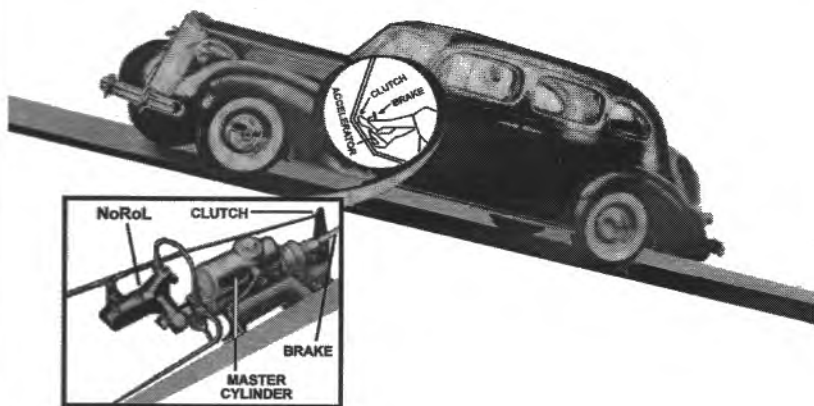


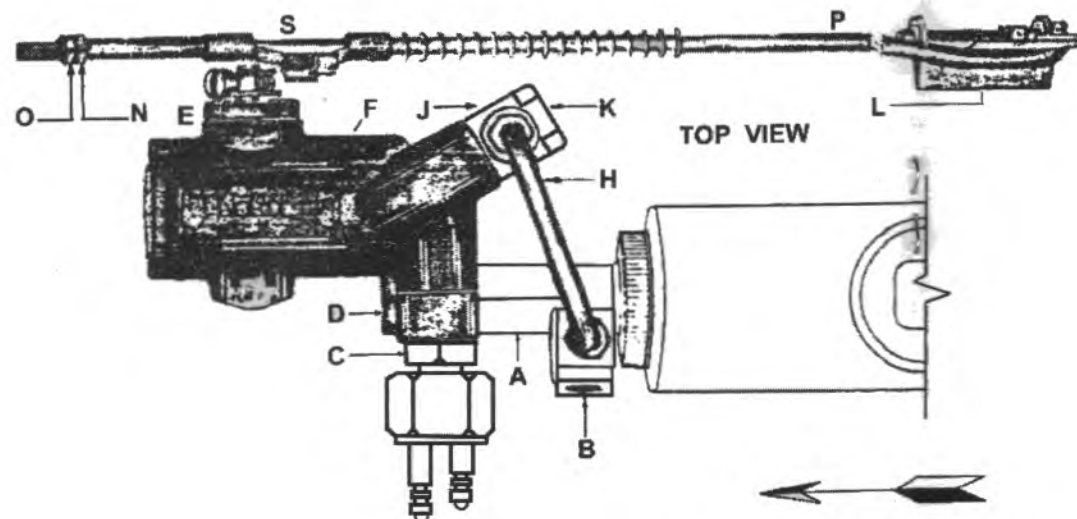
**INSTRUCTIONS FOR  
INSTALLING THE  
PACKARD NoRoL  
PA - 333057  
on  
1938 MODELS  
1600 - 1601 - 1602**



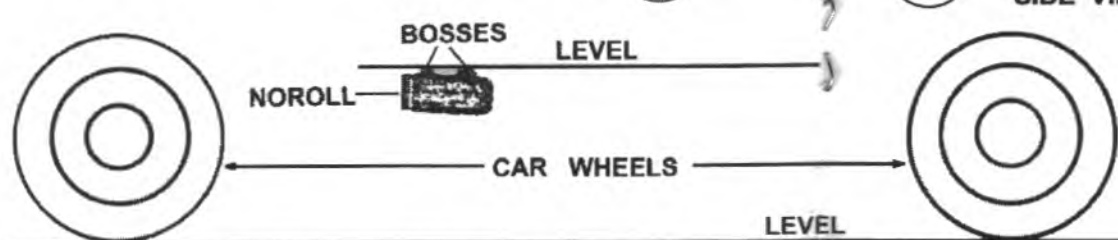
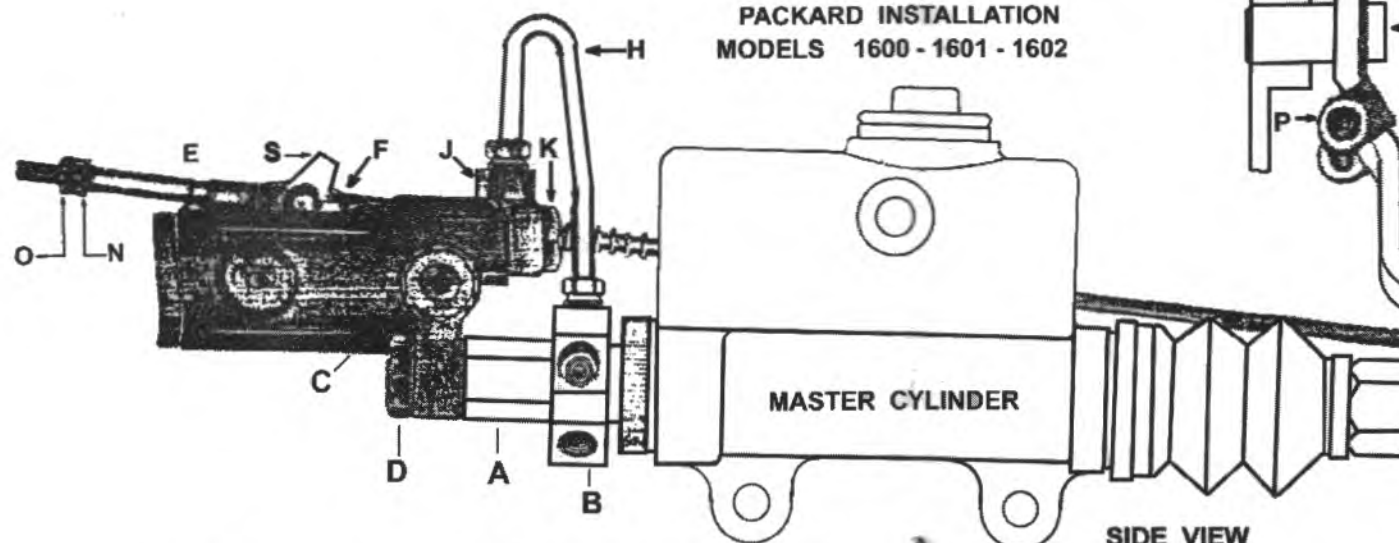
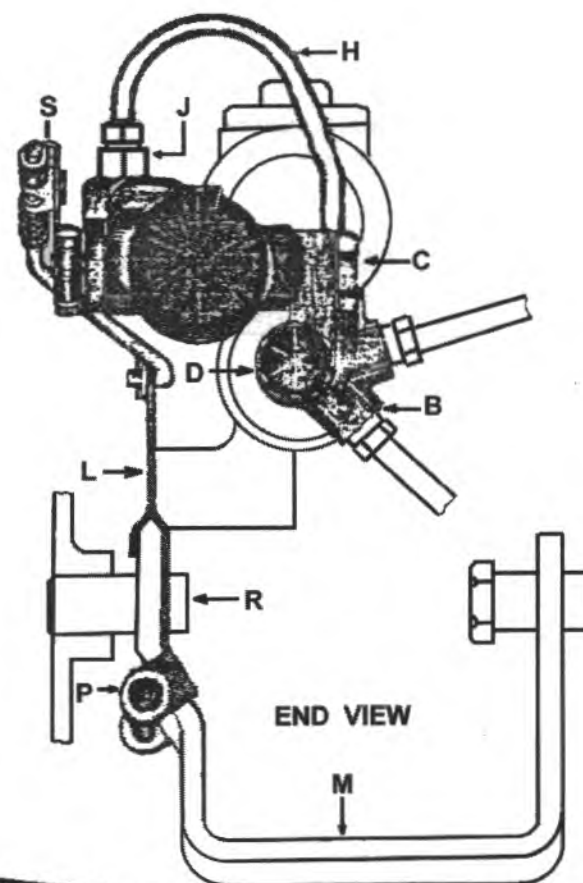
**GENERAL ACCESSORY DIVISION  
PACKARD MOTOR CAR COMPANY  
Detroit, Michigan**

# INSTRUCTIONS

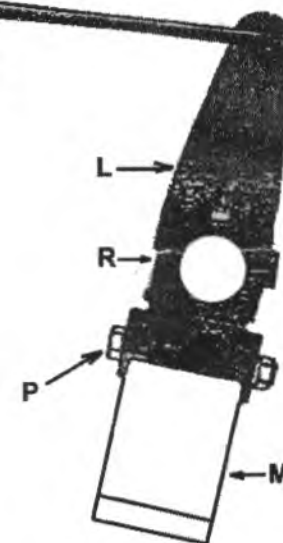
1. The NoRoL unit is assembled to fit the Models 1601-2. If it is to be installed on a Packard Six, 1600, substitute the short clutch rod packed loose in the package. Place the car on level floor. If car must be raised, all four wheels must be an equal distance from the floor.
2. Disconnect wires from stoplight switch and tape ends to prevent a short circuit.
3. Disconnect the two brake tubes at master brake cylinder fitting from front end of master cylinder and discard fitting and gaskets.
4. Remove brass dust caps from end of adapter (A) and fitting (B). Remove 1/8" pipe plug from end of swivel bolt (C). Remove adapter (A) from NoRoL valve unit and use to assemble the three way fitting (B) loosely to front outlet on master cylinder, using gaskets provided. Connect the two brake tubes to the aligned openings provided on three way fitting (B). Tighten adapter (A) very securely with third opening in three way fitting (B) pointing upward. Tighten the two brake tube nuts securely.
5. Attach valve unit to adapter (A) with swivel bolt (D) and new gaskets thereon. Valve unit should be above adapter (A) and pointing forward. Valve lever should be upward.
6. It is now necessary to level the NoRoL unit.
7. Place a small spirit level Crosswise on either boss (E) or (F) and swivel unit around bolt (D) and tight bolt (D) securely when unit is in a level crosswise position.
8. Place sprit level lengthwise on bosses (E) and (F) and swivel valve body around bolt (C) until unit is level lengthwise: then tighten bolt (C) securely.
9. Connect long end of tubing (H) to upper opening on the three way fitting (B) and short end of tubing (H) to angular outlet fitting (J) on valve body. Tighten the two tube nuts securely. Tighten angular outlet fitting bolt (K) securely.
10. Remove the stoplight switch from original master cylinder fitting bolt and assemble securely to swivel bolt (C). Reconnect stoplight wires to stoplight switch.
11. RECHECK BOSSES (E) AND (F) FOR CROSSWISE AND LENGTHWISE LEVEL POSITION. THE FUNDAMENTAL OPERATION OF THE NoRoL DEPENDS ON THE UNIT BEING LEVEL.
12. Attach NoRoL clutch lever extension (L) to motor side of clutch torque rocker lever (M) with sleeve and clamp bolt (P). Note: When properly assembled tab on clutch lever extension (L) will engage upper end of clutch torque rocker lever (M) and should contact pivot pin (R) which extends through oblong hole in lever (L). Tighten clamp bolt (P) securely when properly assembled.
13. Bleed system at all wheels to remove air. Refill master cylinder with Lockheed brake fluid.
14. Wipe all connections dry. Hold brake applied for one minute, then examine connections for leaks.
15. Car should be tested on slight incline to prove that adjustments are properly made. Start motor, fully depress clutch pedal, engage low gear and apply brake. Release brake pedal but continue to hold the clutch pedal fully depressed. Slowly engage clutch, noting where the NoRoL releases the brakes in relation to clutch engagement. If the motor has a tendency to stall it indicates that the brake release is delayed. This condition may be corrected by threading adjusting nut (N) in toward clutch pedal. Should the brakes release before the clutch engages it will be necessary to thread adjusting nut (N) out away from clutch pedal. When the NoRoL is properly adjusted the brakes release as the clutch plate engages. Locknut (O) should be securely tightened after final adjustment is made.



FRONT OF CAR  
PACKARD INSTALLATION  
MODELS 1600 - 1601 - 1602



**Note:** - It is important for correct operation of NoRoll to follow the instructions and sequence of operations as given. Particular attention must be given to the setting of the NoRoll to have the bosses on the NoRoll body level when the car is on level plane. (See Illustration)



# **PACKARD NoRoL**

**MOTIVE FOR BUYING** - Safety, convenience, comfort.

**SALES FEATURES** - Each start on a hill is the same as if the car were parked on a level street. A new safety device to hold a Packard car from rolling back down a hill or incline if you have to stop on a hill in the country, or for traffic on a busy city street.

There is nothing new for the driver to learn or worry about. When he brings the car to a stop on a hill he depresses the brake and clutch pedals. The NoRol unit holds the car from rolling back. He can then remove his foot from the brake to operate the accelerator and drive on as soon as traffic permits. When the clutch is engaged the NoRol is automatically released, permitting the car to move ahead without risk of rolling back. It cannot stick or trip the car regardless of direction or speed.

**DESCRIPTION** - The Packard NoRol is a check valve built into the hydraulic brake line to hold the pressure against the brake drums when you apply the brake to stop your car while driving up hill. It holds the car from slipping, or rolling back down the hill or incline when one stops for traffic on a busy street or on a hill in the country.

