



## Title: Jake Brake Circuit Breaker Size?

**Post by: richard5933**

I'm putting together the last details on our Jake Brake install for this winter/early spring. Right now I'm working through the wiring plan. I've found the wiring diagram in the GM book for the optional Jake Brakes. It indicates the addition of a circuit breaker to an unused spot. Problem is, it doesn't indicate what size breaker.

When running a 24v system, does anyone know what size breaker is needed to run the Jakes on an 8V71?

**Post by: bevans6**

MCI's have a 6 amp auto-reset breaker for the jake brakes.

**Post by: luvrbus**

I use a 5 amp fuse not a breaker. Are you going to waste wire and wire your Jakes for a 2 stage? With a manual transmission a clutch switch will make like easier for you shifting.

**Post by: richard5933**

Going with single stage - all or nothing; It didn't seem like the two stage made any sense on the 2-stroke engine. A clutch switch is in the plan.

**Post by: luvrbus**

That will work. The clutch switch is a good idea when hunting for gears. Some people can master it without one, but most have a tough time.

**Post by: Lin**

There it is again, that "2 strokes need a single stage Jake" myth. Mine is a two stage and I use it on first stage more than on second stage. Must be the placebo effect.

**Post by: richard5933**

Maybe you can explain. You sound like you're advocating adding the extra wiring to have two-stage Jakes, but the more popular opinion is that the first stage doesn't do enough to make it worth the effort. Aside from your personal experience, why is this a 'myth'?

We had single stage on our 4106 with an Allison V730. They certainly were helpful when driving, but I never considered them too strong or wished we could cut the stopping in half. Now we're installing Jakes on a 4108 with a 4-speed manual. At times the Jakes provide too much help, I figure that the engine/tranny will do the job just fine and the Jakes can be turned off.

**Post by: eagle19952**

Standard transmission?

**Post by: luvrbus**

If you are in the mountains or steep grades the 2 stage are not much good. Lin has spent a fortune adding valves to make his transmission lock up to use the Jakes so he has to be in 1st or 2nd gear using his Jakes. The 2 stage Jakes on the Detroit will not hold you back on the descend from Flagstaff to Phoenix unless you are in 1st or 2nd gear at 15mph with people flipping you off. Four strokes have real Jake brakes. Two strokes make noise.

**Post by: chessie4905**

I'll bet they work fine in an MC-6 with a 12V-71.

**Post by: luvrbus**

Could be the trucks worked ok with the manual transmission but Greyhound never used Jakes brakes on their older buses. Jakes are a personal preference on a 2 stroke to me anyways. It just makes the oil consumption increase on those old engine also.

**Post by: richard5933**

At least by 1975 the Jakes were an option from GMC. There are wiring diagrams showing the install for all the various configurations (auto, 4-speed, with/without other options). The only thing not there was the size of the circuit breaker.