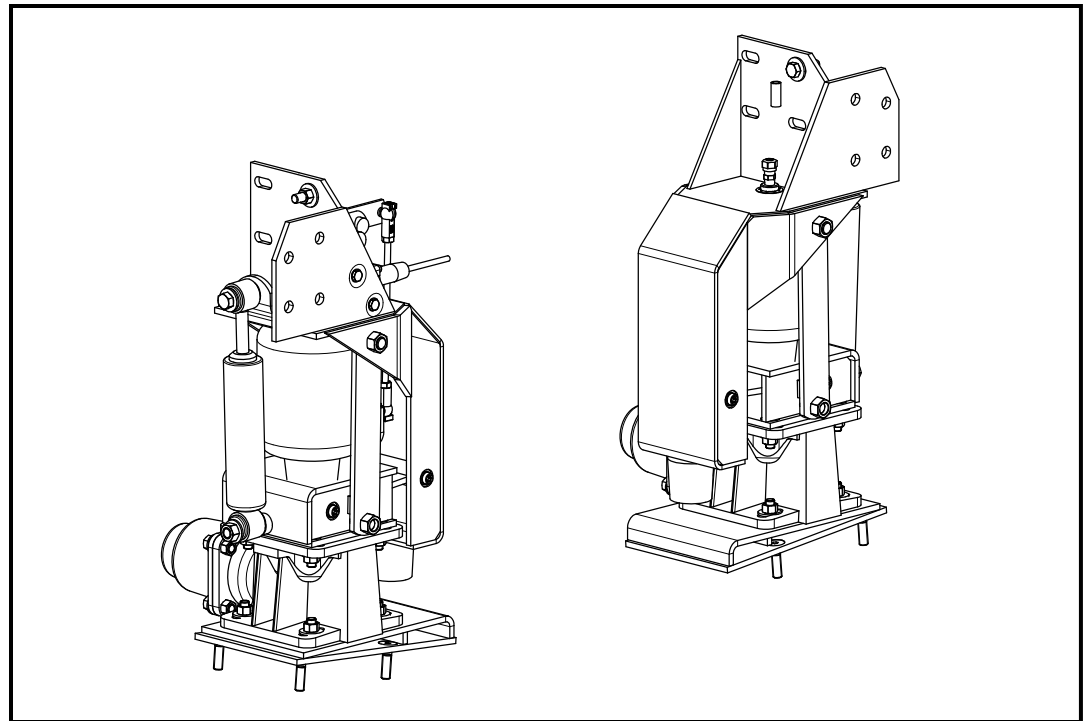




INSTALLATION INSTRUCTIONS PARTS LIST

PB362-2P (2815-0000)



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**QUESTIONS?
CALL CUSTOMER
SERVICE
1-800-222-6283**

The **CABMATE MODEL PB362-2P** fits 1981 and newer Peterbilt Model 362 Cabover Tractors. It replaces the original rear cab mounts and latches

UNIT WEIGHT: 94.8 LB.

NET WEIGHT ADDED: 30.8 LB.

CABMATE MODEL PB362-2P

Review the Parts List on page 3 to become familiar with the different components of the CABMATE.

IMPORTANT: Due to many chassis variables caused by installation of special equipment or options, the fit of the PB362-2P CABMATE may be affected and should be evaluated before beginning installation.

IMPORTANT: Installation of the CABMATE system will allow the cab to move freely. Before starting installation, check clearances between the cab and any objects the cab may contact when it moves (2 inches of clearance should be sufficient). The clearance of components that are affected by cab movement, such as exhaust and radiator systems, must also be evaluated.

A. Raise the cab and remove the cab cross brace, original hydraulic latches.
IMPORTANT: Save all stock mount bolts for later use. (See Fig. 1)

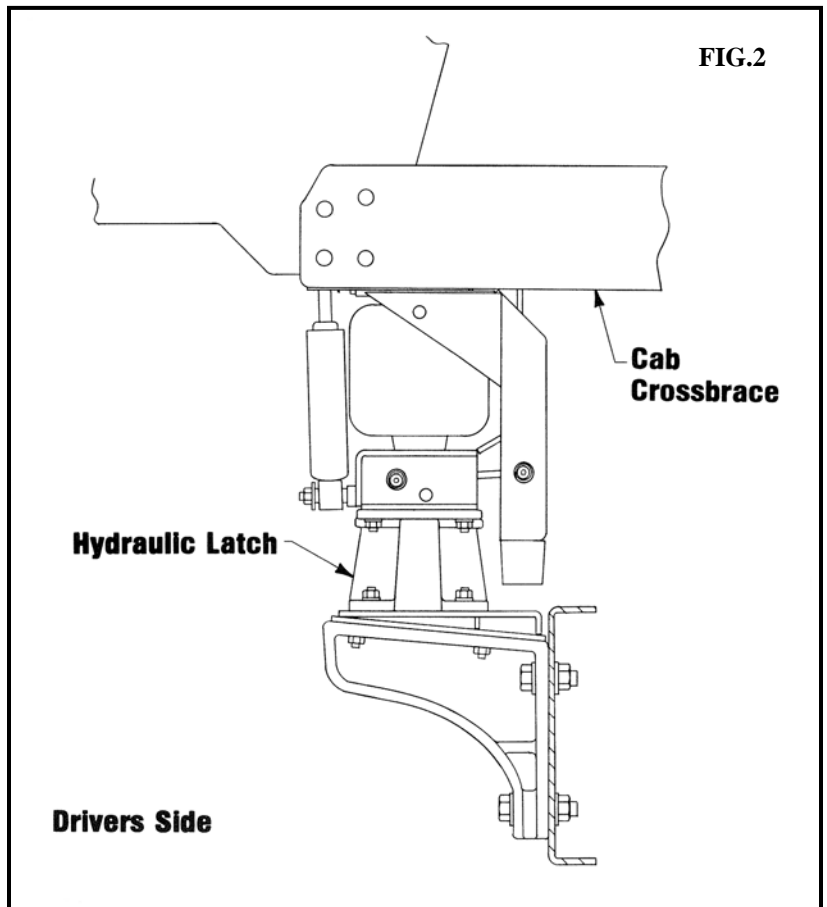
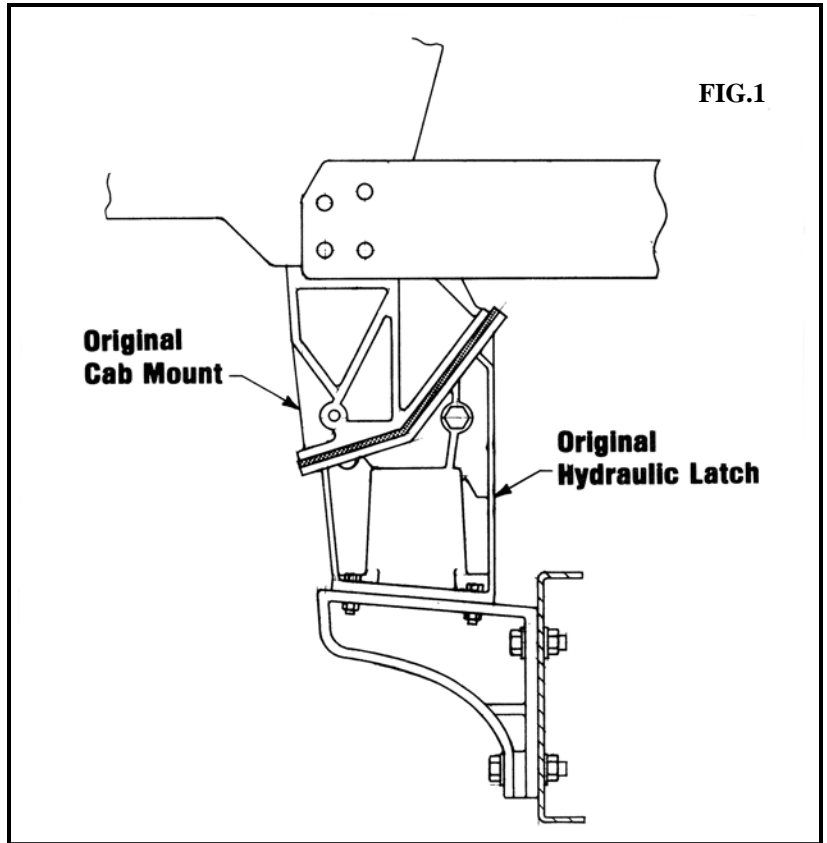
B. Loosely install the adapter plates and hydraulic latches (Item nos. 28 and 34 on the parts list), on each side of the truck (See Fig. 2) Attach the original hydraulic lines to the latches.

C. Securely fasten the CABMATE to the cab frame using the stock mount bolts and the 3/8 x 1 1/4 bolts supplied by Link Mfg. (Item nos. 8, 16, and 17 on the parts list). Reinstall the cab cross brace using the original mount bolts.

D. Remove the red lock-up straps and store them in the truck. They must be used in the event of a system malfunction.

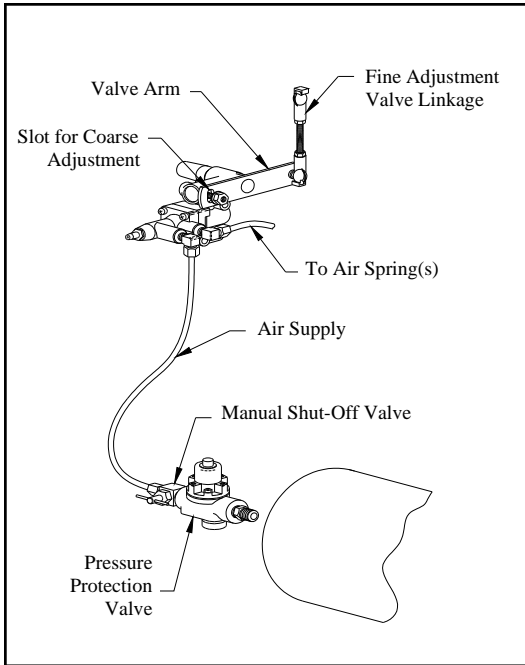
E. See page 2 for plumbing instructions and height adjustments.

F. With the air system at working pressure (90-110 PSI), lower the cab slowly. Make sure the cab aligns properly with the latches. **SECURELY TIGHTEN ALL FASTENERS.**



PLUMBING INSTRUCTIONS

WARNING: FOR SAFETY PURPOSES THE CABMATE MUST BE SUPPLIED FROM A PRESSURE PROTECTED CIRCUIT. IN THE EVENT OF AN AIR LEAK IN THE CAB SUSPENSION, FAILURE TO PROVIDE A PRESSURE PROTECTED CIRCUIT MAY LOSS OF AIR PRESSURE TO VITAL SYSTEMS ON THE VEHICLE.



WARNING: LOSS OR APPLICATION OF AIR PRESSURE TO CABMATE WILL CAUSE SUDDEN MOVEMENT OF THE CAB. PRIOR TO INSTALLING OR PERFORMING ANY MAINTENANCE, BLOCK UP THE CABMATE TO PREVENT THE POSSIBILITY OF INJURY.

WARNING: CONNECT THE CABMATE DIRECTLY TO THE MAIN AIR TANK. YOU WILL NEED AN AIR PRESSURE PROTECTION VALVE IN THE LINE. (INCLUDED IN THE PRESSURE PROTECTION KIT, LINK MFG. PART NO. 1350-0000). DO NOT USE AN AIR PRESSURE REGULATOR.

A. With the tank at 0 p.s.i., remove the existing plug or fitting from the desired port.

B. Apply joint compound to the fittings and install the pressure protection kit. **DO NOT USE TEFLON TAPE.** Be sure that the arrows on the valve are pointing in the direction of air flow and the vent hole is pointed down.

NOTE: Additional fittings/reducers may be required to attach the hex nipple to the main air tank.

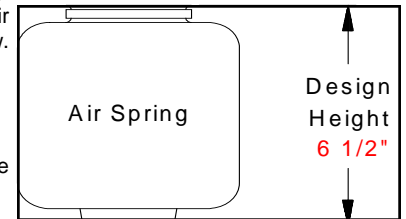
C. Run the 1/4" airline from the shut-off valve to the CABMATE. Be sure that the airline has enough clearance so that there are no pinch points that may restrict or cut the airline. Secure the airline using the cable ties supplied by Link Mfg.

D. Tighten all plumbing fittings. Then, with the system at operating pressure (90 to 110 p.s.i.), open the Manual Shut-off Valve to supply air to the CABMATE. (There is an approximate 5 second delay in the Height Control Valve.) Check the system for air leaks.

E. Check for proper operation of the height control valve. Disconnect the valve linkage from the valve arm. Push the lever **up** 45° and hold for 5 seconds, air should flow into the air spring(s). Return the valve arm to the neutral position. Push the valve arm **down** 45° and hold for 5 seconds, air should evacuating from the air spring(s). Return the valve arm to the neutral position; no air should flow. Reconnect the valve linkage to the valve arm.

HEIGHT ADJUSTMENTS

Measure the design height of the air spring(s). The height should be 6 1/2 inches ± 1/8. To change the height, disconnect one end of the valve linkage and adjust accordingly. Tighten the lock nuts on the valve linkage. The valve arm has a slot which will allow for coarse adjustment also. (See diagram above.)



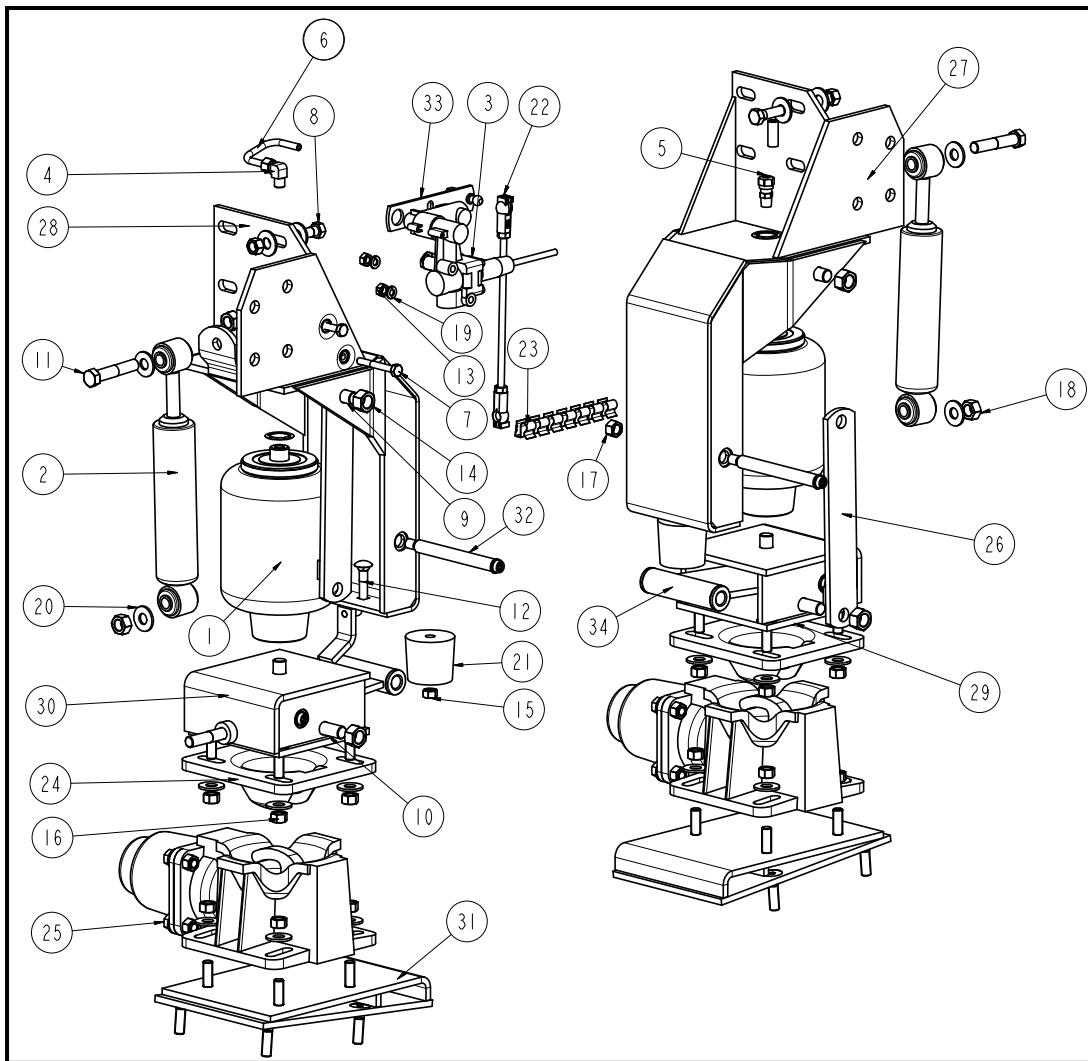
MAINTENANCE

CABMATES need no lubrication and little maintenance. The following components should be checked at the time the truck is being serviced. However, immediate corrective action should be taken if a serious malfunction occurs.

COMPONENT	POSSIBLE PROBLEM	CORRECTIVE ACTION	TORQUE
Airlines	Air leaks	Replace airline	Compression Nut Hand Tight + 1 Turn
Fittings	Air leaks	Remove fitting and apply fresh joint compound. Reinstall fitting, but Do Not Overtighten. Do not use teflon tape.	Threaded into: Metal Plastic 15 Hand Tight Ft. Lbs. + 1 Turn
Air Springs	A. Improper height B. Air leakage	A. Adjust valve linkage to maintain proper air spring height. B. Replace air spring.	Size Metal Plastic 3/8 25 Ft. Lbs 04 Ft. Lbs 1/2 28 Ft. Lbs 10 Ft. Lbs 3/4 30 Ft. Lbs 10 Ft. Lbs
Height Control Valve	A. Air leaks from joint between valve halves. B. Air springs will not inflate when weight is added to the cab. C. Air springs will not deflate when weight is removed from the cab.	A. Tighten 4 Phillips heads screws. B. Replace valve C. Replace valve	30 In. Lbs 1/4 Mount Fasteners 10 Ft. Lbs.
Shock Absorber	Insufficient dampening effect	Replace shocks	45 Ft. Lbs.
Hinge Arm	A. Loose nuts on hinge arm bolts B. Worn bushings.	A. Tighten securely. B. Replace hinge arm.	25 Ft. Lbs.

* **Note:** If you attempt to disassemble or adjust fittings on the height control valve, it will void your warranty. Contact Link Mfg. for assistance.

IMPORTANT: Periodically check the tightness of all fasteners.



CABMATE MODEL PB362-2P PARTS LIST

ITEM	DESCRIPTION	PART #	QTY	ITEM	DESCRIPTION	PART #	QTY
1	AIR SPRING WITH ATTACHMENTS	1101A023	2	19	1/4 LOCK WASHER	1485-0800	2
2	SHOCK ABSORBER	1202-0032	2	20	3/8 TYPE A PLAIN WASHER	1487-1200	25
3	VALVE-CONTROL, HEIGHT	1301-0024	1	21	BUMPER-JOUNCE, 1.75	1500-0070	2
4	ELBOW, 1/4 TB 1/8 M-NPT	1302-1105	1	22	LINKAGE-VALVE, HEIGHT CONTROL (8.50)	1500-0282	1
5	CONNECTOR, 1/4 TB 1/8 M-NPT, DOT	1302-4069	1	23	CLIP-AIRLINE	1500-0310	7
6	.25 AIRLINE	13020090	10.4FT	24	LATCH PLATE	1500-0700	2
7	1/4 X 2 UNC HEX CAP SCR (GR 5)	1401-0816	2	25	HYDRAULIC LATCH	1500-0710	2
8	3/8 X 1 1/4 UNC HEX CAP SCR (GR 5)	1401-1210	2	26	LOCK-UP STRAP	2815-0001	2
9	1/2 X 1 UNC HEX CAP SCR (GR 5)	1401-1608	2	27	UNIT TOP (PASSENGER)	2815-1000	1
10	1/2 X 1 1/4 UNC HEX CAP SCR (GR 5)	1401-1610	2	28	UNIT TOP (DRIVER)	2815-2000	1
11	7/16 X 2 1/4 UNF HEX CAP SCR (GR 5)	1403-1418	2	29	UNIT BOTTOM (PASSENGER)	2815-3000	1
12	5/16 X 1 1/2 UNC RND HD SQ NK BOLT (GRADE 5)	1435-1012	2	30	UNIT BOTTOM (DRIVER)	2815-4000	1
13	1/4 UNC HEX NUT (GR B)	1470-0800	2	31	ADAPTER PLATE	2815-6000	2
14	1/2 UNC HEX NUT (GR B)	1470-1600	4	32	4.25 HINGE ARM BOLT	29900501	4
15	5/16 UNC HEX CTR LOCK NUT (GR B)	1476-1000	2	33	ASSEMBLY-ARM, VALVE	2990-0600	1
16	3/8 UNC HEX CENTER LOCK NUT (GR B)	1476-1200	18	34	HINGE ARM, TYPE D (5.500)	2992-2007	2
17	3/8 UNC HEX TOP LOCK NUT (GR C)	1476-1201	4	NOT SHOWN	KIT-PROTECTION, PRESSURE	1350-0000	1
18	7/16 UNF HEX CTR LOCK NUT (GR B)	1477-1400	4				