Spline Adapter 4089678

13 Tooth Spline for a Compressor with a Right Hand Thread Crankshaft,
Pressure Oil Fed or Splash Lubricated. * (See Notes)

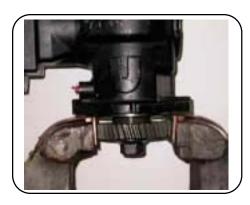
This kit contains one 13 tooth Spline adapter and this instruction sheet. Additional kits may be required to reassemble the air compressor. Cummins service tool 3165102 can be used to remove/install the spline.

Disassembly

- The crankshaft of the air compressor must be securely held in place to remove the spline adapter.
- With the Air Compressor removed from the engine, clamp the drive gear in a vise with protective material (Brass) to protect the gear from damage. Do Not Damage The Drive Gear.
- With Cummins service tool 3165102 installed in the Spline turn CCW. It will require high removal torque (up to 600 Nm) in the CCW direction.
 Note: The spline is stamped with RH to identify the right hand thread.





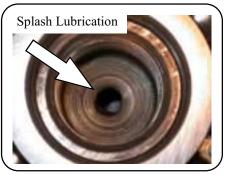




Inspection

- 1. The spline adapter in this kit is ready for use with a **pressure oil fed crankshaft**. A pressure oil fed crankshaft can be identified by looking into the end of the crankshaft, it will have approximately a **5/32 hole** on an angle.
- If the crankshaft has approximately a 5/16 hole drilled in the center of the crankshaft, this is the older "splash lubricated" style, and will require a minor modification to the spline adapter in this kit, as described in the "Cup Plug Removal" section.

Pressure Lubrication



^{*}Note: The cup plug needs to be removed from the adapter for use in a splash lubricated crankshaft.

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Cup Plug Removal (Required only with older "splash lubricated" crankshaft)

- 1. Support the outer lip of the spline being careful not to damage the threads of the adapter. A vise with brass jaws work well for this.
- 2. Use a soft drift (brass/plastic/wood) to drive the cup plug out the back of the adapter.





Reassembly

- 1. Wipe off the seating area of the Bearing.
- 2. Apply a light coat of oil to the threads of the new Spline.
- 3. With Cummins service tool 3165102 torque the Spline to 300 +/- 25Nm.



