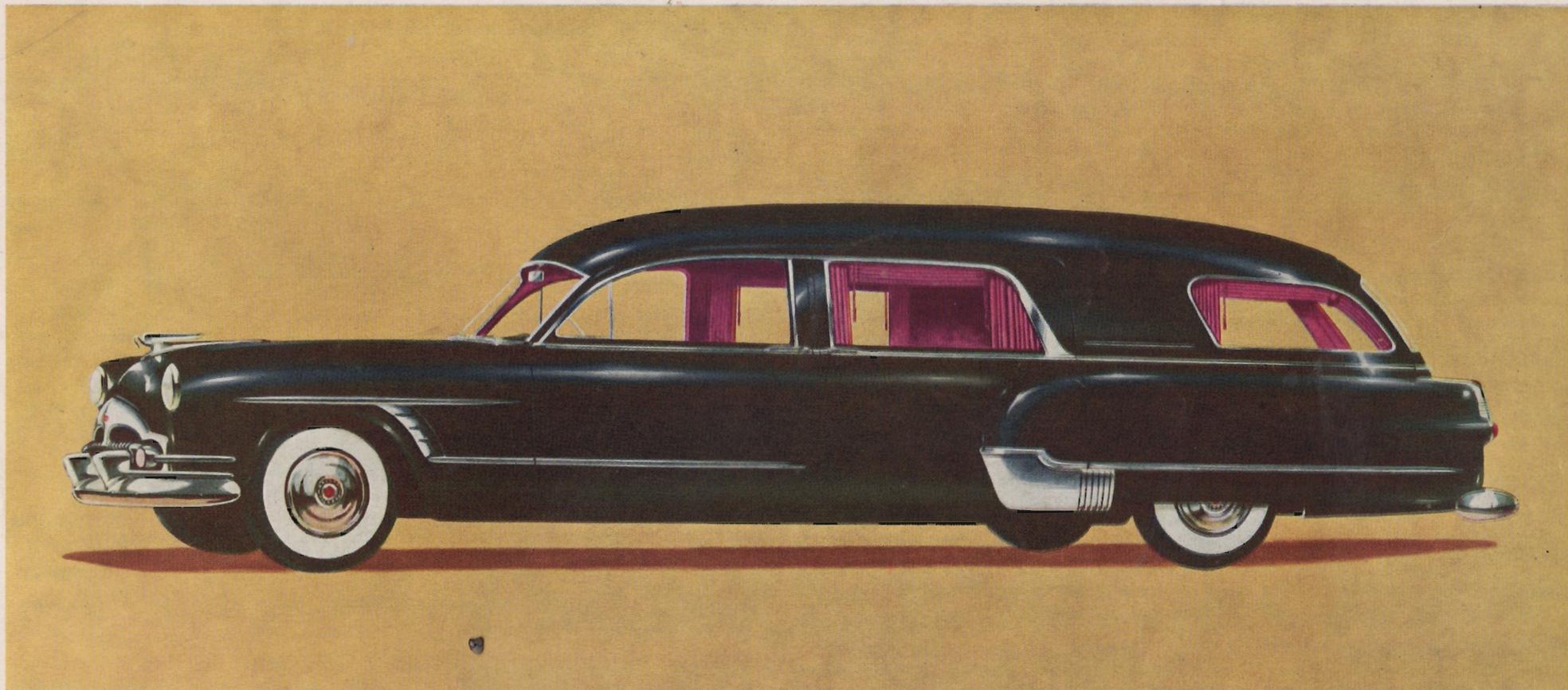


*For Those Who Want The Finest*  
**HENNEY-PACKARD LIMOUSINE NU-3-WAY SIDE SERVICING FUNERAL CAR**  
*America's Most Advanced Funeral Car!*



Yesterday's traditions of HENNEY craftsmanship are joined by tomorrow's preview of advanced engineering — to bring you this most distinguished and conveniently appointed funeral car. It combines a degree of individuality and serviceability not found in any other funeral vehicle.

**HENNEY MOTOR COMPANY, INC.**

*Home of the original side servicing funeral car.*

**FREEPORT, ILLINOIS**

## MODEL 2613

### PACKARD COMMERCIAL CHASSIS SPECIFICATIONS

**ENGINE:** Packard Thunderbolt, L-head type, 8 cylinders in line. Bore  $3\frac{1}{2}$ " , stroke  $4\frac{1}{4}$ " , Piston displacement 327 cu. in. Taxable horsepower 39.2; maximum brake horsepower 180 at 4000 R.P.M. Compression ratio 8.0 to 1. Crankcase cast integral with cylinder block reinforced by heavy ribbing. Connecting rods are "I" beam construction manganese steel drop-forgings rifle-drilled entire length for positive piston pin lubrication. Crankshaft has integrally forged counterweights, weight 104 lbs. Fluid suspension vibration damper. Aluminum alloy Thermo-Strut pistons surface treated and tin plated for ideal bearing material. Two compression and one oil ring provide excellent compression seal and perfect oil control. Inlet valves chrome nickel, exhaust valves Austenitic steel. Lubrication system full pressure feed, gear type oil pump with water controlled oil temperature. Oil capacity 7 quarts. Pressure indicating warning light on instrument panel and quantity dip-stick on crankcase.

**COOLING SYSTEM** has fan belt centrifugal pump. Tubular type radiator core with thermostatically controlled recirculating feature.  $19\frac{7}{8}$ " dia. 4-blade fan. Pressure type radiator cap. Capacity of system with heater, 20.55 qts.

**CARBURETOR:** Four barrel down draft type with four intake jets. Automatic choke, automatic heat control, silencer and flame arrester. Fuel filter located in double-acting vacuum booster fuel pump.

**GASOLINE TANK:** Mounted in rear under frame. 20-gallon capacity. Electric gauge on instrument panel.

**MUFFLER** is low back pressure type. Exhaust pipe, muffler and tail pipe floated on rubber mountings.

**GENERATOR:** Heavy Duty 45 ampere capacity, shunt wound, two pole type.

**BATTERY:** 17-Plate, 120 ampere-hour capacity.

**STARTER:** Operated by accelerator. Bendix shift starter drive.

**FRAME:** One-piece side member construction fully boxed-in section full length of frame. Tapered "I" beam "X" member construction. Wheelbase 156".

**REAR AXLE:** Hypoid semi-floating type. Gear ratio with standard transmission 4.54 to 1—with overdrive 4.7 to 1—with Ultramatic 4.36 to 1. Rear axle tread  $65\frac{1}{8}$ ". Hotchkiss type drive through rear springs.

**FRONT SUSPENSION:** Independent Parallelogram type with single coil spring. Airplane type double-acting shock absorbers mounted inside front coil springs. Tread— $59\frac{1}{2}$ ".

**WHEELS AND TIRES:** Wheels demountable pressed steel, disc type, rim size 5.50 x 16. Tires 7.50 x 16 6-ply rating. Spare wheel, tire and tube stowed in compartment under mound in Nu-3-Way models and behind driver's seat against partition on right side in ambulances and combination cars.

**SPRINGS:** Rear springs, semi-elliptical type slung under axle  $54\frac{3}{8}$ " long x 2" wide. Rear spring ends mounted in live rubber. Front springs  $4\frac{7}{2}$ " I.D. helical coil type made of silico-manganese.

**SHOCK ABSORBERS:** Hydraulic direct acting type on all four wheels.

**ROLL CONTROL BARS:** Torsional type stabilizers front and rear.

**TRANSMISSION:** Selective—Silent synchronized, gear ratio 4.54 to 1 with standard gear shift transmission—4.7 to 1 with overdrive and 4.36 to 1 with Ultramatic. Overdrive available at extra charge. Packard Ultramatic automatic transmission available at extra charge.

**CLUTCH:** Single dry plate. Facing material woven asbestos, size 7" x  $10\frac{1}{2}$ " x .125".

**PROPELLOR SHAFT:** Tubular type, statically and dynamically balanced. Three roller bearing type universal joints. Universal joints at each end connect the extension shaft with the rear axle driving pinion. Intermediate self-aligning propellor shaft bearing mounted in rubber.

**BRAKES:** Servo Hydraulic, internal expanding, self-energizing on all four wheels. Front brake drums 12" diameter x  $2\frac{1}{2}$ " wide centrifuse. Rear brake drums 14" diameter x  $2\frac{3}{4}$ " wide centrifuse. Total effective braking area service brakes 292.25 square inches. Convenient "T"-handled parking brake on left side of instrument panel operates independently of hydraulic service brake system.

**STEERING GEAR:** Worm and 3-tooth roller perfectly balanced mechanism. **POWER STEERING** available at extra cost.

**BUMPERS:** Front and rear sturdy, wide "wrap-around" type, chromium plated finish. Heavy duty bumper guards installed front and rear.

**FENDERS:** Stamped from heavy sheet metal. Headlights inserted wide apart in front of fenders.

**LIGHTING:** Sealed beam type headlights. Upper beam indicator in instrument group.

**DIRECTIONAL SIGNALS:** Self-cancelling type located in parking and tail lights.

**INSTRUMENT PANEL:** Rich gray finish with instrument cluster grouped in front of driver. Speedometer, twin directional signal arrows, gas gauge, temperature indicator, oil pressure and generator charging indicator signal light, self-starting electric clock, cigar lighter, two ash receivers, fresh air controls, headlight switch and the glove drawer located for most convenience to driver.

**LIMOUSINE MODEL 5390****STANDARD HENNEY BODY SPECIFICATIONS****LANDAU MODEL 5300**

**ENGINE:** Henney Nu-3-Way Side Servicing Funeral Car body with Elecdraulic Power Operated Table Assembly.

**FRAME STRUCTURE:** Henney all-steel body is built with heavy gauge steel die pressed body frame members. One piece seamless, heavy gauge steel top with die pressed reinforced roof frame assembly. Armor-ribbed box member construction used throughout body frame assembly. Body panels are die pressed best quality deep drawing auto body steel. All body panels and framework are painted with rustproof primer on inside or covered surfaces before assembly. All body joints are caulked on inside with mastic compound to prevent underbody leakage. All inner body and inner door panels sprayed with heavy asphaltum sealing compound. Entire body assembly is undercoated.

**DOORS:** All steel die pressed inner and outer panels assembled in jigs that hold to rigid tolerances. Doors hung on heavy forged steel hinges. Front doors hinged to all-steel cowl assembly. Door dimensions: One single 40" wide x 40" high door on rear hinged on right side; Rear side doors, one on each side, 48" wide; Front doors, one on each side, 44½" wide.

**GLASS:** Fine quality polished safety plate glass in all window openings. Hydraulic window regulators in both front doors. Limousine type funeral car body has "Wrap-Around" type rear quarter windows conforming to general "advanced contour" styling. Rear side door windows, rear quarter windows and rear door window set solid in rubber glass channel. Landau type funeral car body has full steel rear quarter panels without windows in keeping with traditional landau styling. Front doors equipped with no-draft ventilating system.

**DRIVER'S SEAT:** Full width 3-passenger seat with divided seat back assembly for ample clearance for casket table. Seat built up with first grade springs and sponge rubber padding. Hydraulic front seat adjustment with control switches on both sides of seat frame assembly.

**UPHOLSTERY:** High pile luxurious mohair or wool boucle throughout entire car. Burgundy, Blue, Royal Purple, Silver Gray and Rosewood colors are available. Doors, wheel housings and body trimmed in panelled design with chromium accent mouldings.

**DRIVER'S FLOOR MAT:** Black rubber floor mat with heavy jute fibre insulating pad on under side.

**COMPARTMENTS:** Glove drawer in instrument panel on right side. Church truck compartment under floor at rear of body inside rear door back of Nu-3-Way casket table assembly. Utility and tool compartment under casket table mound assembly on left side. Spare tire, tube and wheel stowed in compartment under casket table mound assembly on right side.

**INTERIOR EQUIPMENT:** Casket table—Nu-3-Way Side Servicing Elecdraulic Power Operated Table. Sturdy 7 ply table panel. Full length 88½" between front and rear bier pins with bier pin extension. Full width 32¾" between side bier pins. Casket table extends through side door opening beyond outside edge of body sill. Table operates to either side or may be loaded through the rear door. Rear mound elevation with four casket rollers forms top of church truck compartment to facilitate loading from rear. Casket table upholstered with same material as balance of body. Casket table assembly mounted on electrically welded changeless all-steel mound frame assembly. Table operates on patented noiseless ball-

bearing two-way pivot casters. Under surface of casket table which contacts ball casters is covered with Formica which facilitates movement of table and muffles all mechanical sound. All casket table hardware rich satin finish chromium. Twelve 9¾" rubber covered roller assemblies on table. Rubber rollers eliminate casket side slippage. Four rubber covered patented offset shank bier pins which have ¼" pin adjustments.

Walnut finish Formica top casket table in lieu of regular at extra charge.

Battery charger female plug socket installed on lower section of instrument panel.

**DIMENSIONS:** Overall height 71¼"—Body width outside 82"—Overall length including bumpers 252". Body width inside at rear side doors 64"—Top of casket rollers on table to underside of windcord on roof rail 32½"—Ground to top of casket table 32⅞".

**DRAPES:** Drapes in rear side door window openings and rear quarter window openings.

**SHADES:** Soft fabric vertical sliding shades at both rear side doors and both rear quarter window openings.

**WEATHERSTRIPS:** All doors completely sealed against dust, water and air on all edges with resilient sponge rubber weatherstripping firmly attached to door flanges.

**LIGHTS:** Three domelights in rear, one light located above each door.

**PULL-TO HANDLES:** Remote control interior door opening handles on front doors, rear side doors and rear door. Combination arm rest and door pulls on both front doors. Right driver's compartment door and rear door equipped with key actuated locks. Left driver's compartment door equipped with inside plunger control door lock.

**WINDSHIELD:** Curved one-piece laminated safety plate glass windshield. Windshield area 989.2 square inches.

**WINDSHIELD WIPERS:** Dual windshield wipers, vacuum type.

**COWL:** All steel construction. Two rainproof fresh air ventilating ducts carry fresh air from behind front fenders along both sides of engine to cowl face panel. Damper valves in both ducts are actuated by levers on instrument panel which control fresh air intake.

**SUN VISORS:** Two inside universally hinged sun visors.

**DOOR CHECKS:** Positive action door checks on all doors.

**REAR VIEW MIRROR:** Tilting No-Glare inside rear view mirror.

**NAMEPLATES:** 1 pair nameplates, open block letter type, or double faced type mounted in rear side door window openings.

**DOOR HANDLES:** Push-button operating type.

**PAINTING:** Henney special lacquer system. All standard lacquer colors available for body and wheels. Extremely light colors which require special undercoats are supplied at extra charge. The finish on cars painted White, Ivory, Maroon or Cream cannot be guaranteed.

**NOTE:** While no changes in specifications in regular production are anticipated, the right is reserved to change specifications without notice. No allowance for omission of any regular equipment. All dimensions are approximate.

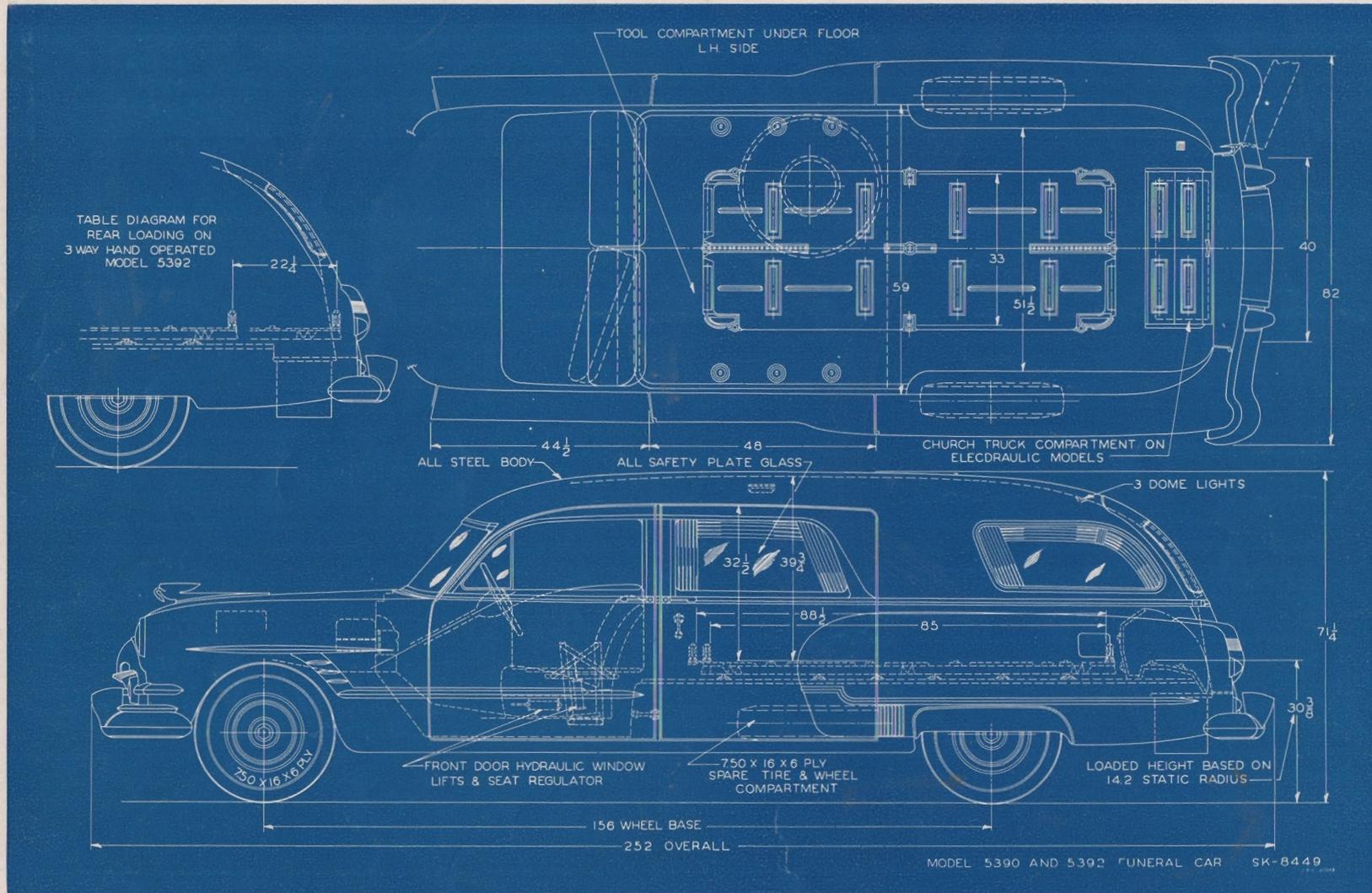
# 1953 HENNEY-PACKARD Nu-3-Way Funeral Car

All Steel Armor-Ribbed Body Construction

Full contour body styling with the original wrap-around rear quarter windows

Packard Thunderbolt 180 Horsepower Straight Eight Engine

292¼ square inches of braking surface on service brakes



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