

Tech Tip

FROM YOUR FRIENDS AT
NEW YORK BUS SALES!



2013-2014 BBCV/Cummins Front Exhaust Hitting Shackle Bolt

Complaint – There is a tear (Photo #1) in the protective sheathing that is wrapped around the “Turbo Pipe” (Pipe that runs from the engine to the DPF).



Photo #1

Cause – The pipe is too close to the shackle side bar and bolt head (Photos #2 & #3) on the right lower mount and as the suspension works it contacts the exhaust pipe. Failure to address causes the sheathing to become worn and eventually rip. This covering/insulation is required for emissions and should it become compromised the pipe will need to be replaced as there is not currently a repair procedure.

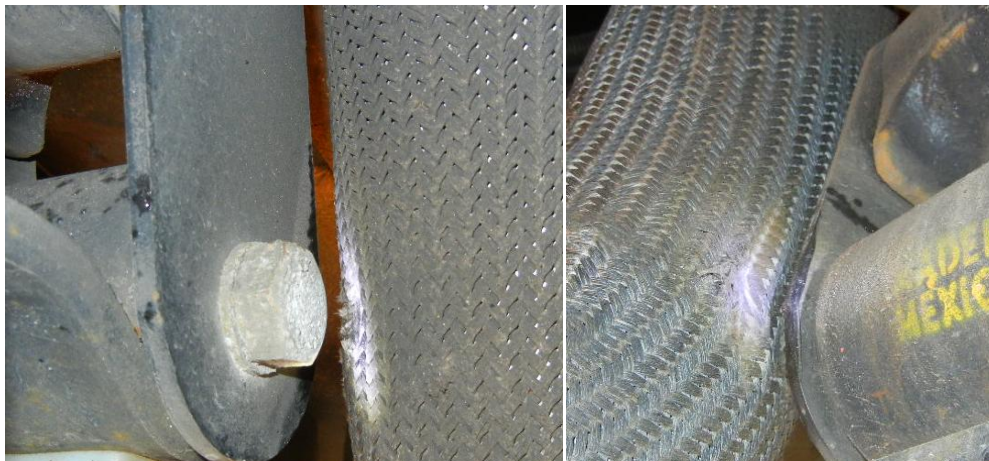


Photo #2

Photo #3

You can also see by the photo to the right (#4) that the exhaust rests right against the lower frame rail flange.



Photo #4

Correction – Looking at Diagram #1 you will notice that the first spot that the exhaust is mounted to the chassis is where bracket #2 and U-bolt clamp #4 are located.

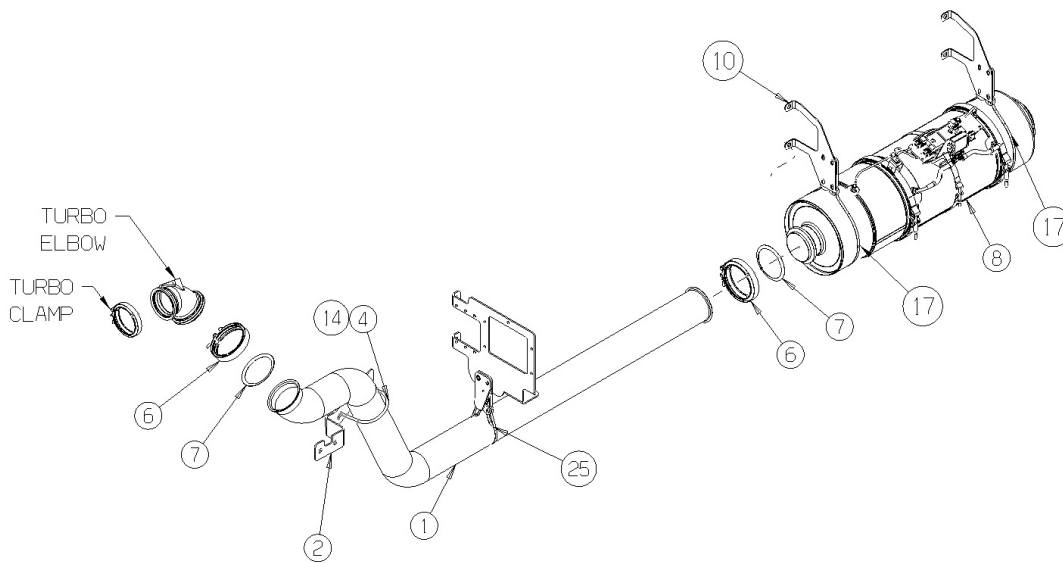


Diagram #1



Photo #5

Looking at photo #6 at the left you will notice how the bracket and clamp appear as mounted to the unit. You will notice that the clamp contains just the threaded rod portion and there is no saddle.

You should first loosen the turbo clamp and clamp #6 in Diagram #1 so that the pipe will rotate easily. Once the clamps are loose, you can remove the clamp (#4) and if you obtain a 4" HD exhaust clamp with a saddle install as shown in Photo #6. This will move the pipe over away from the frame flange and allow room for the suspension to work (Photo #7). Once you have the clamp saddle in place and the pipe aligned where it should be, torque clamp #6 to 8-10 ft/lbs and the turbo clamp to 124 in/lbs.



Photo #6



Photo #7

H.D. Exhaust Clamp Part #00065
List \$2.74



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