

# **Packard** **SERVICE TECHNICAL** **Bulletin**

50T-51, Dealer 38  
November 30, 1950

TO: ZONES AND DEALERS

Subject: BRAKE SHOES AND LININGS - 24TH SERIES AND PREVIOUS MODELS

A recent alteration, now effective in production, decreased the number of brake lining shoe rivets to reduce the possibility of brake squeak.

The number of rivets used on the primary shoes was changed from 16 to 10 and the number of rivets on secondary shoes was changed from 18 to 10.

Tests have proved conclusively that using only enough rivets to hold the linings securely to the shoes under all braking conditions during the life of the lining will make the brakes less susceptible to squeaks than when a greater number of rivets are used.

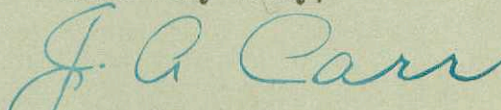
When relining brake shoes, it is recommended that 10 rivets be used in each shoe at the locations shown on the reverse side of this bulletin. Rivets should be omitted at the locations marked "X".

The Factory Parts Warehouse will continue to ship lining sets having 16 rivet holes in the primary linings and 18 holes in the secondary linings. When the present stock supply on these lining sets is exhausted, the later primary and secondary linings will have only 10 rivet holes.

The warehouse also will continue to ship brake shoe sets (shoe and lining) with the full number of rivets (16-primary and 18-secondary) until the present supply is exhausted at which time 10-rivet shoe sets will be shipped. The low proportion of shoe sets which may squeak compared to greater proportion of shoes which may not squeak does not warrant scrapping or reworking the shoe sets now on hand.

The brake squeak, when it exists, usually is a "pinch-out" squeak which develops just before the car is brought to a stop. In practically all instances, this squeak can be eliminated by installing brake drum dampener springs, part number 234839.

Yours very truly,

  
J. A. Carr, Manager  
Parts and Service Department

JAC:ljc



