

ackard **SERVICE** **TECHNICAL** **Bulletin**

52T-13
Dealer 9
March 25, 1952

To: ZONES AND DEALERS

Subject: EASAMATIC VACUUM PISTON STOP

A few reports have been received of dragging brakes on Easamatic Power Brake equipped cars; and if the dragging is severe enough, the brake linings will burn, causing brake fade or pulling to one side or the other.

A simple test can be made to determine the cause of the trouble. Loosen any one of the four wheel cylinder bleeder valves to release any pressure. If the brakes still drag, it is probably caused by brake shoes or anchors being improperly adjusted. Corrections can be made by following instructions as outlined in the Service Manual, "Brake Section." If the dragging has been corrected by releasing the hydraulic line pressure, then the pressure is not venting back into the master cylinder when the brake pedal is released.

The most likely cause of the pressure build-up, is the power unit rubber stop coming off of the end of the vacuum piston, which will not allow the piston to return to its fully released position. Raise the rubber boot on the operating rod, depress the pedal slightly, and check the rubber stop washer on the end of the vacuum piston for being in place. The inner diameter of the rubber stop washer fits in a groove on the upper end of the vacuum piston. If the rubber stop washer is out of place, it and the steel washer will fall down over the end of the vacuum piston and will not permit the piston to return to its fully released position, causing a pressure build-up. The rubber stop washer should be replaced following the procedure outlined below:

- (a) Disconnect the brake pedal from the operating rod; remove the accelerator pedal and floor mat. Remove the rubber boot and felt washer from the operating rod.
- (b) Remove the four cap screws that attach the power unit to the toe board plate. Remove the five sheet metal screws that attach the toe board plate to the toe board and remove the toe board plate.
- (c) Remove the two screwdriver slotted screws from the power unit upper end plate and remove the plate and gasket. Remove the rubber stop washer and steel washer from the end of the vacuum piston.
- (d) Apply a light coat of 3M weatherstrip cement to the upper face of the steel washer and to the lower face of a new rubber stop washer, part number 436359. Install the steel washer (cemented side upward) on the upper end of the vacuum piston. Install the new rubber stop washer (cemented side downward) on the end of the vacuum piston. Work the inner diameter of the rubber stop washer into the groove on the upper end of the vacuum piston.

(Over)

Be very careful that there is no rubber cement on the upper face of the rubber stop washer that would cause it to stick to the end plate and be pulled out of the groove.

Note: The new rubber stop washer (part number 436359), now used in production has one side impregnated with a cement (slick side); it will be shipped from the parts warehouse when available. This cement can be softened with Metyl Ethyl Ketone (available at drug stores) or its equivalent. When the cement becomes tacky, install the steel washer without cement on the end of the vacuum piston. Install the new rubber stop washer (cemented side downward) on the upper end of the vacuum piston. Work the inner diameter of the rubber stop washer into the groove on the upper end of the vacuum piston.

- (e) Remove the black enamel coating with paint remover from the lower side of the end plate where the rubber stop makes contact with the plate. Be sure the surface is clean, dry, and not sticky. This will prevent any tendency for the rubber stop to stick to the end plate.

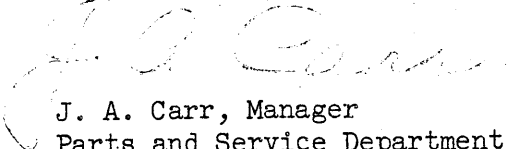
This enamel coating has been discontinued in present production.

- (f) Reinstall the gasket, end plate, and two screws. Install the toe board plate to the power unit and tighten the four cap screws. Install two toe board plate sheet metal screws to hold the plate in position on the toe board. Connect the brake pedal to the operating rod with the clevis pin. Check the operating rod alignment and free return as described in Technical Bulletin 51T-43, Dealer 38, November 19, 1951. After correct alignment and free return is obtained, install and tighten the other sheet metal screws in the toe board plate. Recheck the alignment and free return.
- (g) Remove the brake pedal clevis pin. Install the operating rod felt washer and rubber boot. Install the floor mat, accelerator pedal; connect the brake pedal to the operating rod with the clevis pin and secure with a new cotter pin.

Note: Service Technical Bulletin 51T-43, Dealer 38, November 19, 1951, states that in the event of Easamatic Power Brake unit difficulty or failure that cannot be corrected by minor operations externally, the unit should not be disassembled, but should be replaced by a new unit.

The rubber stop washer is easily replaced and no special tools are required. The field, therefore, is permitted to replace the rubber stop washer when necessary in the power unit. However, no other work should be performed on these units until tools are available and training programs are completed.

Very truly yours,


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JAC:pam