

COE

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

SS

TO: All Zones

SUBJECT: 56th Series Clipper Rear Brakes

October 19, 1956

With reference to the above subject, there have been some cases in the field, that following the procedures outlined as to correct hand brake operation, other rear brake problems developed. It still remains imperative that the instructions as outlined in Technical Bulletin 56T-22 be followed to assure correct adjustment and operation of the hand brake.

Following assurance that the hand brake is functioning correctly, if it is found that fast rear lining wear continues and there is a tendency toward severe brake grab on moderate to heavy applications, install one inch rear brake wheel cylinders, part 426536 right and part 426535 left.

With the installation of one inch wheel cylinders it is necessary that the linings and drums be in good condition to obtain satisfactory results. Do not attempt to use brake linings that have been badly overheated or drums that by heavy discoloration indicate they have been severely overheated.

In reference to brake fade, it is possible to deliberately make brakes fade by holding on the brakes, forcing a heavy drag or by continued fast, severe consecutive stops, until the excessive heat forces the drums to leave the shoes. If the brake lining wear is normal, the brake applications standard, no grabbing, and if under all normal driving operation fade is not experienced, the brakes are standard. This is standard for present day passenger car operation and deliberate attempts to create brake fade should not be attempted for the sake of proving that a fade condition may be produced.

T. W. Nertney
Packard Technical
Service Manager

TWN:kb

Mr. C. C. Chrastil
Studebaker-Packard Corporation
Engineering Department
South Bend 27, Indiana