REFER TO THIS LETTER BY NUMBER

TO BE NOTED AND INITIALED BY	

PACKARD MOTOR CAR COMPANY

DETROIT MICHIGAN

November 8, 1920
Reprinted March 14, 1922

To Packard Distributers

Subject, Twin-Six Foot Brake Adjustment

Before adjusting the foot brake bands, it is first necessary to see that the brake linkage is correct. After this linkage has once been properly set it needs no further attention, but unless it is correct the proper adjustment cannot be secured. It should be checked as follows:

1. With the brake released, the stops on levers "G" and "H" should barely clear the rear of the frame channel when the pedal comes back hard against the stop "J". The position of the stops may be changed by adjusting the main connecting rod "L".

If these stops are not properly set and if the linkage is stiffer on one side than the other, the equalizer may permit one of the brakes to release too far, in which case the other will not release far enough. With the stops in position each brake can release only the proper amount, so that there is no danger of dragging.

2. With the brake released, the clevis pin "D" on each side should lie 1/8" forward of the band. This position is controlled by the adjustment of the clevis "M". If the two brake operating levers are not in the same relative positions the leverage on the two brakes will not be equal, and a proper adjustment cannot be secured.

3. See that the cross link at the rear end of the main connecting rod "L" engages with the upper holes in the two equalizer levers. This gives the band the greatest possible clearance on the drum with the standard throw on the brake pedal, and still gives sufficient leverage if the brake is properly adjusted.

The work outlined above need only be done once. After the connections have been properly made they should not be touched again during the life of the lining. The brake bands themselves should be taken up as follows:

1. Set adjusting screw at "A" so that the band has 1-32" clearance at this point. After replacing the cotter pin, make sure that the brake band guide slides freely on the block.

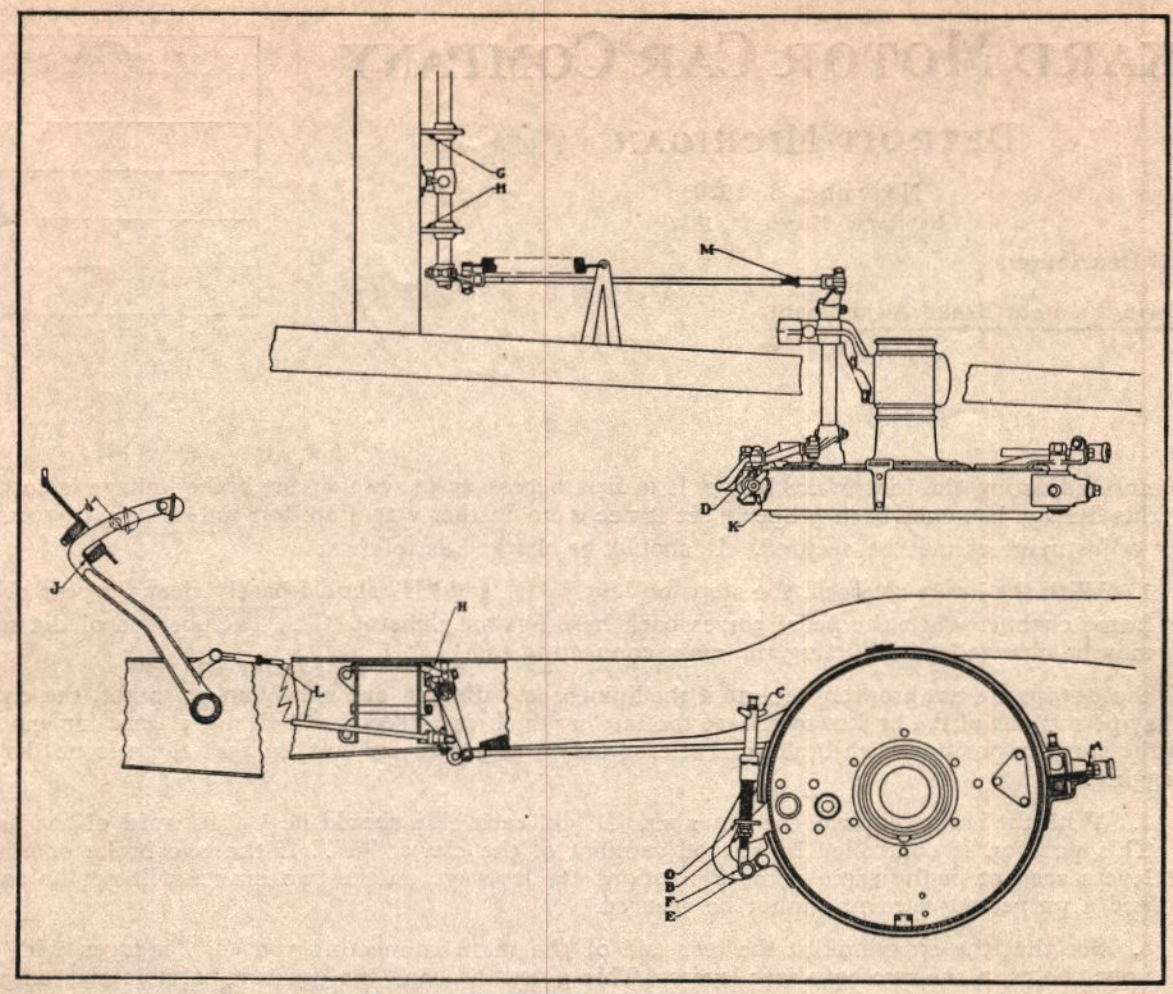
2. Adjust the handles "C" on each band until the bands make complete contact with the drums when the center of the pedal pad bolt is 1½" from the floor board.

With the brake applied in this way the two brake equalizer levers should be an equal distance from the frame channel. If this is not the case, it will be found that one brake has been tightened more than the other, or that one of the bands is not making complete contact with the drum.

3. With the brakes released adjust the nuts at "B" until the clearance is the same at the upper and lower sections of the band. If all adjustments have been made properly the entire band will now have a clearance of 1-32".

If the adjustments have been properly made there will be no interference at any time between the lever "E" and the throat of the clevis "F" or with the brake support at "O".

After the brakes have been adjusted with a new lining they should be given a few hundred miles to wear themselves in, as there may be a slight variation in the lining of the two heads which will prevent them from equalizing until they have been given an opportunity to seat.



NOTE. The Packard Six foot brake is exactly the same in principle as the Twin-Six, and the adjustments should be made in exactly the same manner. In determining the position of the brake operating levers "E", however, it will be found most convenient to establish a clearance of 1/4" between the lever and the front bracket "O". All other steps should be taken just as outlined in this letter.

Yours very truly,

PACKARD MOTOR CAR COMPANY.

H. N. Davock.

H. N. DAVOCK, Manager,
Technical Service Department.