

PACKARD MONOBLOCK INLINE 8-CYLINDER ENGINE SPECIFICATIONS 1935 - 1954

MODEL YEARS	SERIES	MODEL NAMES	DISP. CU. IN.	B.H.P. @ R.P.M.	BORE IN.	STROKE IN.	COMP. RATIO	ENGINE NUMBERS***
1935	13th	120	257	110 @ 3850	3 1/4	3 7/8	6.50:1	X1526 - X26701
1936	14th	120B	282	120 @ 3850	3 1/4	4 1/4	6.50:1	X27501 - X82637
1937	15th	120C, 120CD and 138CD	282	120 @ 3800	3 1/4	4 1/4	6.50:1	X100001 - X150267
1938	16th	Eight	282	120 @ 3800	3 1/4	4 1/4	6.60:1	A300051- A322751
1939	17th	120	282	120 @ 3600	3 1/4	4 1/4	6.41:1	B300001 - B319537
1940	18th	120	282	120/125 @ 3600	3 1/4	4 1/4	6.41:1/6.85:1	C300001 - C328320
		Super 8 160	356*	160/165 @ 3500	3 1/2	4 5/8	6.41:1/6.85:1	C500051 - C507697
		Custom Super 8 180	356*	160/165 @ 3500	3 1/2	4 5/8	6.41:1/6.85:1	CC500000 - CC503000
1941	19th	120	282	120/125 @ 3600	3 1/4	4 1/4	6.41:1/6.85:1	D300001 - D319000
		Clipper 8	282	125 @ 3600	3 1/4	4 1/4	6.85:1	D400001 - D418000
		Super 8 160	356*	160/165 @ 3500	3 1/2	4 5/8	6.45:1/6.85:1	D500051 - D505000
		Custom Super 8 180	356*	160/165 @ 3500	3 1/2	4 5/8	6.45:1/6.85:1	CD500000 - CD502000
1942	20th	Convertible Coupe 8 and Clipper 8	282	125 @ 3600	3 1/4	4 1/4	6.85:1	E300000 - E321000
		Super 8 160 and Super Clipper 160	356*	165 @ 3600	3 1/2	4 5/8	6.85:1	E500000 - E504000
		Custom Super 8 180 and Custom Super Clipper 180	356*	165 @ 3600	3 1/2	4 5/8	6.85:1	CE500000 - CE502000
1946	21st	Clipper Eight and Deluxe	282	125 @ 3600	3 1/4	4 1/4	6.85:1	F300001 - F3xxxxx
		Super Clipper and Custom Super Clipper	356*	165 @ 3600	3 1/2	4 5/8	6.85:1	F500001 - F5xxxxx
1947	21st	Clipper Eight and Deluxe	282	125 @ 3600	3 1/4	4 1/4	6.85:1	F3xxxxx - F309000
		Super Clipper and Custom Super Clipper	356*	165 @ 3600	3 1/2	4 5/8	6.85:1	F5xxxxx - F520000
1948	22nd	Standard and Deluxe Eight	288	130 @ 3600	3 1/2	3 3/4	7.00:1	G200001 - G2xxxxx
		Super Eight	327	145 @ 3600	3 1/2	4 1/4	7.00:1	G400001 - G4xxxxx
		Custom Eight	356*	160 @ 3600	3 1/2	4 5/8	7.00:1	G600001 - G6xxxxx
1949	22nd	Standard and Deluxe Eight	288	135 @ 3600	3 1/2	3 3/4	7.00:1	G2xxxxx - G230000
		Standard and Deluxe Eight	288	135 @ 3600	3 1/2	3 3/4	7.00:1	H200001 - H2xxxxx
	Super Eight	327	150 @ 3600	3 1/2	4 1/4	7.00:1	G4xxxxx - G430000	
	Super Eight and Super Eight Deluxe	327	150 @ 3600	3 1/2	4 1/4	7.00:1	H400001 - H4xxxxx	
	Custom Super Eight	356*	160 @ 3600	3 1/2	4 5/8	7.00:1	G6xxxxx - G612000	
	Custom Super Eight	356*	160 @ 3600	3 1/2	4 5/8	7.00:1	H600001 - H6xxxxx	
1950	23rd	Standard and Deluxe Eight	288	135 @ 3600	3 1/2	3 3/4	7.00:1	H2xxxxx - H290000
		Super Eight and Super Eight Deluxe	327	150 @ 3600	3 1/2	4 1/4	7.00:1	H4xxxxx - H416000
		Custom Eight	356*	160 @ 3600	3 1/2	4 5/8	7.00:1	H6xxxxx - H603000
1951	24th	200 and 200 Deluxe	288	135 @ 3600	3 1/2	3 3/4	7.00:1	J200001 - J280000
		200 and 200 Deluxe (option), 250, 300 and Commercial	327**	150 @ 3600	3 1/2	4 1/4	7.00:1	J400001 - J425000
		Patrician 400	327*	155 @ 3600	3 1/2	4 1/4	7.80:1	J600001 - J610000
1952	25th	200 and 200 Deluxe	288	135/138 @ 3600	3 1/2	3 3/4	7.00/7.50:1	K200001 - K250000
		200 and 200 Deluxe (option), 250, 300 and Commercial	327**	150/155 @ 3600	3 1/2	4 1/4	7.00/7.80:1	K400001 - K424420
		Patrician 400	327*	150/155 @ 3600	3 1/2	4 1/4	7.00/7.80:1	K600001 - K604169
1953	26th	Clipper and Commercial	288	150 @ 4000	3 1/2	3 3/4	7.70:1	L200001 - L250000
		Clipper Deluxe and Commercial	327	160 @ 3600	3 1/2	4 1/4	8.00:1	L300001 - L330920
		Cavalier, Mayfair Hardtop, Convertible and Caribbean	327**	180 @ 4000	3 1/2	4 1/4	8.00:1	L400001 - L418552
		Patrician	327*	180 @ 4000	3 1/2	4 1/4	8.00:1	L600001 - L607829
1954	54th	Clipper Special and Commercial	288	150 @ 4000	3 1/2	3 3/4	7.70:1	M200001 - M202000
		Clipper Deluxes and Super	327	165 @ 3600	3 1/2	4 1/4	8.00:1	M300001 - M3xxxxx
		Cavalier	327**	185 @ 4000	3 1/2	4 1/4	8.00:1	M400001 - M402638
		Patrician, Pacific, Convertible, Caribbean and Commercial	359*	212 @ 4000	3 9/16	4 1/2	8.70:1	M600001 - M605018

* These engines have nine main bearings and hydraulic valve lifters.

** These engines have five main bearings and hydraulic valve lifters. All other engines have five main bearings and mechanical valve lifters.

*** The engine numbers were sourced from "Packard a History of the Motor Car and the Company" edited by Beverly Rae Kimes. Other sources may vary in their engine number data.

Engine numbers for generally complete engines supplied by the factory for replacement may not be accommodated in the table.

I would like to acknowledge the contributions of David Czirr and David Kenney in compiling this table. Their knowledge and expertise was most valuable, resulting in a more complete and accurate table.

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