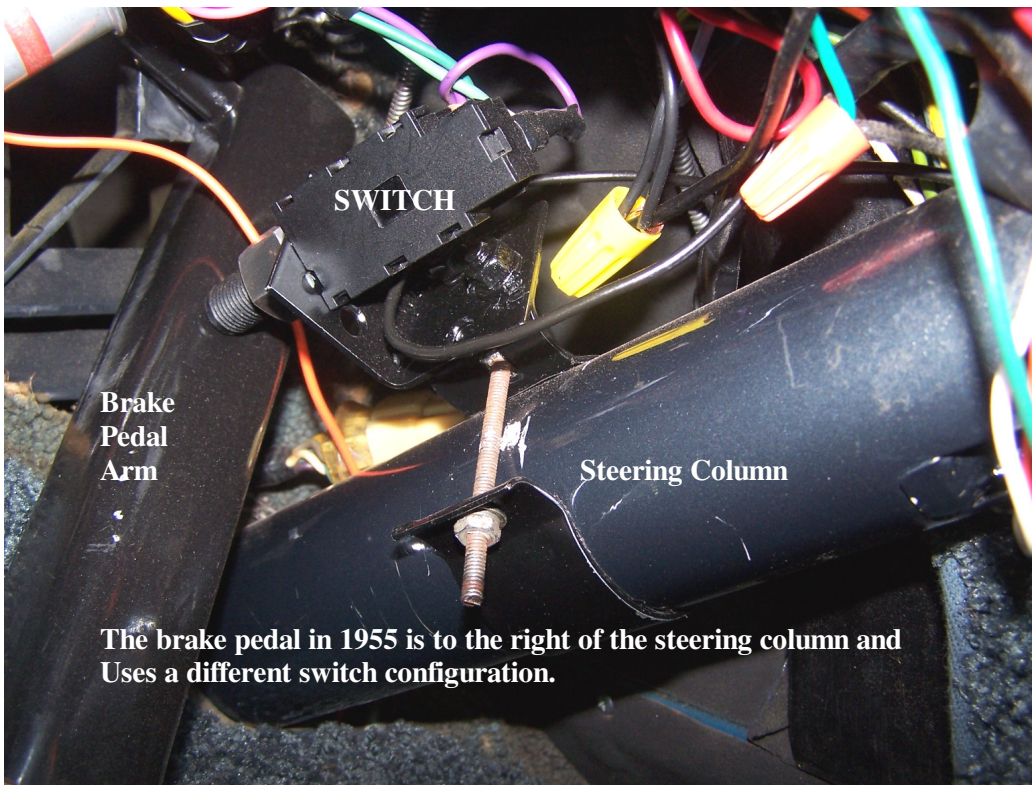


1955-56 Packard & Clipper *Mechanical* Brake Light Switch for all models with *Torsion-Level AND Power Brakes* ~ a replacement for the 3-prong hydraulic switch ~

Heinmuller Packard Parts
16529 Dubbs Rd. – Sparks, MD 21152
(410) 329-3022 – packardparts@comcast.net

- 1- Carefully remove the 3-position wiring harness (with 3-position black plastic connector) from the hydraulic brake light switch, which is on top of the left frame, under the fresh air duct and battery. Pull it back and reroute it so that it is near the left side of the firewall, close to where it comes out of the main wiring harness. **DO NOT remove the hydraulic switch.**
- 2- Cover the steering column just above the power brake pedal with something thin, like a piece of paper or plastic electrical tape, to protect the paint.
- 3- Carefully install the collar around the steering column so that the switch button points towards the brake pedal (the metal arm just above the rubber pad).
- 4- Install the long bolt through the holes from the top of the collar and install the washers and nut, then tighten slightly. Adjust so that the button is compressed inside the threaded barrel by the brake pedal, while it is at rest, then tighten. Thread the three wires through a convenient hole in the firewall. Check the small metal connectors inside the 3-position black plastic connector and adjust, if needed, by closing them slightly so that they will fit snugly around the Douglas connectors from the new switch. The wires are color-coded.
- 5- Test for proper operation.
 - a. When the brake pedal is pushed, the button is released and protrudes from the barrel, while at the same time it moves contacts inside the switch that 1- turn on the brake lights and 2- turn off the leveling system, which is the same thing that the hydraulic switch is supposed to do.
 - b. When the brake pedal is released, it forces the button inside the barrel, which moves contacts that turn off the brake lights and re-energize the leveling system.



c. The purple wire powers the brake light circuit – purple and dark green. The purple wire, in a splice with the orange wire, together with the light green wire, energizes the leveling system.

d. If an adjustment of the jam nuts that hold the switch to the metal bracket is ever necessary, make sure that the inboard jam nut **DOES NOT** touch the body of the switch. A space is provided because the threaded barrel cannot withstand tightening against the body of the switch. The plastic switch is somewhat delicate and will not withstand any force applied to it. Adjust its position **ONLY** with the jam nuts, and do not over tighten.

Photo shows 1956 pedal.