

Wire Designation		
Wire Use	Old Solenoid	New Solenoid
Power	Red	Blue
Ground	Black	Brown
Not used	N/A	Yellow/Green

(See Fig.1)

The wire harness is attached to the solenoid with a Phillips screw; you can undo this screw and orient the harness cable-up or cable-down on the solenoid. Changing the orientation will not affect which wire is power or ground. **NOTE:** Brass portion on the solenoid can swivel for clearance when the harness is in the downward position. (See Fig.2)

The two small mounting screws (M3mm) in the new solenoid are different size and configuration than the old solenoid. If using an old bracket the holes will need to be re-drilled or a new bracket will be required. (See Fig.3)

Port Designation		
	Old Solenoid	New Solenoid
From Pump	"IN" Port	"#2" Port
To Brake	"OUT" Port	"#1" Port

On the old solenoid the incoming air from the pump / regulator entered through the "IN" port; on the new solenoid this is labeled the #2 port (this is cast into the brass body of the solenoid). The line going out to the exhaust brake itself was on the "Cyl" port of the old solenoid; on the new solenoid this is labeled as the #1 port. The small vent port on the top of the solenoid is the same on both units. (See Fig.4)

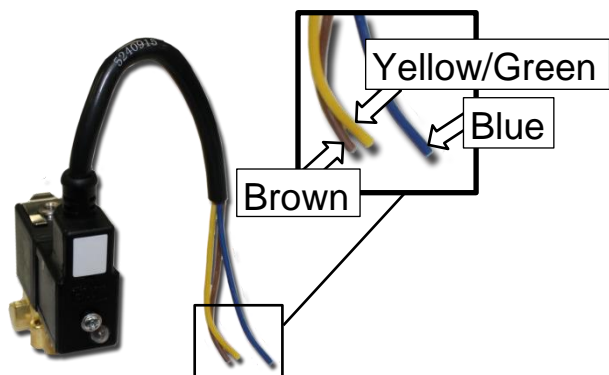


Fig.1

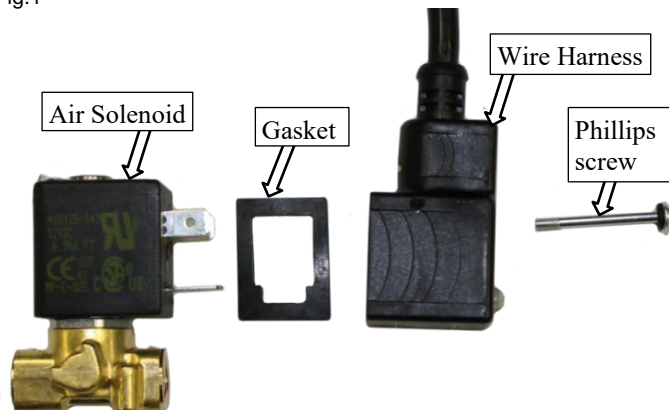


Fig.2

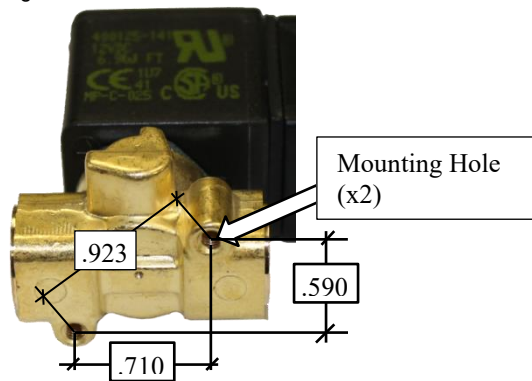


Fig.3

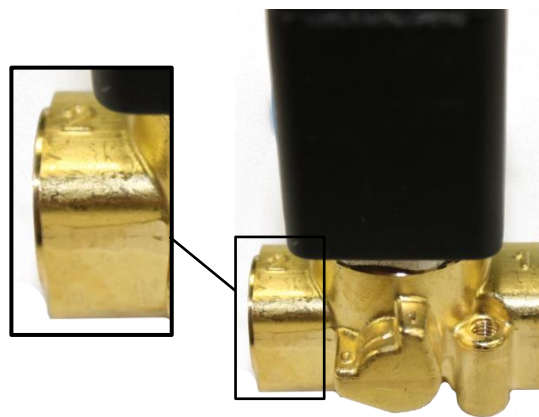


Fig.4

