Packard SERVICE TECHNICAL Bulletin

Dealer 48T-23
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To: REGIONS, ZONES, AND DEALERS

Subject: REAR BRAKE ADJUSTMENT AND BRAKE FLUID CHANGE - MODELS 2213-20-22-26

It has been found necessary to change the method of adjusting rear wheel brakes on the long wheelbase taxicab, seven-passenger sedan and limousine, hearse, and ambulance models.

This change was made in order to offset the normal deflection of the rear axle shafts which, with the weight of the car resting on the wheels, sometimes permitted the brake linings to contact the brake drums at the bottom. When this condition exists, the linings are subjected to undue wear and also may become overheated.

The rear brake adjustment procedure, listed below, should be followed whenever brake adjustment is required on all 22nd Series long wheelbase models.

1. Turn the star wheel adjustment until the wheel is just locked and then loosen the adjustment six clicks.

2. Loosen the anchor pin lock nut and free the wheel by turning the anchor pin either forward or backward. When the wheel reaches its freest point, temporarily tighten the lock nut.

3. Again tighten the brake by means of the star wheel adjustment until the wheel is just locked and then loosen the adjustment 16 clicks. This adjustment will provide proper lining clearance.

4. Loosen the anchor pin lock nut and turn the anchor pin in the direction of forward wheel rotation until a drag is felt when turning the wheel.

5. Turn the anchor pin in the opposite direction until the wheel just becomes free and then tighten the lock nut.

When the brakes become overheated, the brake fluid in the system also may become overheated. In some cases, the fluid may become overheated to the extent that it vaporizes or gasses in the lines and the brakes may fail completely.

In the event this overheating condition is encountered on long wheelbase models in service, the rear axle shaft end play should be checked and, if necessary, set within the specified limits of .004 inch to .007 inch.

The brake fluid then should be replaced with Wagner Lockheed 21B Heavy Duty Brake Fluid, Packard Part Number 410477 (quart); 410478 (gallon). This fluid has a much higher boiling point than the regular fluid and is, therefore, less susceptible to gassing. Prior to installing the heavy duty fluid, the pistons should be removed from all wheel cylinders and the brake system thoroughly flushed with alcohol. Anti-freeze should not be used for this purpose since it may deteriorate the rubber cups in the wheel cylinders and master cylinder.

The brakes should then be adjusted using the procedure given in this bulletin when adjusting the rear brakes.

This heavy duty brake fluid now is being used in long wheelbase models in production and should be used in these cars in service whenever brakes are bled or fluid is changed.

Very truly yours,

N. A. Lull

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