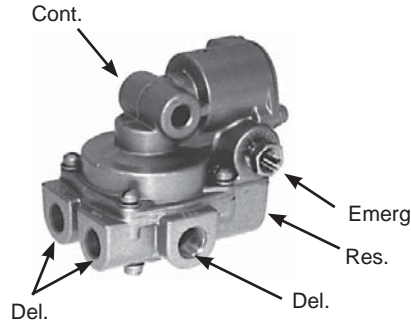
RE-4 (New Style)
277446



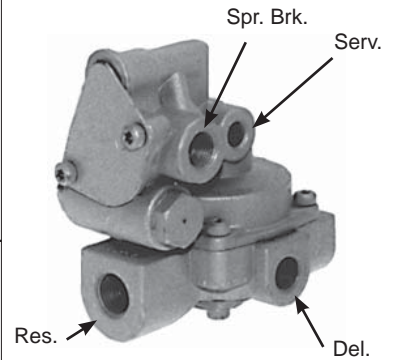
Part# Del.
101197 (4) 3/8" NPT
281865 (2) 3/8" NPT & (2) 1/4" NPT
281860 (4) 1/4" NPT



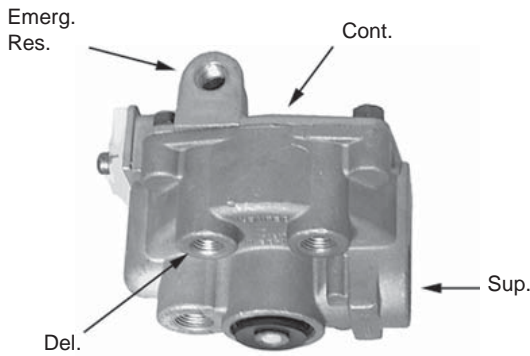
11675



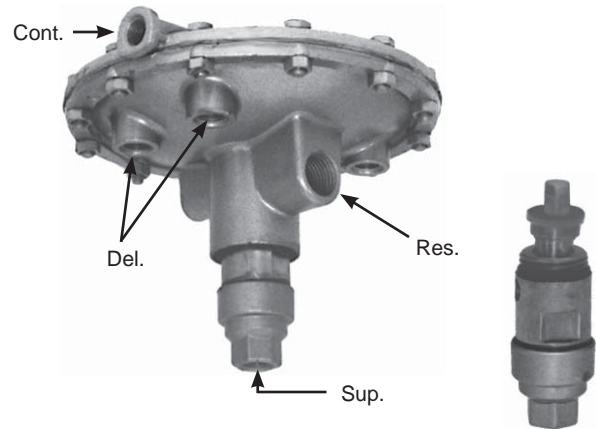
12350



12352



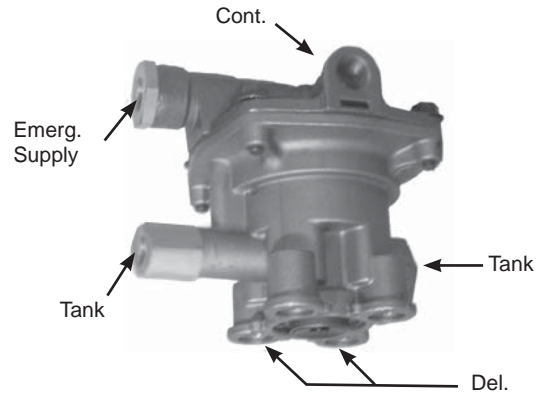
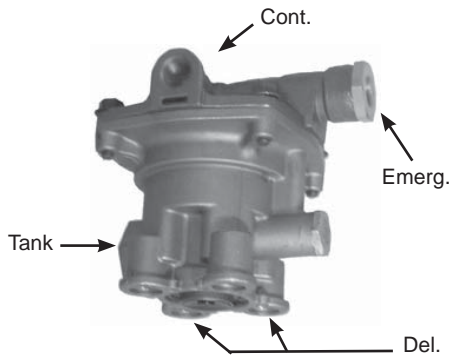
	Supercedes Wagner#	
KN30300	Pre 121	A71890
KN30200	121 Converter Dolly	A71891
KN30100	w/ Bleed down (Hyd. Trailer)	A37480 & A46229
KN30400	3/8" Del. w/3/8" aux. sup. port	A99036



A1000
Crack Pressure: 1.5

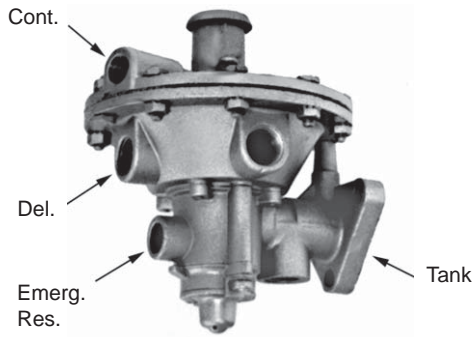
1000-5
Cartridge

Relay Emergency Valves

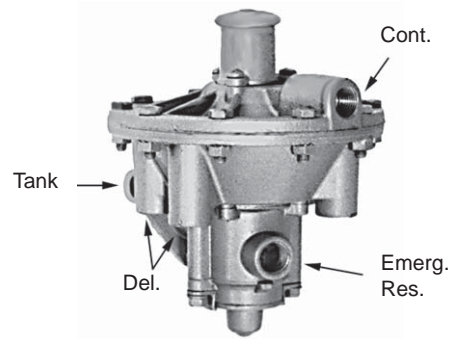


Single Supply	Port A&B	Crack Pressure
110200	1/4" NPT Ratio R. E.	4.5 psi
110205	3/8" NPT Ratio R. E.	4.5 psi
110268	3/8" NPT Dolly Valve	5.5 psi
110460	1/4" NPT Non-Ratio	4.5 psi
110470	3/8" NPT Non-Ratio	4.5 psi

2 Tank Ports	Crack Pressure	
110267	5.5 psi	Dolly Valve
110338	4.5 psi	Dolly Valve
110475	4.5 psi	



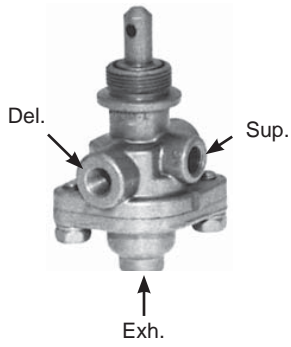
WM101R
Horizontal Delivery Ports



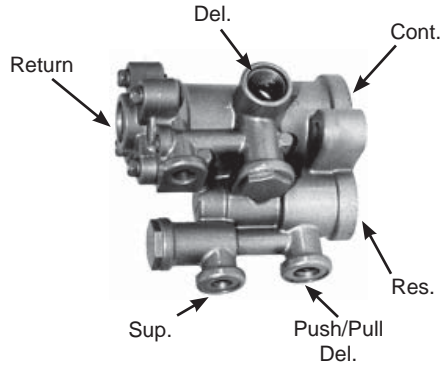
WM101
Vertical Delivery Ports

Spring Actuated Hydraulic Parking Brakes

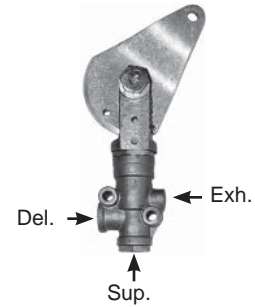
Ford (Lucas) System



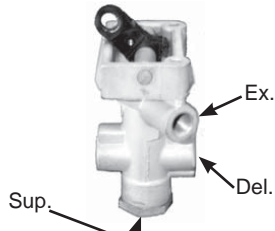
Hydraulic Parking Brake Dash Valve
065075



Hydraulic Parking Brake Valve
065060



Dash Control Valve
106479



Firewall Mount Cont. Valve
104475 - Cable (Shown)
065316 - Cable

Dash Mount Cont. Valve
104474- Lever
065356- Lever

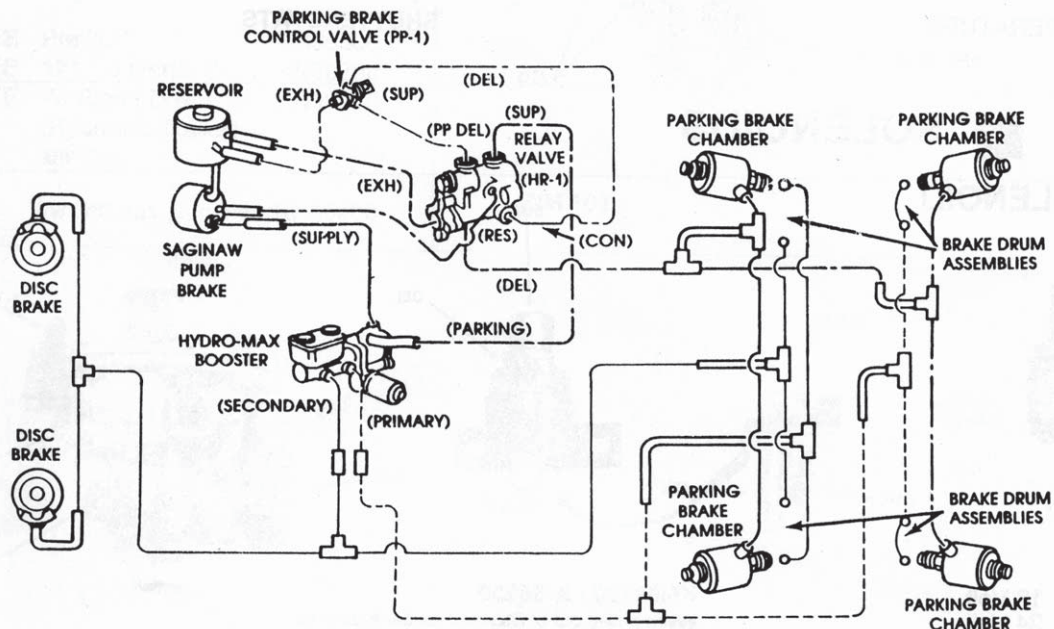


Maxibrake H
Spring Actuated Parking Brake Chamber

101H Hydraulically Released
101A Air Pressure Release

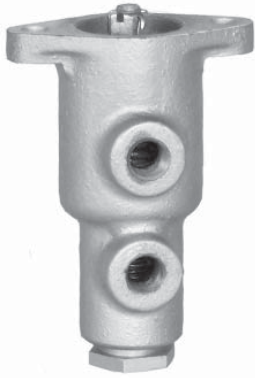
Ford Medium Truck

Typical Hydraulic Brake Schematic (LN, LNT Series Shown)



Control Valves

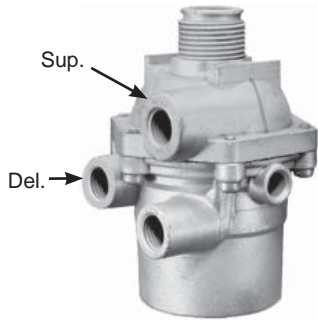
AIR VALVES



224930 Throttle Valve



284335 Throttle Valve

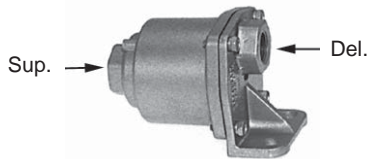


Part#	Max Output Pres.
WM90D	60 psi
WM90DT	95 psi
WM90A	Tank



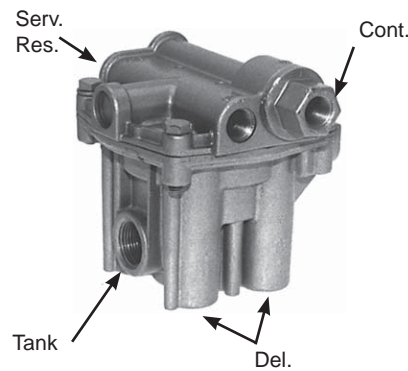
**279374 Clutch Valve
284335 Clutch Valve**

Brake Pressure Distribution Valve

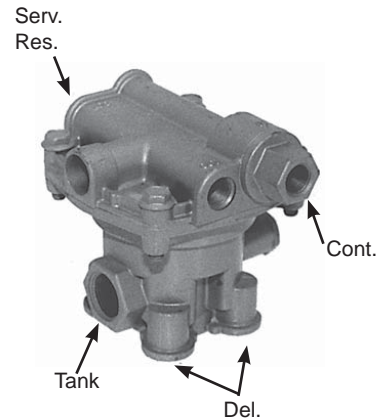


**A80150 3/8" Port
A83517 1/4" Port**

Spring Brake Control Anti-Compounding



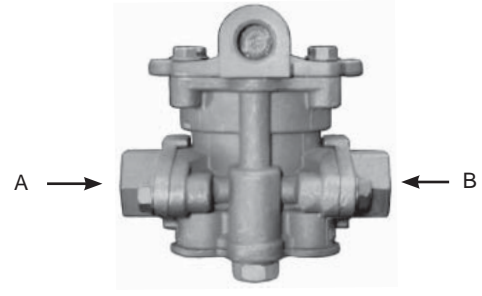
110120



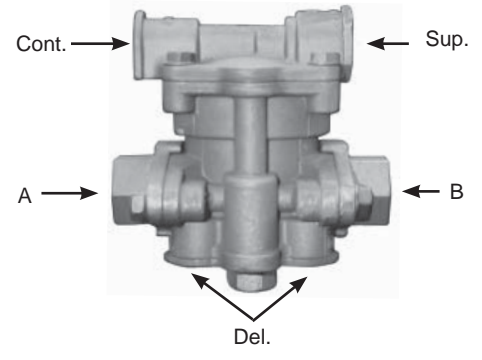
110147

Spring Brake Control Valves

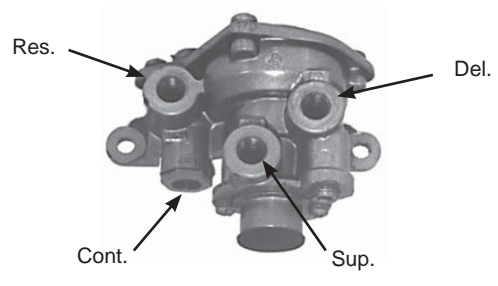
AIR VALVES



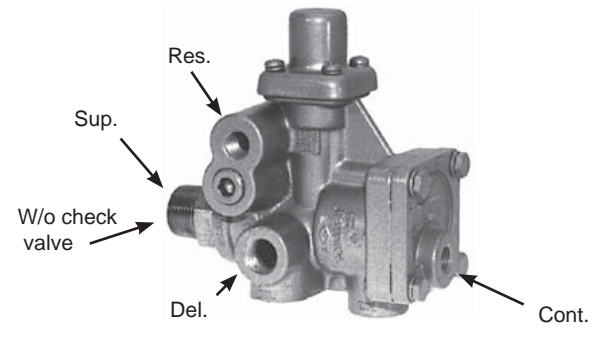
Part#	Res. Port A	Res. Port B
110170	1/2" NPT	1/2" NPT
110310	3/8" NPT	1/2" NPT
110315	1/2" NPT	3/8" NPT



Part#	Res. Port A	Res. Port B
110171	1/2" NPT	3/8" NPT
110191	3/8" NPT	1/2" NPT

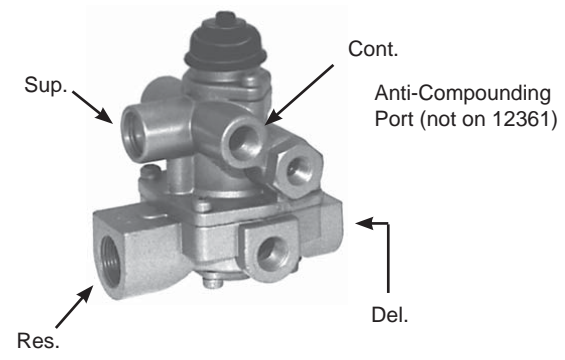


Part#	Description
286364	55 psi Res. trip press.
288063	30 psi Res. trip press.



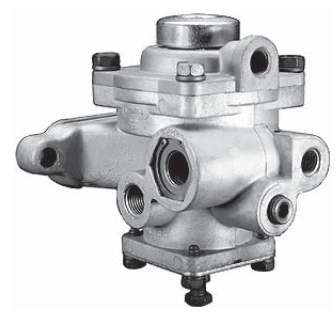
Part#	Trailer Spring Brake Valve
287376	3/4" Mounting nipple (Shown)
102761	3/4" Mounting nipple wAnti Comp port
103061	1/2" Mounting nipple wAnti Comp port
288497	1/2" Mounting nipple

TASK VALVE



Part#	Description
12360	with anti-compounding
12361	without anti-compounding

MODULATING RELAY



Part#	Description
283932	Adjustable (shown)
103081	Pre-set w/o Adjusting bolt

Note: Overtightened fittings can damage valve castings and can void your warranty.

Stop Light Switches- Tractor Protection Valves

AIR VALVES



Stoplight Sw.
226262



Stoplight Switch	
228600	1/4" NPT
228687	3/8" NPT

Low Pres. Indicator



Part#	Terminal
279416	Single terminal
228750	Double terminal



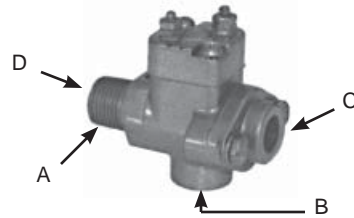
<i>Low Pressure Switch</i>
223578

Trailer Emergency Stop Light Switch



Trailer Stop Light Switch
228477

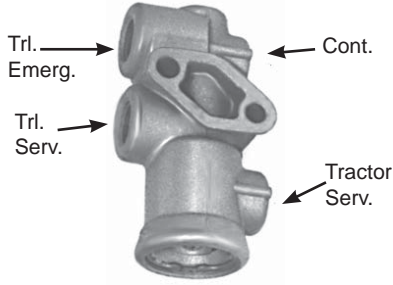
Stop Light Switch and Double Check Valve



Pipe Thread Size				
Part#	A	B	C	D
228050	1/2"	1/4"	1/4"	
228165	3/8"	1/4"	1/4"	
228520	1/2"	3/8"	1/4"	
229493	1/2"	1/4"	1/4"	1/4"
276728	3/8"	3/8"	1/4"	
280810	3/8"	3/8"	3/8"	

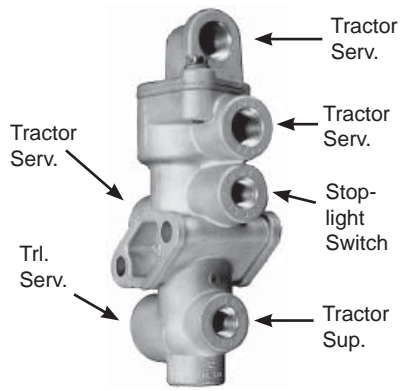
Tractor Protection Valves

AIR VALVES



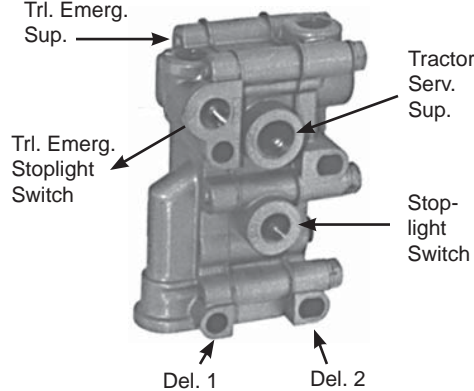
Trl. Emerg.
Trl. Serv.
Cont.
Tractor Serv.

2 Line System		
Part#	Trl. Emerg.	Trl. Serv.
279000	1/2"	1/2"
279692	3/8"	3/8"



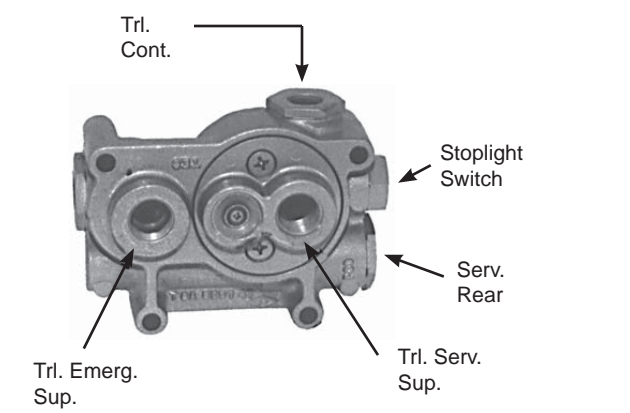
Tractor Serv.
Tractor Serv.
Stop-light Switch
Trl. Serv.
Tractor Sup.

065706 w/double check valve



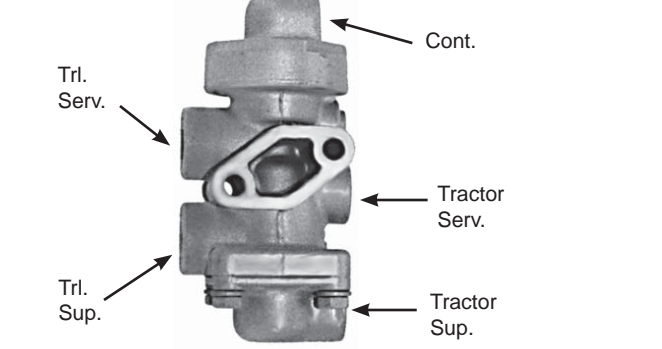
Trl. Emerg. Sup.
Trl. Emerg. Stoplight Switch
Tractor Serv. Sup.
Stop-light Switch
Del. 1
Del. 2

288301 (Ford)



Trl. Cont.
Stoplight Switch
Serv. Rear
Trl. Emerg. Sup.
Trl. Serv. Sup.

288605	With check valve
289253	W/o check valve in trailer cont. port
106941	Mack style w/ ports on opposite side.

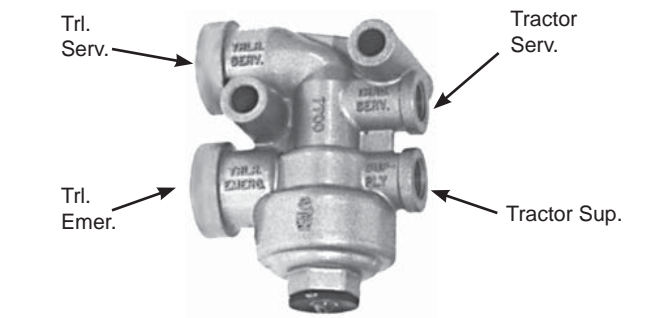


Trl. Serv.
Trl. Sup.
Cont.
Tractor Serv.
Tractor Sup.

Part#	Pipe Thread Size		
	Trl. Serv.	Trl. Sup.	Stop Light Switch
227661	3/8"	3/8"	none
227672	1/2"	1/2"	none
283090	1/2"	1/2"	1/8"



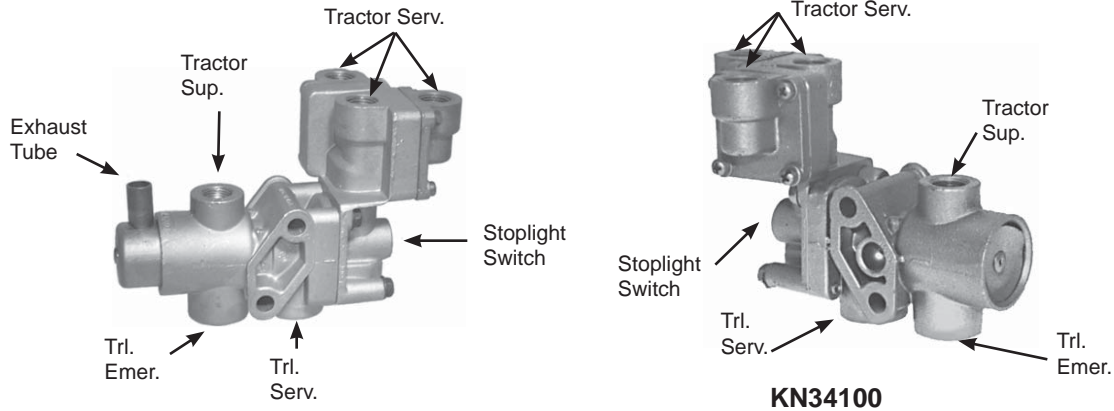
**Manifold Valve
288645**



Trl. Serv.
Trl. Emerg.
Tractor Serv.
Tractor Sup.

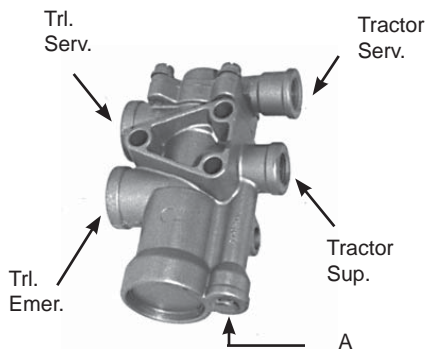
7700

Tractor Protection Valves

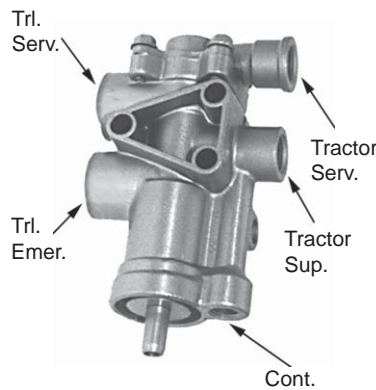


KN34100

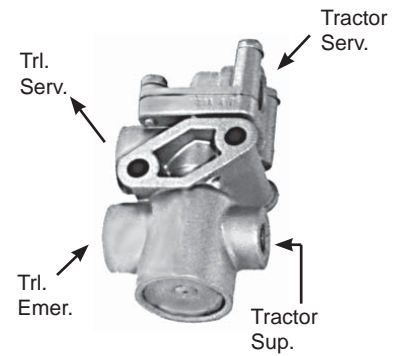
Part#	Tractor Emerg.	Foot Control	Trailer Hand	Stop Light Switch	Trailer Service	Trailer Emerg. Out	Exhaust Tube
KN34101	3/8" PC	(1) 1/2" PC (1) 3/8" PC	3/8" PC	(1) 1/4"	1/2"	1/2"	No
KN34103	3/8"	(2) 3/8"	3/8"	(1) 1/4"	1/2"	1/2"	Yes
KN34110	3/8"	(2) 3/8"	3/8"	(1) 1/4"	1/2"	1/2"	Yes
KN34111	3/8"	(2) 3/8"	3/8"	(1) 1/4"	1/2"	1/2"	No
KN34130	3/8"	(2) 3/8"	3/8"	(1) 1/4", (1) 1/8" plug	1/2"	1/2"	Yes
KN34131	3/8"	(2) 3/8"		(1) 1/4"	1/2"	1/2"	No
KN34100	3/8"	(2) 3/8"	3/8"	(1) 1/4"	3/8"	3/8"	No



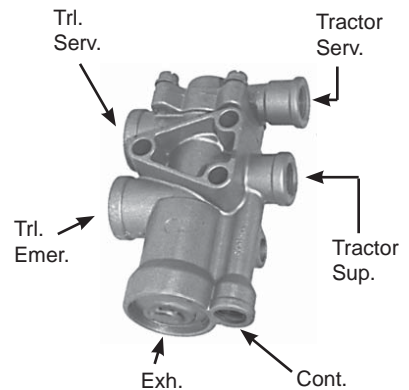
KN34030
2 Line valve- 1/2" PT trailer outlets
A plugged



KN34050



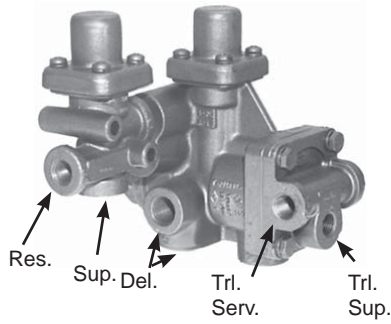
KN34060



KN34070

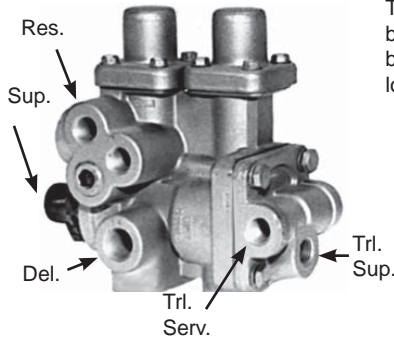
Part#	Thread	Lines	Description
KN34030	1/2" PT	2 Line Valve	A plugged
KN34050	1/2" PT	3 Line Valve	W/ Quick Rel.
KN34060	1/2" PT	2 Line Valve	W/ Quick Rel.
KN34070	1/2" PT	3 Line Valve	W/Aux 1/8" PT Port

Trailer Spring Brake Valves



SR-4® Anti Compounding

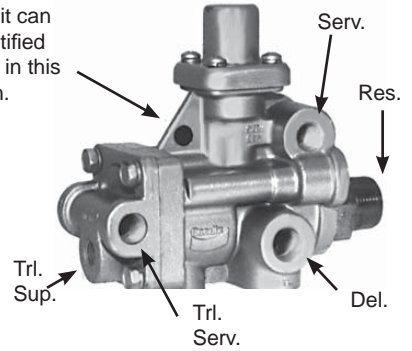
101112	3/4" Mounting nipple
101622	1/2" Mounting nipple



SR-4® Anti Compounding (New style)

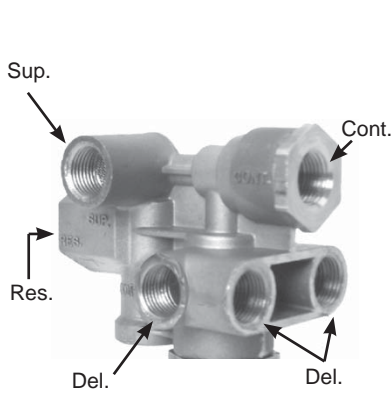
107539	3/4" Mounting nipple
108076	1/2" Mounting nipple

This unit can be identified by hole in this location.

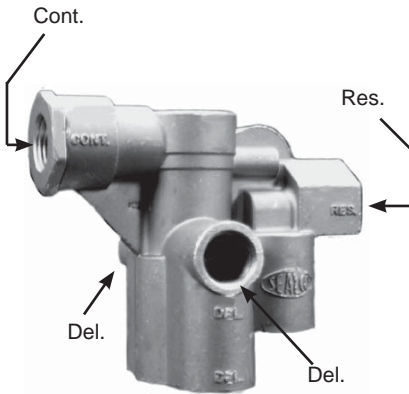


SR-5®

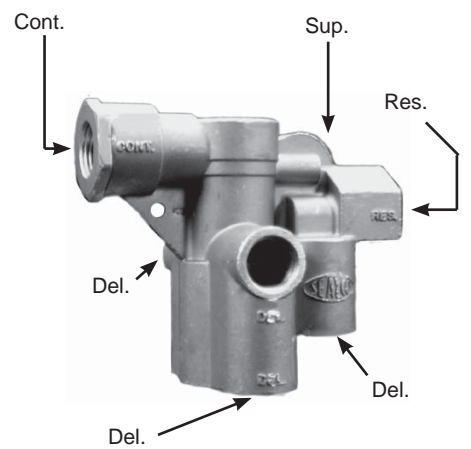
065437	3/4" NPT	w/anti-compounding
065438	3/4" NPT	
065439	1/2" NPT	w/anti-compounding
065440	1/2" NPT	



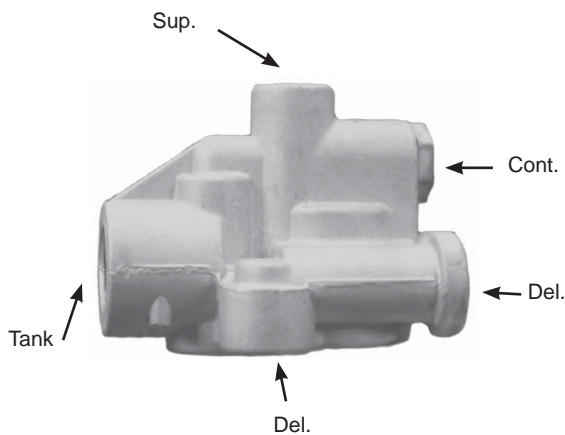
110500 Spring Brake Priority



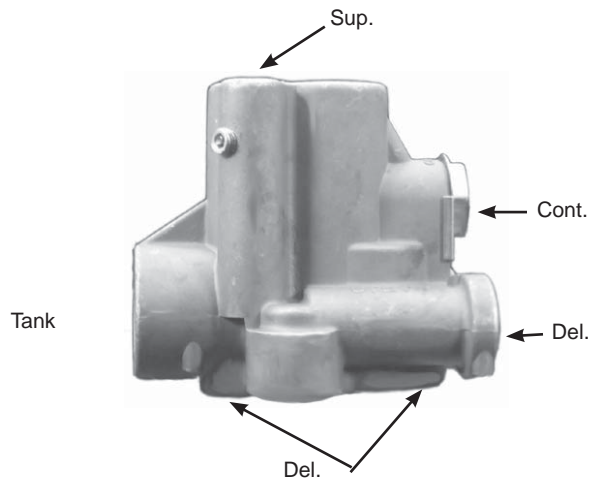
110700 Service Priority



110800 Spring Brake Priority



51301 Tramec Spring Brake Priority



51321 Tramec Service Reservoir Priority

Transmission Control Valves

AIR VALVES

EATON



47653
Diaphragm Type Air Shifter



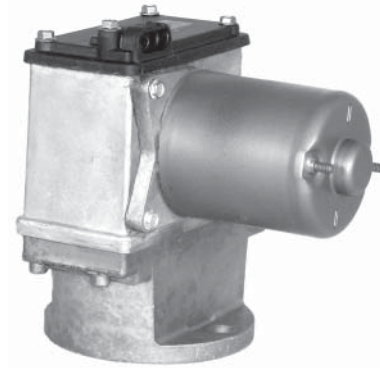
41058 (2 Hole Mount)
69884 (3 Hole Mount)
Electric Shift

Piston Type Air Shifter



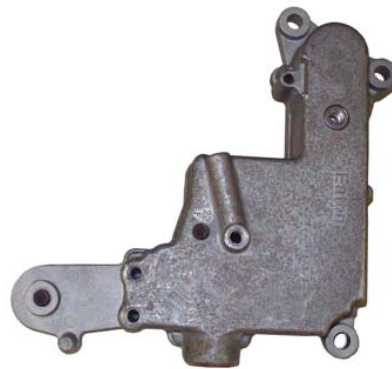
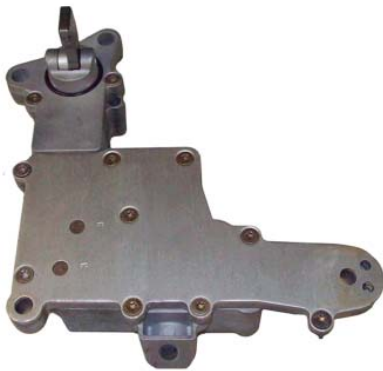
73503

73507

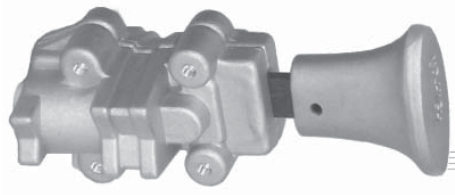


113770 (2 Hole Mount)
113752 (3 Hole Mount)
Electric 2 Speed Shifter

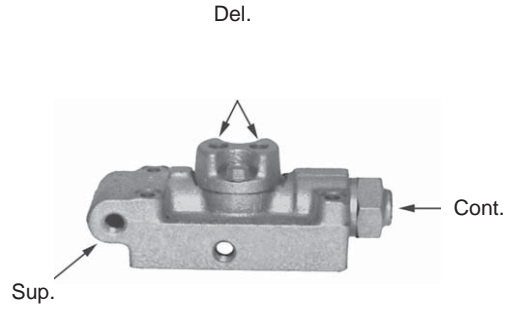
Eaton Air Shifter Module Piston Type



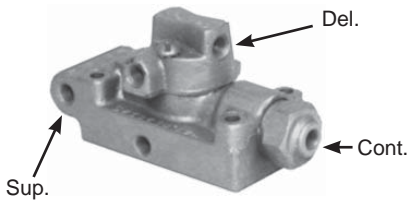
FULLER



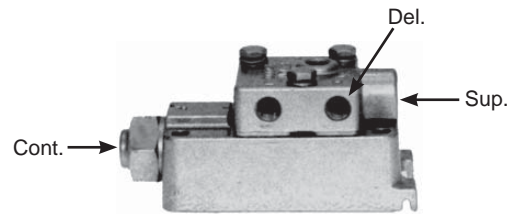
A-3546



A-3547



A-3991
A-4688



A-5000



A-3280-Q-9455
Meritor Slave Valve
Kit# 5385N



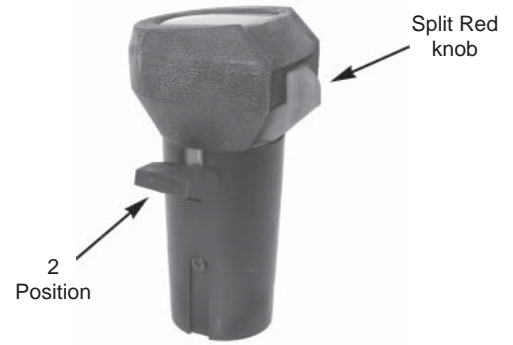
313630N
Dana Transmission
Slave Valve

Shift Controls

AIR VALVES



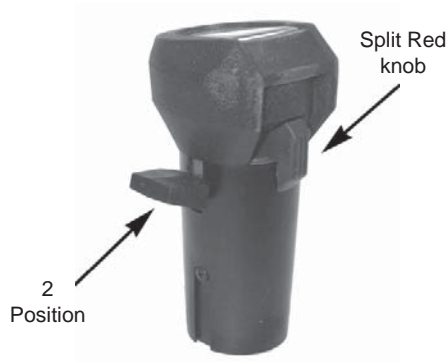
A-4491 13 Speed



A-4900 13 Speed



A-5010 7,8,9 Speed



A-5015 3 Speed, RH



A-6909



A-6913 LH

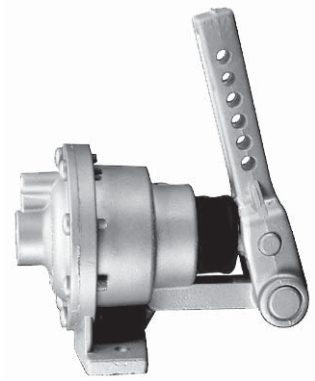


A-6915

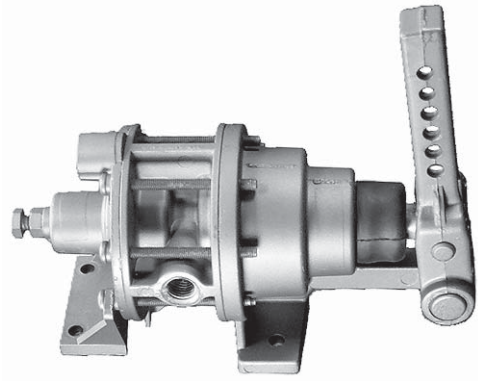


A-6918 LH 18 Speed

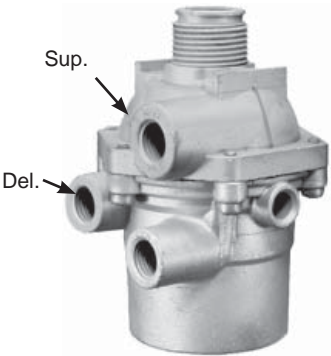
Throttle Control Valves



WM388U1C1D



WM388U1C3D



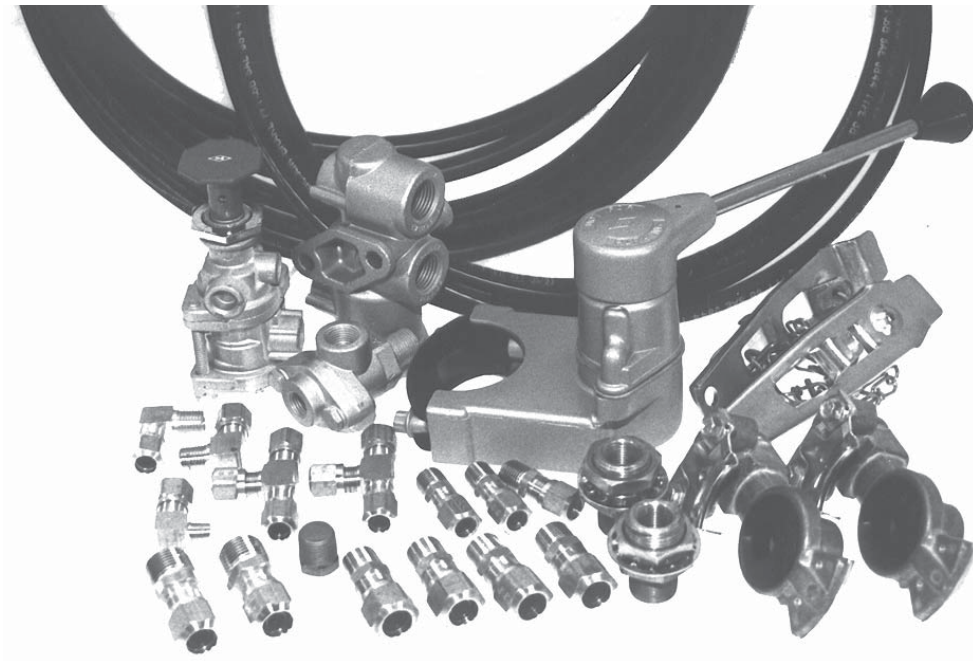
Commonly used to control throttle control valves shown above

Part#	Max Output Pres.
WM90D	60 psi
WM90DT	95 psi
WM90A	Tank

Trailer Air Brake Kits - Control Valves

Trailer Air Brake Kits--

For connecting an air brake equipped straight truck to pull a trailer with air brakes.



- | | |
|--------------|---|
| TAK-1 | Universal Trailer Air Brake Kit (shown) |
| TAK-2 | Ford Trailer Air Brake Kit |
| TAK-3 | IH Trailer Air Brake Kit |
| TAK-4 | GMC Trailer Air Brake Kit |
| TAK-5 | Trailer Air Kit (Does not include hand valve) |
| TAK-6 | Trailer Air Kit (Universal) |

Synchronizing Valve



KN35070

Hydraulic Over Air

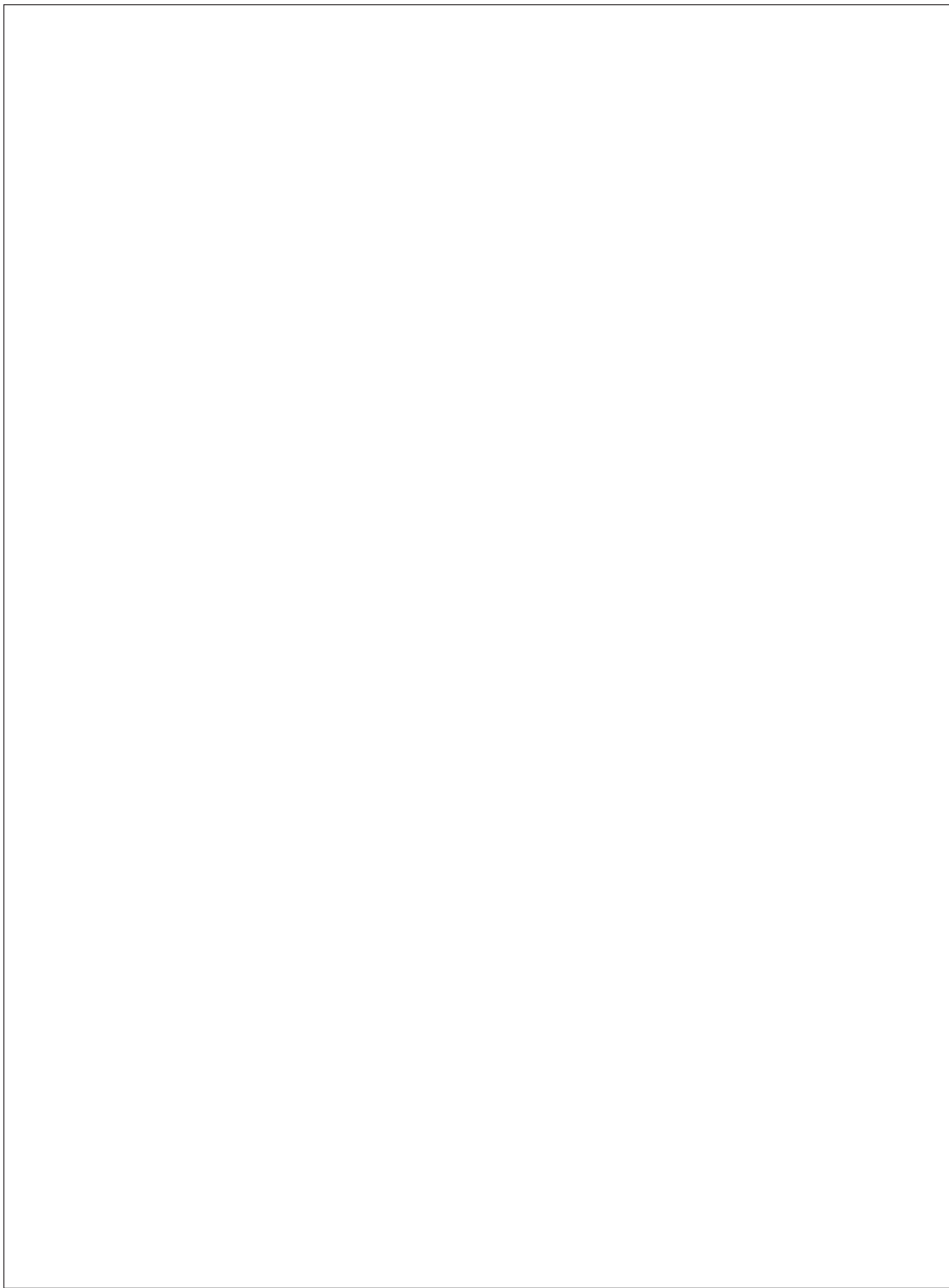


A56301

Vacuum Relay Valve



C20117F



Section 3

Actuators

Air Disc Brake Calipers

ACTUATORS

Bendix
ADB 22X Caliper
Part Number



Haldex
Air Disk Caliper
Type DB22



Kelsey Hayes
Air Disk Caliper



Knorr Bremse
Air Disk Caliper
Type SN7



Meritor
Type DX195 Caliper



Shutter Controls - Spring Brakes

ACTUATORS

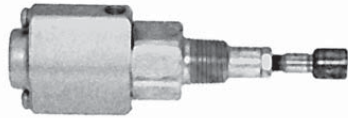
CA
Fan Clutch Actuator
 Specify Temperature
 Ex. CA185



SS
Shutter Control
 Specify Temperature
 Ex. SS180



D-36000 Shutterstat
 (Reference Only)
 Can use SS shutter control



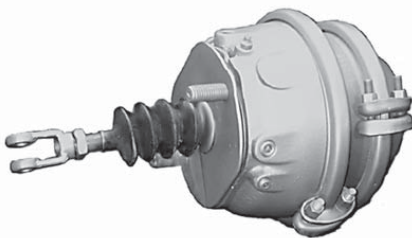
D-24000 Shutterstat
 Specify Temperature Setting:
 Part Number & 70-80-90, etc.



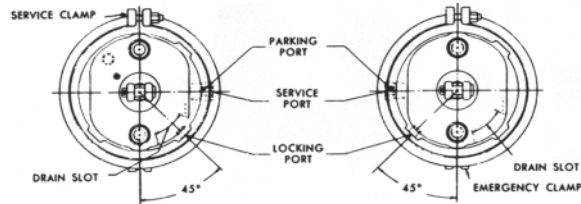
D-25000 Fan Clutch Actuator
 Specify Temperature Setting:
 Part Number & 70-80-90, etc.

Safety Actuators

Identification

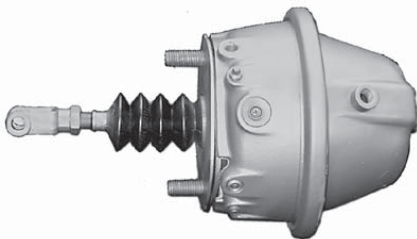


DD-3

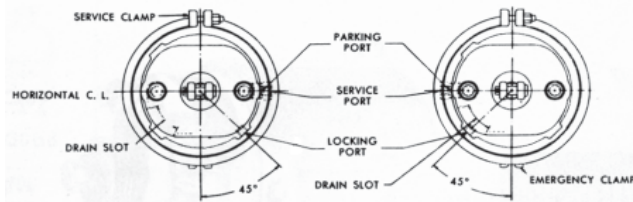


Vertical Left Hand
285068 SD-3
284995 DD-3 Type 30
285042 DD-3 Type 24

Vertical Right Hand
277924 SD-3
285008 DD-3 Type 30
285041 DD-3 Type 24



SD-3 Type 30



Horizontal Left Hand
285072 SD-3
285022 DD-3 Type 30
285046 DD-3 Type 24

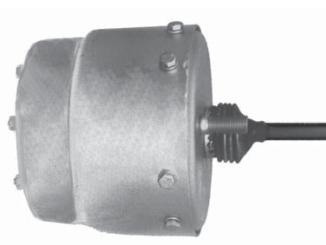
Horizontal Right Hand
285073 SD-3
285024 DD-3 Type 30
285047 DD-3 Type 24

Roto Safety Actuator



Type	Dia.	Part#
36	8 3/16"	278907
50	9 7/16"	281667

Roto Chambers- Dimensions include head bolts

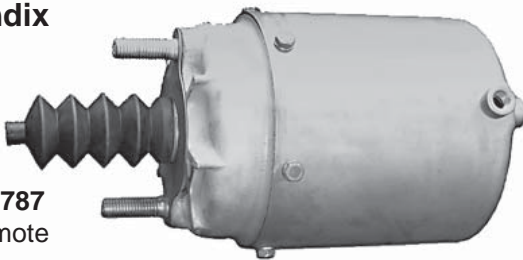


Type	Dia.	Part#
9	4 3/4"	288022
12	5 5/16"	288838
16	5 7/8"	229816
20	6 7/16"	288835



Type	Dia.	Part#
24	6 5/16"	288836
30	7 1/2"	288829
36	8 3/16"	288827
50	9 7/16"	288821

Bendix



275787
Remote

MGM



410-B
Remote Mount

Anchorloc

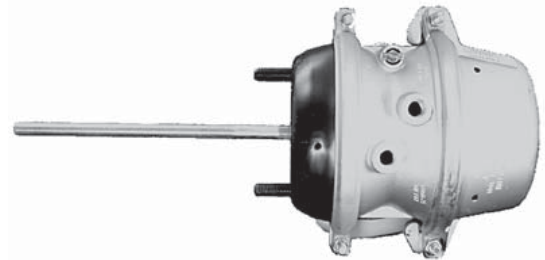
For 3/8" ports add 3/8 after the part number



Wedge Type
912PB Single
1216PB
1212PB

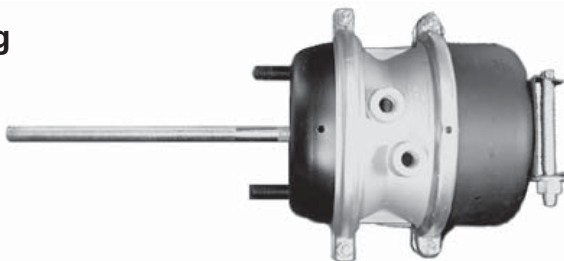


Piggy Back
2024PB
2424PB
3030PB
3636PB



Complete
2024T
2424T
3030T
3636T

Berg



Brake Assembly
Size & Model: 30" Assembly



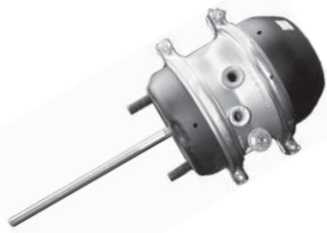
Spring Brake
Part# 15431

Piggy Back
15435

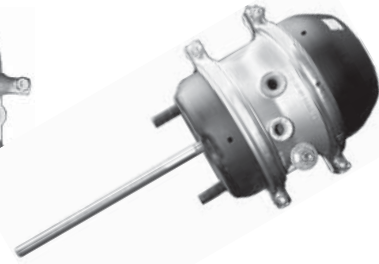
Spring Brakes

ACTUATORS

MGM Stoppard - Double Diaphragm Spring Brakes (Cam)



Part Number	Size	Port Size	Model	Type
SG24ES	24	3/8	SG24E	Piggy
SG24ET	24	3/8	SG24E	Tandem



Part Number	Size	Port Size	Model	Type
SG30ES	30	3/8	SG30ET	Piggy
SG30ET	30	3/8	SG30ET	Tandem



Part Number	Size	Port Size	Model	Type
SG24LDS	24	3/8	SG24LD	Piggy
SG24LDT	24	3/8	SG24LD	Tandem



Part Number	Size	Port Size	Model	Type
SG30LDS	30	3/8	SG30LD	Piggy
SG30LDT	30	3/8	SG30LD	Tandem



Part Number	Size	Port Size	Model	Type
SG36LDS	36	3/8	SG36LD	Piggy
SG36LDT	36	3/8	SG36LD	Tandem

Wedge Type Spring Brakes

**Shortstop
SS9A-Std. & SS12A-Std.**



SS9AS Type 9 Single
SS12AS Type 12 Single
SS9AT Type 9 Tandem
SS12AT Type 12 Tandem

**Shortstop
SS9A-XHD & SS12A-XHD**



SS9HAS Type 9 Single
SS12HAS Type 12 Single
SS9HAT Type 9 Tandem
SS12HAT Type 12 Tandem

**Stopgard
SGW12A**

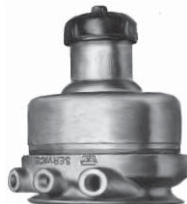


SGW12AS Type 12 Single
SGW12AT Type 12 Tandem

Rockwell Wedge Type Spring Brakes - 1/4" Ports



S12RW Piggy
T12RW



S12RWC
T12RWC

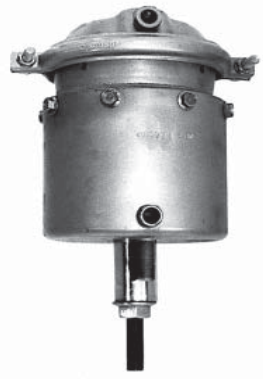


S12RWS
T12RWS

Spring Brakes

ACTUATORS

Maxibrake



2060DI Ports
1/4"



2460DI Ports
1/4"
2475DI 1/4"



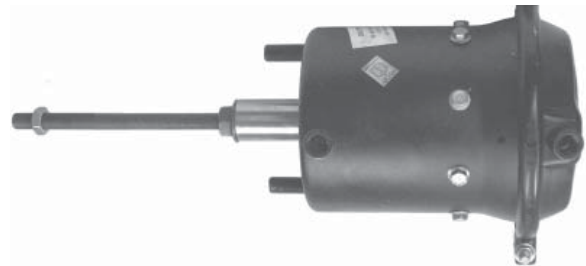
3060DI Ports
1/4"
3075DI 1/4"



KSM2060DC Ports
3/8"



KSM2460DC Ports
3/8"
KSM2475DC 3/8"



KSM3060DC Ports
3/8"
KSM3075DC 3/8"



3675DI Ports
1/4"
KSM3660DC 3/8"
KSM3675DC 3/8"



KSD2430PB Piggy
KSD2430T Tandem
KSD3030PB Piggy
KSD3030T Tandem

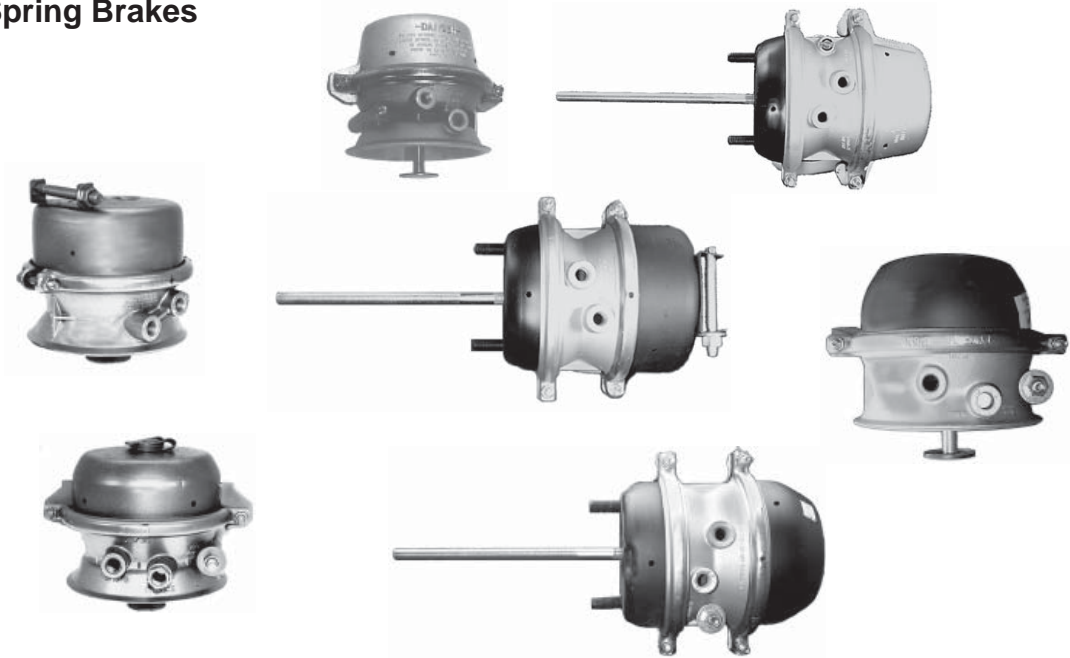


Maxibrake H
Spring Actuated Parking
Brake Chamber

101H Hydraulically Released
101A Air Pressure Release

Spring Brakes

Bulk Spring Brakes



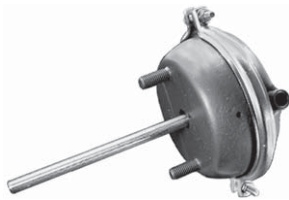
SBU30PB - Piggy Backs

- 3030PB 1/4" (Anchorloc)
- 3030PB 3/8" (Anchorloc)
- 15435 (Berg)
- KSD3030PB (Maxi)
- SG30ES (MGM)
- TMR3030PB (TMR)
- TSE3030PB (TSE)

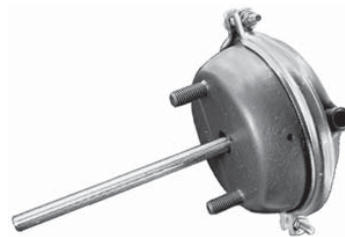
SBU30T- Tandems

- 3030T 1/4" (Anchorloc)
- 3030T 3/8" (Anchorloc)
- 15431 (Berg)
- KSD3030T (Maxi)
- SG30ET (MGM)
- TMR3030T (TMR)
- TSE3030T (TSE)

Service Chambers



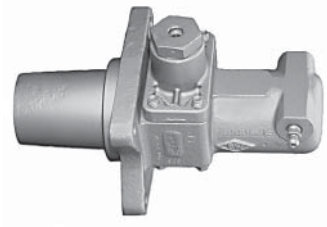
24SC Type 24 Service Chamber



30SC Type 30 Service Chamber

Master Cylinders - Air Starters

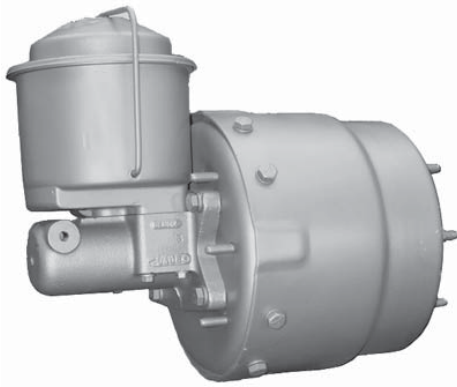
ACTUATORS



AH-4 Master Cylinder (Right Hand Shown)
286755 LH output port w/remote reservoir (brake fluid)
287069 RH output port w/remote reservoir (brake fluid)



AH-4 Master Cylinder
286746 RH w/reservoir (brake fluid)
288398 RH w/reservoir (mineral oil)



Air Hydraulic Intensifier AH-4

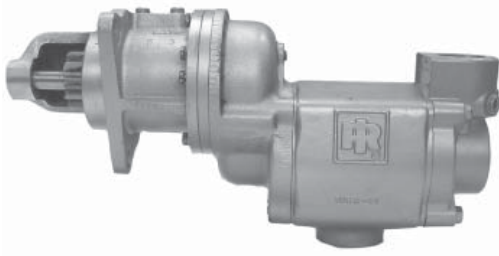
Type	Dia.	Part#
36	8 3/16"	288856
50	9 7/16"	289542



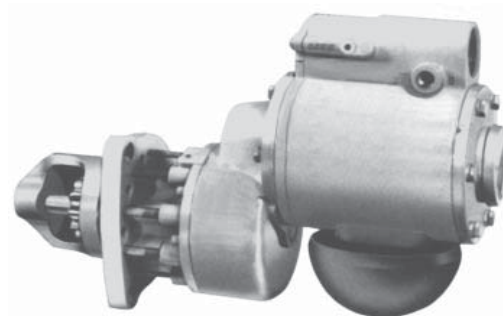
AH-4 Air Chamber

Type	Dia.	Part#
36	8 3/16"	286757
50	9 7/16"	289517

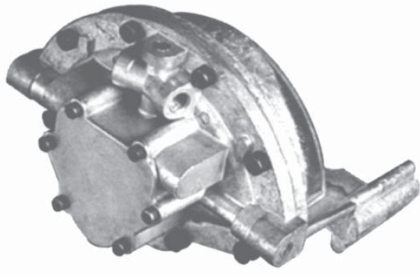
Air Starters



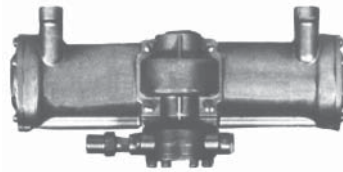
Ingersol Rand
150BMRH RH
150BMCLH LH



Startmaster 250



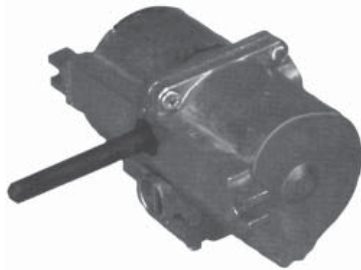
Trico
APMS Type



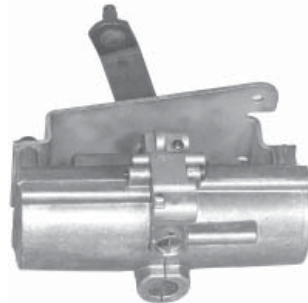
Trico
FSC Type



Trico
FPDP Type



Sprague
HP-100 Type



Sprague
HP-200 Type
HP225



Sprague
AP-Type 2 (Air Push)

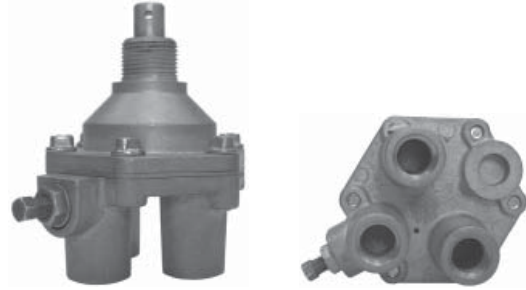


Sprague
Challenger Type

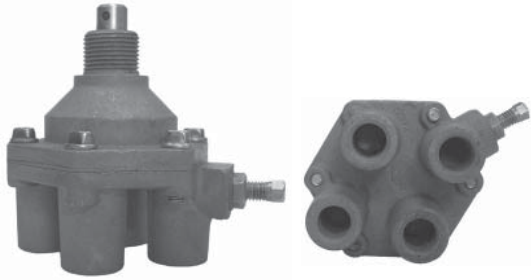
Wiper Contols - Solenoids



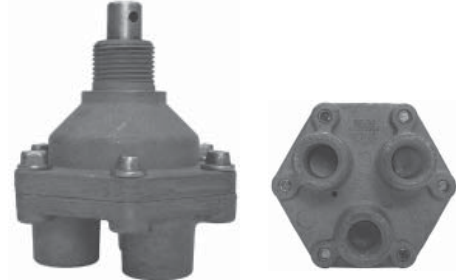
**Trico
P91317-2**



**Trico
F1650**



**Trico
F1690**

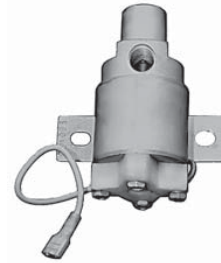


**Trico
F1720**

Fuel Solenoid

- BM6997312**
- BM6997324**
- 3017993**
- 3062108**

12 Volt
24 Volt
w/1/4" ports for K-series
w/ 3 total 1/4" ports



KN68230
A-68230 (Superceded to KN68230)
*Wires pulled out of solenoid render it useless.
Damage charges apply.*



**GK-4N
Wiper Control**

Section 4

Reference

Section 4

Reference

AIR BRAKE TROUBLE SHOOTING GUIDE

The following trouble shooting guide and accompanying glossary of terms is reprinted, with permission, from CCJ's (Commercial Carrier Journal) Air Brake Book, an excellent reference for overall understanding of the air brake system. The authors of this condensed trouble shooter's guide have a more complete (30 pg.) version available. Contact Chip Magner at 1-800 633-5953 ext. 1208.

PROBLEM #1

Air leak at brake (foot) valve exhaust port with service and parking brakes released.

Note: For air to leak at the exhaust port of any valve:
* The valve is bad, or * Tank pressure is getting to the delivery port from other components.

POSSIBLE CAUSES:

1. Tractor Protection Valve
2. Trailer Components
3. Tractor Parking System Components
 - A. Anti-Compound Valve (if equipped, and depending on plumbing)
 - B. Spring Brake Control
 - C. Spring Brake Chambers
4. Brake (Foot) Valve

TRACTOR PROTECTION VALVE TESTS

STEP #1

1. Pull Trailer Supply (red knob on dash).
 - A. If leak continues, go to STEP #6.
 - B. If leak stops, go to STEP #2.

STEP #2

1. Disconnect Glad Hands and connect to holder on tractor.
2. Push Trailer Supply.
 - A. If Exhaust Port of Foot Valve leaks, replace Tractor Protection Valve.
 - B. If Exhaust Port of Foot Valve does not leak, problem is in Trailer. Go to STEP #3.

TRAILER COMPONENT TESTS

STEP #3

1. Connect Glad Hands.
2. Release Trailer Brakes.
3. Disconnect Control Line from Service Port of Relay.
 - A. If leak continues, go to STEP #4.
 - B. If leak stops, go to STEP #5.

STEP #4

1. Disconnect Anti-Compound Line (if equipped).
2. Leak at Exhaust Port of Foot Valve should stop.
 - A. Replace Trailer Spring Brake Valve.

STEP #5

1. Disconnect Delivery Lines to Service Side of Spring Brake Chamber, one at a time.
 - A. If there is a leak out of the Service Side of Chamber, replace Spring Brake Chamber. (Remember, there may be more than one bad chamber)
 - B. With all Delivery Lines disconnected and leak continues, replace Relay Valve.

TRACTOR PARKING SYSTEM COMPONENT TESTS

STEP #6

1. Pull Park Control.
 - A. If leak continues, go to STEP #9.
 - B. If leak stops, go to STEP #7.

ANTI-COMPOUND VALVE TEST

STEP #7

1. Release Park Brakes.
2. Disconnect Anti-Compound Line.
 - A. If leak stops, replace Anti-Compound Valve.
 - B. If leak continues, go to STEP #8.
 - C. If not equipped with Spring Brake Control Valve, go to STEP #9.

SPRING BRAKE CONTROL VALVE TEST

STEP #8

1. Disconnect Delivery Line from Secondary Signal Line.
 - A. If leak stops, replace Spring Brake Control Valve.
 - B. If leak continues, go to STEP #9.

SPRING BRAKE CHAMBER TEST

STEP #9

1. Disconnect Delivery Line to Service Side of Spring Brake Chambers, one at a time.
 - A. If there is a leak out of the Service side of the Spring Brake Chamber, replace Spring Brake Chamber (Remember, there may be more than one bad chamber).

BRAKE (FOOT) VALVE TEST

STEP #10

1. After completing Steps #1 through #9, and leak continues, disconnect all Delivery Lines.
 - A. If leak continues, replace Brake (Foot) Valve.
 - B. If leak stops, recheck Steps #1 through 9.

AIR BRAKE TROUBLE SHOOTING GUIDE

PROBLEM #2

Air leak at exhaust port of rear axle tractor relay with service and parking brakes released

POSSIBLE CAUSES:

1. Spring Brake Chamber
2. Relay
3. Anti-Compound Valve (depending on plumbing)

SPRING BRAKE CHAMBER & RELAY TEST

STEP #1

1. Pull Park Control Valve (yellow or blue knob on dash).
 - A. If leak continues, go to STEP #2.
 - B. If leak stops, go to STEP #3.

STEP #2

1. Replace Relay.

STEP #3

1. Release Parking Brakes.
2. Disconnect Delivery Lines to Service Side of Spring Brake Chamber, one at a time.
 - A. If there is a leak out of the Service Side of the Spring Brake Chamber, replace Chamber (Remember, there may be more than one bad chamber)
 - B. If Chambers do not leak, go to STEP #4.

ANTI-COMPOUND VALVE TEST

STEP # 4

1. Disconnect service side of Anti-Compound Valve.
2. Release Parking Brakes.
3. If air leaks out of Anti-Compound Valve, replace valve.

PROBLEM #3

Air leak at exhaust port of relay in front axle system with service brakes released

POSSIBLE CAUSES

1. Relay
2. Bad or dirty inlet

PROBLEM #4

Air leak in parking system relay

POSSIBLE CAUSES

1. Relay
2. Bad or dirty inlet

PROBLEM #5

Air leak at exhaust port of quick release valve in rear axle tractor with service and parking brakes released

POSSIBLE CAUSES

1. Spring brake chamber

STEP #1

1. Release Parking Brakes.
2. Disconnect Delivery Lines to Service Side of Spring Brake Chamber, one at a time.
 - A. If there is a leak out of the Service Side of the Spring Brake Chamber, replace Chamber.

AIR BRAKE TROUBLE SHOOTING GUIDE

PROBLEM #6

Air leak at exhaust port of trailer hand control with tractor and trailer brakes released

POSSIBLE CAUSES:

1. Tractor Protection Valve
2. Trailer Components
3. Trailer Hand Control

STEP #1

1. Pull Trailer Supply.
 - A. If leak continues, go to STEP #2.
 - B. If leak stops, go to STEP #3.

STEP #2

1. Replace Trailer Hand Control
 - A. Bad or dirty Inlet

STEP #3

1. Disconnect Glad Hands and connect to holder on tractor.
2. Push Trailer Supply.
 - A. If Exhaust Port of Trailer Hand Control leaks, replace Hand Control.
 - B. If Exhaust Port does not leak, go to Steps #3 through #5 of Problem #1.

PROBLEM #7

Air leak at exhaust port of tractor protection valve with tractor and trailer brakes released

POSSIBLE CAUSES:

1. Tractor protection valve

PROBLEM #8

Air leak at exhaust port of park control and trailer supply with tractor and trailer brakes released

POSSIBLE CAUSES:

1. If air leak is out of park control, park control is bad.
2. If air leak is out of trailer supply, trailer supply is bad.

PROBLEM #9

Air leak at exhaust port of the following valves with the service brakes applied

POSSIBLE CAUSES:

1. Brake (foot) valve
 - A. Bad or dirty exhaust seat
2. Relay
 - A. Bad or dirty exhaust seat
3. Quick release valve
 - A. Bad or dirty exhaust seat
4. Ratio valves
 - A. Bad or dirty exhaust seat
5. Trailer hand control valve
 - A. Bad or dirty exhaust seat

PROBLEM #10

High pressure in air system

POSSIBLE CAUSES:

1. Stuck Unloader Plunger (valves)
2. Bad Governor
3. Plugged or broken Governor Signal Line

STEP #1

1. Build pressure to 140 psi.
2. Loosen mounting bolts of Governor. Disconnect Unloader Line if Governor is remotely mounted.

3. If air leaks, go to STEP #2.
4. If air does not leak, go to STEP #3.

STEP #2

1. Remove and inspect Unloader Plungers (valves).
2. Replace if necessary.

STEP #3

1. Remove and inspect Governor.
2. Replace if necessary.

AIR BRAKE TROUBLE SHOOTING GUIDE

PROBLEM #11

No pressure build-up in air system

POSSIBLE CAUSES:

1. Plugged Air Filter
2. Broken Drive Belt (if equipped)
3. Air Leaks
4. Restricted Discharge Line
5. Restricted One-Way Check Valve or Valves
6. Governor
7. Unloader Plungers (valves)
8. Air Compressor

STEP #1

1. Visually inspect belts, lines and connections.
 - A. If broken, frayed, worn or loose, repair as necessary.
 - B. If belts, lines and connections are okay, go to STEP #2.

STEP #2

1. Disconnect Discharge Line at Supply Tank and Compressor.
 - A. If plugged, clean or replace as necessary.
 - B. If not plugged, go to STEP #3.

STEP #3

1. Remove and inspect One-way Check Valves.
 - A. If bad, replace the valve.
 - B. If good, go to STEP #4.

STEP #4

1. Remove Governor.
 - A. Check for stuck piston.
 - B. Check for restricted exhaust.
 - C. Check for a restricted unloader line (if equipped).
2. If bad, repair or replace as necessary.
3. If good, go to STEP #5.

STEP #5

Inspect plunger movement:

1. Remove intake connection. (Filter or Elbow)
2. Start engine.
 - A. If air is pushed out of intake, remove and inspect Unloader Plungers. Replace if necessary.
 - B. If air pressure starts to build, check for a restricted intake.
 - C. If there is no air movement, go to STEP #6.

STEP #6

Replace or rebuild Air Compressor.

PROBLEM #12

Excessive oil in air system

POSSIBLE CAUSES:

1. Restricted Intake
 - A. Hose between Air Compressor Intake and Engine Intake Manifold.
 - B. Plugged Air Strainer (filter)
2. Flooding
 - A. Plugged drain to engine from Air Compressor
3. Bad Piston and/or Rings in Air Compressor

STEP #1 1.

Check hose or filter to Air Compressor.

- A. If plugged, repair or replace as necessary.
- B. If good, go to STEP #2.

STEP #2

If Air Compressor is:

1. Belt-driven with oil drain to engine, check for a plugged drain.
2. Gear driven, remove Air Compressor and check drain ports.
3. If drain is plugged, replace or repair as necessary.
4. If drain is not plugged, replace Air Compressor.

AIR BRAKE TROUBLE SHOOTING GUIDE

PROBLEM #13

Slow or no release of brakes

POSSIBLE CAUSES:

1. Hinge Pin on Brake Pedal
2. Air Delivery Lines restricted
3. Control Line restricted (Delivery of Brake (Foot) Valve to Service Port of Relay restricted)
4. Relay Valve not exhausting
5. Quick Release Valve not exhausting
6. Brake (Foot) Valve not exhausting
7. Binding parts in the Foundation Brake

STEP #1

1. Check Hinge Pin in Brake Pedal. If free, go to Step #2.

STEP #2

1. Have an assistant make a brake application and release.
2. Listen for exhaust noise from the exhaust ports of: *Relay Valve * Quick Release Valve * Brake (Foot) Valve.
 - A. If there are no exhaust noises, go to STEP #3.
 - B. If exhaust is normal, go to STEP #4.

STEP #3

1. Check for restrictions in all Delivery Lines from the Valve that is not exhausting.
 - A. If a kink or dent is not found, remove and check internally.

NOTES: * Line could be plugged or may have been crimped with vice grips or pliers. * If line is free of restrictions, replace or repair valve.

STEP #4

1. Check S-Cam. It should rotate freely (Cam Brakes).
2. Check Anchor-Pins (Cam Brakes).
3. Check Wedge Assembly and Actuation Housing (Wedge Brakes).
4. Check Clevis Pin in Slack Adjuster. It should rotate freely (Cam Brakes).

AIR BRAKE TROUBLE SHOOTING GUIDE

COMPONENT PERFORMANCE TESTS

STEP #1

1. Build system to cut out pressure.
2. Drain Wet (supply) Reservoir.
3. Watch Primary and Secondary Air Gauge.
 - A. If 3-Reservoir system, and if Primary or Secondary Reservoir loses pressure, replace Single Check Valve to that Reservoir.
 - B. If Reservoir(s) have more than one compartment, and if either Reservoir loses pressure, there is a hole between Reservoir compartments.
4. If no leakage, Single Check Valves are good. Go to STEP #2.

TWO-WAY CHECK VALVE AND SPRING BRAKE CONTROL TESTS STEP #2

1. Drain Primary Reservoir.
2. Watch Secondary Gauge
 - A. If Secondary Gauge loses pressure, replace Two-way Check Valve.
 - B. If Secondary Gauge holds pressure, Two-way Check Valve is working. Go to STEP #3.

STEP #3

If equipped with a Spring Brake Control, with Parking Brakes released:

1. Make a Brake application.
2. Watch Rear Spring Brake Chamber.
 - A. If Rear Spring Brake applies, go to STEP #5.
 - B. If Rear Brakes do not apply, go to STEP #4.

STEP #4

1. Check Secondary Delivery Line to see if it's kinked or plugged.
 - A. If line is restricted, replace or repair line.
 - B. If line is not restricted, replace Spring Brake Control.

STEP #5

1. Build system to Governor cut out pressure.
2. Drain Secondary Tank.
3. Watch Primary Gauge.
 - A. If Primary Gauge loses pressure, replace Two-way Check Valve.
 - B. If Primary Gauge holds pressure, Two-way Check Valve is working. Go to STEP #6.

STEP #6

1. Apply Service Brakes.
2. Secondary Brakes should apply.
 - A. If not, check delivery lines and Secondary Delivery Port of Brake (Foot) Valve.

NOTE: Stop Lights should light in Steps #3 and #6.

TWO-WAY CHECK VALVE WITH TRAILER HAND CONTROL TEST

STEP #1

1. Apply brakes with Hand Control Valve.
2. If there is air exhausting from Brake (Foot) Valve Exhaust Port, check to see if Primary or Secondary Tractor Brakes are applying.
 - A. If yes, go to STEP #2.
 - B. If no, go to STEP #3.
3. If only Trailer Brakes apply and there aren't any Exhaust Port leaks, Two-way Check Valves are working.

STEP #2

1. If Primary Brakes are applying, Two-way Check Valve to which Primary Delivery Line is connected is bad.
2. If Secondary Brakes are applying, Two-way Check Valve in Secondary Delivery Line is bad.

STEP #3

1. Disconnect Primary Delivery Line from Two-way Check Valve.
 - A. If air leaks out of Two-way Check, the Two-way Check Valve is bad.
 - B. If air does not leak, the Two-way Check Valve is good.
2. Disconnect Secondary Delivery Line from other Two-way Check Valve.
 - A. If air leaks out of Two-way Check Valve, the valve is bad.
 - B. If air does not leak, the Two-way Check Valve is good.

GLOSSARY OF AIR BRAKE TERMS

ABA: The abbreviation for automatic brake adjuster. Also called an automatic slack adjuster, this is a lever connecting the brake chamber push rod with the foundation brake camshaft. It provides torque to rotate the brake camshaft when the brake treadle is depressed. It also provides a means of adjusting clearance between brake shoes and the drum to compensate for lining wear. Some brake adjusters require manual adjustment.

ABS: The abbreviation for anti-lock brake system." ABS electronically monitors wheel speed and prevents wheel lock-up by rapidly cycling the brakes during panic stops and when stopping on low-friction surfaces.

ABS control valves: Control valves that are actuated by the ABS electronic control unit (ECU) to ensure wheels are optimally braked. On a tractor, they are called ABS modulator valves. On a trailer, they're called ABS relay valves.

Actuate: To initiate mechanical motion of a brake system component.

Actuator: A device that physically initiates mechanical motion of a brake system component.

Aftercooler: Optional device that condenses and eliminates water from air pressurized by the compressor.

Air build-up: Process of compressor building (increasing) pressure to a predetermined maximum level (usually 100-120 psi) within the brake system air tanks.

Air compressor: Engine-driven via a belt or direct gear, the compressor pressurizes the air tank.

Air compressor cut-out: Predetermined point at which the air governor halts compression of air by the compressor.

Air disc brakes: Air-actuated brakes that, upon application, employ a caliper to clamp two brake pads against a rotor. Air discs, compared with drum-type brakes, have superior ability to resist fade.

Air dryer: A filter, typically containing a desiccant, which is installed between the compressor and service reservoir to remove water and vapor plus oil blow-by from the compressor.

Air gauge: Dash-mounted gauge indicating air pressure in terms of pounds per square inch (psi).

Air governor: Controls the compressor unloader mechanism and also maintains system air pressure between predetermined minimum and maximum levels (usually, between 90-120 psi).

Air tank: A reservoir for compressed air. Typically, a combination vehicle has several tanks: three in the tractor and two per trailer. The tractor's supply air tank (formerly "wet tank") receives air from the compressor and delivers it to the primary and secondary air tanks in the tractor. Most trailers also have primary and secondary tanks. A check valve on each tank prevents total air loss in the event of a leak.

Alcohol evaporator: Optional device, installed in compressor discharge line between the compressor and supply air tank, which injects alcohol mist into the air flow to reduce the risk of freezeup. It's not normally used in a vehicle with an air dryer.

AL factor: A mathematical expression of the brake adjuster and brake chamber combination. "A" equals the effective area, in square inches, of the brake chamber (ex. Type 30 chamber has effective area of 30 sq.in.). "L" equals the effective length, in inches, of the slack adjuster. For example, 30 X 6 in. = 180 AL factor.

Analog processing: A method of processing information used in older ABS control units. Today's electronic control units (ECUs) use digital processing, which is many times faster and more reliable.

Anchor pin: A pin or pins used to retain brake shoes within the brake assembly.

Anti-compounding: Basically, an optional system that prevents application of service brakes from adding to the force exerted by parking brakes. Functionally, this guards against brake cracking and lining damage.

GLOSSARY OF AIR BRAKE TERMS

Anti-lock: Currently optional, a safety-oriented system which senses wheel rotation (at one or more axles) during braking and cycles the brakes to prevent locking those wheels.

Application time: Time elapsed between depression of the brake treadle and engagement of the linings with the drums (or, per FMVSS 121, the point at which all service chambers reach 60 psi).

Application valve: Air valve, such as foot valve or trailer control valve, which controls the pressure delivered to brake chambers.

Automatic slack adjuster: This is a lever connecting the brake chamber push rod with the foundation brake camshaft. It provides torque to rotate the brake camshaft when the brake treadle is depressed. It also provides a means of adjusting clearance between brake shoes and the drum to compensate for lining wear. Some slack adjusters require manual adjustment.

Automatic traction control (ATC): An optional system that is available on 4 and 6-channel ABS systems. Automatic traction control minimizes wheel slipping during acceleration by controlling both the engine throttle and brake pressures.

Bell-mouthed drum: Drum with variation of inner diameter (i.e. greater at open end), preventing full contact with brake lining.

Blue drum: Brake drum with friction surface blued from high temperature. High temperature may result, for example, from dragging of brakes caused by weak return springs. Blue drum also may result from lack of brake balance.

Brake adjuster: (See Slack adjuster).

Brake balance: Basically, balance is achieved when all brakes on all axles do their fair share of the work.

Brake block: Friction material or lining attached to a brake shoe. Disc brakes use pads with friction material.

Brake chamber: Device inside which a diaphragm converts air pressure to mechanical force, via a push rod, for brake actuation.

Brake chamber diaphragm: Bellows-type device within brake chamber that converts air pressure to mechanical force via a push rod.

Brake drag: Failure of one or more brakes to release immediately and/or completely after a driver removes his foot from the brake treadle. (See Quick Release Valve.) Constant drag, unrelated to a brake application, also can exist.

Brake fade: There are many types and causes of braking fade. Fade may result, for example, from a reduction in friction between linings and drums caused by exposure to water. Most typically, however, fade involves a reduction in braking force experienced when dragging brakes on a long grade. If brakes are maladjusted, an overheated drum may expand to the degree that push rod travel is insufficient to fully actuate the brakes. This is one example of mechanical fade, which also may result from various mechanical defects (ex. scored drums) within the foundation brake system. In contrast, heat fade occurs when linings overheat and become less aggressive. Gradual and predictable fade is desirable as a warning.

Brake proportioning: Optional safety-oriented system, often called "bobtail proportioning," for limiting drive-axle brakes while a tractor is operated without a trailer. Also, system that varies individual axle braking effort in response to weight or other variable.

Brake treadle: Functionally, the brake pedal ... a mechanical lever attached to the foot brake valve.

Breakaway valve: Upon accidental separation of trailer(s), a tractor protection system which prevents air loss from the power unit. (See Tractor protection valve.)

Burnish: The "conditioning or seasoning" of a brake lining by wear and temperature via a test procedure or in-service operation.

Caliper: In an air disc brake system, the clamping device containing friction material mounted to pads. When actuated, the caliper applies braking force to both sides of the rotor.

GLOSSARY OF AIR BRAKE TERMS

Channel/ABS: The number of channels in an individual-wheel-control system refers to the number of individual brakes its electronic control unit (ECU) is capable of independently controlling.

2-Channel ABS: A system design that uses two wheel-speed sensors and one control valve. The ABS monitors wheel speed and avoids wheel lock-up on one axle while braking on low-friction surfaces or in emergency situations by rapidly cycling the brakes on the wheel ends of two axles. Commonly used on trailers. This system is the most economical but provides the least control of all ABS systems.

4-Channel ABS: A system design that uses four wheel-speed sensors and four ABS control valves on a two-axle truck or tractor. A 4-channel system can also be used on a three-axle vehicle, controlling the left and right side drive axle wheels in pairs. This popular system offers an optimum blend of performance and economy.

6-Channel ABS: A system design that features six wheelspeed sensors and six ABS control valves to individually monitor and control all six wheel of a three-axle truck or tractor. This type of system provides the highest available level of ABS control.

Check valve: A one-way check valve is used, for example, to prevent air from bleeding back into a reservoir. A two-way check valve activates selectively; for instance, by drawing air for brake application from the most-highly-pressurized reservoir (primary or secondary).

Clevis pin: Pin connecting the arm of a slack adjuster to a brake chamber push rod yoke.

Connectors/ABS: Sealed, corrosion-resistant plugs that link the ABS wiring system to the electronic control unit (ECU), wheel-speed sensors and modulator or relay valves using a shielded wiring harness.

Control algorithm: The computer commands programmed into the electronic control unit ECU to control brake actuation under impending wheel lock-up.

Cracked drum: Brake drum cracked all the way through by excessive heat build-up (perhaps signifying inadequate drum weight, and/or driver abuse and/or resurfacing of a drum beyond the manufacturer's limit).

Crack pressure: Minimum air pressure, expressed in pounds per square inch (psi), required to open an air valve.

Diagnostics/ABS: A component-by-component self check performed each time the truck's ignition is turned on. An independent microprocessor also checks the system continuously during vehicle operation.

Diagonal system/ABS: A brake system design that divides the ABS into two circuits (front wheel on one side with rear on the other side, and vice versa) to allow partial system function should one diagonal malfunction.

Digital processing/ABS: The latest processing technology that is many times faster and more reliable than analog processing.

Drain valve: Used to drain oil and water from wet tank. Valve may be manual or automatic in operation. Automatic versions, which may be heated electrically to prevent the valve freezing open, often are referred to as spitter valves.

Dual brake system: A dual air system -primary and secondary designed to retain braking ability in the event one system fails.

Duplex gauge: Essentially, a diagnostic device incorporating two separate air gauges with a common housing and utilizing indicator needles of different colors. Device is used to diagnose brake system imbalance within a combination vehicle via simultaneous connection to two points (such as the tractor gladhand and a trailer brake chamber).

Dust shield: Plate made of metal or polyethylene that's mounted behind a brake drum to minimize entry of dirt and road splash.

GLOSSARY OF AIR BRAKE TERMS

ECU/ABS: Electric control unit is a microprocessor that evaluates how fast a wheel is rotating. The electrical signals generated by the inductive sensors pick up impulses from toothed rings that spin with the wheel.

Edge codes: Developed by Friction Materials Standards Institute, a double letter code (ex. EE, FF, GG, FG) printed on the edge of a brake block to designate its range of aggressiveness. Currently, this coding system is being revised.

Emergency brake system: Not a separate system, emergency braking (in the event of air loss) involves various portions of the parking and service brake systems (See Parking Brake.)

Engine brake: Optional device that converts a diesel engine into a power-absorbing air compressor to slow a vehicle on downgrades. (See Jake Brake.)

Exhaust brake: Optional device that uses engine exhaust back pressure to slow a vehicle on downgrades.

Fail-safe/ABS: If anti-lock brake system should fail during vehicle operation, a dash light warns driver that ABS is disengaged. Meanwhile, the tractors pneumatic system returns to normal relay valve functions and maintains standard air brake performance.

Fault codes/ABS: A series of codes displayed by the self-diagnostic portion of the ABS unit, isolating the section of the system that is now or has malfunctioned.

Foot valve: A foot-operated valve controlling air pressure delivered to the brake chambers.

Foundation brake system: Term inclusive of mechanical components involved in providing braking force (i.e. brake chambers, slack adjusters, brake drums and brake linings).

Front axle limiting valve: (See Ratio limiting valve.)

GCW: Gross combination weight is the total weight-carrying capacity of a combination vehicle as determined by axle ratings.

Gladhand: Mechanical connector used to attach a tractor's or converter dolly's service (i.e. control) and emergency (i.e. supply) air lines to those on a trailer.

Greased-stained drum: A brake drum with discoloration of friction surface caused by, for example, improper greasing of brake camshaft.

GVW: Gross vehicle weight is the total weight-carrying capacity of one vehicle, (such as a straight truck, bus, tractor or trailer) as determined by axle ratings.

Hand valve: (See Trailer control valve.)

Heat-checked drum: Brake drum with hairline cracks on friction surface caused by thermal cycling. Mild checking normally does not require drum replacement.

Heat-spotted drum: Brake drum with a pattern of hard, slightly raised dark spots of martinsite on its friction surface. Caused by localized overheating and sudden cooling, those spots should be ground off to prevent drum cracking, uneven lining wear and loss of braking efficiency. If spots cannot be removed, the drum should be discarded. Heat spotting is promoted by light and steady braking on downgrades.

Hold-off spring: A spring within a relay valve or quick release valve that's designed to retard valve operation until a predetermined amount of air pressure is exerted. (See Crack pressure.)

Hysteresis: Difference between the amount of pressure needed to open a valve and the pressure drop needed to close it.

Inversion valve: Normally open, an air control valve often used in inter-locking applications where components must operate in a specific sequence.

GLOSSARY OF AIR BRAKE TERMS

Jackknife: Uncontrollable articulation of a tractor-trailer typically resulting from lock-up of tractor drive axle(s). The risk of jackknife is greatest on a slippery road with an empty or lightly-laden trailer in tow.

Jake Brake: Trade mark of engine brakes by the Vehicle Equipment Division of The Jacobs Manufacturing Co.

Leak-down test: A common method of checking for air leaks. With the engine off, vehicle stationary, the air system at maximum governed pressure and all service brakes fully applied, there should be no more than a 3 psi/min. air loss noted on the dash-mounted pressure gauge for straight trucks; 4 psi/min. for combination vehicles.

Lining growth: Permanent swelling of brake lining resulting from heat exposure.

Long-stroke chamber: A brake chamber designed to permit longer-than-normal push rod travel without exceeding its readjustment limit. For example, a regular, clamp-type, Type 30 chamber has a readjustment limit of 2 in. A long-stroke version of that chamber has a readjustment limit of 2 1/2 in.

Low pressure warning device: Pressure-sensitive electrical switch that actuates an in-cab buzzer and warning light when air pressure falls below a predetermined level (typically, 60 psi).

Out-of-round drum: Brake drum with variations in its inner diameter, causing reduced braking efficiency. An out-of-round drum often can be machined, within manufacturer's limits, to restore concentricity.

Oversized drum: Refers to a brake drum having an inner diameter greater than the discard diameter marked on the drum by its manufacturer.

Parking brake: (See Spring brake.)

Parking brake priority: A type of trailer brake control valve which prioritizes delivery of air for quick release of a trailer's parking brakes after being hooked to a tractor. Charging a trailer's service reservoirs, to provide braking ability, is a secondary concern.

Pawl: A mechanical device allowing rotation in only one direction. One type consists of a hinged tongue, the tip of which engages the notches of a cogwheel, preventing backward motion.

Pneumatic balance: Achieved when individual air chambers receive the air pressure required for each brake in the system to do its fair share of the work. Lack of pneumatic balance is most likely at low brake application pressures, rarely during panic stops.

Pneumatic timing balance: Achieved when individual air chambers sequentially receive air within a time frame that ensures each brake in the system will do its fair share of the work. In a combination vehicle, lack of proper timing is likely to occur because tractor brakes receive air faster than trailer brakes. (See Trailer push.)

Polished drums: A brake drum with a friction surface polished to a mirror-like finish by unsuitable brake linings. Remove gloss from drum with eighty grit emery cloth.

Pop-off valve: Jargon for a pressure-relief valve, installed in the service reservoir or wet tanks as insurance against over-pressurization.

Pressure differential: Difference between the inlet and outlet air pressure of an open brake valve. Also, difference in air pressure between any two points within a brake system.

Pumping the brakes: Phrase denoting a rapid series of brake applications (a.k.a. fanning) used to avoid locking brakes on axles during sudden stops. Phrase also may apply to a slower series of heavy brake applications (a.k.a. snubbing) used in an attempt to prevent brake overheating and resultant fade on long downgrades.

GLOSSARY OF AIR BRAKE TERMS

Push rod: A rod, protruding from a brake chamber, which is connected to the arm of a slack adjuster via a clevis pin.

Quick release valve: Designed to reduce the chance of brake drag, a valve that speeds the process of exhausting air from brake chambers when driver releases the brake treadle.

Radio frequency interference (RFI): External interference or false signals from such sources as radar, citizens-band radio, other types of radio transmissions and television signals. While the effects of this interference on ABS was a concern during the 1970's, today's technology has virtually eliminated the problem.

Ratio limiting valve: Prevents locking of front brakes by automatically limiting application pressure to steer axle during normal braking. Progressively harder braking, however, will progressively increase steer-axle braking until maximum torque is applied.

Relay valve: Used to speed the application of brakes, especially in multiple-trailer applications.

Release time: Time between release of brake treadle and total disengagement of brake linings and brake drums. Or, per FMV121, that time required to reduce pressure to 5 psi from 95 psi within all service chambers.

Retarder: Auxiliary braking device such as engine brake, exhaust brake, hydraulic retarder or electric retarder.

Return springs: Springs which retract brake shoes upon release of the brake treadle.

Roll-over: Jargon denoting that an S-cam has traveled beyond its designed stopping position during brake application.

S-cam brake: Type of brake where mechanically-induced rotation of an S-shaped cam forces brake linings against the brake drum.

Scored drum: Brake drum with a grooved friction surface, resulting in excessive lining wear. Severe scoring requires that a drum be machined, within manufacturer's limits, before replacing the linings.

Service brakes: As opposed to parking brakes, that portion of the brake system used for normal brake applications.

Service brake priority: A type of trailer brake control valve which prioritizes delivery of air to a trailer's service reservoirs, to provide braking ability, after being hooked to a tractor. Releasing a trailer's parking brakes is a secondary concern.

Slack adjuster: Also called a brake adjuster, this is a lever connecting the brake chamber push rod with the foundation brake camshaft. It provides torque to rotate the brake camshaft when the brake treadle is depressed. It also provides a means of adjusting clearance between brake shoes and the drum to compensate for lining wear. Some models are automatic while others require manual adjustment.

Speed sensor/ABS: An electromagnetic device that, in conjunction with a rotating toothed wheel, generates an electrical signal proportional to the wheel speed and transmits the information to the ABS electronic control unit (ECU).

Spitter valve: Slang for automatic drain valve, pressure relief valve, or possibly quick release valve.

Split-coefficient surface: Also called split-U (μ), a road condition where one side of a lane has low friction and the other has high friction (example, the left side of the lane is ice covered, the right side is dry). A 4- or 6-channel ABS system (anti-lock brake system) with individual wheel control will provide optimum stability and stopping-distance performance under these conditions.

GLOSSARY OF AIR BRAKE TERMS

Spring brake: Generally refers to a tandem-chamber brake actuator that incorporates an air-applied service brake chamber and an air release/spring-applied parking or emergency brake chamber. Spring brakes apply upon sudden air loss (emergency mode) or activation of a dash-mounted parking brake control. Spring brakes remain applied until that chamber is recharged with air or the spring is manually compressed or caged. **DIS-ASSEMBLY OF A SPRING BRAKE IS DANGEROUS, SO ONLY TRAINED MECHANICS SHOULD**

ATTEMPT THE PROCEDURE. The spring portion often is referred to as the piggyback. Some spring brake actuators do not incorporate a service air chamber and are solely parking and emergency brakes. For example, some parking brakes are applied by air pressure and subsequently held mechanically by a pin which drops into a notch on the brake chamber push rod.

Stopping distance: The distance traveled by a vehicle on a road between the initial brake application and a full stop.

Stopping time: The time elapsed between the initial brake application and a full stop.

Stroke: Refers to a total distance traveled by a brake chamber push rod or slack adjuster arm during brake application.

Supply air tank: The air reservoir immediately downstream of the air compressor. (See Wet tank.)

Threaded drum: Brake drum improperly resurfaced on a lathe, resulting in a friction surface akin to that of a scored drum.

Tire rolling radius: Distance, expressed in inches, from the center of a tire/wheel assembly to the pavement, measured when mounted on a vehicle and loaded to its maximum rated capacity.

Torque balance: Achieved when individual brakes exert the degree of braking force required for each brake in the system to do its fair share of the work.

Tractor protection valve: Isolates tractor air system in event of a trailer breakaway or dangerous decrease in the tractor's reserve air, but is typically applied (via dash-mounted control) before disconnecting a trailer.

Trailer control valve: Hand operated valve, located on (or adjacent to) the steering column, which permits independent control of the trailer brakes. Also known as the trolley valve or hand valve.

Trailer push: Caused by the tractor braking prior to the trailer and/or greater tractor braking torque.

Trailer swing: Articulation of the trailer caused by locking only the trailer brakes.

Treadle valve: Foot-operated brake actuation valve.

Trolley valve: (See Trailer control valve.)

Turned drum: A brake drum that has been resurfaced on a lathe to remove scoring or other defects. Stay within manufacturer's limits.

Warning light/ABS: An indicator light on the truck or tractor instrument panel that illuminates to indicate the status of the ABS system. On trailer ABS, the indicator light may be located on the trailer body where the driver or maintenance personnel can easily see it.

Wedge brakes: As opposed to a brake applied by an S-cam, this type of brake is applied by a single or double wedge-type mechanism. This type of brake is self-adjusting and, as such, does not utilize a slack adjuster.

Wet tank: Also known as the supply air tank, that reservoir nearest to the air compressor where water and oil are most likely to accumulate (assuming the lack of a functional air dryer).

Worm gear: Component of slack adjuster. The worm and worm gear provide for adjusting lining-to-drum clearance.

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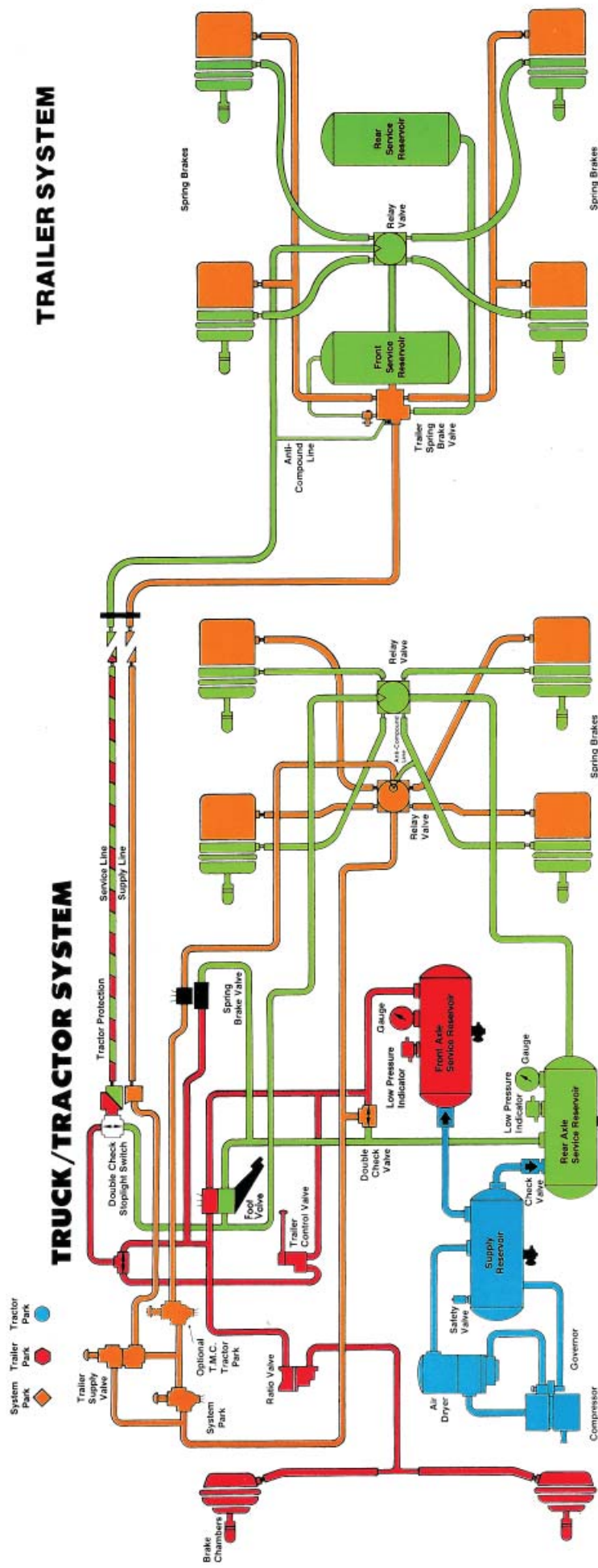
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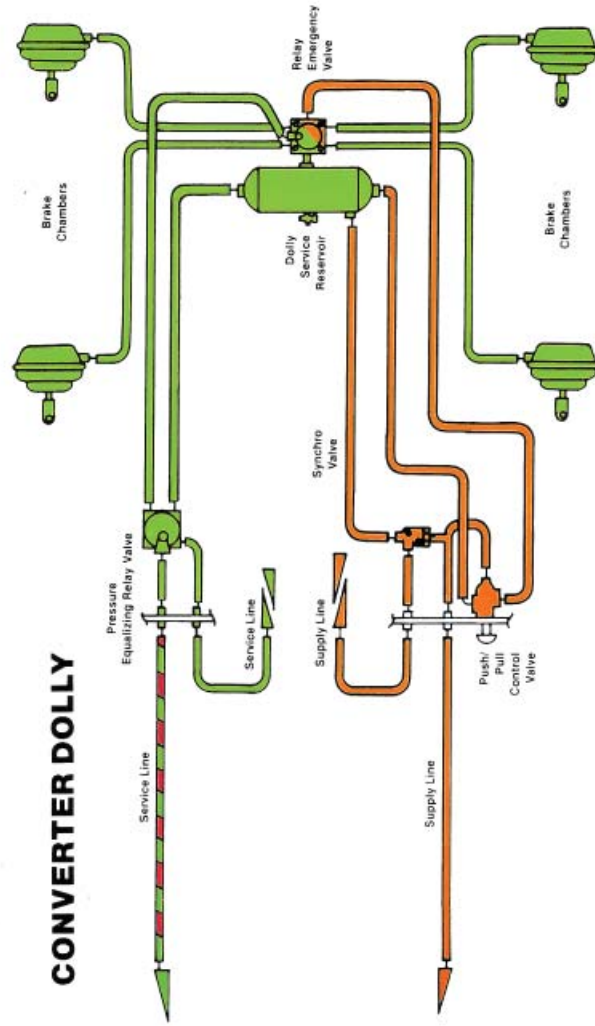
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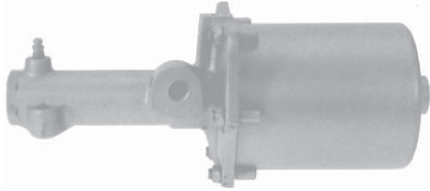
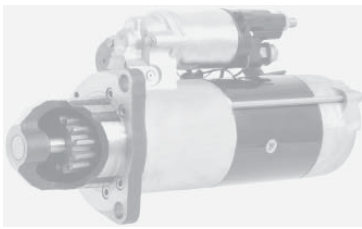
TRUCK/TRACTOR SYSTEM



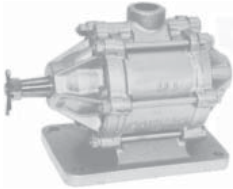
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