Packard

MOTOR CARS

"ASK THE MAN WHO OWNS ONE"

Facts About the "4th-48"

Packard Motor Car Company
Detroit, Michigan

The Packard "4-48" Car

December 24th, 1913.

To All Packard Dealers:

This letter is not an attempt to give complete specifications, but it is for the purpose of covering the most important points of the 4-48, on which you desire first information with special reference to differences from 1448.

The Car

The 4-48 is a continuation of the three previous 48 models, with all of the improvements of the 2-38 incorporated in it.

There are only two types of chassis—the Touring and Phaeton. Runabout bodies are the same type as the 1448 phaeton-runabout and fit the phaeton chassis. The short wheelbase runabout has been discontinued.

When chassis only is ordered no wiring for dash or tail lights is supplied. This means that all wiring equipment usually carried in body is omitted as heretofore

The body types are interchangeable between the 4-48 and the 2-38, but not with previous models because of inclination of steering column, new location of change speed and brake levers, and increase in length of wheelbase.

Some Important Points

1. Car called the 4-48 because it is the fourth model of this type. It conforms in engineering development with the 2-38.
2. Silent worm bevel driving gears in rear axle.
3. New type, three-unit starting, lighting and ignition systems. Ignition by high tension duplex magneto same as 2-38.
4. Car may be started on magneto.
5. Cylinder castings in two blocks of three cylinders each.

6. Clean and mud-tight motor.
   (a) Secondary wiring fully enclosed in one piece integral cylinder outlet water header and tube leading to magneto.
   (b) Concealed pressure oil leads, except on front and rear of motor.
   (c) Two block casting instead of three.
   (d) Integral motor bed webs and radiator splashers.
7. Improved lubrication system. Pressure feed to 35 points, including cylinder walls, with hardly an oil pipe showing.
8. Double exhaust system.
9. Accelerator pedal located at right of brake pedal.
10. Improved clutch brake.
11. Water jacketed intake header.
12. 17″ brakes, with improved anti-rattlers. Simplified design.
13. New body types—Salon touring, six-passenger enclosed line.
14. Taper bonnet, blending into cowl and body lines.
15. Left front door on all bodies except enclosed bodies with cab sides. This makes rear tire carrier standard and there is no place for a trunk rack. Trunks may be carried on running board.
16. Special combination equipment, including touring equipment and extras. See "Combination Equipment" folder. Fits 2-38 and 4-48 interchangeably. This means that any portion of the combination equipment that will fit a certain type of 2-38 car will fit on same type of 4-48.
17. One-man top on Packard open bodies. Curtains open with doors.
18. Seven and six-passenger open bodies with seats facing forward. Folding seats with arms.
19. Standard equipment includes: 37 x 5″ tires all around, non-skid rear, Firestone or Goodrich. Power tire pump, Taylor Noil, Speedometer and Clock, Warner Model M.

Details

Wheelbase

Touring car, phaeton and runabout.....144″.

Angle of steering column: { Touring, 46½°; Phaeton, 42½° }

(Same as 2-38)

Weight

Standard touring car, approximately 4850.

Salon touring car, approximately 4800.

Phaeton, approximately 4750.

Runabout, approximately 4600.

Above weights are with standard equipment and tanks filled.

Chassis, approximately 3800 with gasoline tank empty. (A gallon of gasoline weighs about 6¼ lbs.).

Standard Painting

Same as 2-38.

Special Painting

No extra charge, provided standard method of application and standard design of striping is followed.

Standard Trimming

Same as 2-38.

Special Trimming

Packard dealers are provided with samples of specially imported and selected Packard upholstering materials.

Trimming enclosed bodies in standard method in any of the materials shown on the current sample cards—no extra charge.

Upholstering touring car or phaeton in special color leather.....$25.00

Upholstering runabout in special color leather $10.00

New Car Equipment

Electric starter.

Packard control board on steering column.

Packard one-man lined top with side curtains and envelope, on Packard seven or six-passenger touring cars and phaetons. Curtains over all doors except left front arranged to open with door.

Runabout equipped with lined top, with curtains and envelope.

Packard storm tilt windshield on all open cars.

Packard electric side and head lights.

Packard combination oil and electric rear lamp.

License tag illuminator.

Combination electric and bulb horn.

Generator and battery supply electric current.

Speedometer and clock.

Power tire pump.

Complete set of tools with tire repair and rim changing equipment.

Two extra demountable rims.

Rear tire carrier.

One ton jack.

Extra can of oil.

Inspection light and cord.

Gasoline tank filler funnel.

Complete set of extra lamp bulbs, extra fuses and battery syringe in special carrying case.

Folding seats with arms standard for seven and six-passenger Packard bodies.

Pullman type or folding seats without arms optional in Packard bodies, or one folding and one Pullman type seat, if desired.

Stowable folding seats in Packard six-passenger enclosed bodies.

Appurtenances

Two suitcase trunk, complete with suitcases	$ 70.00
Upright two suitcase trunk complete with suitcases	75.00
Left fender trunk including attachments and straps	30.00
Right fender trunk including attachments and straps	30.00
Hatbox and cover	37.50
Two extra suitcases	27.50
Tire drum	22.50
Seat covers for Packard standard and salon touring bodies	75.00
Seat covers for phaeton bodies	65.00

Seat covers for runabout body	$35.00
Bumper, Sager	20.00
Bumper, Conover	20.00
Tire Covers, Allen	9.50
Tire covers, Hopewell	9.50
Tire cover for one wire wheel and tire	7.50
Tire lock	3.50
Cigar lighter	6.00

Extra tires (at prevailing market prices).

See special "Combination Equipment" folder for combination prices. Single suit case trunk No. 3 cannot be attached because of Power Tire Pump connections.

The Packard Touring Equipment is an exclusive Packard development offering individual luggage accommodation to each person in the car and carrying the complete outfit entirely outside of the passenger space. With this equipment a hard tour in a Packard is as comfortable as an evening drive on the boulevard.

Prices

Packard "4-48" Carriages

Touring or phaeton chassis	$4100.00
With standard touring body, capacity 7 persons	4850.00
With Salon touring body, capacity 6 persons	4850.00
With Phaeton body, capacity 5 persons.	4750.00
With Phaeton body, capacity 4 persons.	4750.00
With Runabout body, capacity 2 persons.	4750.00
With Limousine body, with cab sides, capacity 7 persons	6000.00
With Limousine body, capacity 7 persons	5950.00
With Limousine body, with cab sides, capacity 6 persons	5950.00
With Limousine body, capacity 6 persons	5900.00
With Landaulet body with cab sides, capacity 7 persons	6000.00
With Landaulet body, capacity 7 persons.	5950.00
With Landaulet body, capacity 6 persons.	5900.00
With Imperial Limousine body, capacity 7 persons	6150.00

With Imperial Limousine body, capacity 6 persons $6100.00
With Salon Limousine body, capacity 7 persons 6100.00
With Brougham body, capacity 6 persons. 6000.00
With Salon Brougham body, capacity 4 persons 5950.00
With Coupe body, capacity 3 persons... 5450.00
With All-weather convertible body, capacity 7 persons..... 5525.00

Packard "4-48" Open Bodies

Standard Touring body, less top and windshield ..... $ 750.00
Salon Touring body, less top and windshield 750.00
Phaeton bodies, less top and windshield . . $ 650.00
Runabout body, less top and windshield . 650.00

You will note that the difference between the prices of the chassis and the completed car of any type taking a Packard body, equals the body, windshield and top price, except that Packard open bodies purchased after delivery of the chassis or enclosed car do not include top or windshield. If the Packard open body, therefore, is ordered at the time the original order is placed, or before delivery by the dealer of the original order, it will include top and windshield; otherwise, these will be charged for respectively on Packard Touring and Phaeton bodies at $175.00 and $75.00. Runabout top at $135.00; windshield at $75.00.

Packard "4-48" Enclosed Bodies

Limousine body, with cab sides, 7 passenger $1900.00
Limousine body, 7 passenger..... 1850.00
Limousine body, with cab sides, 6 passenger 1850.00
Limousine body, 6 passenger 1800.00
Landaulet body, with cab sides, 7 passenger..... 1900.00
Landaulet body, 7 passenger..... 1850.00
Landaulet body, 6 passenger..... 1800.00
Imperial Limousine body, 7 passenger... 2050.00
Imperial Limousine body, 6 passenger... 2000.00
Salon Limousine body, 7 passenger..... 2000.00

Brougham body, 6 passenger..... $1900.00
Salon Brougham body, 4 passenger..... 1850.00
Coupe body, 3 passenger..... 1350.00
All-weather convertible body, 7 passenger..... 1425.00

(Note—Enclosed bodies, except All-weather convertible body are built entirely in the Packard shops; All-weather body is built by Springfield Metal Body Co.)

Delivery

See Mr. Bury's allotment letter and your list of schedule dates (now being prepared).

Photographs

There will be no regular 4-48 set of photographs, as the appearance is so closely similar to 2-38. A special printed sheet of prices is being prepared as an insert for the dealers' albums.

Motor

Cylinders

Six cylinders, 4½″ x 5½″, cast in two blocks of three each.

Same type as 2-38, ½″ larger bore.

Crank Case

Same type as 2-38.

Valves

Same diameter as 1448. Slightly increased lift on intake. Valve spring key same design as 2-38. Located in two oil tight compartments. Aluminum valve covers, held in place by two non-losable knurled nuts.

Front Gears

Spiral spur train with ample bearing surface to insure quiet running. Same as 2-38.

Crank Shaft

Seven bearings, with pressure lubrication, 2¼″ in diameter.

Connecting Rods

With oil leads to piston pins, same as 1448.

Pistons

Three ring. Ample bearing each side of pin.

Cam Shaft

Hollow, with integral cams. Cam shaft bearings large, allowing withdrawal of cam shaft without split bearings.

Oil pump gear integral with cam shaft.
Hollow cam shaft forms main lead for oiling system, thus doing away with pipes for this purpose.
No compression relief.

Intake Header

Water jacketed, to assist in mixing and vaporizing present low grade commercial gasoline. Same type as 2-38.

Double Exhaust System

For two block cylinder casting, which is new on 4-48. Same type as 2-38.

Muffler

Same type as 2-38.

Starting Crank

Non-detachable with leather sling. When self-starter was first standardized, starting crank was detached in order to advertise this feature.
The self-starter is now so universal a feature that the crank has been restored to its attached position as the proper place for it. When testing compression the attached crank is safer, as it cannot fly off or cause an accident by allowing operator's hand to hit frame. A sling is provided to support the crank in an inconspicuous position.

Gasoline System

Tank

On rear of frame. Capacity 25 gallons. Same as 1448 except connections for flared tube unions.
Connections—S. A. E. flared tube unions. Same general design as 2-38.

Pressure Pump

Same type as 2-38.

Hand Pump

Same as 2-38, attached to lower side of steering column, thus making it part of the chassis.

Pressure Relief Valve

Same type and location as 2-38.

Carburetor

Packard, with integral water governor.

Intake Header

Changed to accommodate three cylinder block construction, and hot water jacketed. Somewhat smaller, thus increasing velocity of incoming mixture. The system of carburetion is highly developed for all climates and grades of fuel. This is one of the finest features on the car.

Water jacketed carburetor, water jacketed intake header, and hot air regulator all make for fuel economy. The new feature here is the water jacketed intake header. Same type as 2-38.

Carburetor Control

Throttle, same type as 1448. Mixture controlled by knurled and graduated adjustor located on steering column control board within convenient reach of the operator. When it is desired to change mixture, pull the adjustor away from control board before turning.

Ignition System

Waterproofed, high tension Bosch duplex magneto, located on right side of motor directly behind generator and driven by extension of generator shaft. Magneto held by strap to provide for quick removal. No boot provided.

Electric current for starting and ignition taken from lighting and cranking battery.

Battery located on right running board.

Car may be cranked on magneto.

Circuits

High tension circuit common to magneto and battery.

Secondary wires lead direct from magneto to spark plugs.

All wiring is housed and protected.

Secondary wiring can be removed in a single removable unit and is entirely housed out of sight,

being carried in the upper half of the cylinder water outlet header, which also holds the spark plug switch blocks.

Starting and Lighting System

By Bijur 6-volt system, built specially for the Packard Motor Carriages, and incorporated as an integral part of the motor which is designed to take it. It is not an accessory and cannot be added to extant models without prohibitive expense.

Starting Motor

Same as 2-38. Geared 23.3 to 1. Turns a warm and limbered motor over 100 R. P. M. and will start the motor under all average conditions on magneto. Spark should be advanced well beyond half to crank on magneto in order to make motor start quickly. If too far retarded motor will not start at all on magneto.

Generator

Same as 2-38.

Ammeter

Same as 2-38.

Polarity Reversing Switch

Same as 2-38.

Wiring

Same type as 2-38.

Battery

Same as 2-38.

Cut Out Relay

Same as 2-38.

Regulator

Same as 2-38.

Is on easily detachable box on top of the generator. This regulator is of the same general design as the one furnished on 1348. DO NOT TAMPER WITH IT.

If it gives trouble, replace with new one, returning faulty unit to the manufacturer for repair.

Starting Switch

Same as 2-38.

Heel Button

Same as 2-38.

Lighting Lamp Sizes

No. 1—Headlights 28 cp, 6.4 volt, $2\frac{5}{16}''$ round bulb.

No. 2—Dash Lamps, 6 cp, 6.4 volt, $1\frac{1}{2}''$ round bulb.

No. 3—Gauge Lamp and rear license tag illuminator lamp, 4 cp, 4 volt, $\frac{3}{4}''$ round bulb.

No. 4—Dome lights in enclosed bodies, tonneau light for open bodies, and tail light use 4 cp, 7 volt, 1″ round bulb.

All lights can be carried directly by the generator or storage battery. Small gauge lamp on the dash is in series with the license tag illuminator lamp always acting as a pilot. Inspection lamp with cord is furnished in the tool kit. It can be connected at Speedometer dash connection only, thus protecting fuses.

A tonneau light is located on the right back of the front seat, set flush in the upholstery with switch just inside door molding where it can be easily found.

This light is far enough outboard not only to illuminate the tonneau floor, but also the right running board when door is open.

Care

Care of the electric starting and lighting system is as follows:

Generator and motor run in ball bearings and should be oiled very sparingly.

Once every two weeks fill each cell of the battery with distilled water if electrolyte does not cover plates.

Once every two weeks turn polarity switch on generator connections from one side to the other by pushing it in and turning.

Impress upon your customers that outside of the above, they should LEAVE THEIR STARTING AND LIGHTING SYSTEM ALONE. Neither this Company nor the manufacturer will undertake to remedy any difficulty caused by abuse or tampering.

Primer

There is none.

Cooling System

Radiator

Supported in trunnion bearing on both sides and tied at the top with a stay rod to the cylinder water outlet header. Same type as 2-38.
Capacity of cooling system when motor is cold, 7⅜ gallons.

Water Pump

New type. With ball-bearing carrying impeller and front gear thrusts. One stuffing box.

Governor

Same type as 1448, supported on carburetor body.

Water Outlet Header

From top of cylinders to radiator, one piece casting provided with cast receptacle to accommodate ignition wiring and also carry knife switch blocks. This header is provided with flange which carries the high tension wiring tube to the magneto and also has a clevis connection to the radiator stay bolt. Radiator stay rod does not reach to the dash.

Fan

Belt driven, same type as 1448, but 3″ larger diameter.

Lubrication System

Same type as 2-38.

Simplified pressure feed to all motor bearings. The force feed lubrication has been developed so that there now is force feed to 35 points or bearings, including motor cylinder walls. This is accomplished with hardly an oil pipe in sight.

The oil pump, which is located in the crank case lower half and driven by spiral gear off the cam shaft, similar to the 1448, has a new type body in order to bring the pump delivery inside of the crank case lower half.

Primary oil screen around pump of plug hat type, same as 1448.

Oil is carried forward inside crank case through a half-inch pipe out through the front end of the lower half to a short lead running up to the screen and by-pass which is located behind the fan on top of the front gear compartment.

Secondary screen is carried here in same casting with blow off valve.

The main outlet feeds to the main oil supply in the cam shaft, as well as another lead to the feed pipe to the front end bearings, such as pump, idler and generator shaft bearings.

The overflow from the blow-off valve runs directly on top of the timing gears.

Direct lubrication through hollow cam shaft to each main bearing on crank shaft.

Auxiliary oiling on cylinder walls similar to 1448, oil being taken through the crank case from a boss above the rear end of the cam shaft.

Oil pressure from this same point is led through to dash gauge.

Auxiliary oil valve is located on the left rear arm of the crank case and has bearing for the accelerator pedal rock shaft integral with it.

Cylinder baffle plates same type as 2-38 but larger. Great care has been taken to avoid oil leaks. This has been accomplished by combining the fly wheel housing with lower half of the crank case and by fitting with gaskets so that bottom cover encloses all main bearings entirely, thus obviating the necessity of fitting around the main bearings.

All lubricating system parts interchangeable on 2-38 and 4-48 except oil tubes which are longer for the bigger motor.

Clutch

Packard Dry Plate Clutch. With improved demountable front clutch ring to simplify change of clutch plates if necessary.

Housing

Same type as 2-38.

Clutch Brake

Same as 2-38 with spring yield and adjustment outside of casing. When brake is in full contact the additional travel of the clutch pedal practi-

cally does not affect it. This makes for exceptionally smooth gear change, as in 2-38.

Transmission

Internal mechanism same type as 1448.

Transmission Control Connections—Same type as 2-38.

With standard rear axle, 28 mile bridge, the three speeds are geared in the following ratios:

First or low, 11.60 to 1.

Second, 5.82 to 1.

Third or high, 3.53 to 1.

With high rear axle, 30 mile bridge, 3.28 to 1 on high.

The worm bevel drive of the 1448 and the 2-38 is continued in the 4-48. It is one of the most impressive features of the car.

Rear Axle

Housing of pressed steel, same type as 2-38, but larger to accommodate bigger bevels.

Bevel gear ratios: Standard, 3.53 to 1, gives 28 miles per hour at 900 R. P. M.

High, 3.28 to 1, gives 30 miles per hour.

Torque Arm

Same type as 2-38, but larger.

Brakes

Same type as 2-38. Same diameter as 2-38 but with single supporting pin at rear and improved toggle action.

Live Axles

Same general design as 2-38; without thimble in wheel hub and with long taper and two keys.

Wheels

Front, same as 1448.

Rear, without camber and with simplified hub and brake drum construction. Similar to 2-38.

Tires

Firestone or Goodrich standard.

Front and rear, 37 x 5″, plain tread front; non-skid rear.

Standard location of extra tires is at the rear on all types. On runabout, round carrier on top of sloping rear deck of body furnished optional in place of flat deck cover. Majority of patrons prefer tires on rear deck when runabout rumble seat is not specified.

No provision has been made for carrying tires on side.

Allowance for omission of tire carrier:

To customer	$15.00
To dealer	12.00

Allowance for omission of tires:

To customer	$128.00
To dealer	102.40

Running board trunks can be purchased as an extra. No rear trunk rack can be used except on runabout when tires are carried on rear deck.

Rims

Firestone Q. D. Demountable.

Power Tire Pump

Taylor Noil, attached. Located on front universal joint housing just behind clutch. Gear shifter operating rod and union for pressure hose project through running board to frame splasher on right side of car.

Frame

Six inches deep, channel sections. Pressed steel. Same general design as 2-38 but longer to allow for longer motor and larger gasoline tank. Body space back of dash same as 2-38.

Springs

Front, 2¼″, semi-elliptic.

Rear, 2½″, three-quarter scroll elliptic with lower half supported below the axle and shackled at both ends.

Same type as 2-38. Gives lower appearance to the car by bringing springs below the line of the frame and simplifies body attachment.

Spring bolts and clips ⅝″ diameter. Spring clips rectangular section on top.

All spring eyes bushed.

A car that is equipped with proper springs for city driving, carrying normally half its full passenger capacity, is too lightly sprung for touring, in which

the full passenger capacity is usually taken, either as passengers or luggage. Probably the greater portion of average driving of motor cars is under city conditions.

To put in a set of springs that would take care of both city and cross country driving necessitates that the springs be heavy enough for the severest touring conditions; this in turn would mean that the springs would be heavy and rough riding most of the time.

We are, therefore, equipping our cars with reasonably soft springs to give comfortable luxurious riding results to the greatest number of our patrons under average user's conditions.

If any patron expects to do heavy, hard, fast touring and wishes his car ideally equipped for this service, we will supply him with a special set of heavy springs that will keep him from hitting the axle under all normal conditions. We have found, however, that the average owner prefers the easy springs, and accepts as his portion the fact that when he does tour the springs allow the axle to hit at times when a heavier spring would not do so.

Front Axle

Same type as 1448, but with king bolts taper fitted into axle ends, and improved lubrication for steering knuckle bearings. New type stops readily adjustable to prevent tires from hitting fender, irons or frame.

Steering

Left hand. Upper portion with carburetor and ignition controls, same type as 2-38.

Steering sector shaft lever outside of frame.

Steering wheel 18″ in diameter.

Stationary steering column supporting control board for ignition, lighting, mixture controls and horn button.

Hand pressure pump for initial gasoline pressure attached to steering column.

Worm and nut shaft and rock shaft on roller bearings, thus reducing wear.

Greater tilt to steering column on phaeton than on touring car.

Turning Radius

Diameter turning circle in either direction on all models, 47 feet.

Controls

Same as 2-38.

Pedals

Same as 2-38.

Starter Heel Button

Same as 2-38.

Change Speed and Hand Brake Levers

Left hand control. Same as 2-38. Gear shifting lever with non-rattling reverse latch and bearings for reverse motion in the lever.

Brake lever same as 2-38.

Control levers differently located on phaeton and touring car.

Left Hand Control

Has distinct and marked advantages over center control. Left hand control has levers which are easy to reach from normal driving position.

Center control is very unhandy, especially if a third person or child is sitting in the seat; you hit them when reaching for the levers, and in most types the levers interfere with throwing a robe forward when you wish to get out.

Left hand control has proven itself to be operated with equal facility, and also makes the floor boards more accessible and easier to remove. Clutch is more accessible than with center control.

Levers are out of the way where they will not catch in garments or robes.

While change speed and brake levers are maintained at the left of the operator they are moved forward 8″, with much shorter throw from low to high. The unit is out of the way, coming beyond the operator's knee and allows room for a door on the left front side through which the operator can enter or leave the car.

Bonnet

Louvred and of taper design. Taper same as 2-38. Front end same as 1448. Three clamps of hinged type on each side designed so padlock can be used.

Bonnet frame ledge two-piece design.

Dash

Same as 2-38.

Tools

In tool roll under left front seat on all open types. Under right front seat on all closed types.

Bodies

4-48 bodies are interchangeable with 2-38 bodies by change of bonnet dash shelf which is of slightly different design, being larger on 4-48 to accommodate hood. Bodies having rear fender brackets supported from frame use different brackets on 4-48 because of increased frame length.

4-48 bodies are not interchangeable with previous models because of inclination of steering column and new location of change speed and brake levers. 1448 bodies fitting touring chassis may be altered to fit. Details furnished on request.

Especial attention has been paid to comfort of driver by greater inclination of steering column on touring chassis, and position of foot accelerator which assists in holding driver well over in left corner of seat. Left front door on all open bodies except cab side enclosed bodies makes it possible for driver to leave or enter on left side. Cab side bodies have no left front door, because cab sides would make it impossible to get in and out. All bodies fitting touring chassis have front seat slightly lower than formerly on account of greater inclination of steering column over previous models.

Oil and gasoline pressure gauges and ammeter on dash within easy view of operator.

Outside door handles on all types of Packard bodies.

All bodies except Salon types have undivided front seat which comfortably carries three persons. This can only be done because of left hand gear shift and is a tremendous factor in its favor. The 4-48 bodies include the refinements of the present 2-38.

Body wiring is completely enclosed in conduits and assembled as a removable unit.

All Packard open bodies have concealed horn bulb tube.

Curtains for open bodies are stowed under rear seat.

Chafing and marring of curtains and lights are avoided by putting them in a special carrying bag which holds them snugly.

Carrying space provided for chains, oil and other incidentals under right front seat. Tool kit under left side front seat.

Enclosed bodies have curtains on all rear compartment windows except types having arched doors. Curtains on arched door windows optional.

Packard bodies purchased separately DO NOT include bonnet dash ledge (which is part of the chassis equipment), top or windshield.

Windshields

Packard windshield, for all Packard open bodies. Same as 2-38.

Tops

Packard one-man lined top, same as 2-38.

Signal opening in curtain beside drivers seat.

Runabout top same as 2-38.

Body Types

Type	Capacity, Persons
Packard Standard Touring	Seven
Packard Salon Touring	Six
Phaetons	Five or Four
Runabout	Two
Limousine, with cab sides	Seven
Limousine, without cab sides	Seven
Landaulet, with cab sides	Seven
Landaulet, without cab sides	Seven
Limousine, with cab sides	Six
Limousine, without cab sides	Six
Landaulet, without cab sides	Six
Imperial Limousine	Seven
Imperial Limousine	Six
Salon Limousine	Seven
Brougham	Six
Salon Brougham	Four
Coupe	Three
All-weather	Seven

For details see "Facts About 2-38."

Important Measurements

	Packard Standard Touring	Packard Salon Touring	Packard Phaeton	Packard Runabout
Length over all—top up	204¾	204¾	204¾	204¾
Length over all—top down	204¾	204¾	204¾	204¾
Width over all	71¾	68⅛	70½	68⅛
Height from ground with top up	88¼	88¼	86¼	84¼
Height from ground to running board	17¾	17¾	17¾	17¾

Detailed comparative measurements table in Construction & Equipment Folder, now on press. Dimensions in these tables are approximate, as they are made over upholstery which may vary slightly in individual cases. 2-38 and 4-48 body dimensions are identical, as bodies are interchangeable,

We will be glad to furnish further information on request.

Yours very truly,
PACKARD MOTOR CAR COMPANY,
ARTHUR E. CORBIN,
Assistant Sales Manager.