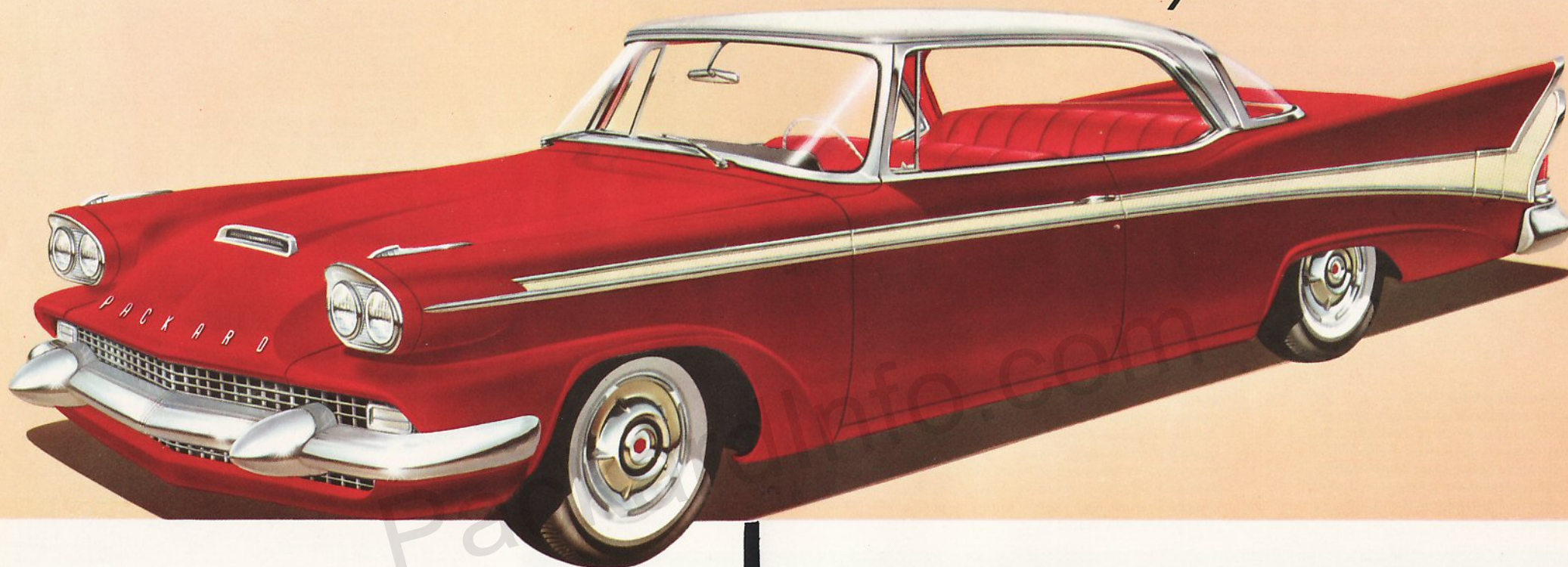


From the Home of
the Golden Hawks...



The Packard Hardtop



Airy, Graceful, Panoramic... Here is the Hardtop with the Most Original Styling on the Road

Whether you drive it or relax deep down on the luxurious seats, you will be impressed by the tremendous expanse of glass all around the car that makes this Packard truly panoramic. Sunlight streams cheerfully inside. On warm days, with the windows lowered out of sight, you'll revel in a convertible-like breeze under the protection of one of the most graceful yet strongest roofs on the road. And you motor in style, the most advanced styling in America, in this most original of cars. The Packard's sleek front end takes its inspiration from the Continent. Dual headlights in a distinctive jet-type nacelle stamp *the* Packard Hardtop with the fine car elegance it merits. Driving is a joy. Packard power levels hills, allows safer, easier passing, while Luxury-Level Ride, large finned brake drums and power brakes turn poor roads into good ones, make stopping smooth and safe. *The* Packard Hardtop is a pace-setter in style... in engineering... in performance... in value.



Distinction, with a flair for the fashionable, marks *the* Packard Hardtop as one of the loveliest and most original cars you'll ever see. The Packard's distinguished grille and down-swept hood is tastefully complemented by a long, lithe line that blends harmoniously into tasteful fins and beautifully crafted tail-light assemblies. Safe, brilliant illumination for night driving is provided by handsome dual headlights.

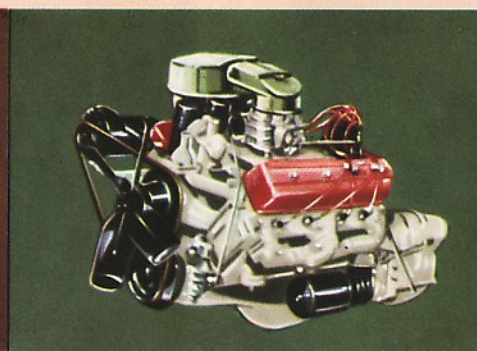
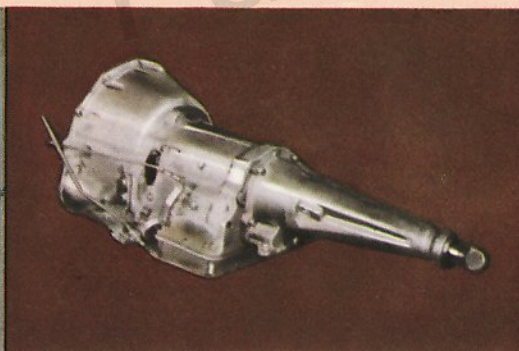
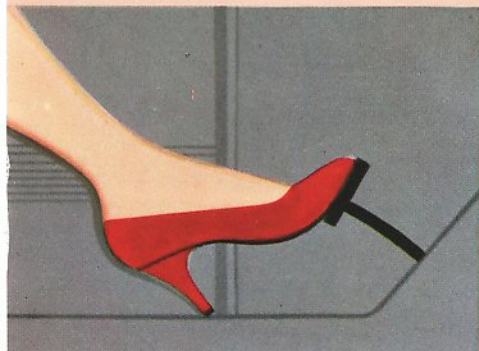
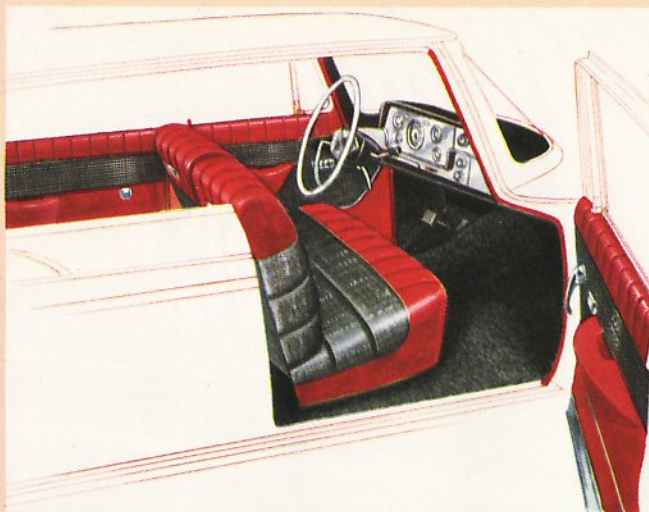
Luxury interiors keynote the Packard Hardtop. Beautiful fabrics keyed to exterior colors, a clock, coat hooks, arm rests, ash trays . . . everything for your comfort is there, right at hand. Even the instrument panel is engineered and styled for convenience. All the instruments are sensibly grouped for quick, easy reading, plus eye-appeal. Controls on the dash are clearly marked, and carefully placed to be within easy reach of the driver. And the Packard has power to spare. Its excellent power-to-weight ratio provides you with plenty of "go" when you want it . . . when you need it. Many optional items are available too, such as power steering, Twin Traction, power windows and air conditioning . . . all at reasonable cost.

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Power Brakes let you tip-toe your Packard Hardtop to a safe, smooth stop with minimum effort. Finned drums virtually eliminate brake fade; and the brake pedal, placed low to allow quick access from the accelerator, makes for safety and sureness under all driving conditions.

Flightomatic Transmission is another standard Packard feature. It provides instantaneous get-away and the convenience of no-clutch automatic control of up-shifting and down-shifting by means of foot pressure on the accelerator. Transmission of power is always smooth and fuel consumption is kept at a minimum.

Packard 289 V-8 Engine is of the most modern overhead valve design and equipped with a 4-barrel carburetor. Its "short stroke" design is highly efficient, reduces friction, and adds to engine life and fuel economy. Its improved 4-barrel carburetor for '58 is performance tested to give you more efficient, more economical driving.



SPECIFICATIONS

The Packard **HARDTOP**

Engine

Name, type	Packard 289—OHV V-8
Bore & stroke (in.)	3.56 x 3.63
Piston displacement (cu. in.)	289
Horsepower, taxable	40.6
Horsepower, max. @ rpm.	225 @ 4500
Torque, max. ft.-lbs. @ rpm.	305 @ 3000
Compression ratio	8.3 to 1
Air cleaner	oil bath (wet type)
Carburetor	4-barrel
Crankcase capacity (add qt. for filter)	5 quarts
Cooling system capacity (add 1½ qts. for heater)	17 quarts
Fuel recommended	regular
Fuel capacity	18 gallons

Electrical

Battery	12-volt, 9 plates per cell, 50 amp. hr.
Generator, shunt-wound	30-amp. max. output
Starter switch	key start, safety type, lighted
Directional signals	standard

Chassis and Body

Transmission	Flightomatic standard; Overdrive optional/NC
Front suspension	independent wheel suspension, variable rate coil springs; telescopic, double-acting shock absorbers; link-type stabilizer bar
Rear suspension	5-leaf asymmetric springs 54" x 2.5"; full-length flanged plastic spring liners; telescopic, double-acting shock absorbers, sea-leg mounted
Twin Traction	optional
Rear axle ratio	Flightomatic: 3.31 standard; Overdrive: 4.09 standard; 3.92 or 4.27 optional/NC
Steering	cam and single lever, roller stud, variable ratio gear; symmetrical, center-point linkage; 4.5 turns lock to lock (4.25 w/power steering optional)
Brakes	hydraulic, self-centering, self-energizing; safety-finned drums with tongue and groove weather seals; 172.4 sq. in. lining area; parking brake direct to rear wheels; power brakes standard
Tires, set of 5, tubeless	8.00-14
Windshield wipers, pair	2-speed electric
Heater-defroster	Climatizer optional

Colors 13 solid colors; 32 two-tones optional

Dimensions and weights

Overall length	209.2"
Overall width	76.9"
Overall height, loaded	57.25"
Wheelbase	116.5"
Shipping weight, lbs. (est.)	3675
Tread: fr.-rear	57.1"-56.1"
Turning diameter: l.-r.	39.5'-38.5'
Headroom: fr.-rear	35.75"-33"
Legroom: fr.-rear	43"-35"
Hiproom: fr.-rear	59.5"-59"
Shoulder room: fr.-rear	55.5"-54.5"



Studebaker-Packard

CORPORATION

Where pride of Workmanship comes first!



SEE THE OTHER PACKARDS:

THE *Packard Sedan*
THE *Packard Station Wagon*
THE *Packard Hawk*

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