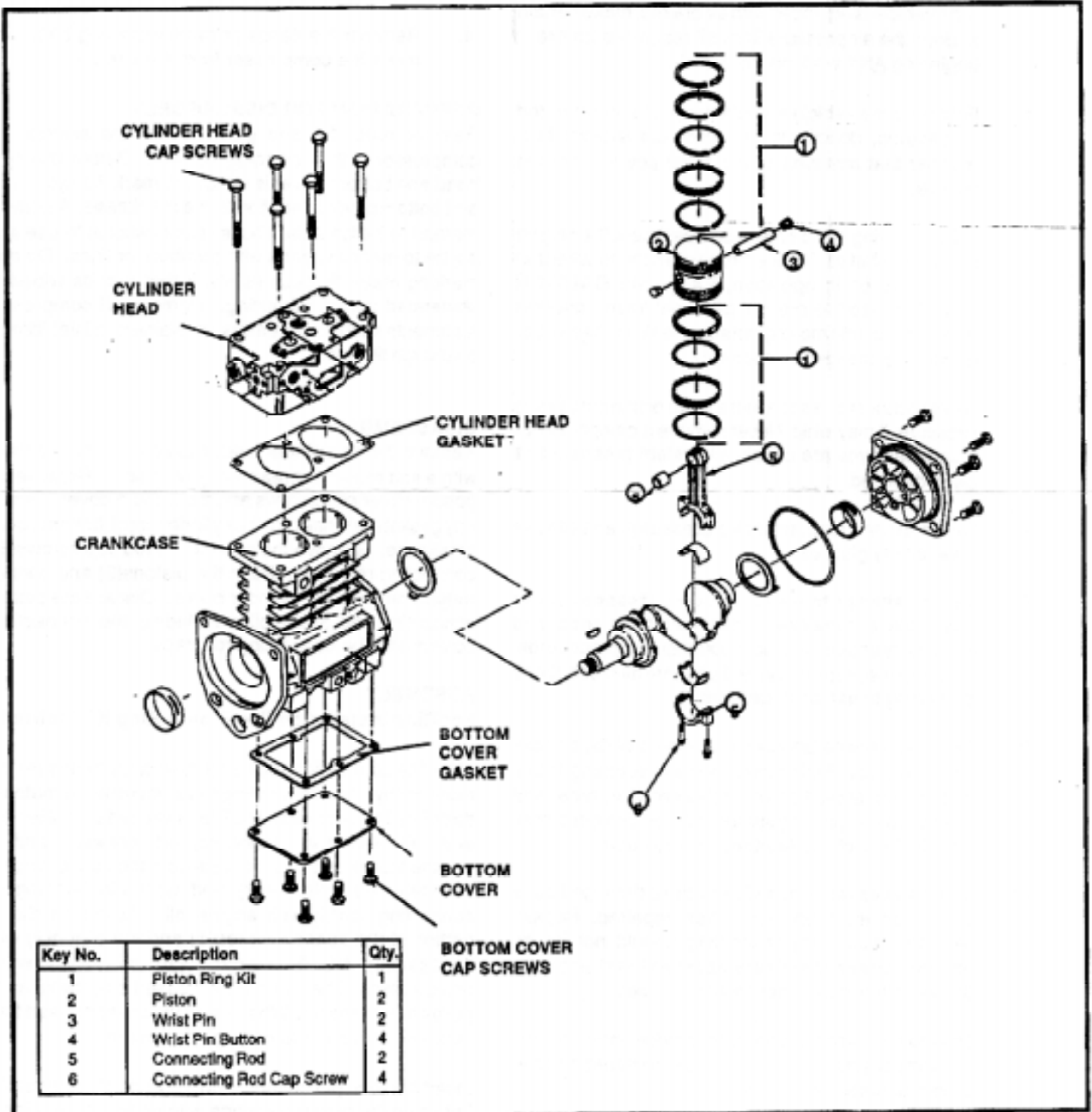




Installation Instructions

PISTON AND ROD KIT FOR MACK TU-FLO 550/750 COMPRESSORS



Note: This kit does not contain connecting rod inserts and therefore must be used in conjunction with the appropriate Crankshaft Bearing Kit.

IMPORTANT! PLEASE READ AND FOLLOW THESE INSTRUCTIONS TO AVOID PERSONAL INJURY OR DEATH:

When working on or around a vehicle, the following general precautions should be observed at all times.

1. Park the vehicle on a level surface, apply the parking brakes, and always block the wheels.
2. Stop the engine when working around the vehicle.
3. If the vehicle is equipped with air brakes, make certain to drain the air pressure from all reservoirs before beginning ANY work on the vehicle.
4. Following the vehicle manufacturer's recommended procedures, deactivate the electrical system in manner that removes all electrical power from the vehicle.
5. When working in the engine compartment the engine should be shut off. Where circumstances require that the engine be in operation, **EXTREME CAUTION** should be used to prevent personal injury resulting from contact with moving, rotating, leaking, heated, or electrically charged components.
6. Never connect or disconnect a hose or line containing pressure; it may whip. Never remove a component or plug unless you are certain all system pressure has been depleted.
7. Never exceed recommended pressures and always wear safety glasses.
8. Do not attempt to install, remove, disassemble or assemble a component until you have read and thoroughly understand the recommended procedures. Use only the proper tools and observe all precautions pertaining to use of those tools.
9. Use only genuine Bendix replacement parts, components, and kits. Replacement hardware, tubing, hose, fittings, etc. should be of equivalent size, type, and strength as original equipment and be designed specifically for such applications and systems.
10. Components with stripped threads or damaged parts should be replaced rather than repaired. Repairs requiring machining or welding should not be attempted unless specifically approved and stated by the vehicle or component manufacturer.
11. Prior to returning the vehicle to service, make certain all components and systems are restored to their proper operating condition.

REMOVAL AND DISASSEMBLY

These instructions are general and are intended to be a guide, in some cases additional preparations and precautions are necessary.

1. Block the wheels of the vehicle and drain the air pressure from all the reservoirs in the system.

2. Drain the engine cooling system and the cylinder head of the compressor. Identify and disconnect all air, water and oil lines leading to the compressor.
3. Remove the governor and any supporting bracketry attached to the compressor and note their positions on the compressor to aid in reassembly.
4. Remove the flange or base mounting bolts and remove the compressor from the vehicle.

PREPARATION FOR DISASSEMBLY

Remove road dirt and grease from the exterior of the compressor with a cleaning solvent. Before the cylinder head and bottom cover is removed, mark the cylinder head and bottom cover in relation to the crankcase. A convenient method to indicate the above relationship is to use a metal scribe to mark the parts with numbers or lines. Do not use marking methods such as chalk that can be wiped off or obliterated during rebuilding. Remove all compressor attachments such as governors, air stainers or inlet fittings and discharge fittings.

DISASSEMBLY

Remove the six cylinder head cap screws and tap the head with a soft mallet to break the gasket seal. Remove the six bottom cover cap screws and the bottom cover. Scrape off any gasket material from the cylinder head, bottom cover and crankcase. Remove the connecting rod cap screws(6) and connecting rod caps. Push the pistons(2) and connecting rods(5) out thru the cylinder bores. Discard the piston and connecting rod assemblies including the connecting rod screws and the connecting rod caps.

ASSEMBLY

For Ring Installation See Piston Ring Kit Instructions

Mark the connecting rods and their caps to ensure correct reassembly. The connecting rod and cap are a matched set therefore the caps must **NOT** be switched or rotated end for end. Remove the connecting rod screws(6) and disassemble the connecting rod caps from the connecting rod(5). Lubricate the wrist pin(3) and wrist pin bushing in the connecting rod(5) with engine oil. Assemble the upper portion of the connecting rod(5) and the piston(2) with the wrist pins(3). **NOTE:** It is necessary to install the wrist pins using a press. They cannot be pressed in by hand, and must not be hammered in. When using the press to insert the wrist pins, be careful not to damage the piston.

Insert the wrist pin buttons(4) in the ends of the wrist pins(3). Lubricate the piston and rings with engine oil and insert the pistons in the cylinder bore.

To finish reassembly refer to the instructions in the appropriate crankshaft bearing kit.