

From the Home of
the Golden Hawks...

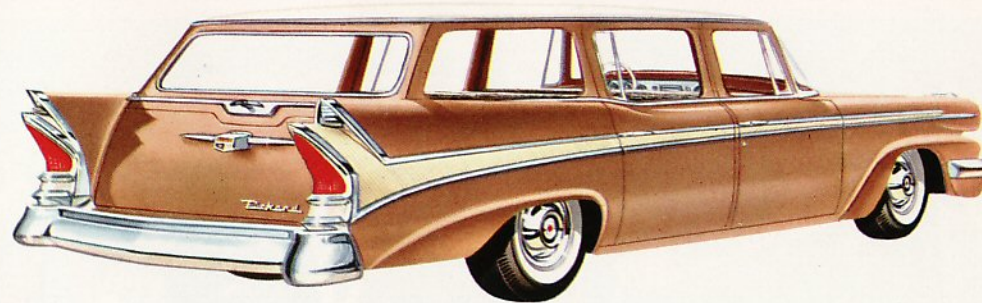


The Packard Station Wagon

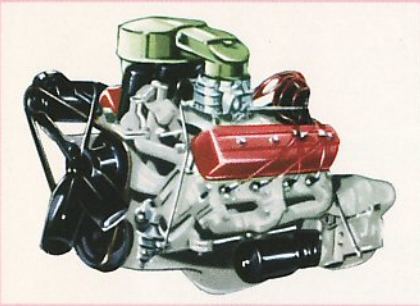


...a new design combining station wagon capacity with limousine luxury and riding ease

This Packard for 1958 is more than a limousine for wide boulevards, more than a vehicle for suburban carting, more than just a station wagon by definition of body type. It is a modern design for today's town and country living, in which there is a desire for both passenger car comfort and station wagon capacity. As a result, here is a wagon with pep and power, a country sedan with luxurious interiors and Luxury Level Ride, which can carry as many as eight in comfort, or haul more than the weight of eight in cargo. Unlike other big wagons, there is nothing ponderous about *the* Packard Station Wagon. Like a thoroughbred hunter, it leaps at your touch, covers country roads with tireless ease and sails up the steepest of grades. In town, it flows through the heaviest traffic, so deft is its handling. One reason for its luxury ride is the exclusive Studebaker-Packard system of dual rear springs. With normal load, one set maintains cushioned comfort; with heavy loads and on rough roads, a second set goes into action to maintain the cushioned ride. This exclusive system avoids the usual handicap of station wagon rides: either soft springs that "hit bottom" on slight bumps, or else the hard ride and rigid springs of a "truck" chassis. With this Packard, you can have a load and lightness, too!



From the rear, *the* Packard Station Wagon is as distinguished and distinctive as it is from the front. In fact, its lines are particularly lithe and low for a station wagon. Its long sweeping fins and large, tastefully designed tail-lights complete this picture. Wheels are 14-inches to further lower the silhouette.



Packard V-8 Power gives the Station Wagon instant acceleration, smooth cruising pace and safe reserve for passing in traffic or on long upgrades. The 289 cubic inch engine develops 225 horsepower, is of advanced short-stroke design, and has automatic controls for sustained efficiency.

Instrument Panel is ultra-modern, with all instruments grouped for easy viewing. Control switches are placed for convenient access while driving.

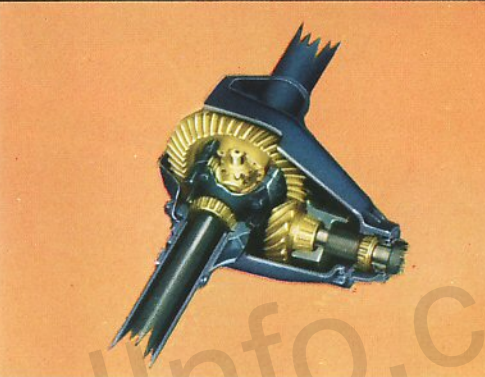
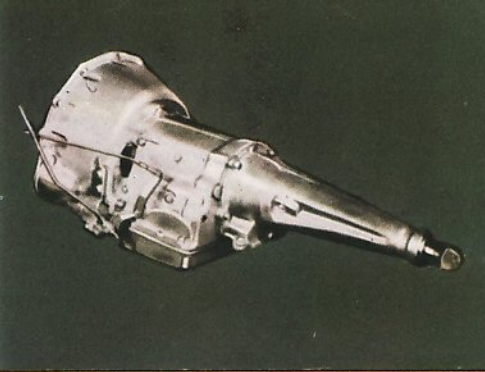
Flightomatic Transmission is standard, and Overdrive is available for those who prefer it.

Power Brakes are standard for smooth, sure stops.

Twin Traction is an economical easily-added option to the Packard Station Wagon, to give you sure-footed going in snow, mud and sand . . . or on the ice of slippery roads. It automatically sends driving power to the wheel with best traction—not the poorest traction, as is the case with conventional differentials.

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Optional Hideaway seat flips up easily . . . increases seating capacity to eight. Folded down, it leaves a spacious cargo compartment for many uses.



SPECIFICATIONS

The Packard STATION WAGON

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	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	2-stage springs (4-leaf main spring, 2-leaf helper spring) 54" x 2.5", asymmetric to axle; full-length flanged plastic spring liners; telescopic, double-acting shock absorbers, sea-leg mounted
Twin Traction	optional
Rear axle ratio	w/Flightomatic: 3.31 standard; w/Overdrive: 4.09 standard, 3.92 or 4.27 optional/NC cam and single lever, roller stud, variable ratio gear; symmetrical center-point linkage;
Steering	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, tubeless, set of 5	8.00-14
Windshield wipers, pair	2-speed electric
Heater-defroster	Climatizer optional
Hideaway third seat	optional

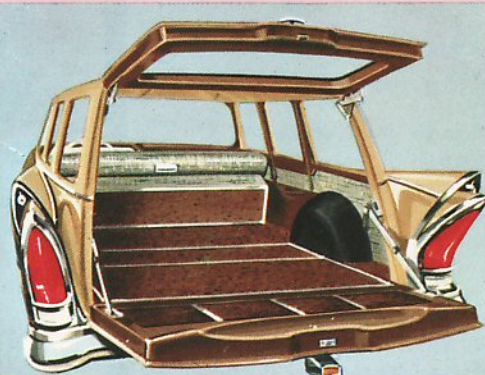
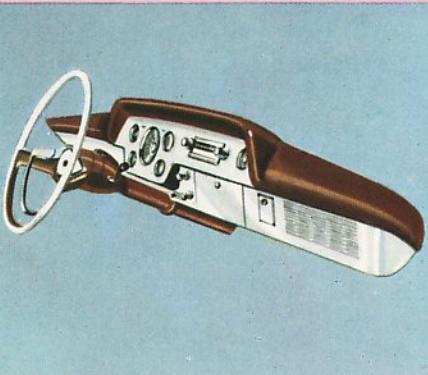
Colors . . . 13 solid colors; 32 two-tones optional

Dimensions and Weights

Overall length	206.2"
Overall width	76.9"
Overall height, loaded	61.5"
Wheelbase	116.5"
Shipping weight, lbs. (est.)	3750
Tread: fr.-rear	57.1"-56.1"
Turning diameter: 1-r.	39.5"-38.5"
Headroom: fr.-rear	38"-36"
Legroom: fr.-rear	43"-41"
Hiproom: fr.-rear	59.5"-56.5"
Shoulder room: fr.-rear	55.3"-53.3"

Cargo Compartment Dimensions

Length: rear seat down—tailgate down	92"
Length: rear seat down—tailgate up	72"
Length: rear seat up—tailgate down	66"
Length: rear seat up—tailgate up	49.5"
Width and height (max.)	58"-37"
Rear opening width and height	45"-31.3"
Tailgate loading height	27.5"



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