

PACKARD MOTOR CAR COMPANY  
DETROIT·MICHIGAN

May 14, 1923

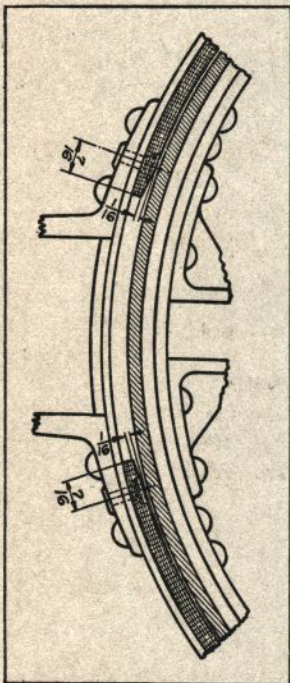
TO PACKARD DISTRIBUTERS

REFER TO THIS LETTER BY NUMBER

TO BE NOTED AND INITIALED BY	

SUBJECT

BRAKE SQUEAKS



The procedure now in effect in the Factory has been found successful in correcting foot brake squeak on Single-Six cars, and may be followed in the field to take care of cars now in service.

The foot brake bands should be removed and the lining at the rear reworked, as shown in the illustration. The rear ends of the lining should project not more than 7-16" beyond the center line of the rivets and the lining should be pounded down at the end in the manner illustrated, so that when the brake is applied and the lining makes contact with the drum, there will be no sharp edge bearing against the drum.

The success or failure of this procedure rests entirely in the manner of treating the lining at this point, and if the illustration is carefully followed, no trouble will be experienced. The change took effect in the Factory in the neighborhood of motor number 29200.

BONNET CLAMPS

Two anti-rattler springs are now being used at each of the Single-Six bonnet clamps, taking effect in the neighborhood of motor number 29350, and this procedure will be found effective in taking care of bonnet rattles in cars in the field.

An additional spring may be applied to any car in service, but when this is done the new style post on the bonnet side should be used. It has a deeper notch, which will prevent the increased spring pressure from pushing the clamp handle off the post. Care should be taken that the center of the bonnet lower edge does not strike against the bonnet ledge due to the increased tension of the springs. The bonnet edge should be straight when clamped in position. The spring itself is unchanged and only the new posts are carried in service stock.

REMOVAL OF BATTERY

When the Single-Six battery is removed from its case, the speedometer cable should first be disconnected from the transmission.

We have found instances where the cable has not been disconnected, but has been pressed over at such a sharp angle in order to permit the removal of the battery as to cause the failure of the shaft.

Yours very truly,  
PACKARD MOTOR CAR COMPANY.

*H. N. Davock*

H. N. Davock,  
Manager Technical Service Department.