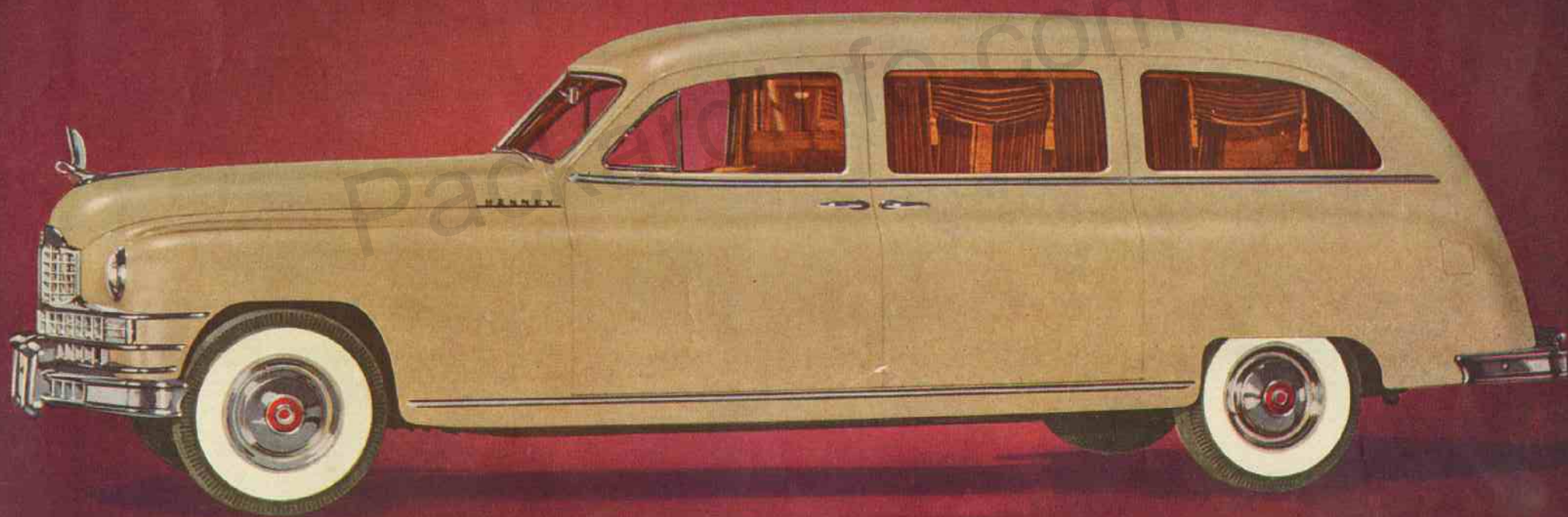


2 COMPLETE CARS IN 1 HENNEY-PACKARD



Reproduced from Actual Color Photograph of the
1949 HENNEY-PACKARD MODEL 14991 DUAL PURPOSE AMBULANCE AND FUNERAL CAR

SPECIFICATIONS PACKARD CUSTOM EIGHT CHASSIS

CHASSIS: Packard Custom 2213 156" wheelbase Commercial Chassis.

ENGINE: L-head type, 8 cylinders in line. Bore $3\frac{1}{2}$ "; stroke $4\frac{5}{8}$ "; piston displacement 356 cubic inches. A.M.A. rating, 39.2 Horsepower; maximum braking horsepower is 160 at 3600 R.P.M. Neutro-poised engine mountings. Compression ratio 7.00 to 1. Cast iron cylinder head.

CARBURETOR: Duplex down-draft carburetor with automatic choke. Air cleaner and silencer—oil bath type. Gasoline filter incorporated in mechanically operated fuel pump.

GASOLINE TANK: Mounted in rear. Capacity 20 gallons. Electric gas gauge on instrument panel.

MUFFLER: Low back pressure type. Exhaust pipe, muffler and tail pipe are floated on rubber mountings to prevent transmission of vibration.

GENERATOR: Autolite GGJ-4804A 40 ampere-hour capacity cutting in at 625 r.p.m.

BATTERY: 21 plate. 150 ampere-hour capacity at 20 min. rate.

STARTER: Autolite starting motor. Operated by accelerator when ignition switch is turned on. Pressure on accelerator pedal closes a switch in the carburetor that supplies current to operate the starter motor, engaging the Bendix mechanism with the flywheel.

FRAME: Frame especially engineered to provide great rigidity. Tapered I-Beam X member construction is used with new corner braces used on both sides at top and bottom of the intermediate rear cross member. The section of the frame which carries the engine is of box section construction. Chassis flange width is 2" at critical point, side rail thickness $\frac{3}{8}$ ". 5 Cross Members.

REAR AXLES: Heavier rear axle assembly of greater capacity. Semi-floating type with hypoid gears. Axle shaft material is chrome molybdenum steel. Driving pinion is mounted in two large tapered roller bearings. Differential and ring gear are also mounted on tapered roller bearings. A special roller bearing is built in behind the ring gear exactly opposite to the driving pinion. This bearing holds the ring gear in perfect alignment under great driving power. Outer ends of rear axle shafts are carried on large tapered roller bearings requiring lubrication only every 30,000 miles. Ratio: 4.54 to 1. With Overdrive 4.7 to 1. Tread: Rear, 65", front 59".

TIRES: 7.50x16 six ply, heavy-duty, low pressure type. 5 wheels standard equipment.

SPARE TIRE AND WHEEL: Located in compartment under floor at left rear side door.

BRAKES: Servo-Hydraulic, internal expanding, self-energizing on all four wheels. Brake drums front and rear 12" Centrifuse x $2\frac{1}{2}$ ". Total effective braking area service brakes 260 square inches. Hydraulic fluid tubing installed on frame in manner that protects it from flying stones.

LIGHTING: Sealed beam headlights assure excellent night vision. Spaced wide for complete coverage of the road. Red signal light on instrument panel indicates the upper beam is in use.

TURN INDICATORS: Turn indicators are located in the parking and rear lights. These are operated by a lever located on the left side of the steering column. Lever returns to neutral position when turn is completed.

FRONT SUSPENSION: Packard independent suspension is of the parallelogram type employing a single coil spring designed for greater loads. Large rubber bumpers between springs and frame limit vertical wheel travel in both directions. Front shock absorbers are double acting, end to end discharge type. Vertical wheel support which carries front wheel spindle is rugged steel forging and to it are yoked the upper and lower support levers. The steering knuckle spindle has a needle bearing at the top, a bushing of special alloy at the bottom, and a ball thrust bearing between.

WHEELS: Demountable pressed steel, disc type, with slots at rim for mounting individual tire chains. Rim size 5.50x16.

CHASSIS LUBRICATION: Chassis is fitted with high pressure fittings for lubrication of all parts not otherwise lubricated. Chassis lubrication is only necessary at 2,000 mile intervals.

REAR SPRINGS: Semi-elliptical, slung under axle. Length of spring $54\frac{1}{2}$ "x2" wide. Both ends of rear spring mounted in live rubber.

FRONT SPRINGS: Helical coil type made of Silico manganese.

SHOCK ABSORBERS: Delco Hydraulic Two-Way, end to end discharge type, front. Rear shock absorbers are Monroe Direct Acting, airplane type.

ROLL CONTROL BAR: Made of spring steel mounted at front of chassis, fastened near wheels and is formed so it passes through rubber cored brackets on the frame.

EQUIPMENT: Beautiful new instrument panel adds warmth and richness to interior. The panel background is of Oriental Wood graining with chromium across the face of the entire panel. Speedometer, self starting electric clock, ammeter, electric gas gauge, heat indicator and oil pressure gauge are grouped directly in front of the driver. Indirect lighting for all instruments.

STANDARD BODY SPECIFICATIONS

Model 14991 Henney-Packard Rear Loading Combination Funeral Car and Ambulance.

CHASSIS: PACKARD Model 2213 Custom Eight 156" Wheelbase Commercial Chassis.

BODY: Model 14991 Rear Loading Combination Funeral Car and Ambulance Body.

FRAME: Henney All-Steel body construction. Body frame members are die formed from heavy gauge steel, these members are then fabricated by welding while locked in master framing jigs to form a one piece body frame. To this body frame the heavy gauge steel body panels are applied. This Henney body construction eliminates relying on the body panels for rigidity.

RUST-PROOFING: The entire frame work and inside of all panels are treated with a rustproof primer.

PANELS: The entire tonneau is paneled with the best grade deep drawing auto body steel.

METAL ROOF: One piece, all steel roof deck supported and reinforced by all steel roof frame assembly.

DOORS: Doors are all-steel built on jigs that hold to rigid limits. Doors are hung on heavy forged steel hinges. Front doors hinged to all steel cowl designed to support weight of doors large enough for Combination Car. Door dimensions: one single 40" door in rear hinged on right side. Rear compartment side doors, one on each side, 40" wide. Driver's compartment doors, one on each side, 46" wide. Front doors are equipped with no-draft ventilating system.

GLASS: Fine quality polished Safety Glass in all window openings.

REGULATORS: The driver's compartment and rear compartment side doors are equipped with Hydraulic Window Regulators. Control button located on each door with master control buttons operating all four regulating windows located on left front door beside driver's position. Windows may be regulated at the window itself or from driver's position. All regulating glass and the sliding partition glass operate in noiseless channel. Balance of glass is set solid.

COMPARTMENTS: Parcel compartment in instrument panel. Church truck compartment at rear of body, inside rear door, $10"x12\frac{1}{4}"x29\frac{1}{2}"$. Utility compartment under floor at right rear side door.

EQUIPMENT: For use as a Funeral Car.
Henney quick change casket hardware layout with Fourteen $9\frac{3}{4}"$ rubber covered roller assemblies and four pin plates so placed to accommodate all casket sizes. Rubber covered patented bier pins with offset square shank pin permits $\frac{1}{4}"$ pin adjustment. Hardware installed on three folding panels which are covered with linoleum. Casket hardware disappears completely when panels are folded into the wheelhouses and partition. Rear extension roller folds completely out of view and flush with the floor inside rear door when not in use. Four removable drapes are supplied in rear compartment side windows. Drapes can be drawn to cover daylight window openings. Rubber strips on back of driver's partition for protection when carrying rough box or shipping case.

For use as an Ambulance.
One pair removable rear quarter window ambulance grilles with green cross. Removable Henney Contact Safety cot fastener. Hot water heater mounted in upright position in rear compartment at rear of driver's partition. Utility compartment under floor accessible through rear door. Two Henney Comfort Chair type attendant seats upholstered to match interior. Linoleum covered floor. When used as an ambulance, the floor is clear of obstructions and the headroom is 49" which is the same as a standard ambulance.

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

SHADES: Roller shades installed at both rear side door window openings and both rear quarter window openings.

DIMENSIONS: Overall height $74\frac{1}{2}"$. Length from partition to rear bier pin 98". Body width inside at belt, 65". Overall length of body and chassis including bumpers, 252". Back of driver's compartment to rear door at floor 114".

NOTE: No allowances will be made for omission of any regular equipment. All dimensions are approximate. Specifications and prices subject to change without notice.

Ambulance to Hearse

IN PRESENTING the 1949 Henney Model 14991 to Funeral Directors we suggest it as a most practical Vehicle for the Funeral Director who feels it necessary to do his work with and limit his investment to one car.

It is equally practical where there is frequent need for an extra Ambulance or an extra Funeral Car, and therefore has found favor with operators who are equipped with both an Ambulance and a Funeral Car.

Users of this Dual Purpose Henney tell us it is the first Vehicle they have ever used that is entirely acceptable as either an Ambulance or a Funeral Car.

When in service as an Ambulance, it looks like and Is an Ambulance, complete with every essential feature required for Ambulance use.*

When in service as a Funeral Car, it looks like and Is a Funeral Car completely equipped.

The standard equipment of Henney Model 14991 includes all needed items for either use except cot.

No tools are required to make the necessary changes to fit this car for either service, and its' design and construction are such that all equipment except drapes, for converting to Funeral Car use, is always in the Car — Built In. For Ambulance use window grilles, cot hook, seats and cot are easily and quickly placed.

On this page we present pictures and text describing the simple steps necessary to convert from Ambulance to Funeral Car.

No tools are necessary—only the operator's hands.

Not necessary to enter the Car, for every one of the simple operations can be accomplished thru side and rear doors.

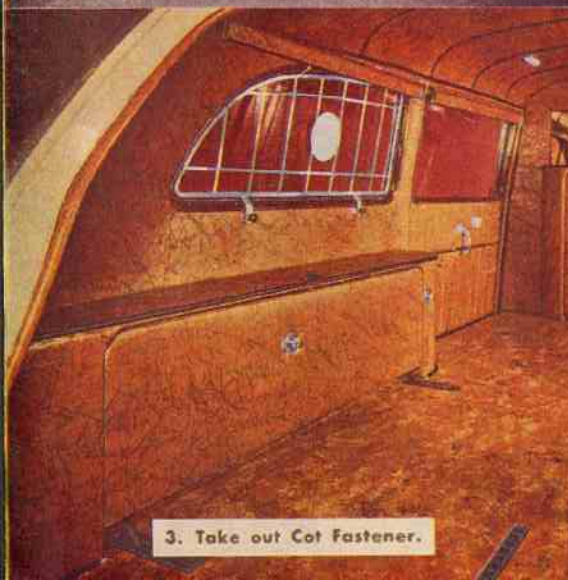
*Except Cot.



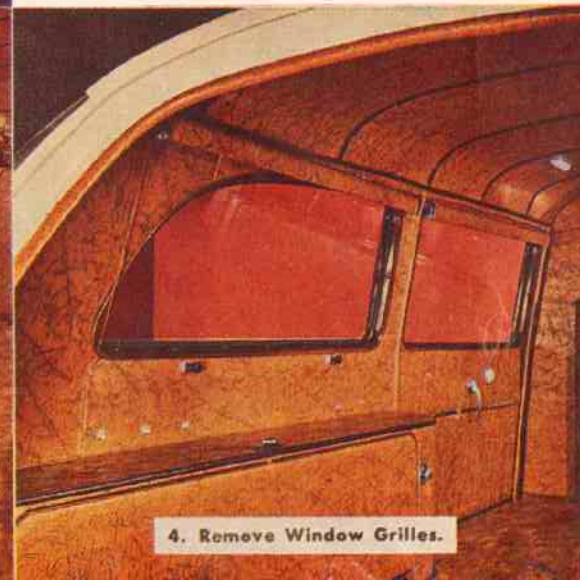
1. Complete Ambulance.



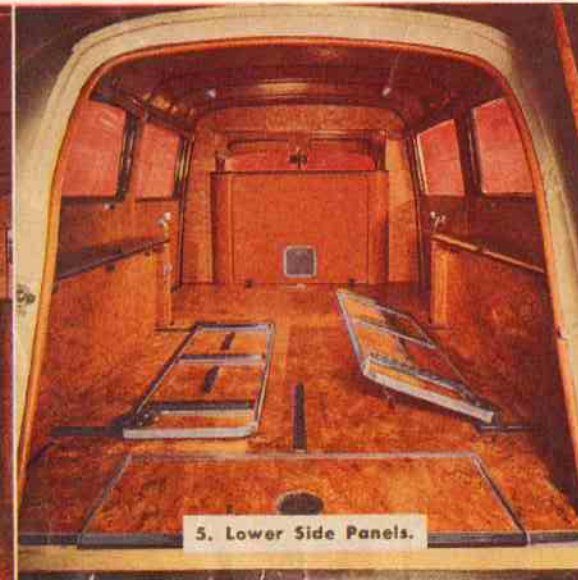
2. Remove Seats and Cot.



3. Take out Cot Fastener.



4. Remove Window Grilles.



5. Lower Side Panels.



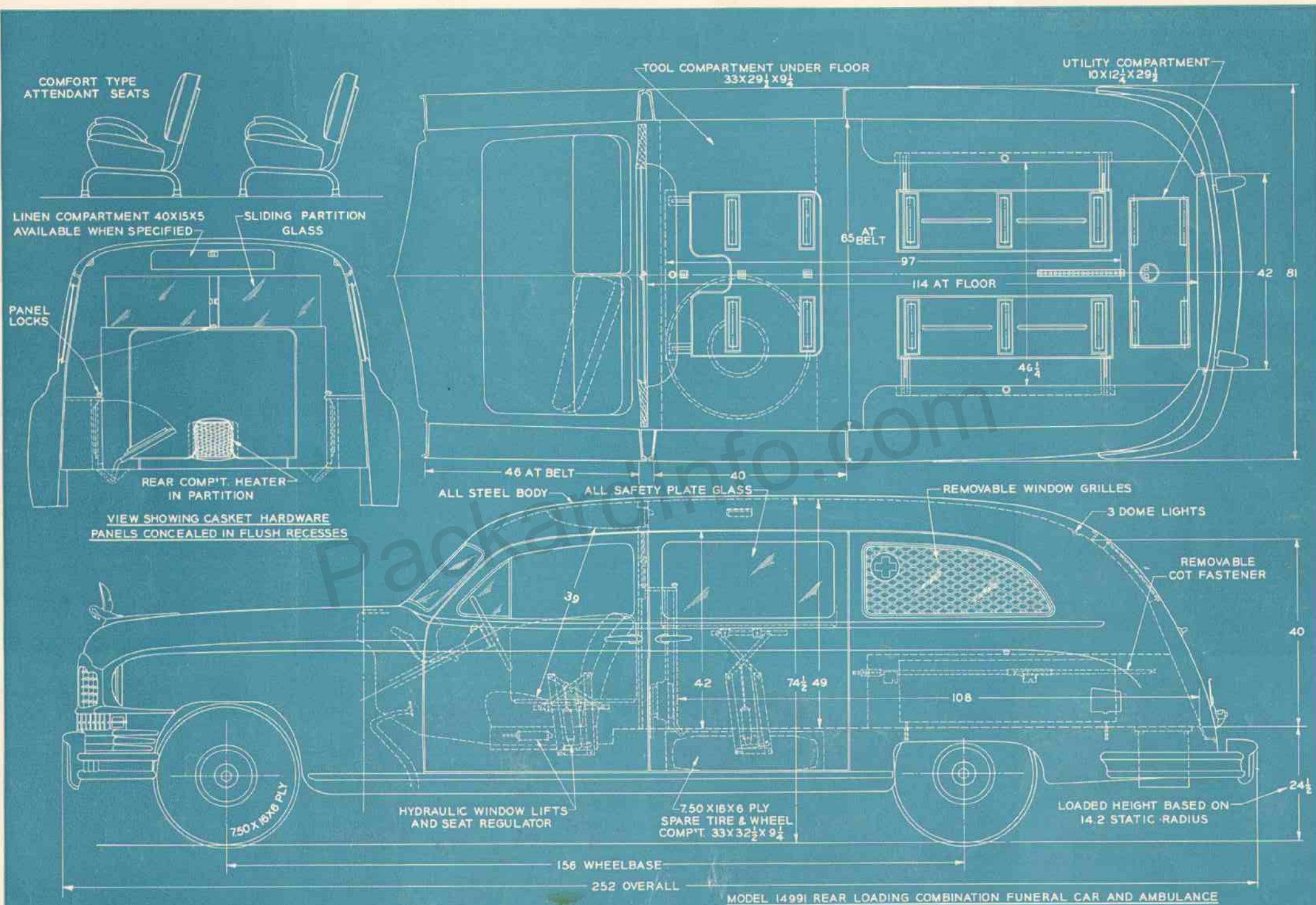
8. Install Drapes—A Complete Hearse.



7. Lower Front End Panel.



6. Reverse Church Truck Compartment Lid.



HENNEY MOTOR COMPANY, INC., FREEPORT, ILLINOIS