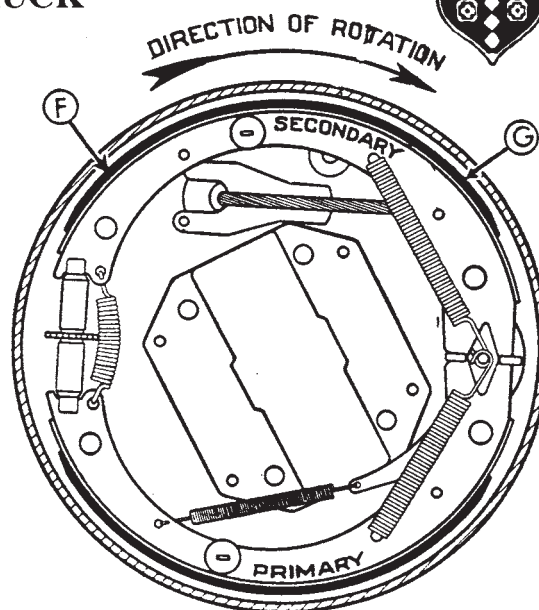
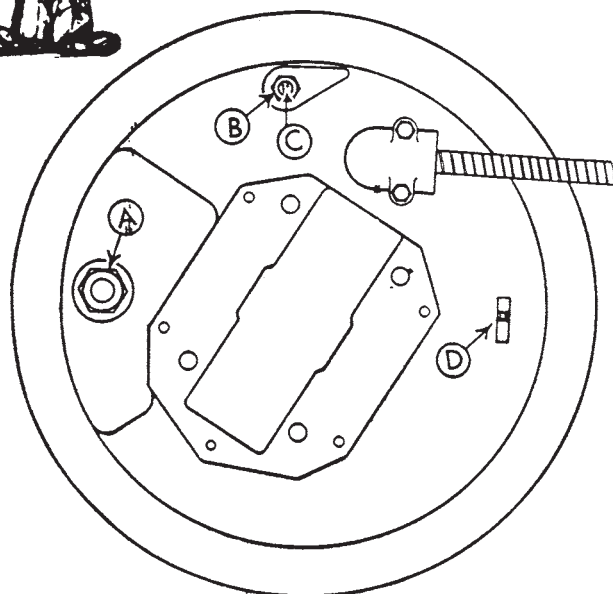




DIRECTIONS FOR RELINING BENDIX 2-SHOE SINGLE ANCHOR BRAKES FRED MAUCK



General Instructions

Before taking brakes apart read instructions chart fully and locate all adjustments referred to in the instructions.

Rust and lack of lubrication cause the operating parts of the linkage, such as levers, brake rods and clevis pins, to stick at the joints, giving a dragging brake or hard pedal. Oil the joints and bearing surfaces thoroughly. A snappy return of the brake pedal, when depressed and released suddenly, indicates the linkage operates freely. Where cables are used, loosen cables at both ends and lubricate free ends of cables with graphite lubricate or ordinary lubricating oil. Pull the cable back and forth during this operation, so that the oil works well into the conduit or hold one end of the cable up and pour in oil until it runs out of lower end.

Study position of shoes and springs so that you can replace them correctly. Pictures are great for this task. Then remove the brake shoe pull-back springs and the brake shoes.

The lining must fit snugly without any gaps or humps between the lining and the brake shoe. You can make sure of a snug fit by using clamps to hold the lining tightly against the shoes. In cases where the lining in the sets is drilled, start riveting at the center holes first. **Shoes for 1933 thru 1936 are the same, except for the 1001.** The left front lining for all but the 1001, in the mentioned years, should be 1 and 3/4 inches wide and the other shoes, right front and both rears should be 2 and 1/4 inches wide, to the edge of the shoe. What! You exclaim. Why? I don't know why. If the lining on your left front shoe, for the above mentioned years, is the same on all four wheels the car will pull in every direction but straight, no matter how you adjust the brakes. Packard did it this way and it works. I just finished my 36 super and it would pull right one time and then maybe left the next. After putting the narrow lining on the left front the cars stops in a straight line. Remember the factory knows best. (MOST OF THE TIME) This is a good time to check the shoe's arch. Shoes are not designed to be a perfect fit to the drum. Sometimes a brake that will not release is caused by the shoe being a perfect fit. They may have to be reached.

CLEAN THE BRAKE DRUMS THOROUGHLY, REMOVING ALL DUST AND GREASE. WEAR A MASK!

If the brake drums are scored more than a little, have them turned. This is also the best time to check, clean and repack all the wheel bearings.

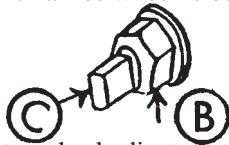
That's it for general instructions and what follows are the step by step instructions.

1. Disconnect cables from the cross shaft.
2. Inspect and grease cables. If strands in cable are broken, replace cable.
3. Lubricate points on backing plate where shoes come in contact with it. Make sure you have cleaned all dust, dirt and grease from shoes and backing plate.
4. Install the brake shoes. Make sure the lining has tapered ends, see G and F. If the drums are not being turned you might want to file the edge of the lining to knock down the high spots. The heaviest pull-back spring is always connected to the secondary shoe. The shoes are normally marked P or S. You may want to mark them before you take them off the car, eg. RIGHT FRONT TOP, RIGHT FRONT BOTTOM, ETC. What ever works for you. On cars having a small, single, pull-back spring, it is always connected to the secondary shoe.

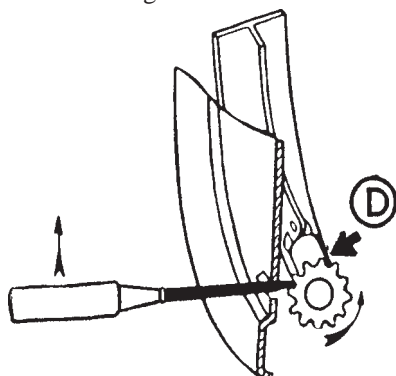
5. To locate the primary shoe, start at the cam and the first brake shoe in the forward rotation of the wheel is always the primary shoe.

6. Loosen anchor lock-nut (A); then install the brake drum. Remember you must have some end play. Too tight, the bearing wears or chips at the back. Too loose, and the bearing wears or chips on the outside. Or is it the other way? At any rate tighten the hub down hard then back off for the cotter pin fit. Recheck the fit in the 200 to 300 mile range.

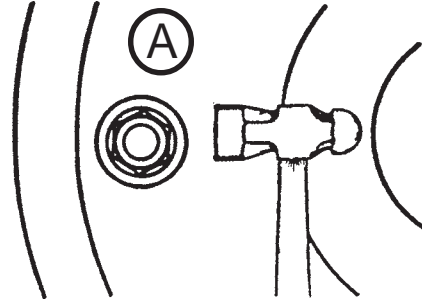
7. Loosen eccentric lock-nut (B) and turn eccentric (C) in the forward direction of the drum until the wheel drags. Back off on the eccentric until a free wheel is obtained. Tighten eccentric lock nut (B).



8. Adjust the star wheel adjustment (D) until a heavy drag is obtained between the lining and drum.



9. Tap anchor nut toward outer edge of backing plate.

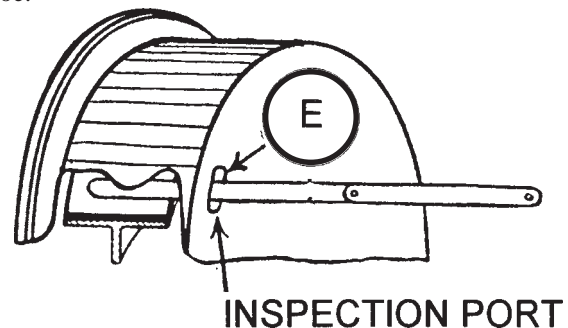


10. Tighten anchor lock-nut (A) snugly.

11. Make the above adjustments on all brakes. Then, with the cross shaft and brake pedal against their stops, connect cables to cross shaft making sure all the slack is taken out of the cables and all cables are of equal tension.

12. Back off on star wheel adjustment (D) until the wheels are free (generally 4-16 notches).

13. Check lining-to-drum clearance on the brake shoe that bears against the eccentric. Insert a .010" feeler gauge through inspection port (E) about 1" from the star wheel adjustment end (F) of the brake shoe and adjust eccentric until the feeler gauge is just gripped. Tighten eccentric lock-nut. Then insert feeler gauge 1" from end of lining on anchor end (G) of brake shoe and tap anchor lock-nut (A) in desired direction to obtain .010" clearance between lining and drum. Tighten anchor lock-nut (A) as tightly as possible. Check clearance at star wheel end (F) of shoe.



14. Depress brake pedal 1/4 of its travel and make final adjustment by backing off on star wheel adjustment (D) on tight wheel.

If you have a brake that will not release check you adjustments.

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