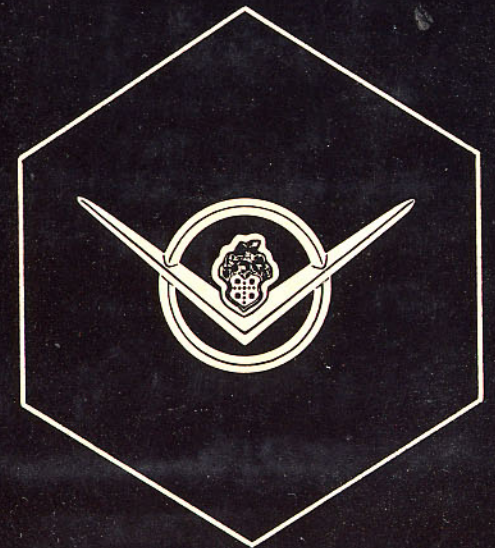


PACKARD for 1955



1955 CLIPPER and PACKARD Car Color and Interior Chart

INTERIORS

COLORS



SINGLE TONES

INTERIORS

COLORS



TWO TONES

Interior Trim Code Number

JADE
TOURMALINE
EMERALD
ZIRCON
ULTRAMARINE
SAPPHIRE
MOONSTONE
GRAY PEARL
FIRE OPAL
TOPAZ
TURQUOISE
WHITE JADE
AGATE
CITRINE
SARDONYX
ONYX
ROSE QUARTZ

Deluxe 4 Door 5522	Super 4 Door 5542	Panama 5547	Custom 4 Door 5562	Constellation 5567
Light Gray Chromspun—Black Viscose Light Blue Chromspun—Dk. Blue Viscose Lt. Green Chromspun—Dk. Green Viscose Lt. and Dk. Green Vinyl Lt. and Dk. Blue Vinyl Light and Dark Green Leather Light and Dark Blue Leather Lt. Gray Pattern Nylon—Black Nylon Lt. Blue Pattern Nylon—Dk. Blue Nylon Lt. Green Pattern Nylon—Dk. Green Nylon Charcoal Flame Tapestry—White Vinyl Charcoal Flame Tapestry—White Vinyl Lt. Gray Pattern Nylon—Black Vinyl Lt. Blue Pattern Nylon—Dk. Blue Vinyl Lt. Green Pattern Nylon—Dk. Green Vinyl Lt. and Dk. Green Vinyl Lt. and Dk. Blue Vinyl Light Gray and Black Vinyl Lt. Gray Star Damask—Black Gabardine Lt. Blue Star Damask—Dk. Blue Gabardine Lt. Green Star Damask—Dk. Green Gabardine Charcoal Flame Tapestry—White Vinyl Light and Dark Green Leather Light and Dark Blue Leather Lt. Blue Star Damask—Dk. Blue Vinyl Lt. Green Star Damask—Dk. Green Vinyl Black Star Damask—Turquoise Vinyl Black Star Damask—Red Vinyl Black Star Damask—Yellow Vinyl Charcoal Flame Tapestry—White Vinyl Lt. and Dk. Green Leather Lt. and Dk. Blue Leather Red and Black Leather	Light Gray Chromspun—Black Viscose Light Blue Chromspun—Dk. Blue Viscose Lt. Green Chromspun—Dk. Green Viscose Lt. and Dk. Green Vinyl Lt. and Dk. Blue Vinyl Light and Dark Green Leather Light and Dark Blue Leather Lt. Gray Pattern Nylon—Black Nylon Lt. Blue Pattern Nylon—Dk. Blue Nylon Lt. Green Pattern Nylon—Dk. Green Nylon Charcoal Flame Tapestry—White Vinyl Charcoal Flame Tapestry—White Vinyl Lt. Gray Pattern Nylon—Black Vinyl Lt. Blue Pattern Nylon—Dk. Blue Vinyl Lt. Green Pattern Nylon—Dk. Green Vinyl Lt. and Dk. Green Vinyl Lt. and Dk. Blue Vinyl Light Gray and Black Vinyl Lt. Gray Star Damask—Black Gabardine Lt. Blue Star Damask—Dk. Blue Gabardine Lt. Green Star Damask—Dk. Green Gabardine Charcoal Flame Tapestry—White Vinyl Light and Dark Green Leather Light and Dark Blue Leather Lt. Blue Star Damask—Dk. Blue Vinyl Lt. Green Star Damask—Dk. Green Vinyl Black Star Damask—Turquoise Vinyl Black Star Damask—Red Vinyl Black Star Damask—Yellow Vinyl Charcoal Flame Tapestry—White Vinyl Lt. and Dk. Green Leather Lt. and Dk. Blue Leather Red and Black Leather	Light Gray Chromspun—Black Viscose Light Blue Chromspun—Dk. Blue Viscose Lt. Green Chromspun—Dk. Green Viscose Lt. and Dk. Green Vinyl Lt. and Dk. Blue Vinyl Light and Dark Green Leather Light and Dark Blue Leather Lt. Gray Pattern Nylon—Black Nylon Lt. Blue Pattern Nylon—Dk. Blue Nylon Lt. Green Pattern Nylon—Dk. Green Nylon Charcoal Flame Tapestry—White Vinyl Charcoal Flame Tapestry—White Vinyl Lt. Gray Pattern Nylon—Black Vinyl Lt. Blue Pattern Nylon—Dk. Blue Vinyl Lt. Green Pattern Nylon—Dk. Green Vinyl Lt. and Dk. Green Vinyl Lt. and Dk. Blue Vinyl Light Gray and Black Vinyl Lt. Gray Star Damask—Black Gabardine Lt. Blue Star Damask—Dk. Blue Gabardine Lt. Green Star Damask—Dk. Green Gabardine Charcoal Flame Tapestry—White Vinyl Light and Dark Green Leather Light and Dark Blue Leather Lt. Blue Star Damask—Dk. Blue Vinyl Lt. Green Star Damask—Dk. Green Vinyl Black Star Damask—Turquoise Vinyl Black Star Damask—Red Vinyl Black Star Damask—Yellow Vinyl Charcoal Flame Tapestry—White Vinyl Lt. and Dk. Green Leather Lt. and Dk. Blue Leather Red and Black Leather	Light Gray Chromspun—Black Viscose Light Blue Chromspun—Dk. Blue Viscose Lt. Green Chromspun—Dk. Green Viscose Lt. and Dk. Green Vinyl Lt. and Dk. Blue Vinyl Light and Dark Green Leather Light and Dark Blue Leather Lt. Gray Pattern Nylon—Black Nylon Lt. Blue Pattern Nylon—Dk. Blue Nylon Lt. Green Pattern Nylon—Dk. Green Nylon Charcoal Flame Tapestry—White Vinyl Charcoal Flame Tapestry—White Vinyl Lt. Gray Pattern Nylon—Black Vinyl Lt. Blue Pattern Nylon—Dk. Blue Vinyl Lt. Green Pattern Nylon—Dk. Green Vinyl Lt. and Dk. Green Vinyl Lt. and Dk. Blue Vinyl Light Gray and Black Vinyl Lt. Gray Star Damask—Black Gabardine Lt. Blue Star Damask—Dk. Blue Gabardine Lt. Green Star Damask—Dk. Green Gabardine Charcoal Flame Tapestry—White Vinyl Light and Dark Green Leather Light and Dark Blue Leather Lt. Blue Star Damask—Dk. Blue Vinyl Lt. Green Star Damask—Dk. Green Vinyl Black Star Damask—Turquoise Vinyl Black Star Damask—Red Vinyl Black Star Damask—Yellow Vinyl Charcoal Flame Tapestry—White Vinyl Lt. and Dk. Green Leather Lt. and Dk. Blue Leather Red and Black Leather	Light Gray Chromspun—Black Viscose Light Blue Chromspun—Dk. Blue Viscose Lt. Green Chromspun—Dk. Green Viscose Lt. and Dk. Green Vinyl Lt. and Dk. Blue Vinyl Light and Dark Green Leather Light and Dark Blue Leather Lt. Gray Pattern Nylon—Black Nylon Lt. Blue Pattern Nylon—Dk. Blue Nylon Lt. Green Pattern Nylon—Dk. Green Nylon Charcoal Flame Tapestry—White Vinyl Charcoal Flame Tapestry—White Vinyl Lt. Gray Pattern Nylon—Black Vinyl Lt. Blue Pattern Nylon—Dk. Blue Vinyl Lt. Green Pattern Nylon—Dk. Green Vinyl Lt. and Dk. Green Vinyl Lt. and Dk. Blue Vinyl Light Gray and Black Vinyl Lt. Gray Star Damask—Black Gabardine Lt. Blue Star Damask—Dk. Blue Gabardine Lt. Green Star Damask—Dk. Green Gabardine Charcoal Flame Tapestry—White Vinyl Light and Dark Green Leather Light and Dark Blue Leather Lt. Blue Star Damask—Dk. Blue Vinyl Lt. Green Star Damask—Dk. Green Vinyl Black Star Damask—Turquoise Vinyl Black Star Damask—Red Vinyl Black Star Damask—Yellow Vinyl Charcoal Flame Tapestry—White Vinyl Lt. and Dk. Green Leather Lt. and Dk. Blue Leather Red and Black Leather

Patrician 5582	The Four Hundred 5587	Caribbean 5588
Lt. Blue Classic Nylon—Dk. Blue Doeskin Lt. Green Classic Nylon—Dk. Green Doeskin Lt. Gray Classic Nylon—Dk. Gray Doeskin Lt. Tan Classic Nylon—Brown Doeskin Light and Dark Green Doeskin Light and Dark Blue Doeskin Dk. Blue Yukon Matelasse—Lt. Blue Leather Light and Dark Green Leather Light and Dark Blue Leather Lt. Blue Nylon Lurex—White, Dk. Blue Leather Lt. Green Nylon Lurex—White, Dk. Green Leather Black Nylon Lurex—White, Turquoise Leather Black Nylon Lurex—White, Red Leather Black Nylon Lurex—White, Yellow Leather Tan Nylon Lurex—White, Brown Leather Tan Lurex—Sardonyx, White Leather White Orchard Boucle—Black Patent, White Lea. Light and Dark Green Leather Light and Dark Blue Leather Red and Black Leather White, Lt. Blue, Dk. Blue Leather White, Lt. Green, Dk. Green Leather White, Red, Black Leather White, Fuchsia, Dk. Gray Leather	Lt. Blue Classic Nylon—Dk. Blue Doeskin Lt. Green Classic Nylon—Dk. Green Doeskin Lt. Gray Classic Nylon—Dk. Gray Doeskin Lt. Tan Classic Nylon—Brown Doeskin Light and Dark Green Doeskin Light and Dark Blue Doeskin Dk. Blue Yukon Matelasse—Lt. Blue Leather Light and Dark Green Leather Light and Dark Blue Leather Lt. Blue Nylon Lurex—White, Dk. Blue Leather Lt. Green Nylon Lurex—White, Dk. Green Leather Black Nylon Lurex—White, Turquoise Leather Black Nylon Lurex—White, Red Leather Black Nylon Lurex—White, Yellow Leather Tan Nylon Lurex—White, Brown Leather Tan Lurex—Sardonyx, White Leather White Orchard Boucle—Black Patent, White Lea. Light and Dark Green Leather Light and Dark Blue Leather Red and Black Leather White, Lt. Blue, Dk. Blue Leather White, Lt. Green, Dk. Green Leather White, Red, Black Leather White, Fuchsia, Dk. Gray Leather	Lt. Blue Classic Nylon—Dk. Blue Doeskin Lt. Green Classic Nylon—Dk. Green Doeskin Lt. Gray Classic Nylon—Dk. Gray Doeskin Lt. Tan Classic Nylon—Brown Doeskin Light and Dark Green Doeskin Light and Dark Blue Doeskin Dk. Blue Yukon Matelasse—Lt. Blue Leather Light and Dark Green Leather Light and Dark Blue Leather Lt. Blue Nylon Lurex—White, Dk. Blue Leather Lt. Green Nylon Lurex—White, Dk. Green Leather Black Nylon Lurex—White, Turquoise Leather Black Nylon Lurex—White, Red Leather Black Nylon Lurex—White, Yellow Leather Tan Nylon Lurex—White, Brown Leather Tan Lurex—Sardonyx, White Leather White Orchard Boucle—Black Patent, White Lea. Light and Dark Green Leather Light and Dark Blue Leather Red and Black Leather White, Lt. Blue, Dk. Blue Leather White, Lt. Green, Dk. Green Leather White, Red, Black Leather White, Fuchsia, Dk. Gray Leather

ROOF	BODY
EMERALD*	MOONSTONE
TOURMALINE*	JADE
EMERALD*	JADE
TOURMALINE*	MOONSTONE
SAPPHIRE*	MOONSTONE
ULTRAMARINE*	ZIRCON
SAPPHIRE*	ZIRCON
ULTRAMARINE*	MOONSTONE
MOONSTONE*	TURQUOISE
ONYX	CITRINE
ONYX*	FIRE OPAL
FIRE OPAL*	WHITE JADE
AGATE*	WHITE JADE
TOPAZ	CITRINE
TOPAZ	AGATE
TOPAZ*	WHITE JADE
WHITE JADE*	CITRINE
WHITE JADE	SARDONYX
GRAY PEARL*	MOONSTONE
ONYX*	WHITE JADE

THREE TONES

UPPER	MIDDLE	LOWER
WHITE JADE	ROSE QUARTZ	GRAY PEARL
WHITE JADE	FIRE OPAL	ONYX
WHITE JADE	JADE	EMERALD
WHITE JADE	ZIRCON	SAPPHIRE

*REVERSIBLE

17

Gem-Toned

Exterior


Colors

for

1955

PACKARDS and PACKARD CLIPPER

Packard's impressive beauty starts with the careful selection of lustrous lacquers. These special lacquers highlight the lithe low beauty and give a feeling of dynamic action—action that carries through from front to rear in graceful blending of every colorful contour.



TURQUOISE



TOPAZ




ULTRAMARINE



GRAY PEARL



MOONSTONE



ROSE QUARTZ (Accent color only: Caribbean)



CITRINE




SAPPHIRE



TOURMALINE



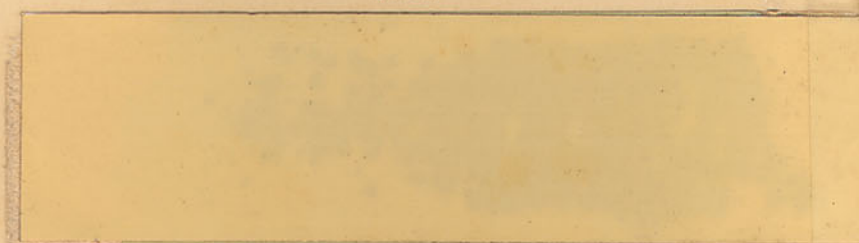
AGATE




SARRDONYX Available only as a body color with White Jade roof.



JADE




WHITE JADE




FIRE OPAL



ZIRCON



EMERALD



ONYX



EMERALD
MOONSTONE

* TOURMALINE
JADE

* EMERALD
JADE

* TOURMALINE
MOONSTONE

* SAPPHIRE
MOONSTONE

* ULTRAMARINE
ZIRCON

* SAPPHIRE
ZIRCON

* ULTRAMARINE
MOONSTONE

* MOONSTONE
TURQUOISE

ONYX
CITRINE

4 "Show Car Appeal"—in
deep-lustered, long-
lasting lacquer finishes...

36 Exciting Two-Tone Combinations for 1955 PACKARDS and PACKARD CLIPPERS

*Reversible

ONYX
FIRE OPAL

* FIRE OPAL
WHITE JADE

* AGATE
WHITE JADE

TOPAZ
CITRINE

TOPAZ
AGATE

* TOPAZ
WHITE JADE

* WHITE JADE
CITRINE

WHITE JADE
SARDONYX

* GRAY PEARL
MOONSTONE

* ONYX
WHITE JADE

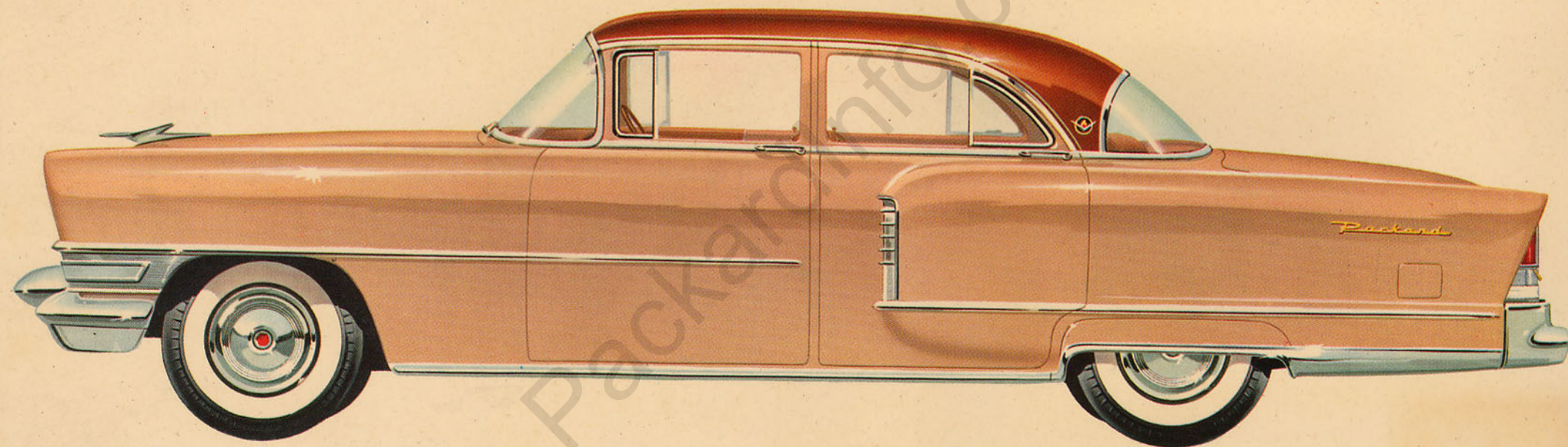


The one Really Different fine car...

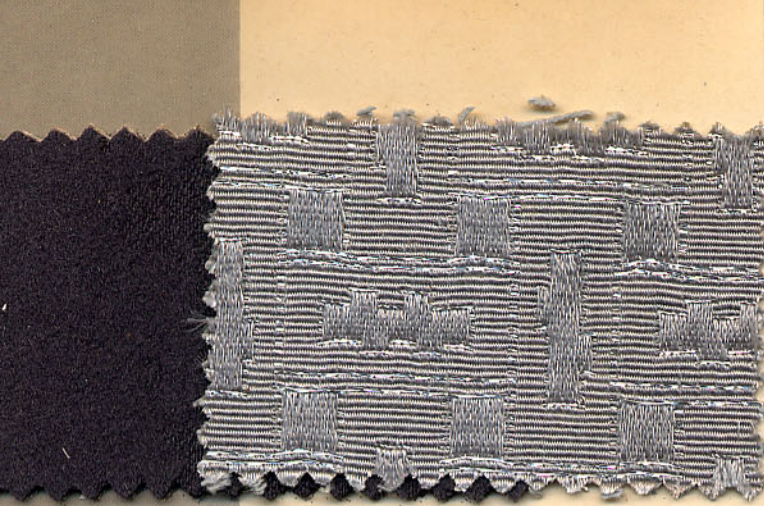
LET THE RIDE DECIDE

PACKARD PATRICIAN

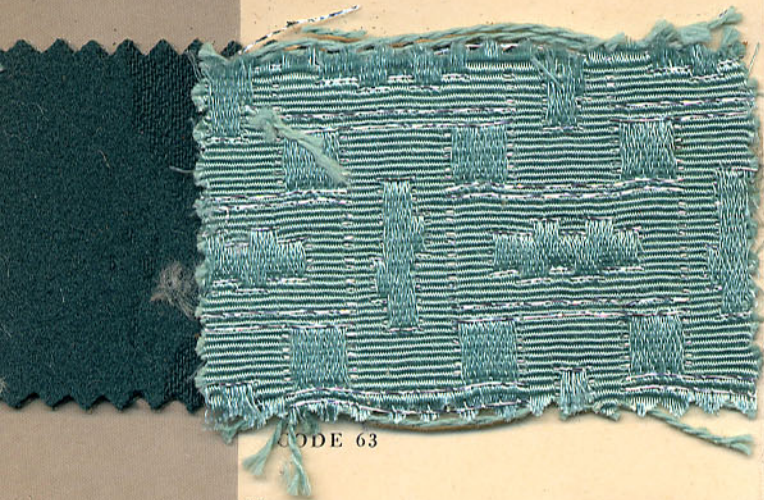
America's most distinctive luxury automobile



Modern edition of a world-famous classic. The first and last
word in fine car taste . . . the Magnificent Packard Patrician
Brand-new in styling; satin-smooth V-8 power;
custom tailored interiors . . . and the luxury ride of the century.
260-Horsepower, 127-inch Wheelbase.



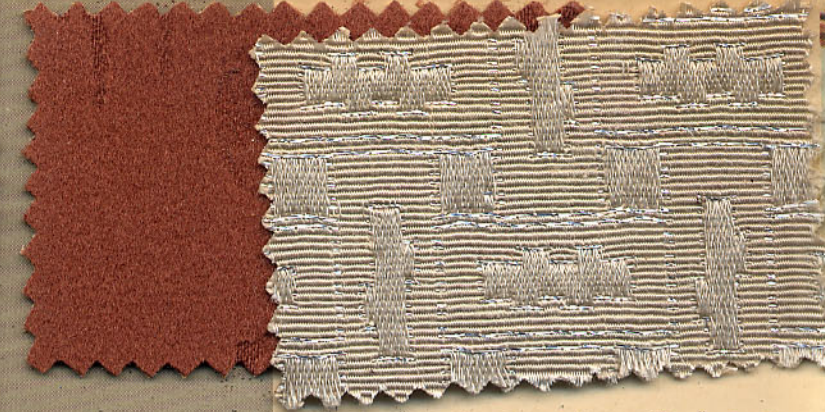
CODE 65



CODE 63



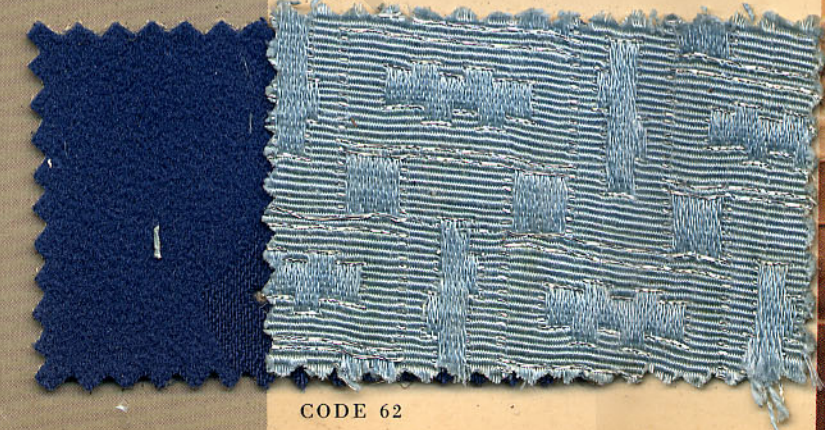
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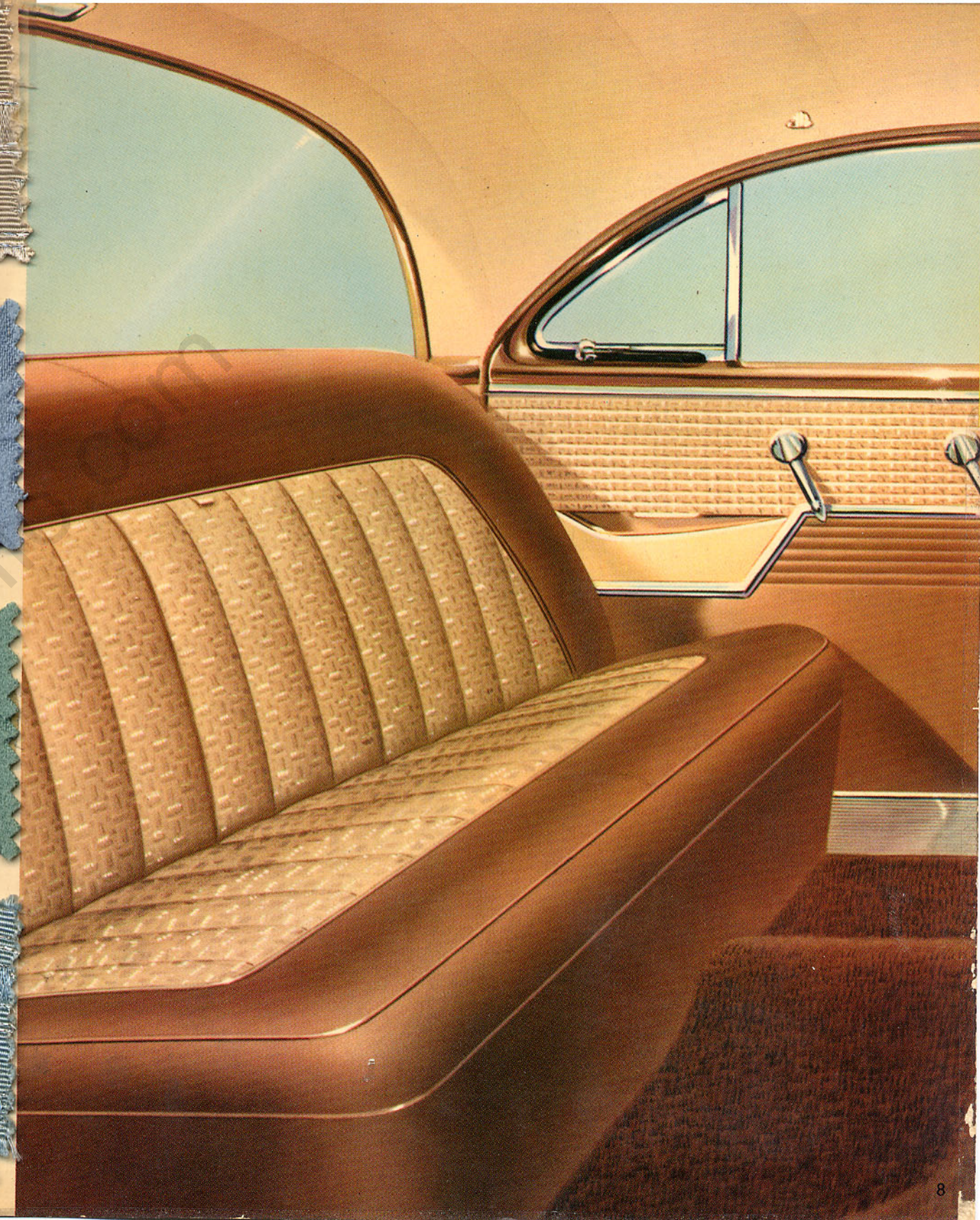
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CODE 73



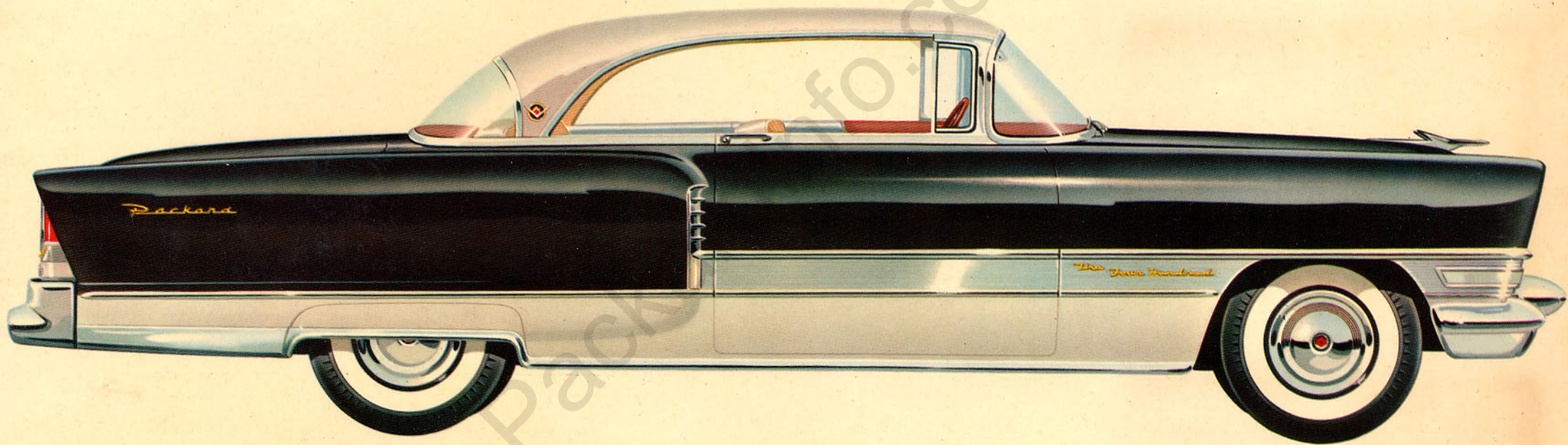
CODE 62



PALADIN

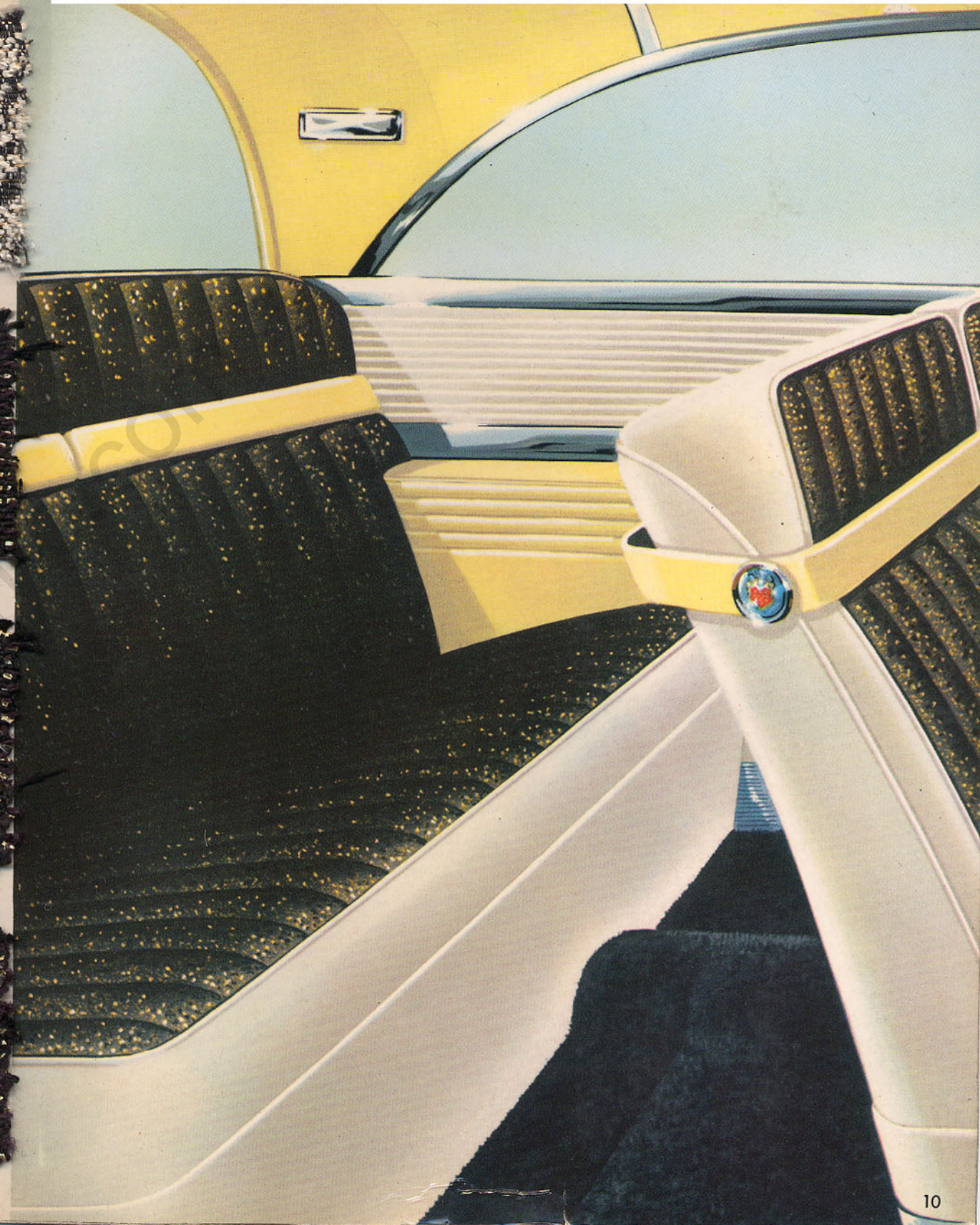
PACKARD FOUR HUNDRED

superb luxury with a smooth individual touch



Low dramatic silhouette, graceful side chrome treatment:
Perhaps no other car in the Packard Line has the character of this
impressive new Four Hundred hard-top. Enchanting
new interior colors and fabrics; exhilarating performance and
Packard's new Twin Ultramatic Transmission, too.

260-Horsepower, 127-inch Wheelbase.



CODE 82

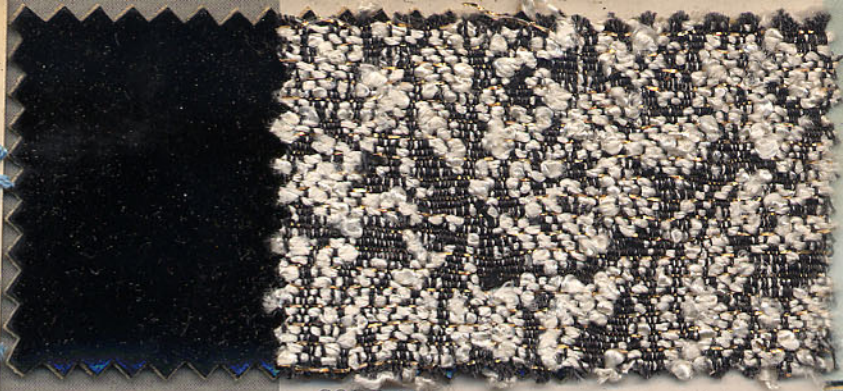


CODE 83



CODE 89
Codes 82, 83 and 89 show Bolster and Facing material. On the following page, Codes 84, 85, 86 and 87 show Facing and Accent material only. White Leather Bolsters are featured in all Four Hundred Codes.

10A



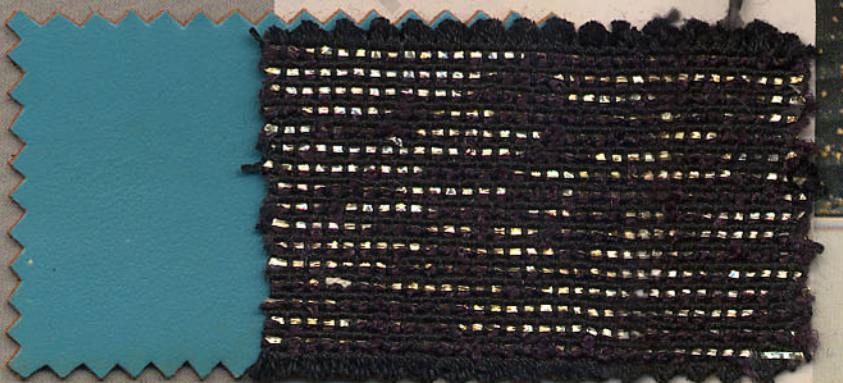
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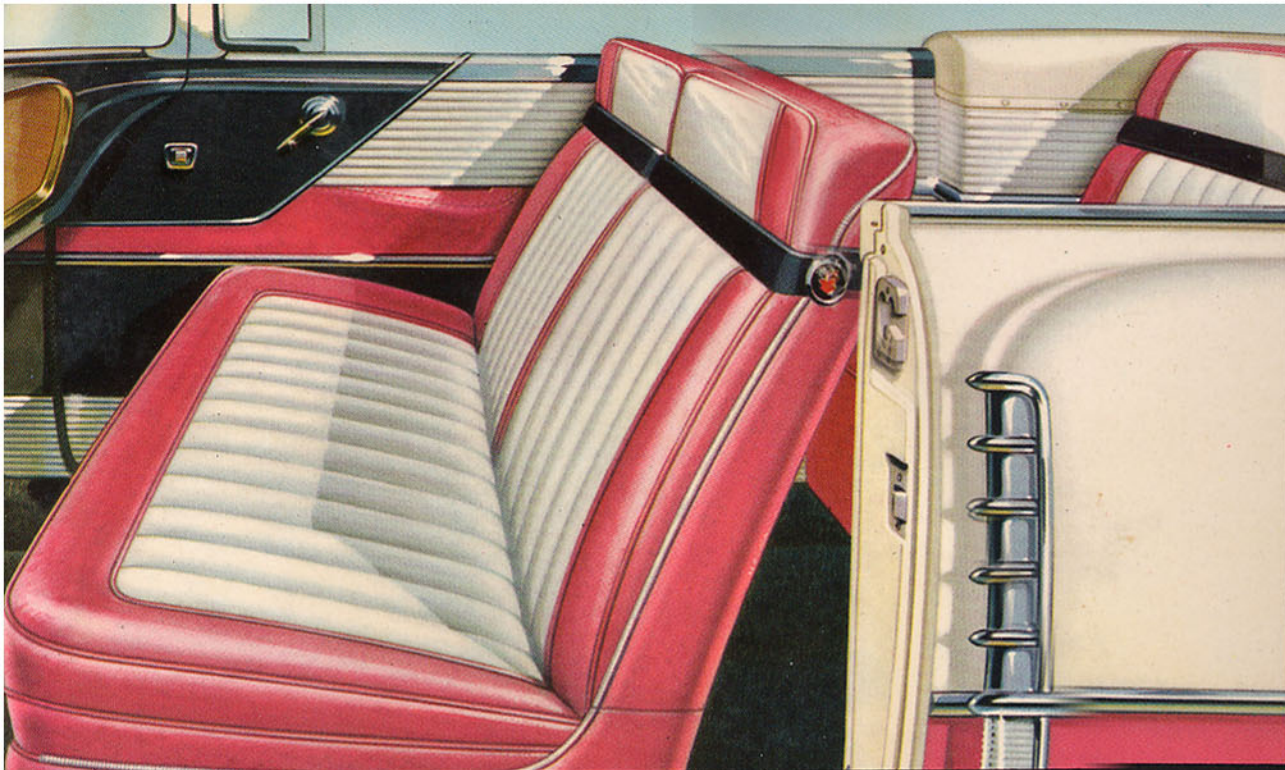
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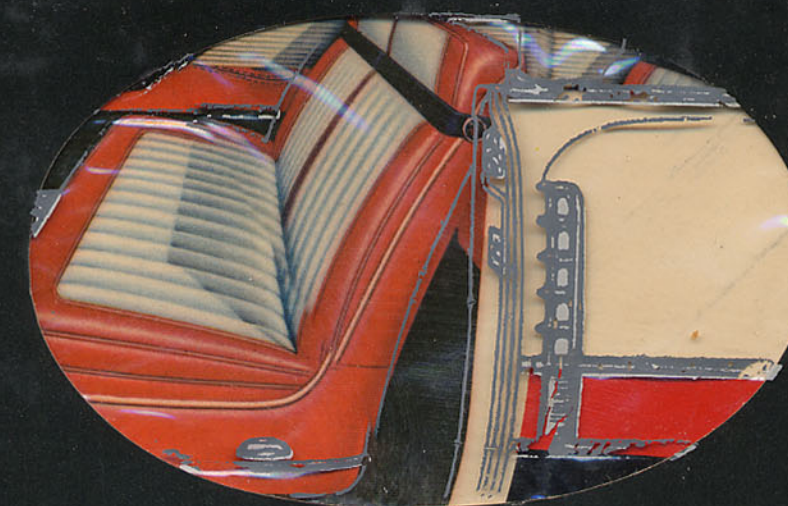
CODE 87



CODE 84



Today, when personal expression means so much,
here is a car whose breathtaking performance matches its
stunning beauty. Powerful, quiet—a new spirit of adventure
awaits behind the wheel of the Packard Caribbean.
275-Horsepower, 127-inch Wheelbase

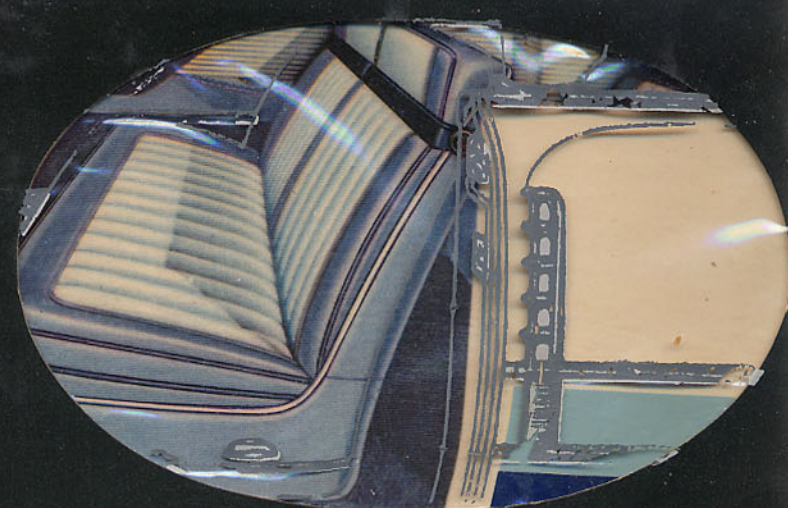
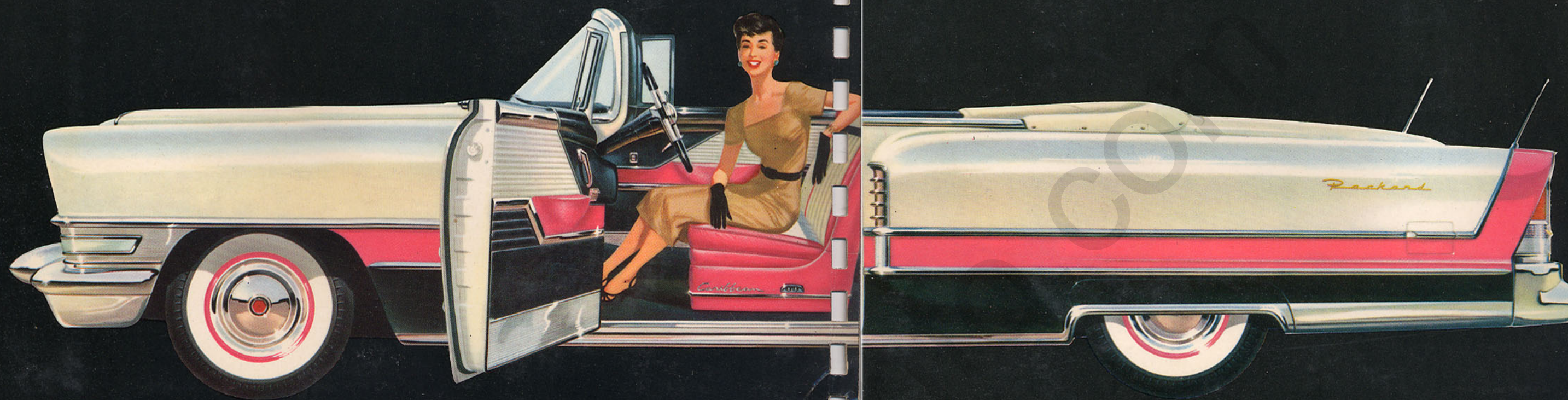


CODE
96



CARIBBEAN

The PACKARD CARIBBEAN... America's most glamorous sports type car



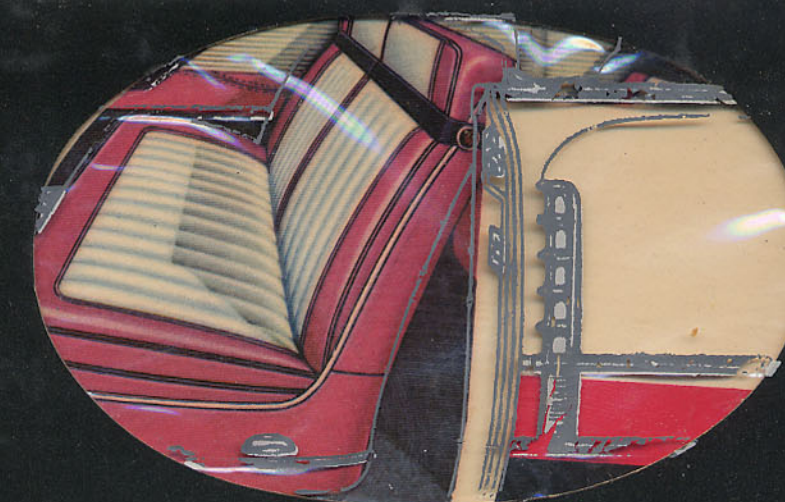
CODE
92

glamorous sports type car



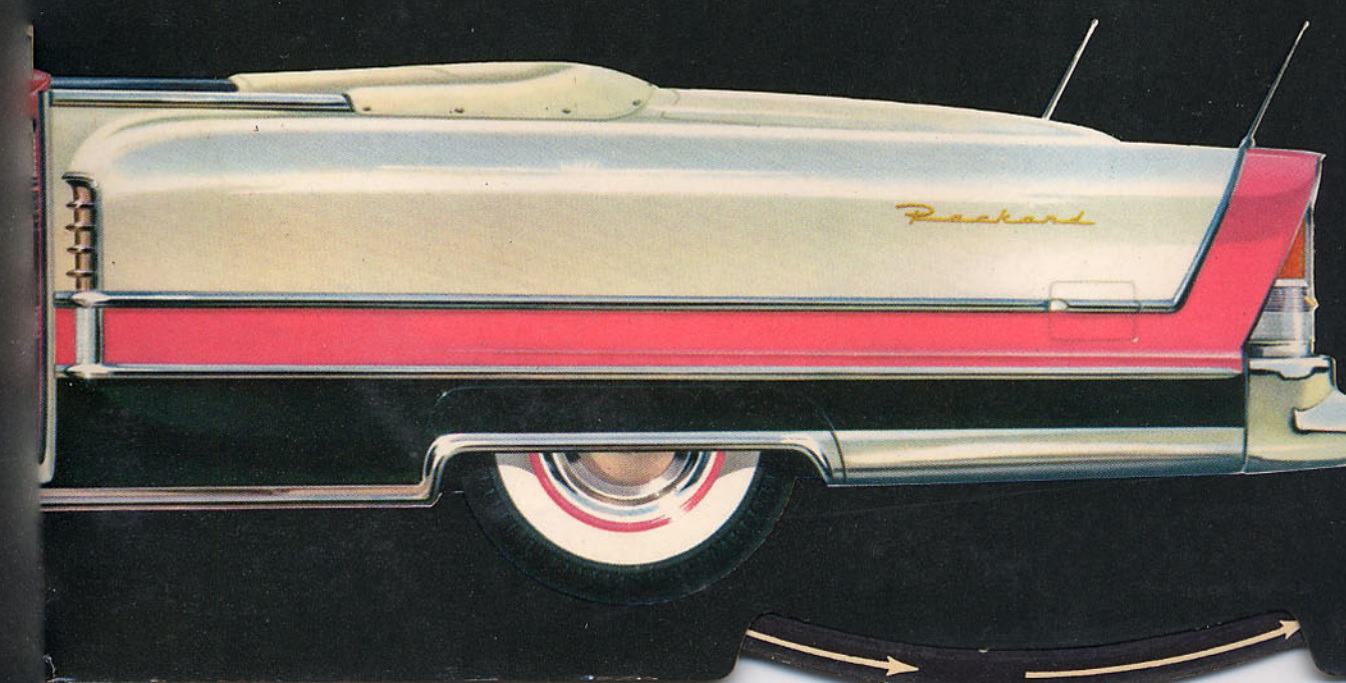
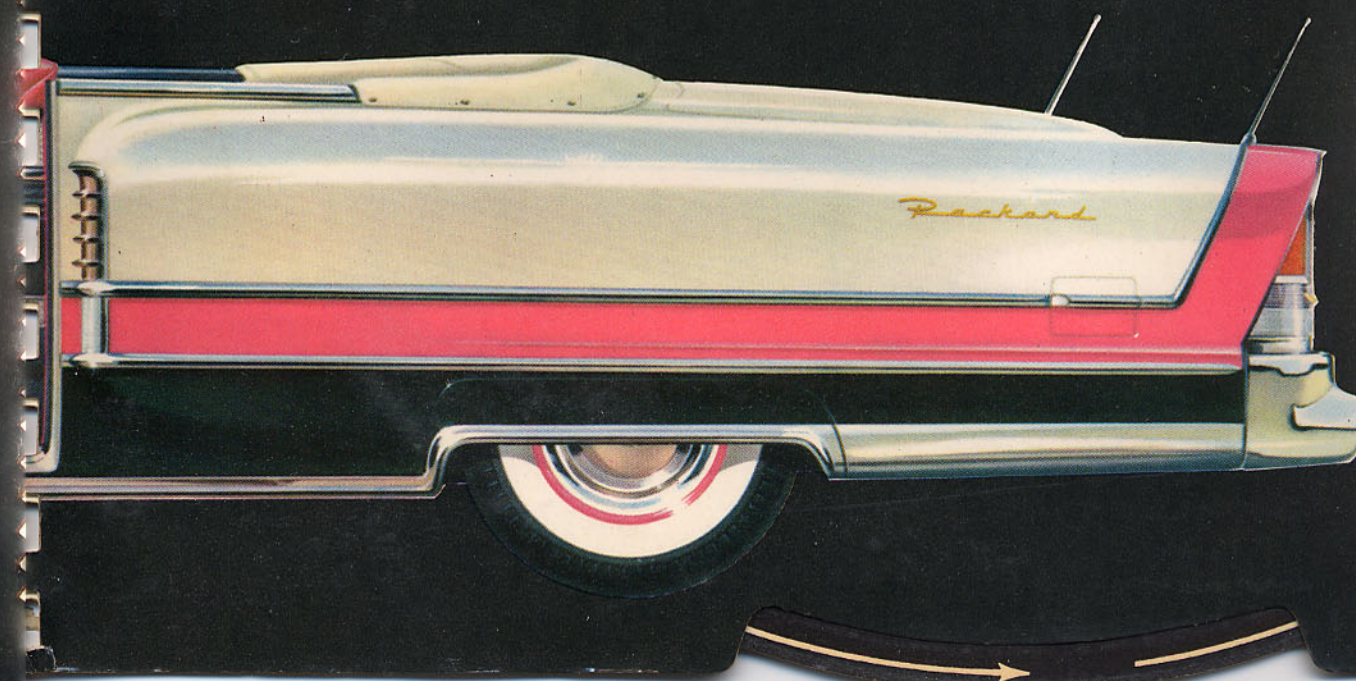
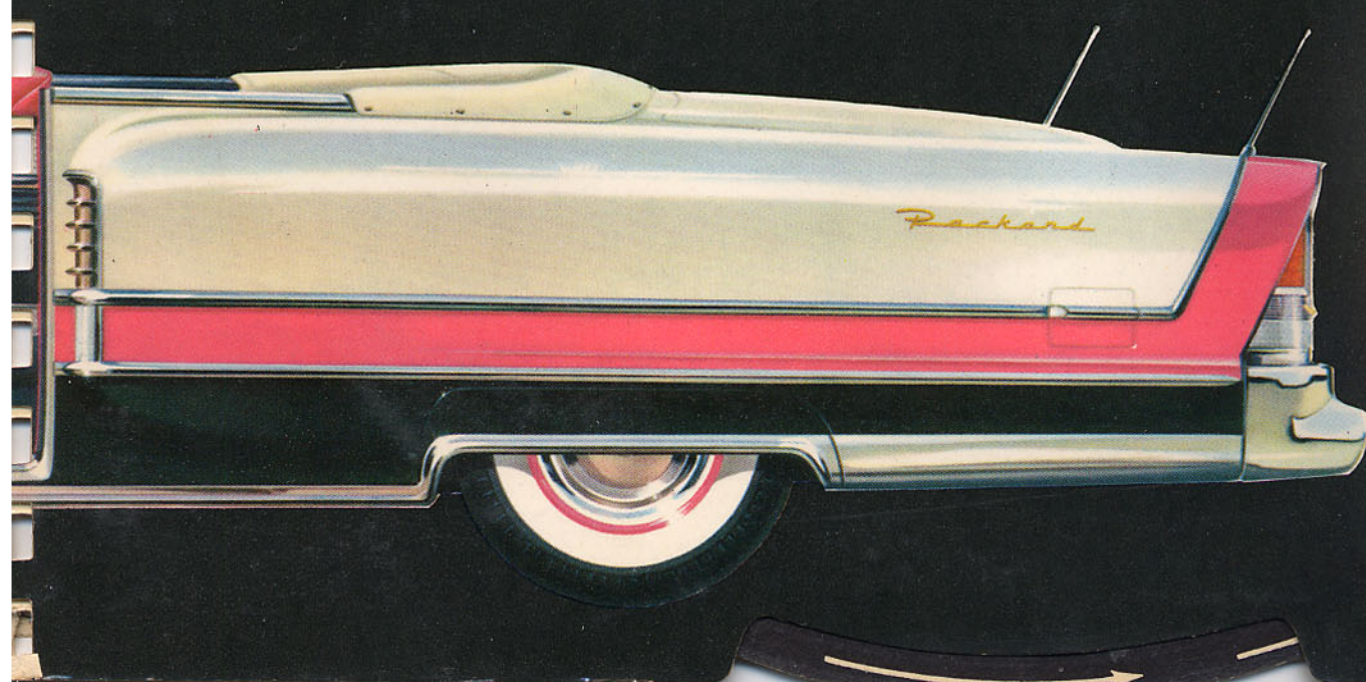
CODE
93

glamorous sports type car



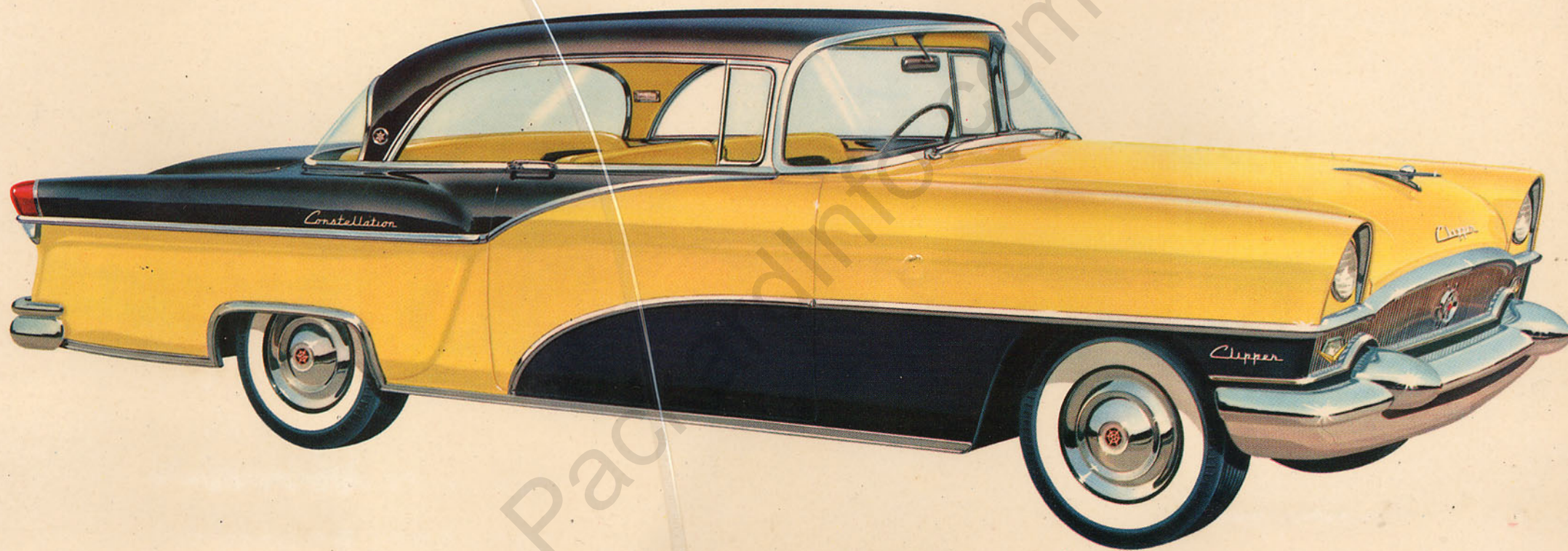
CODE
97

glamorous sports type car



CLIPPER CONSTELLATION

the newest, most dynamic hard-top on any road



Destined to be an entire "Auto Show" wherever it appears, this new member of the Packard Clipper family sets a new standard of luxury and convenience. Its powerful V-8 engine gives smooth acceleration and economy too.

Fabulous Torsion Level Ride makes driving a supreme pleasure.

245-Horsepower, 122-inch Wheelbase.



CODE 52



CODE 53



CODE 54



CODE 50



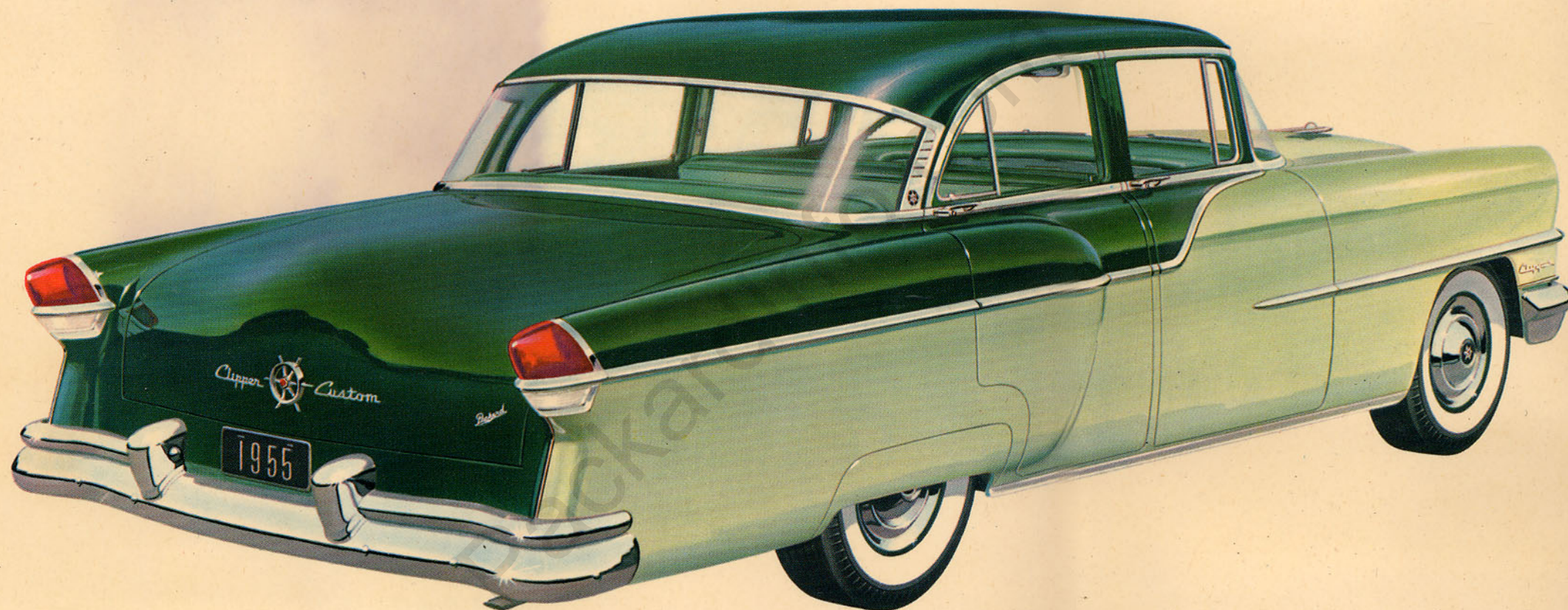
CODE 56



CODE 57



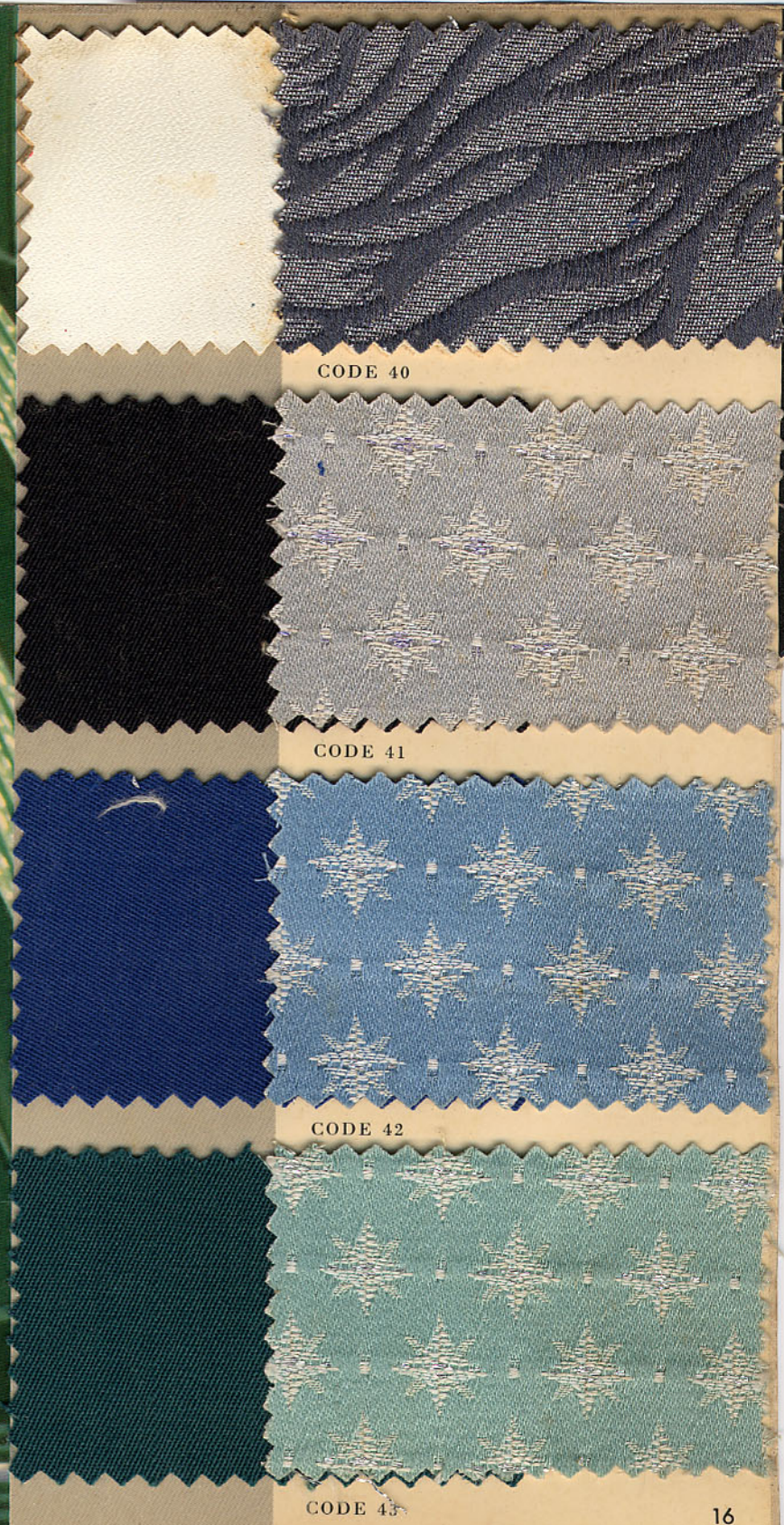
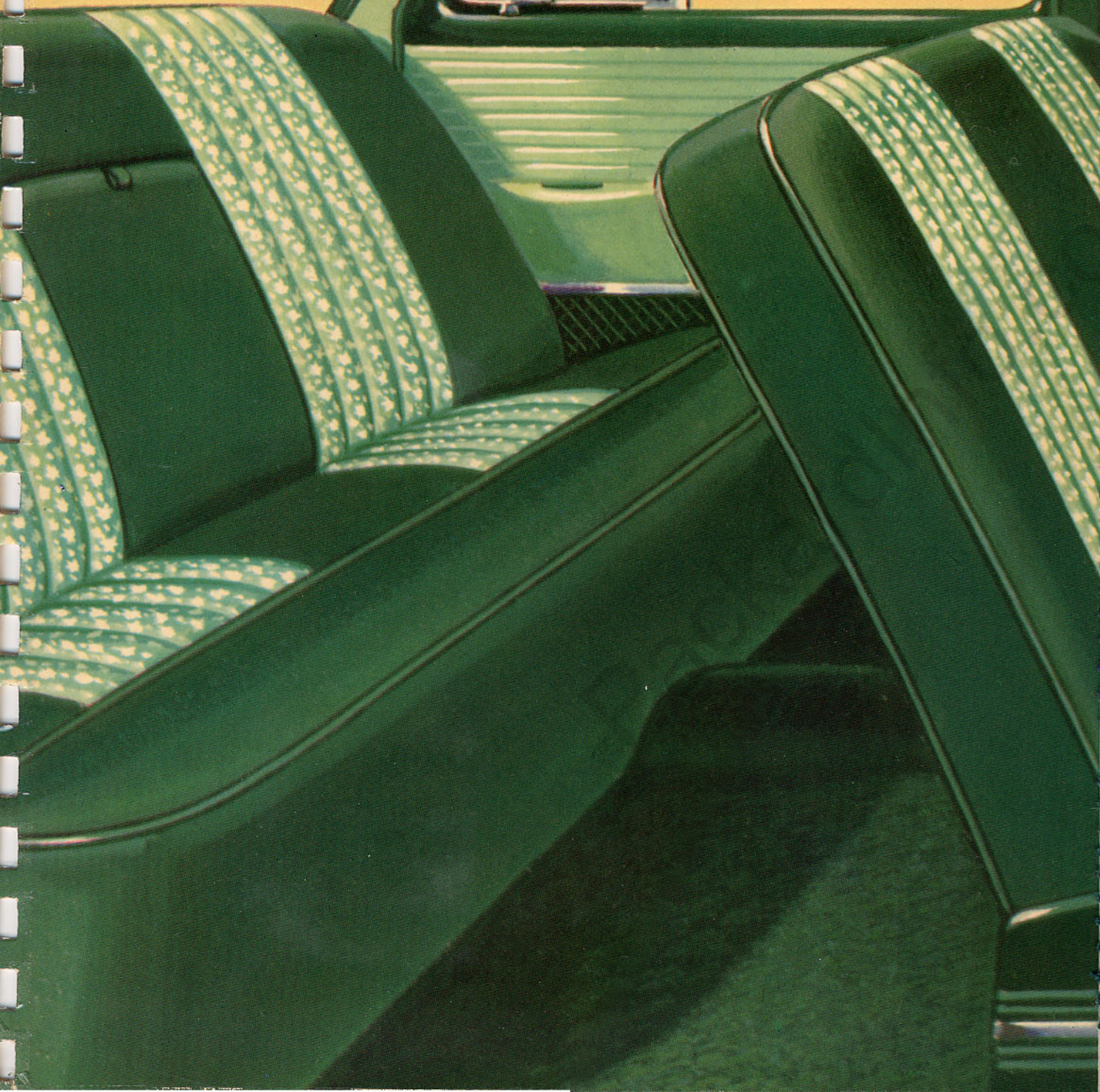
CLIPPER CUSTOM SEDAN... combining beauty,



Envied indeed is the owner of this delightfully convenient 4-door sedan. Soft, luxurious foam rubber seats, whisper-smooth V-8 power, color-keyed interiors, jewel-like instrument panel; new vista-vision windshield. The Custom Sedan is another way of saying 'travelling in living room comfort.'

245-Horsepower, 122-inch Wheelbase.

power, luxury and comfort



CODE 40

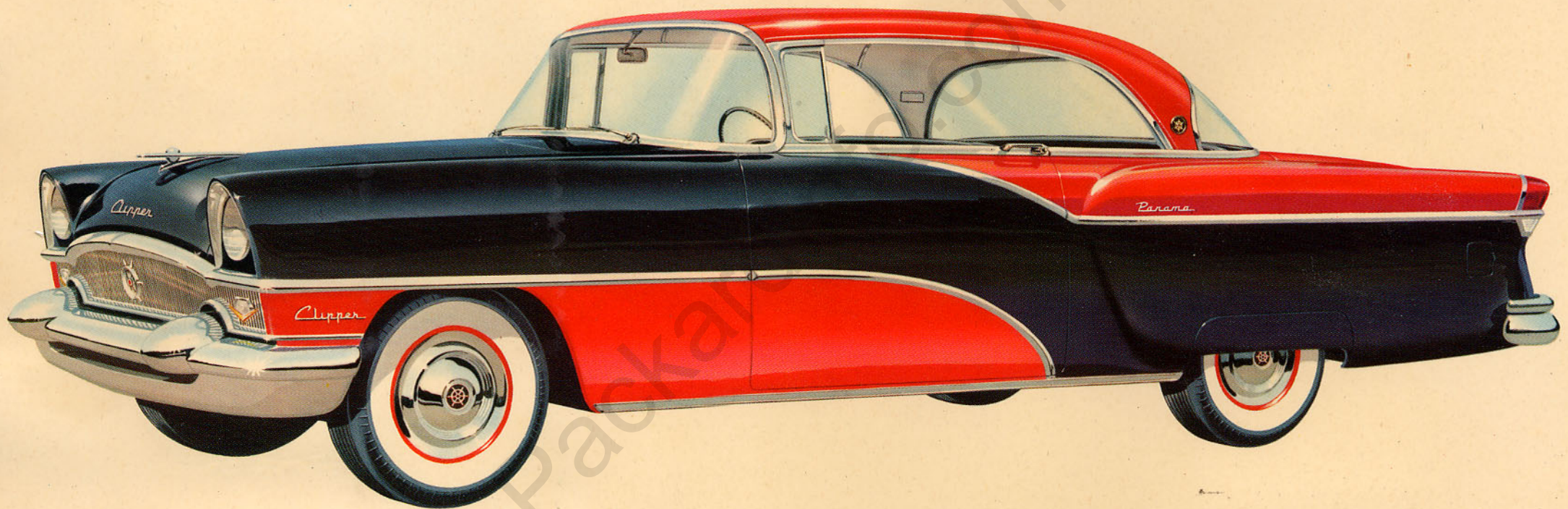
CODE 41

CODE 42

CODE 43

CUSTOM 4-DOOR

CLIPPER SUPER PANAMA...the car that

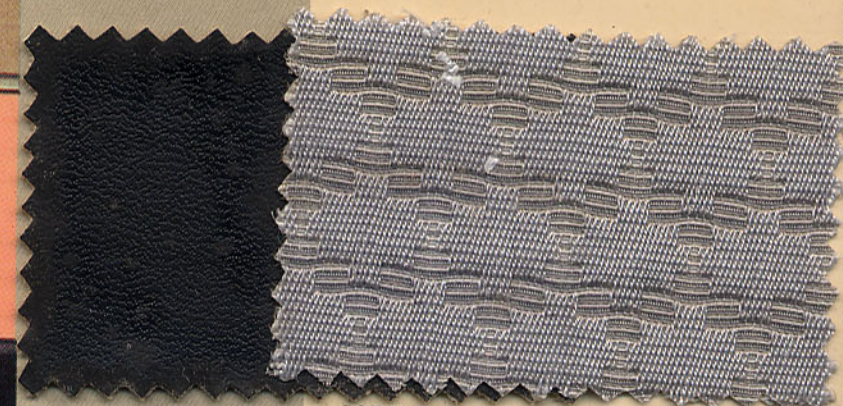


There is always something extra in a car that is created by Packard.
That something extra is highlighted by the massive front grille,
the breathtaking flow of line and integration of styling. This truly
will be the most popular hard-top of the year. Skilled engineers
and stylists gave special attention to beauty, comfort and power
when they created the brilliant new Panama.

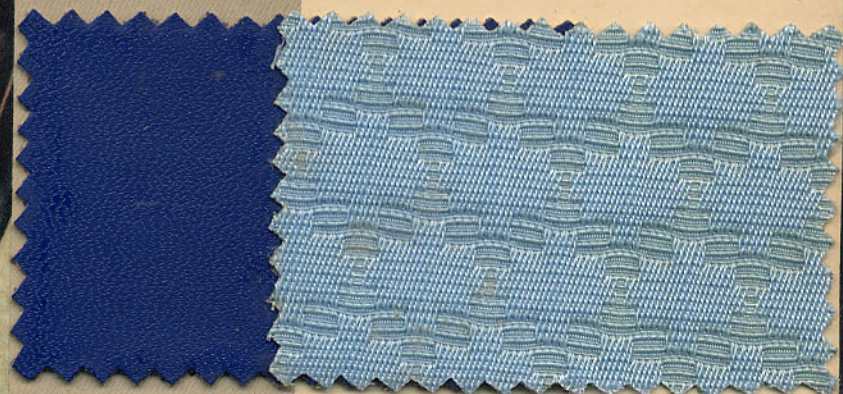
225-Horsepower, 122-inch Wheelbase.



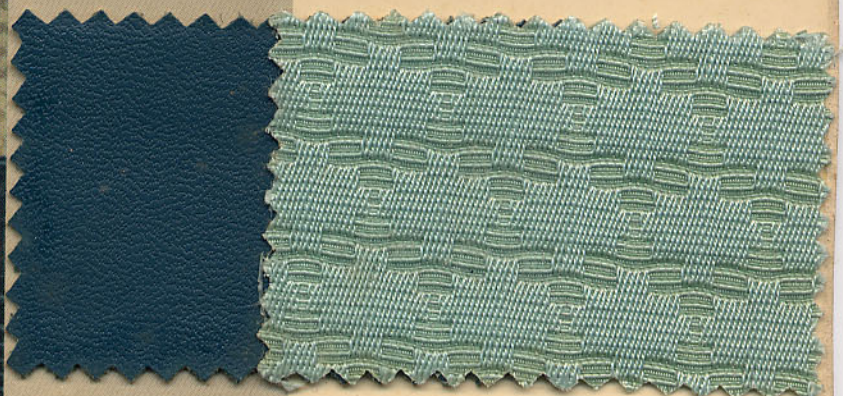
m a k e s i t s m a r t t o b e d i f f e r e n t



CODE 31



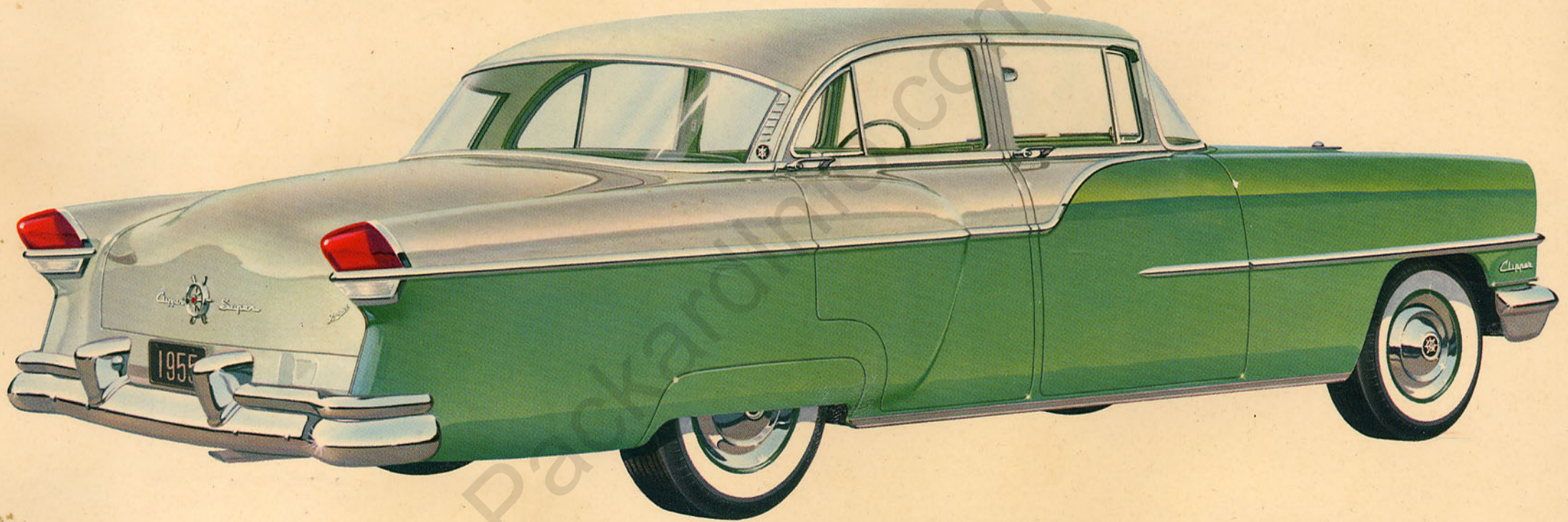
CODE 32



CODE 33

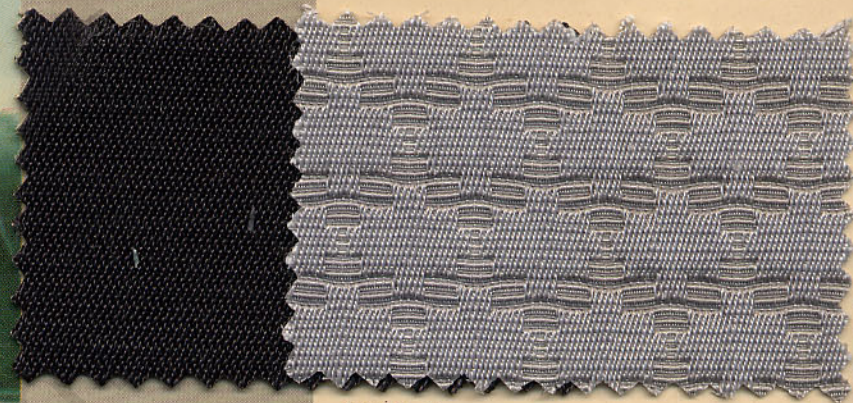
SUPER PANAMA

CLIPPER SUPER SEDAN...a new pride of

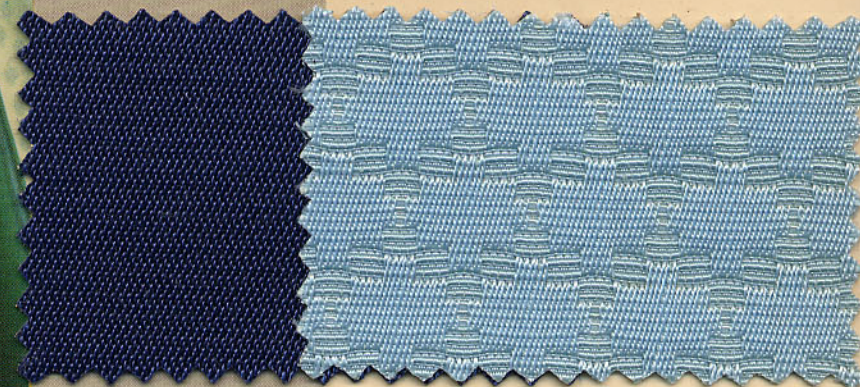


Superior to all cars in its price class, the new Clipper Super Sedan carries the stamp of Packard perfection. Here is clean, functional beauty that is original and fresh in concept. The Super seats six luxuriously—and it's built for the miles ahead. 225-Horsepower, 122-inch Wheelbase.

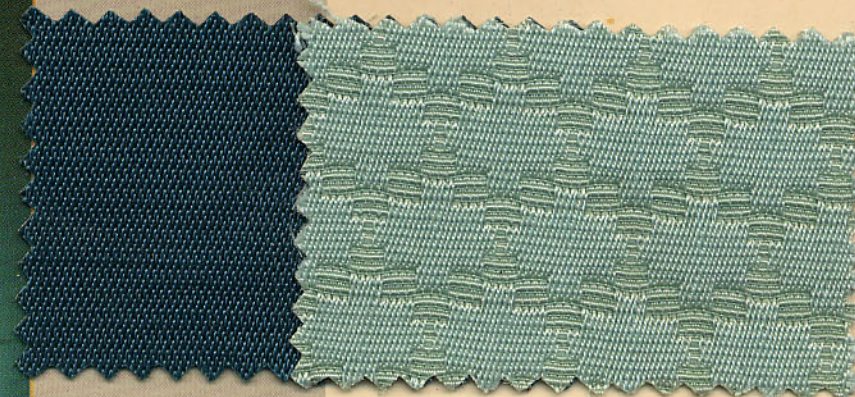
ownership with lasting luxury



CODE 21

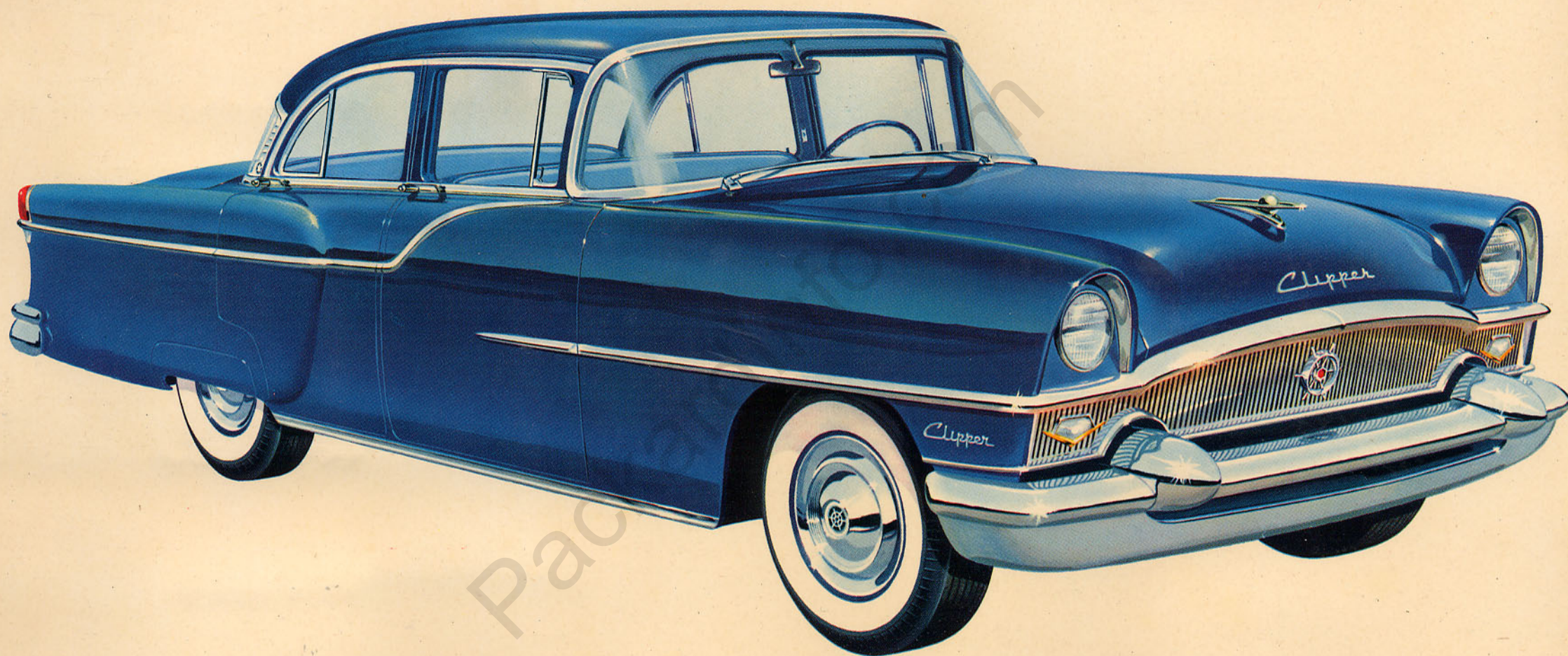


CODE 22



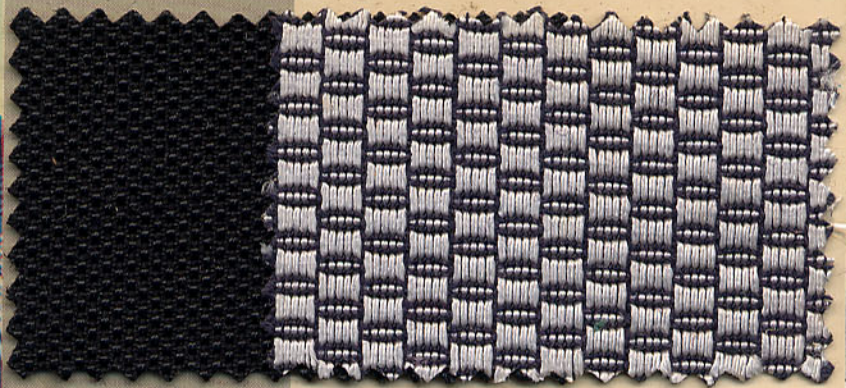
CODE 23

CLIPPER DELUXE SEDAN...rides on the crest

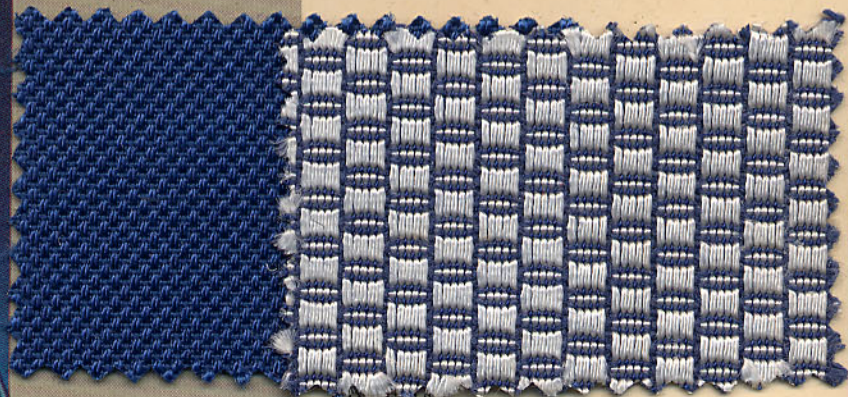


Built by craftsmen to be a leader, that's the Packard
Clipper Deluxe Sedan. Enduring beauty, luxury, comfort,
convenience, V-8 power—all these are "plus features"
of this sparkling new Clipper for 1955.
225-Horsepower, 122-inch Wheelbase

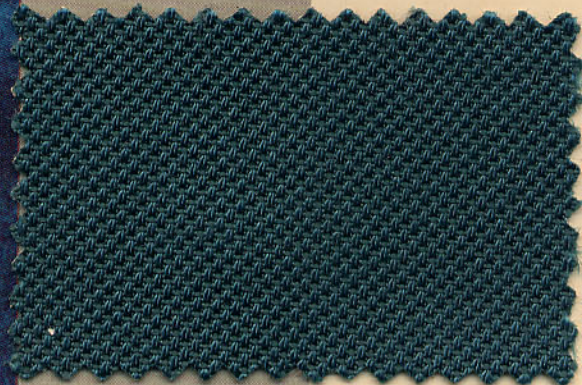
of quality in its class



CODE 11



CODE 12



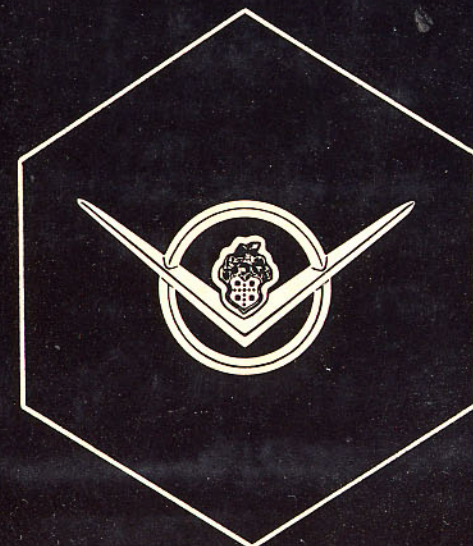
CODE 13



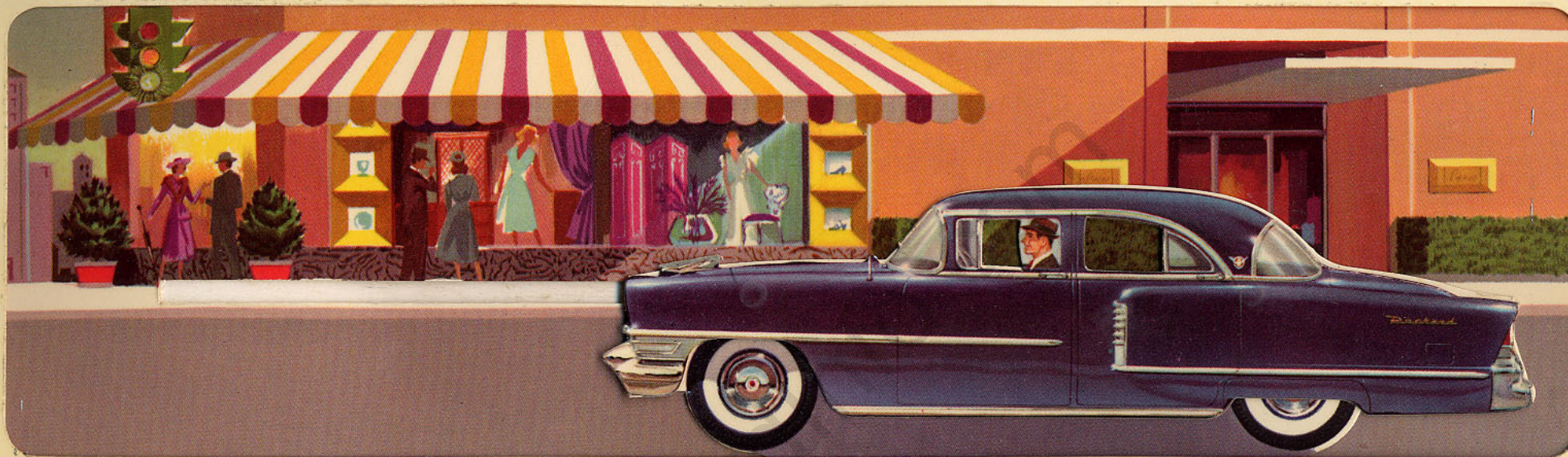
Look inside... here is the one car that is completely new...entirely different

LET THE RIDE DECIDE

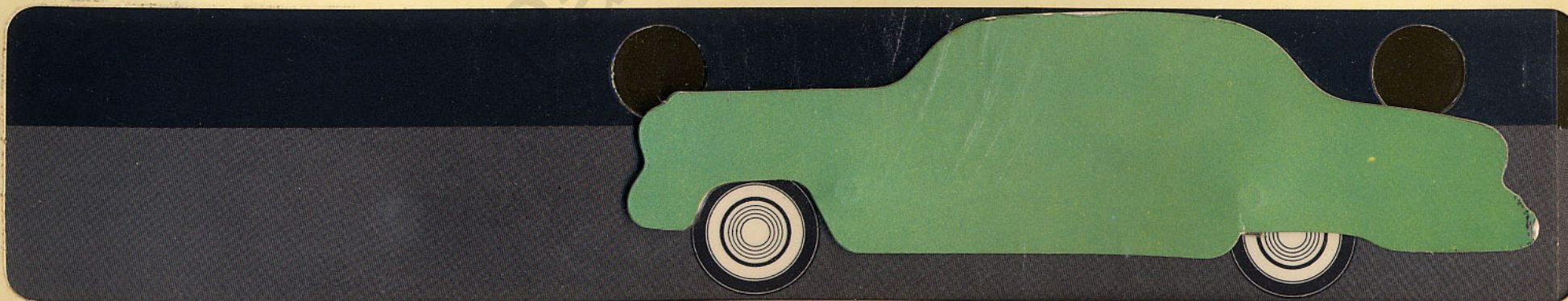
PACKARD for 1955



Packard's New Torsion Level Ride... The Most Beats Riding on Air!

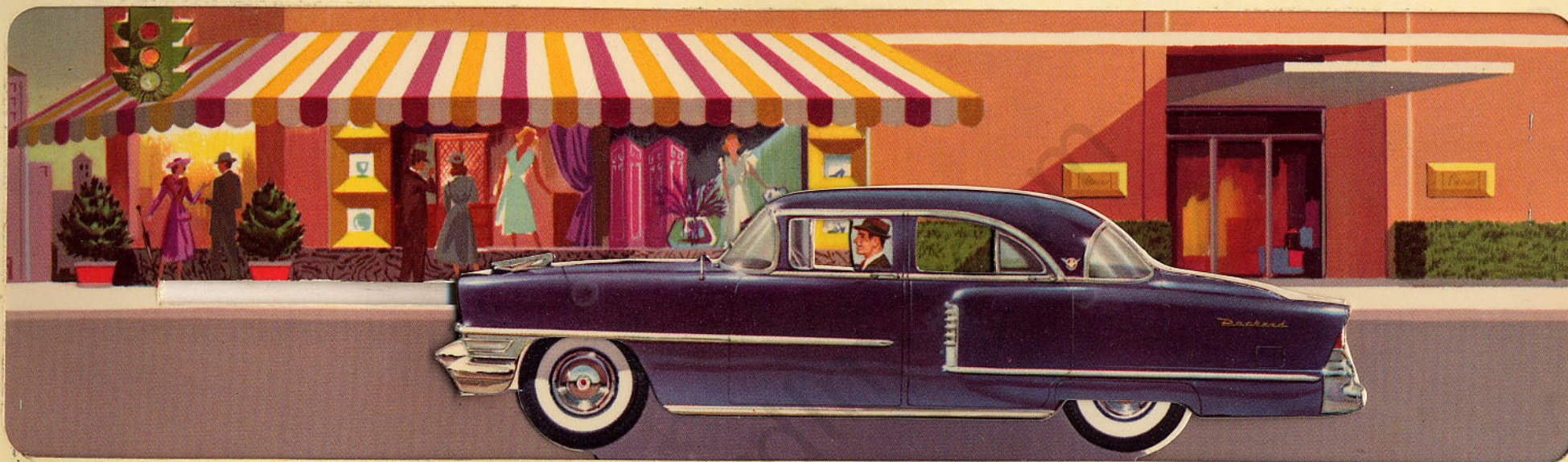


Imagine an automobile with a new concept of suspension that permits passengers to remain free of body pitching and diving. A new suspension that eliminates coil and leaf-type springs. Packard and only Packard has this new wonder suspension that, keeps the car body on an even keel from start to stop regardless of road condition.



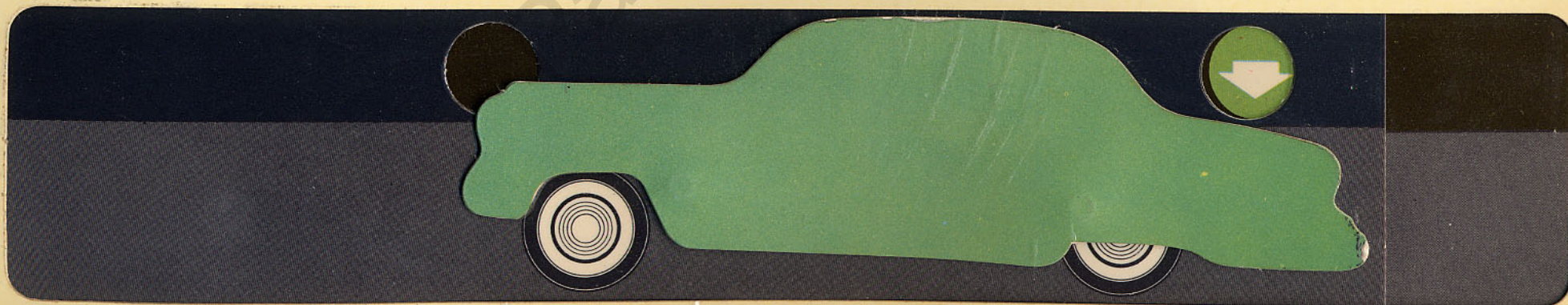
Automatically smooths the road...

Packard's New Torsion Level Ride... The Most Beats Riding on Air!



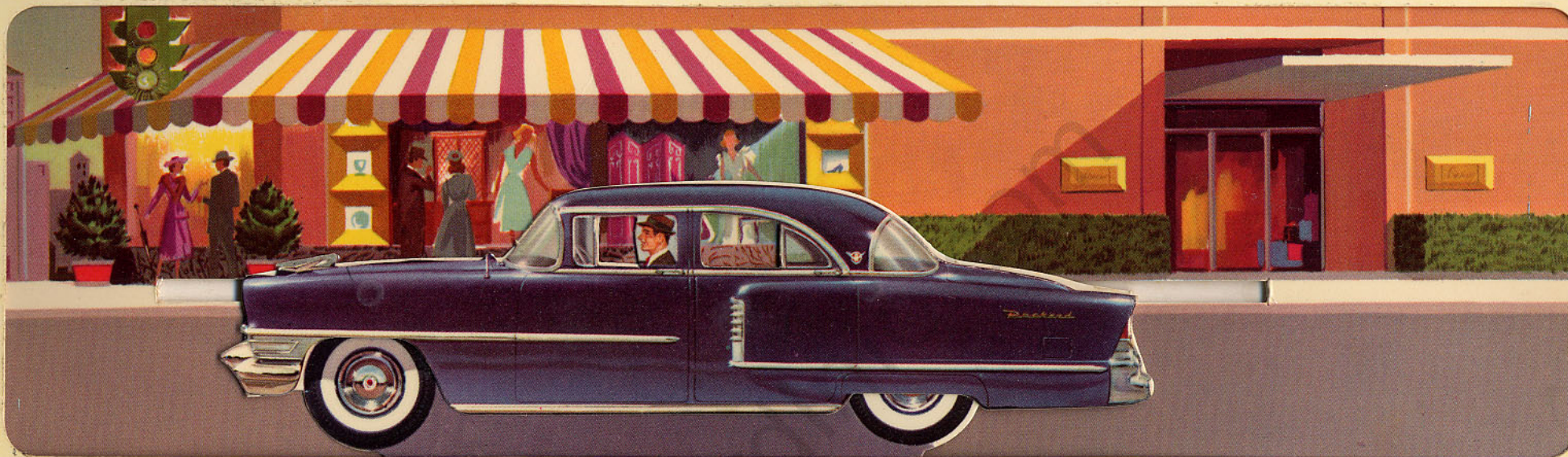
Accelerates smoothly
with no rear-end squat.
The only sensation is
smooth acceleration.

Imagine an automobile with a new concept of suspension that permits passengers to remain free of body pitching and diving. A new suspension that eliminates coil and leaf-type springs. Packard and only Packard has this new wonder suspension that, keeps the car body on an even keel from start to stop regardless of road condition.



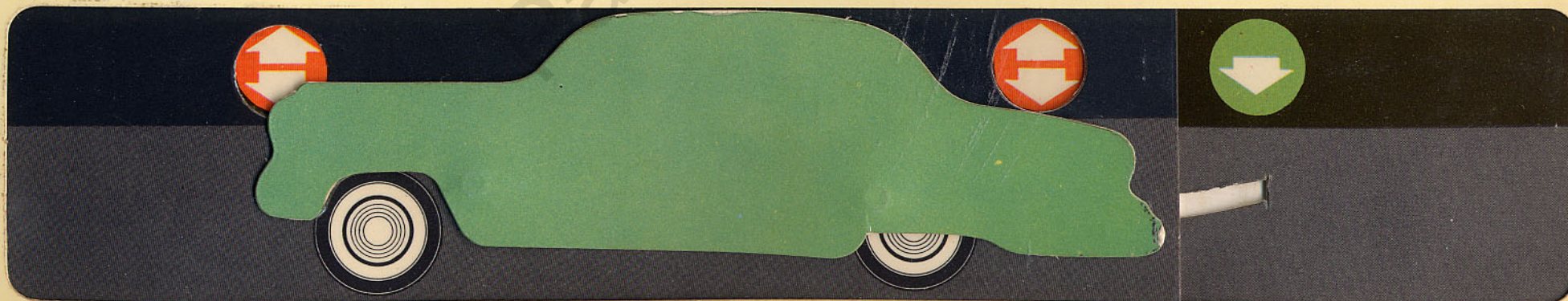
Automatically smooths the road...

Packard's New Torsion Level Ride... The Most Beats Riding on Air!



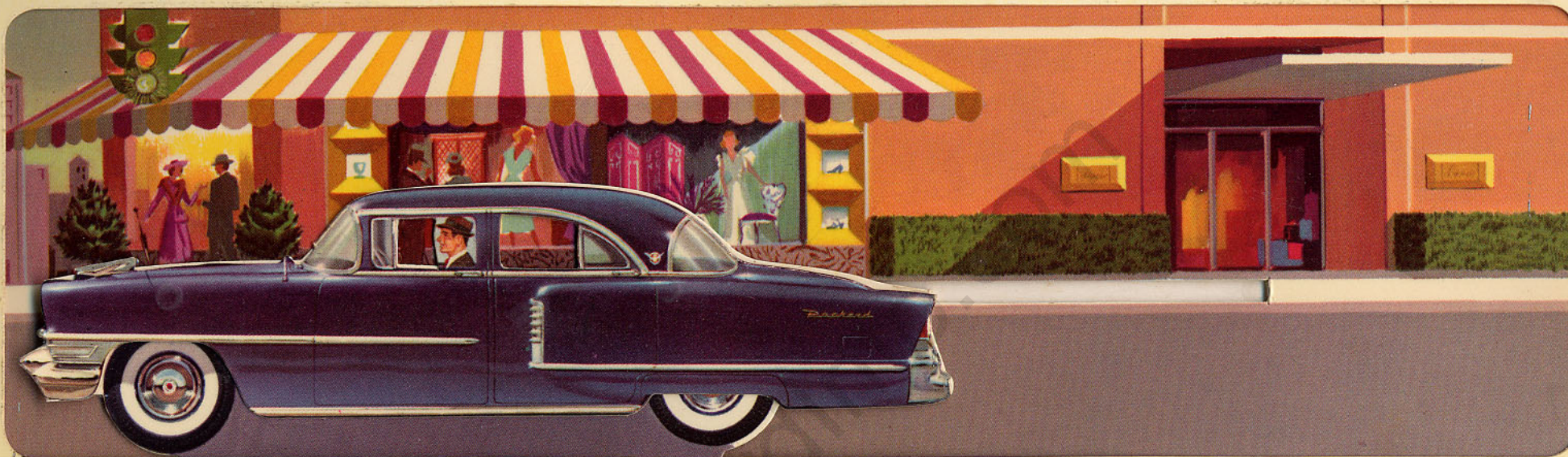
There is no road shock,
wheel-fight or wandering...
perfect level control
at all speeds.

Imagine an automobile with a new concept of suspension that permits passengers to remain free of body pitching and diving. A new suspension that eliminates coil and leaf-type springs. Packard and only Packard has this new wonder suspension that, keeps the car body on an even keel from start to stop regardless of road condition.



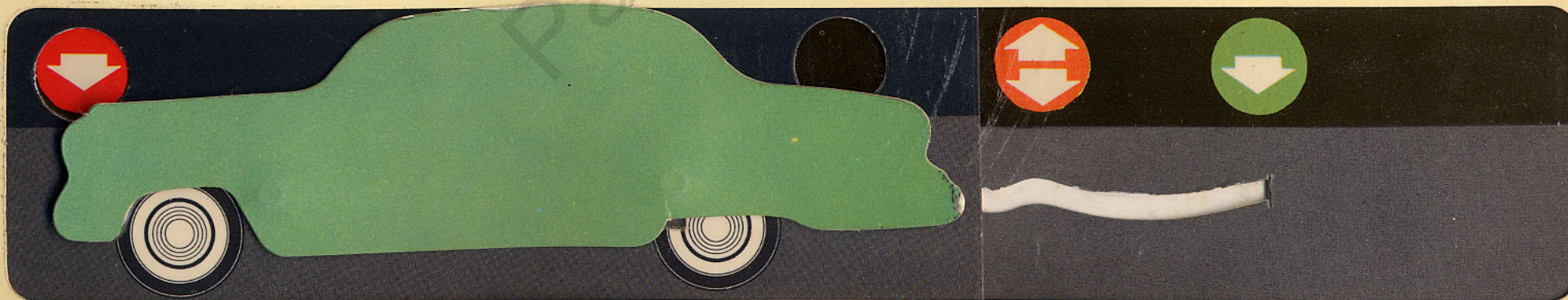
Automatically smooths the road...

Packard's New Torsion Level Ride... The Most Beats Riding on Air!



Even with fast braking,
there is little or no
front-end pitch.

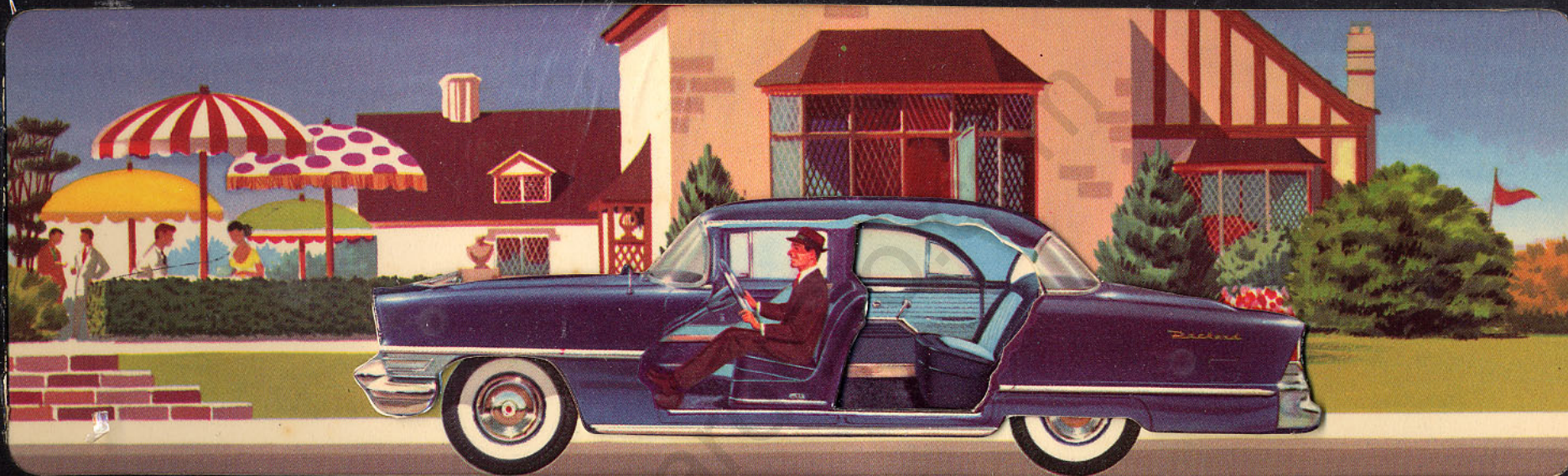
Imagine an automobile with a new concept of suspension that permits passengers to remain free of body pitching and diving. A new suspension that eliminates coil and leaf-type springs. Packard and only Packard has this new wonder suspension that, keeps the car body on an even keel from start to stop regardless of road condition.



Automatically smooths the road...

Revolutionary Comfort Advancement In History

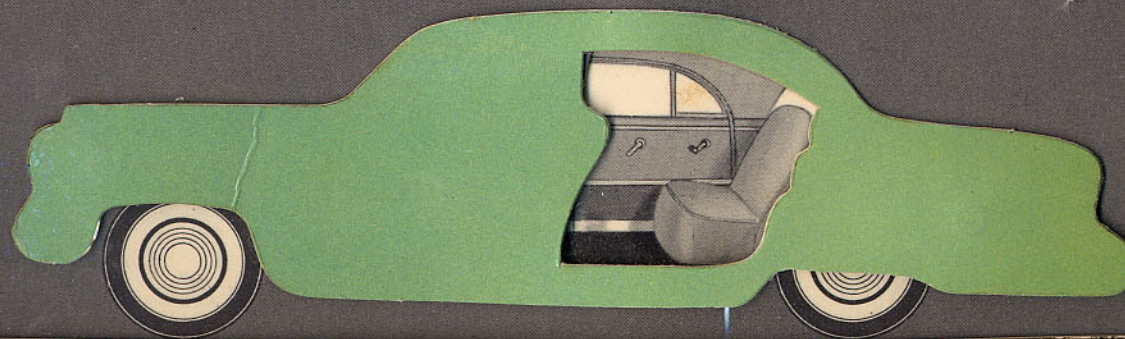
A Level Car... Regardless of Load



Smoothing the road is only half the story of the new Torsion Level Ride.

This unique suspension also automatically levelizes the load. When passengers enter, the car settles at the rear like all conventional cars, but, within a few seconds the levelizer begins operation, bringing the car body and passengers back to normal driving height.

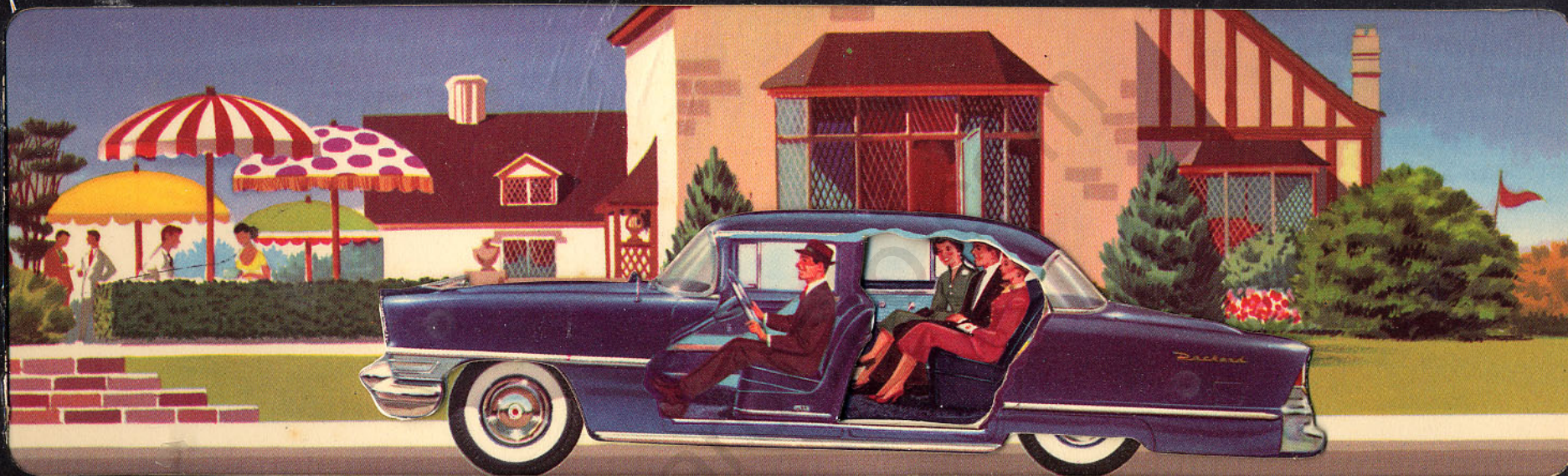
All cars look well unloaded because they are designed level.



Automatically levels the load...

Revolutionary Comfort Advancement In History

A Level Car...Regardless of Load



Smoothing the road is only half the story of the new Torsion Level Ride.

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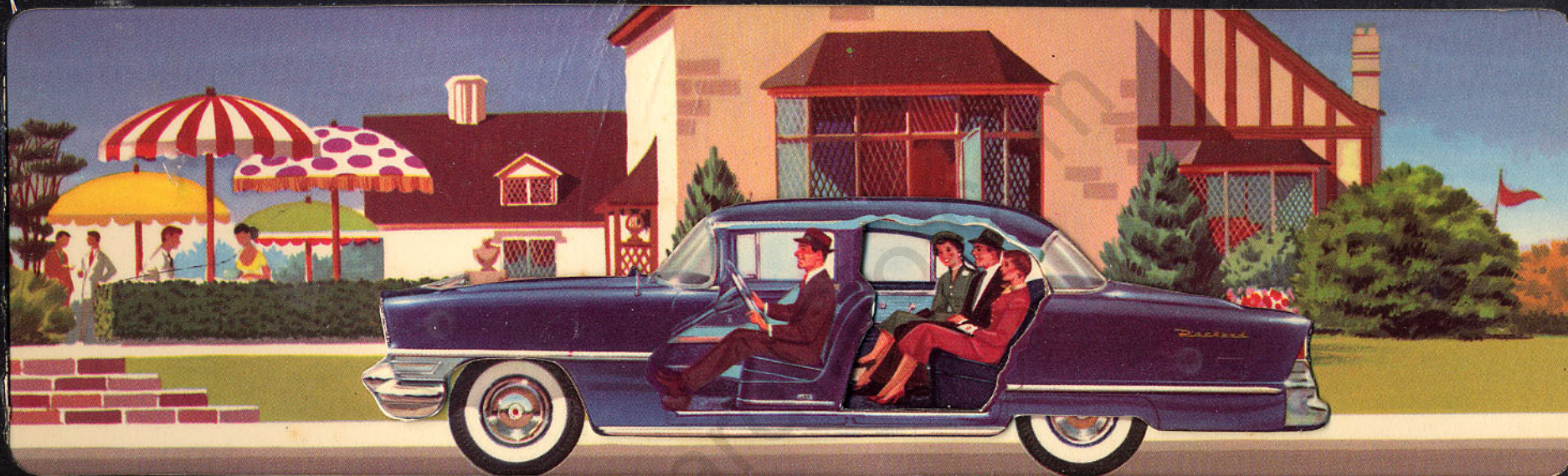
3 back seat passengers cause 6-8 inch rear-end drop in all cars. This affects handling, causes driving fatigue.



Automatically levels the load...

Revolutionary Comfort Advancement In History

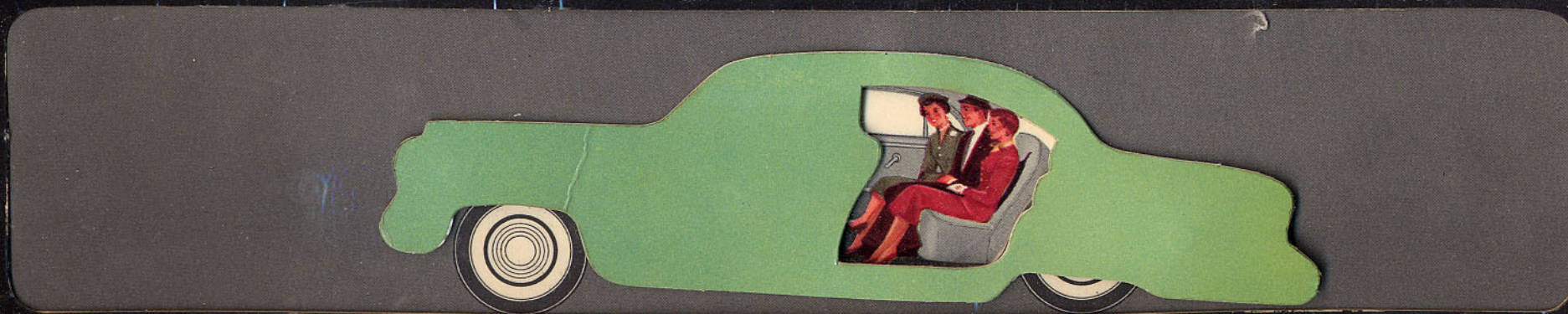
A Level Car...Regardless of Load



Smoothing the road is only half the story of the new Torsion Level Ride.

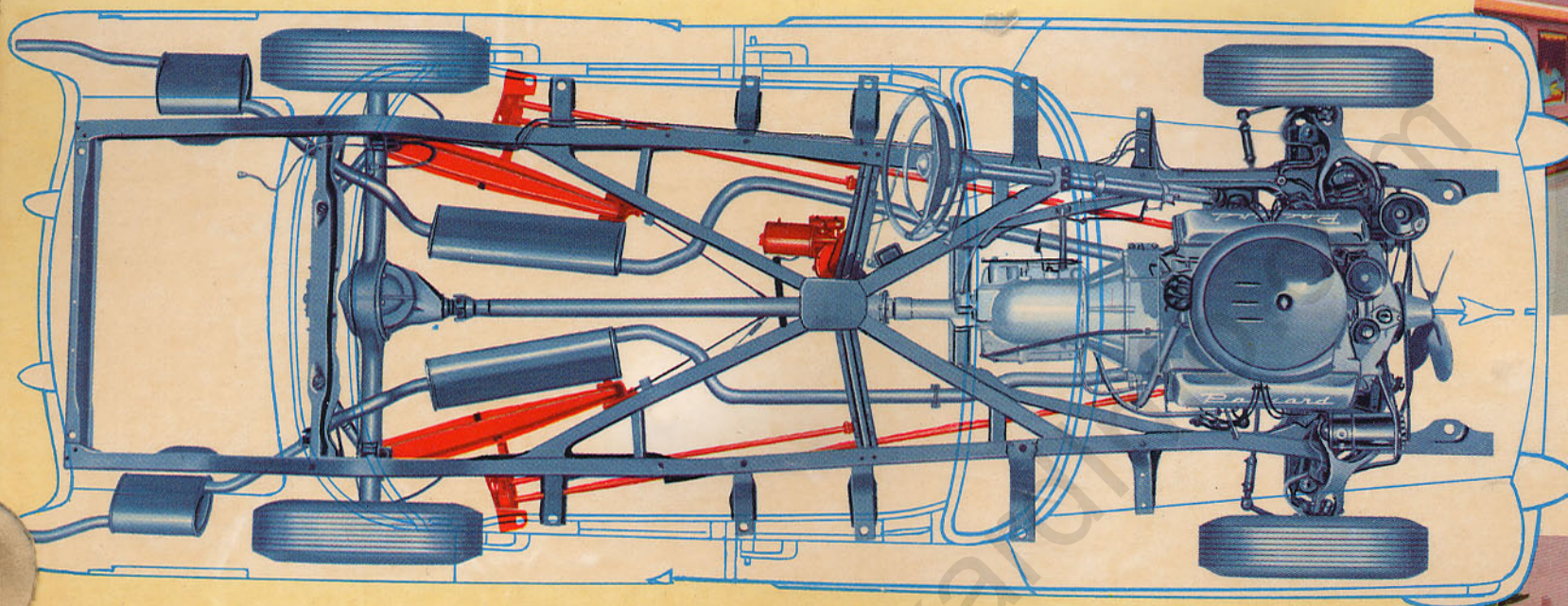
This unique suspension also automatically levelizes the load. When passengers enter, the car settles at the rear like all conventional cars, but, within a few seconds the levelizer begins operation, bringing the car body and passengers back to normal driving height.

In 5-7 seconds, Packard or Clipper Super levelizer returns car to safe, correct riding attitude.

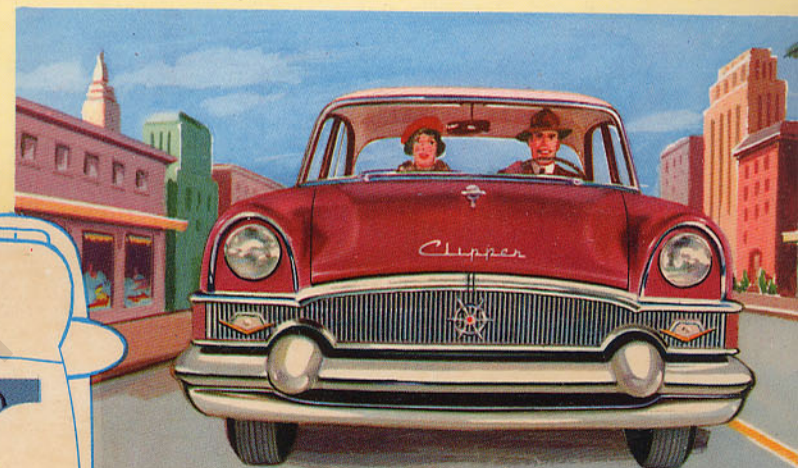


Automatically levels the load...

Sure comfort at any speed...
Surefooted on any road...



This is a plan view of one of the greatest engineering achievements in automotive history—the new Torsion Level suspension—by Packard. Notice first; there are no coil springs up front, nor leaf springs at the rear. These springs have been replaced by long torsion bars (approximately 9 feet in length). These torsion bars do not bend—they twist—and in twisting they take out the road bumps more effectively than any conventionally sprung car. To achieve the utmost stability, both the front and rear end have independent stabilizers to reduce roll tendency and side sway. In the center of the chassis is mounted the brains and muscle of the load levelizer. This unit keeps the car body level regardless of amount of baggage or passenger load.



Stability: At cruising speeds, over a smooth super highway or a broken uneven back road, Packard's new Torsion Level Ride helps the driver steer a true course. Truly relaxed driving is a pleasure that can only be experienced in a Packard built car.



Roadability: Surefooted on the road is another way of saying safe; and your safety comes first at Packard. The new full length torsion bars and front and rear stabilizers improve stability. On the straight highway or on winding roads the new Torsion Level Ride offers greater traction—greater safety.

Today's Biggest—most Powerful Engine

THE NEW PACKARD V-8

For silent smoothness-of-operation at all speeds, quick responsiveness in acceleration, and tremendous power, the new Packard V/8 has no peer.

Major Specifications

Horsepower... Clipper Custom—245

Packard Patrician—260

Four Hundred—260

Caribbean—275

Maximum Torque.....355

Displacement.....352 cu. in.

Compression Ratio.....8.5:1

Bore & Stroke.....4" x 3.5"

Built by Packard—Master Motor Builders of the World



Elliptical Combustion Chamber
develops high turbulence—increases engine efficiency.

Today's Biggest—most Powerful Engine

THE NEW PACKARD V-8

For silent smoothness-of-operation
at all speeds, quick responsiveness in
acceleration, and tremendous power,
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Bore & Stroke.....4" x 3.5"

Built by Packard—Master Motor Builders of the World



Free-breathing Design
boosts engine horsepower and torque.

Today's Biggest—most Powerful Engine

THE NEW PACKARD V-8

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Maximum Torque.....355

Displacement.....352 cu. in.

Compression Ratio.....8.5:1

Bore & Stroke.....4" x 3.5"

Built by Packard—Master Motor Builders of the World



Autothermic Pistons
are light in weight, reinforced for strength.

Today's Biggest—most Powerful Engine

THE NEW PACKARD V-8

For silent smoothness-of-operation
at all speeds, quick responsiveness in
acceleration, and tremendous power,
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Major Specifications

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Caribbean—275

Maximum Torque.....355

Displacement.....352 cu. in.

Compression Ratio.....8.5:1

Bore & Stroke.....4" x 3.5"

Built by Packard—Master Motor Builders of the World



Rotary-type Vacuum Pump
provides positive windshield wiper vacuum
—under all engine loads.

Today's Biggest—most Powerful Engine

THE NEW PACKARD V-8

For silent smoothness-of-operation
at all speeds, quick responsiveness in
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Major Specifications

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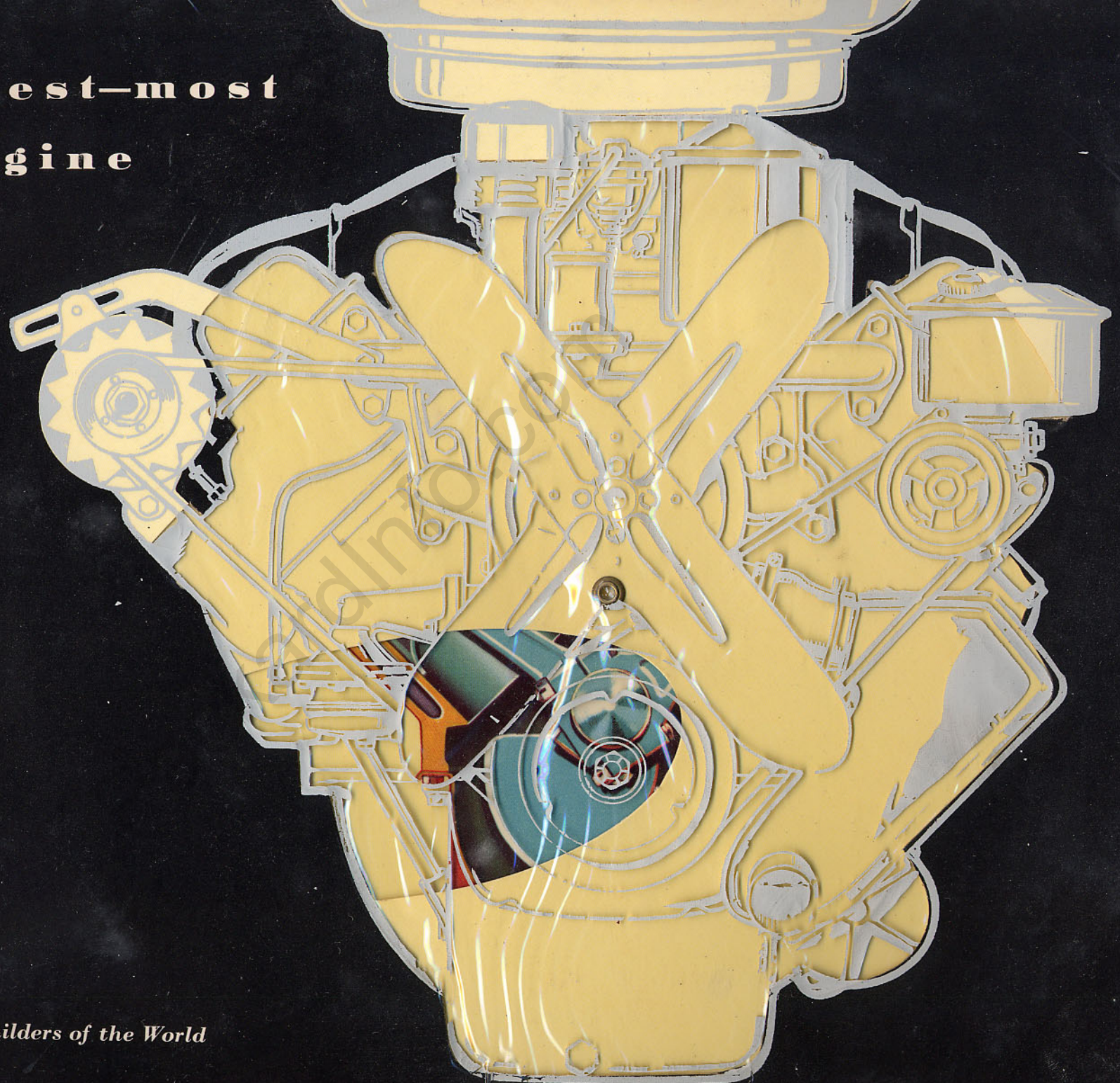
Maximum Torque.....355

Displacement.....352 cu. in.

Compression Ratio.....8.5:1

Bore & Stroke.....4" x 3.5"

Built by Packard—Master Motor Builders of the World



Cast Steel Alloy Crankshaft
designed for rigidity and smooth operation.

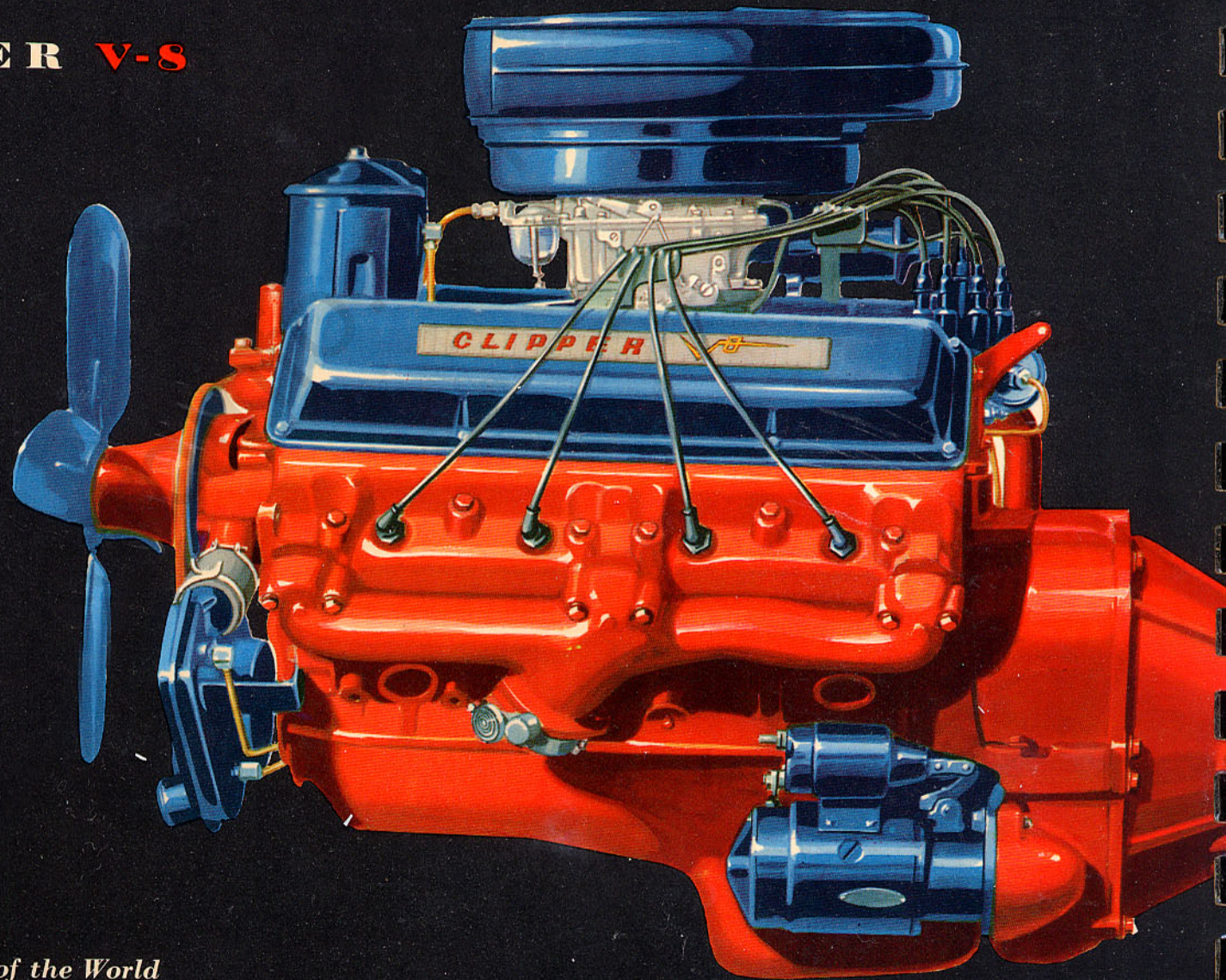
Brilliant "Step-Ahead" Performance

THE NEW PACKARD CLIPPER V-8

The new compact, power-packed Clipper V-8 engine is designed and engineered by Packard craftsmen to give the ultimate in velvet-smooth performance. It is new to the customer, but it has been tested in the laboratory and at the famous Packard Proving Grounds for many millions of miles.

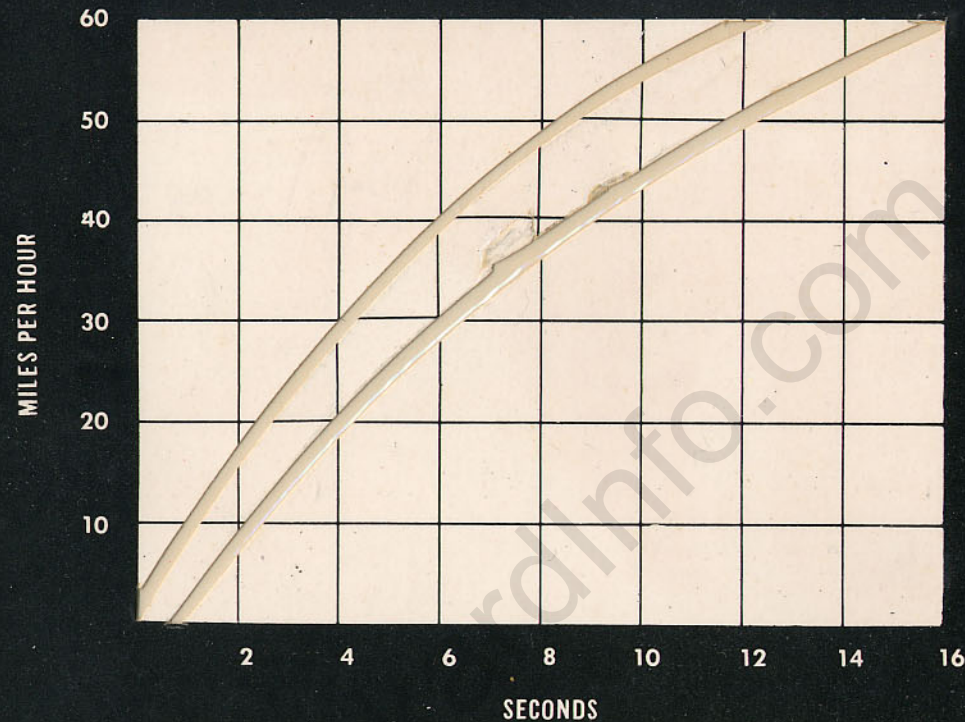
Major Specifications

Horsepower.....(Deluxe & Super) 225
Maximum Torque.(Deluxe & Super) 325
Displacement.....320 cu. in.
Compression Ratio.....8.25:1
Bore & Stroke.....3.8" x 3.5"



Built by Packard— Master Motor Builders of the World

Packard proudly announces the NEW Twin Ultramatic Transmission



performance
matched to
the New
high-torque
V-8 engines

For 1955, the new Twin Ultramatic Transmission gives you two driving ranges that are virtually alike, but the position to the left gives you the utmost in smoothness, while the position to the right gives you the utmost in acceleration.

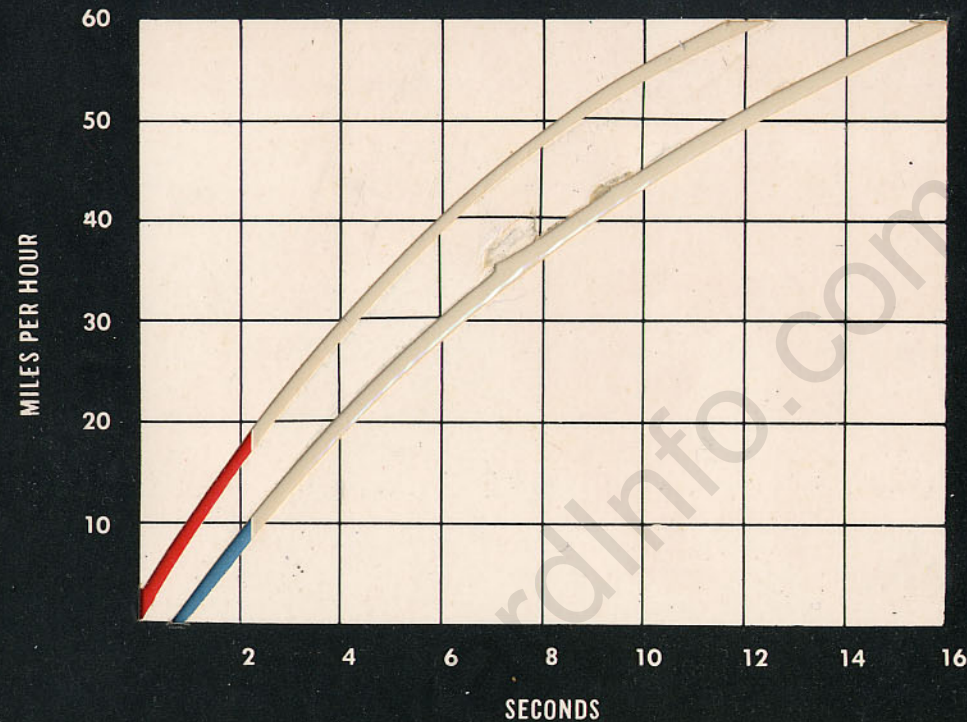
Place the selector pointer to the dart to the right of "D" (drive) position and watch the performance curve plotted on the graph in red. Notice the acceleration in seconds to a set speed. Packard Transmission engineers have increased the acceleration performance over the entire speed range.



Place the selector pointer to the dart to the left of "D" (Drive) position and watch the graph. This is the secret of the finest transmission ever developed. Each is perfect for country or city driving, but each gives different performance characteristics to suit the driver and the driving condition.



Packard proudly announces the NEW Twin Ultramatic Transmission



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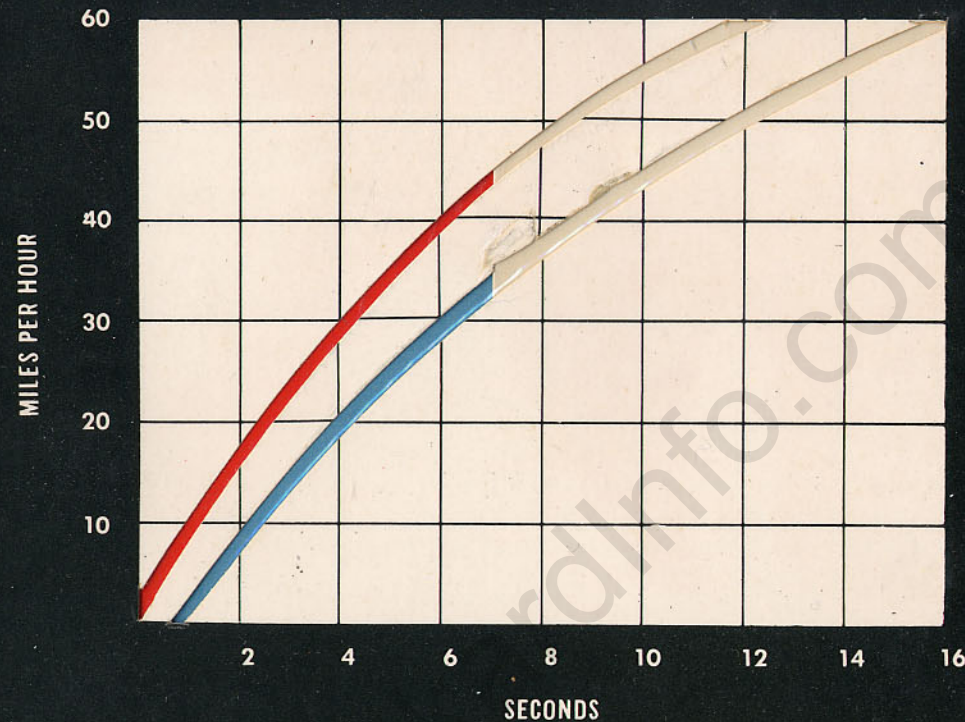
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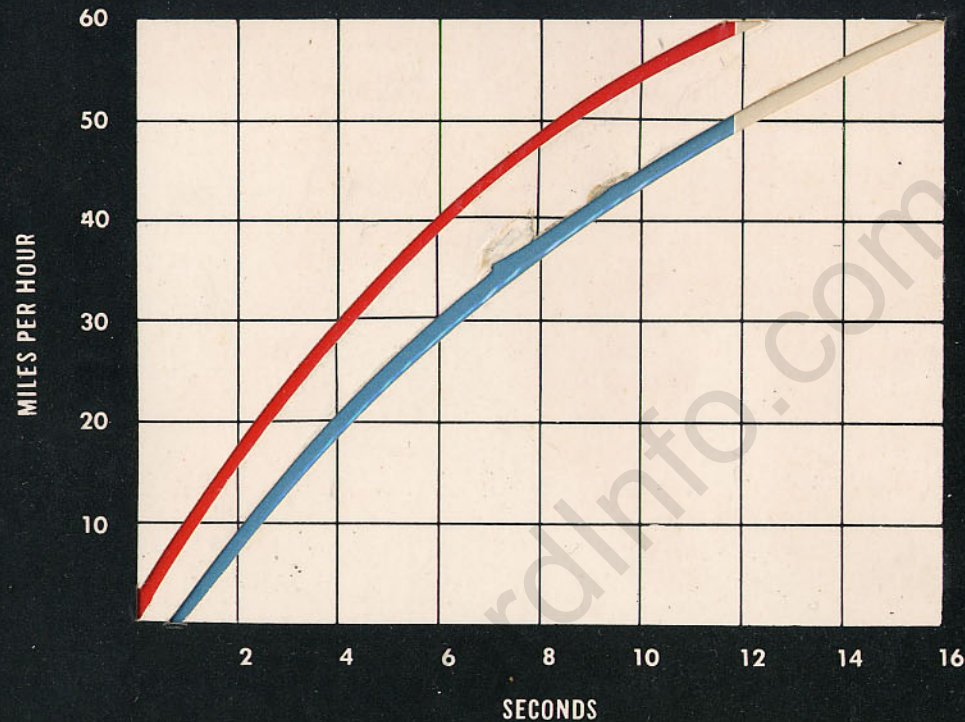
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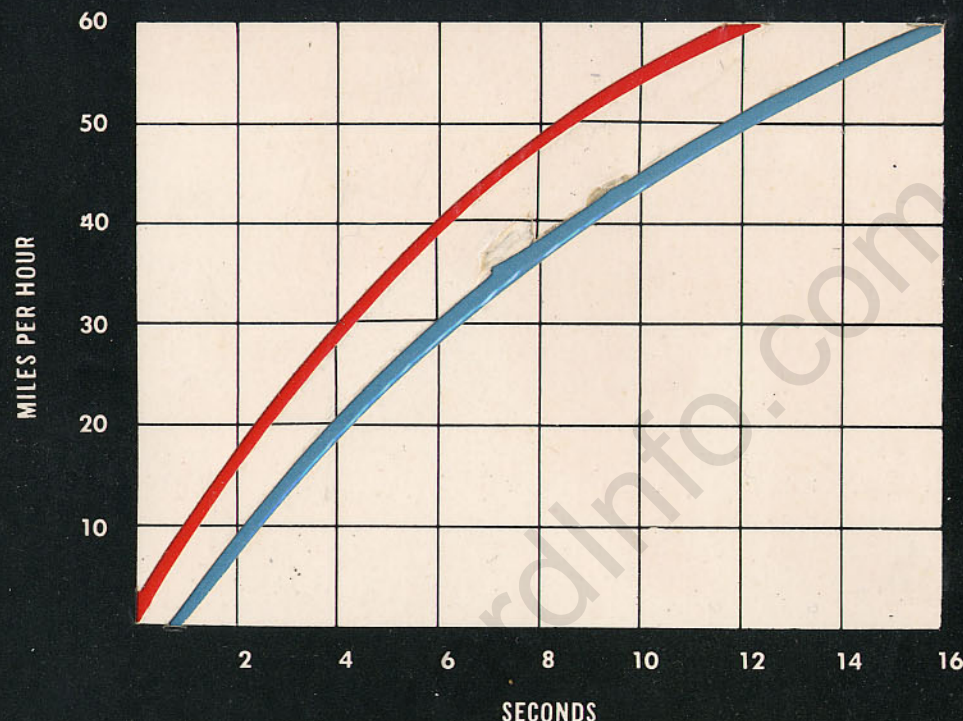
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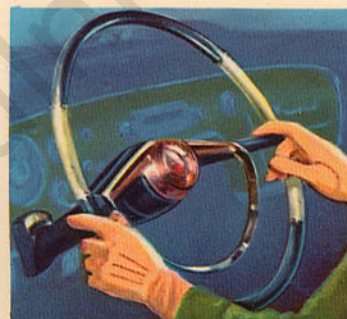
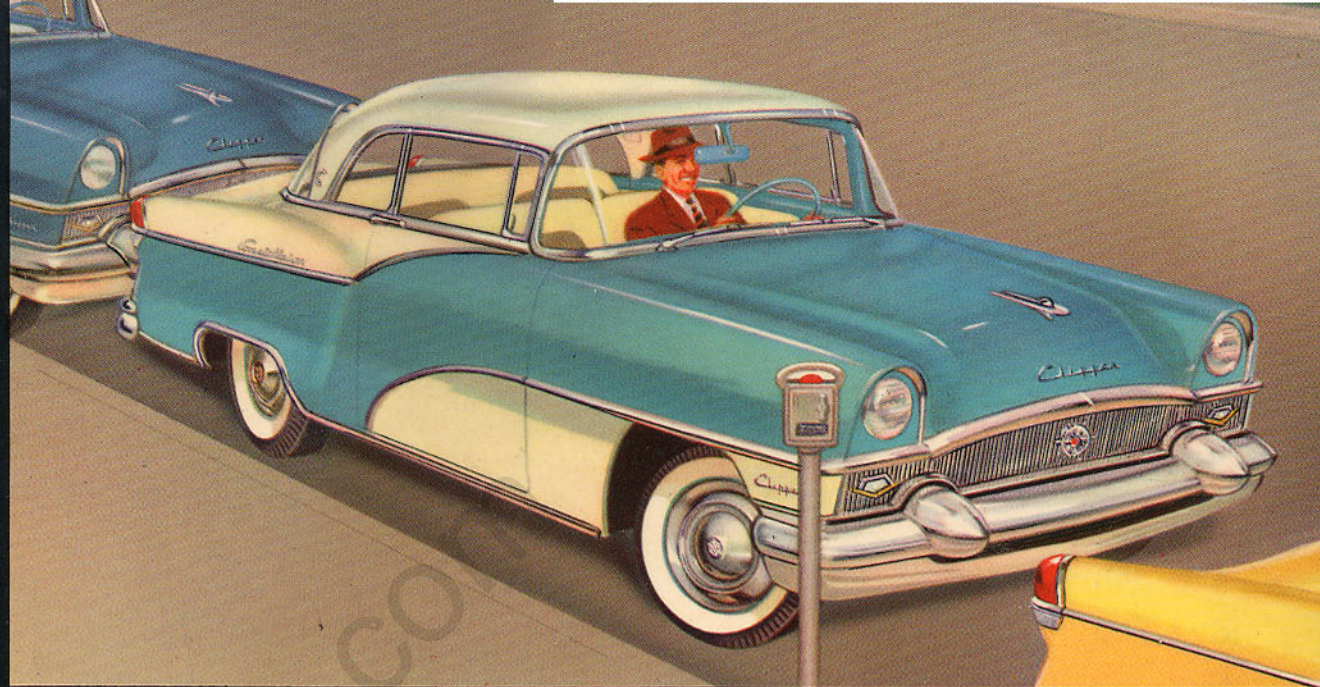
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PACKARD POWER FEATURES...

to make driving
comfort and
pleasure complete

So that Packard and Clipper owners may appoint their cars to their own standard of luxury and convenience. Packard craftsmen have developed many superior power features. A touch of a button will raise or lower a window: a light pressure of the hand will turn the wheels, even when parked: a touch of the toe brings the car to a smooth effortless stop. Select your weather or change the front seat position—all with your finger tips. Here is comfort and convenience... here is Packard—power with a purpose for 1955.



Finger-tip Power Steering

There is nothing new in the feel of the wheel; there is nothing new to learn—but the steering effort has been reduced approximately 80%. Smooth hydraulic power supplies the muscle, you supply the guiding hand. With conventional steering no car steers as easy as a Packard, but with Packard Power Steering driving in heavy city congestion is effortless, sure and carefree. The driver is always in full control of the Packard Power Steering.

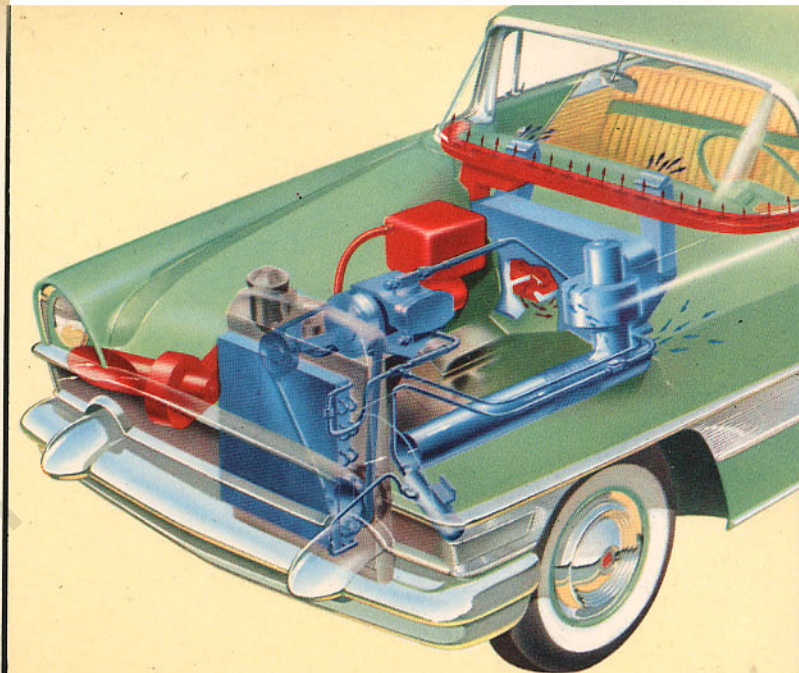


Toe-Touch Power Brakes

The low-to-the-floor power brake pedal was pioneered by Packard. Just pivot the heel and the driver's foot is in position to apply the brake. Engine vacuum power supplies 40% of the pedal pressure. The Packard Power Brake permits shorter faster stops because both reaction time and pedal pressure are reduced.

Compact Air Conditioning

A new concept of comfort is offered by Packard's Air Conditioning. There are no unsightly air scoops to spoil the clean flow of line on the car's exterior. There is no distracting duct-work over the passenger's heads, and no longer is the unit placed in the trunk where it takes up valuable storage space. Now, the new Packard Air Conditioning unit draws in fresh pure air through the left front air duct. The air is cooled, dehumidified and blown gently into the passenger compartment from two openings atop the instrument panel. Another important feature which will please the mechanically inclined can be found in the magnetic-clutch compressor pulley. This pulley engages with the compressor only when the air conditioning control knob is turned on; otherwise the pulley coasts and does not take vital engine power when the air conditioning is non-operative.



4-Way Power Seat

Probably nothing relieves posture fatigue, on a long trip, as much as a change of seat position. The Packard 4-Way Power Seat permits the driver to adjust his seat height forward, backward, up or down to suit his individual taste. This power seat makes it possible to move closer to the foot controls and move up to attain maximum visibility. A 2-way power seat is also available, permitting the full range of fore and aft adjustment, and slight up and down movement.

Power Window Lifts

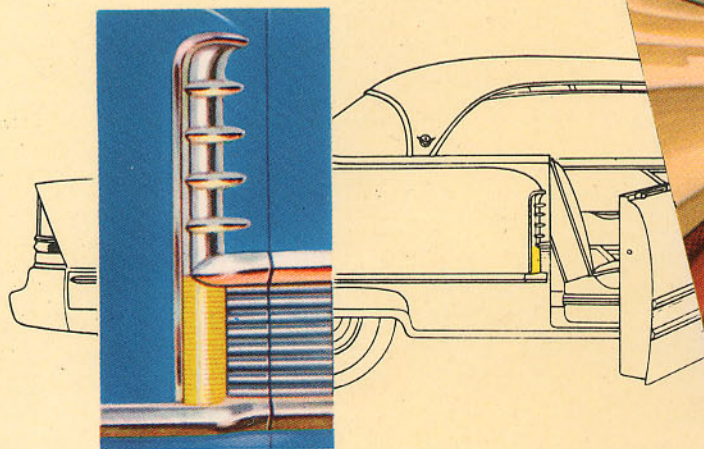
Packard's smooth-operating window lifts make raising and lowering windows as simple as switching on a light! The driver controls all vertically moving windows from the master control switch panel conveniently located on the driver's door. Individual controls mounted beneath each window allow passengers to adjust window heights to suit their own preferences. The electric power that operates these precision window lifts is drawn from a new 12-volt electrical system—complete assurance of lifetime dependability. Power windows are standard equipment on the Caribbean.



Packard Equipment Selections

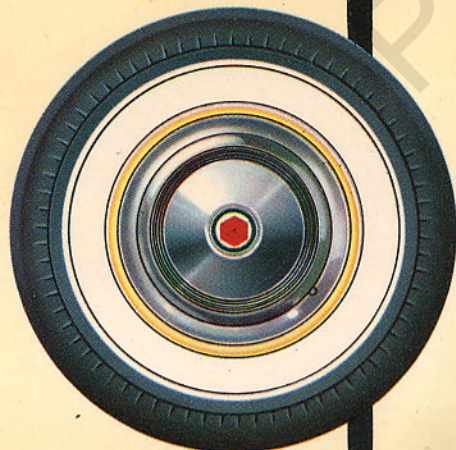
Dual Courtesy Safety Light

A small 3-candle power bulb burns at all times when headlights and parking lights are on. When either door of the Caribbean or Four Hundred is opened, or when the front doors of the Patrician are opened, a 15-candlepower bulb illuminates the curb and front door sill for safety and convenience.

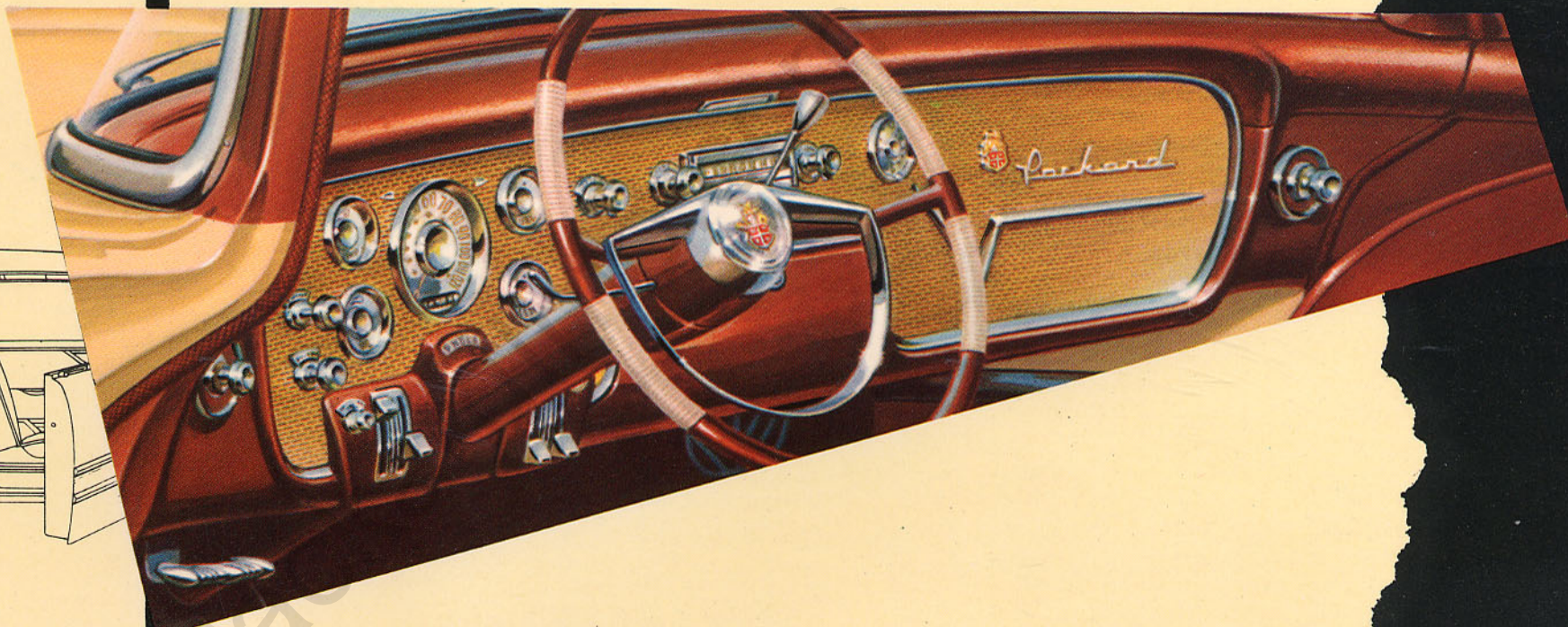


Super-Safe Tubeless Tires

Pioneered by Packard, as original factory-installed equipment, the new tubeless tires offered by Packard for 1955 have been designed to reduce cornering noise to the minimum.



represent the finishing touches of automobile leadership



Packard Selector Radio

The finest fidelity car radio made is available on all Packards and Clippers for 1955. The new Selector Radio can be tuned either by a signal seeking tuning bar, which automatically selects the strongest radio signal in the vicinity, or by hair-line push button tuning on 5 pre-set stations or finally by manual tuning. Either or all methods may be used to give the customer the finest listening enjoyment.

Underseat Heater

Hot or cold layers of air are eliminated by the new Underseat Heater. This compact, hot water heater is positioned under the seat on the passenger's side of the car. The high volume unit blows warm air back into the rear compartment so that an even distribution of warm air is circulated throughout the passenger's compartment making cold winter driving warm and pleasant.

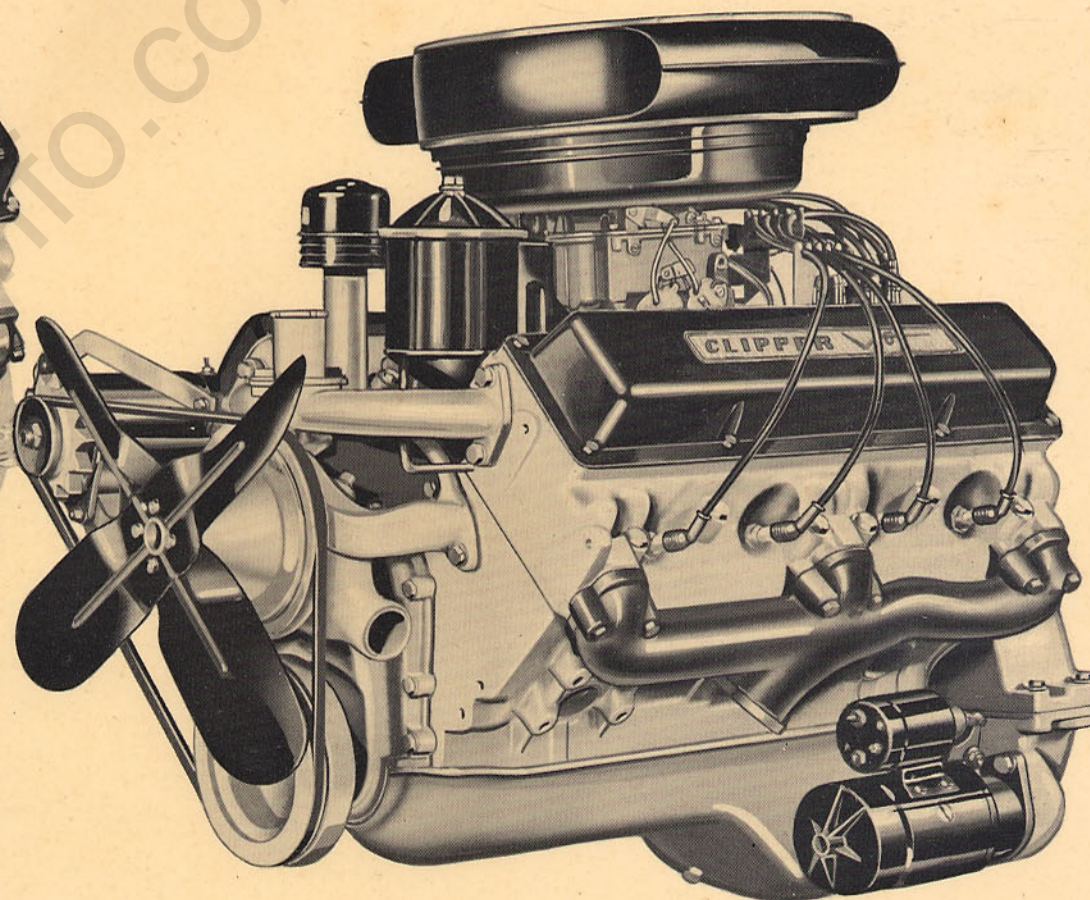
PACKARD ENGINEERING FACTS

*...more engineering advancements than any
automotive achievement of our time*

A detailed black and white photograph of a 1955 Ford V8 engine. The engine is shown from a front-three-quarter view, highlighting its various components. At the top, a large, round, black air filter sits atop the carburetor. Below it, the chrome valve covers are prominent, featuring a distinctive 'F' logo. The engine block is painted a light color, possibly silver or white. Various mechanical parts are visible, including the fan with its blades, the timing belt, and several hoses and wires connected to the engine. The background is a solid dark color, making the engine stand out.

Major Specifications

Horsepower.....	Deluxe & Super ..	225
Maximum Torque.....	Deluxe & Super ..	325
Displacement.....		320 cu. in.
Compression Ratio.....		8.5:1
Bore & Stroke.....		3.812" x 3.5"

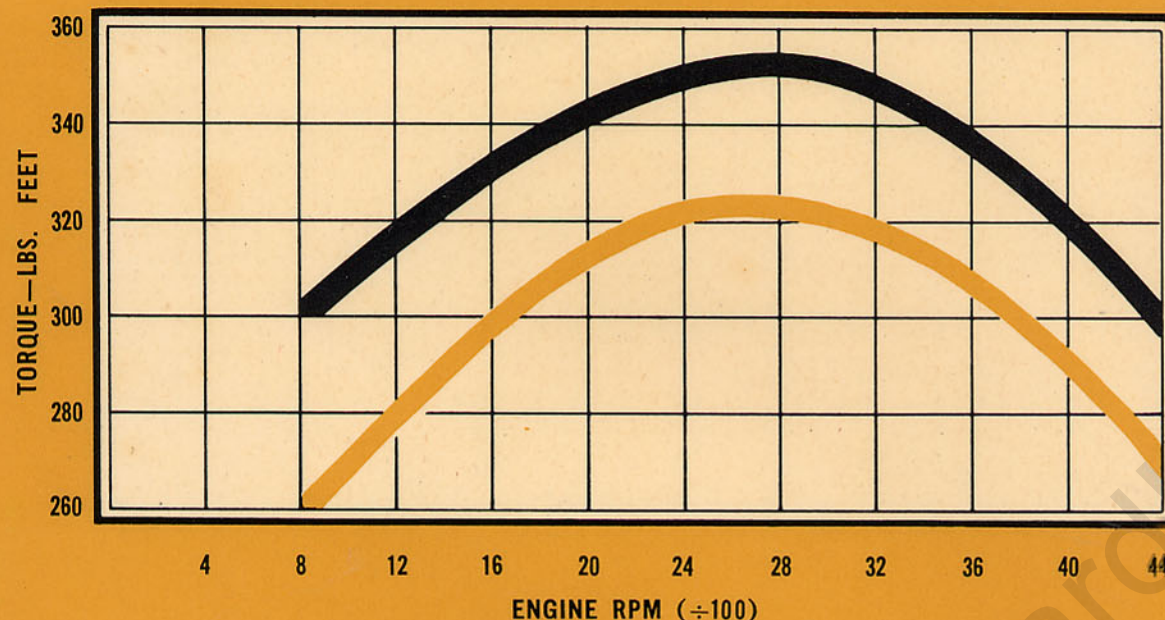


Major Specifications

Horsepower.....	Caribbean—275 Patrician & Four Hundred—260 Clipper Custom—245
Maximum Torque.....	355
Displacement.....	352 cu. in.
Compression Ratio.....	Caribbean—N. A. Patrician & Four Hundred—8.5:1
Bore & Stroke.....	4" x 3.5"

finest engines ever built.

V-8 TORQUE CURVE

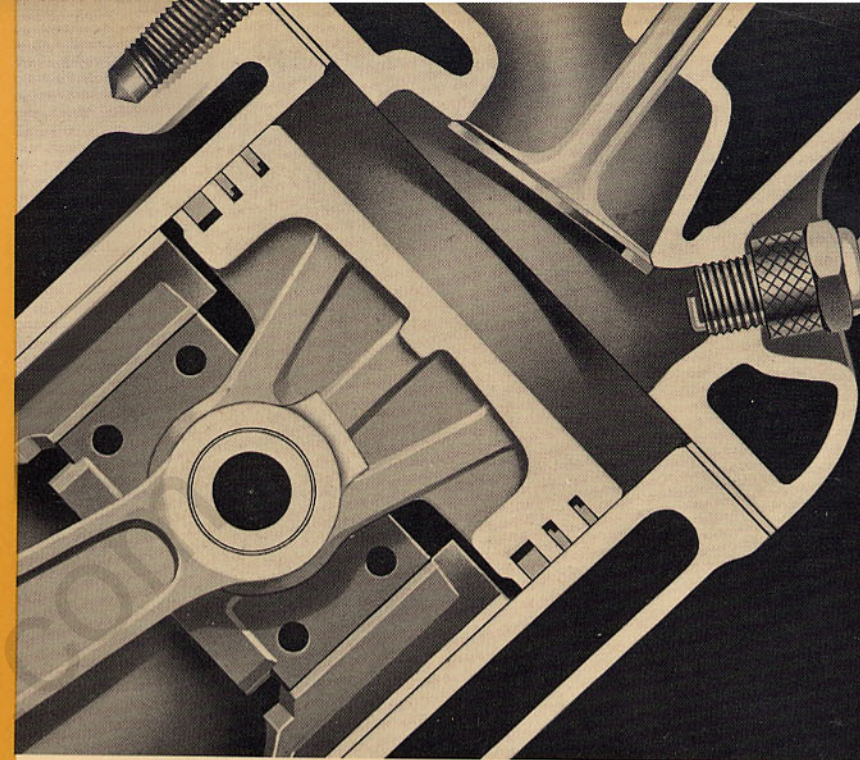


Sensational high-torque output

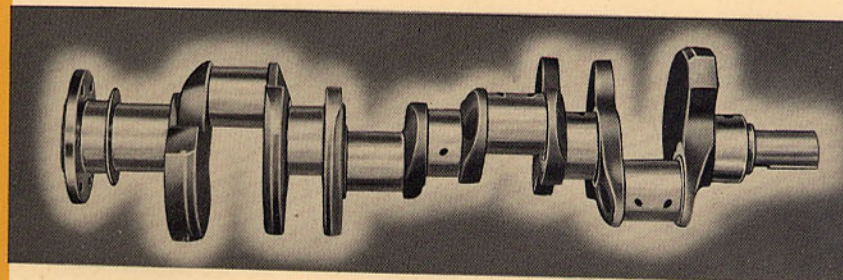
Actually, torque means driving power delivered to the rear wheels. When an engine delivers high torque at low engine speeds, it means the car will be agile and quick to accelerate in the normal speed ranges (35-65) where most people drive.

High torque is like quality—it must be designed into the engine. The engine must have adequate displacement, it must have free breathing, correct carburetion, rigid construction and durable components. These are but a few of the reasons why the new Packard and Clipper engines can offer the motorist a greater safety factor of reserve power than any automobile engine in America.

On the above graph, notice that the Packard and Clipper engines both deliver power flexibility over the entire speed range. These two engines are the Power Pair that are worthy of the famous motto — “Built by Packard — the Master Motor Builders of the World.”



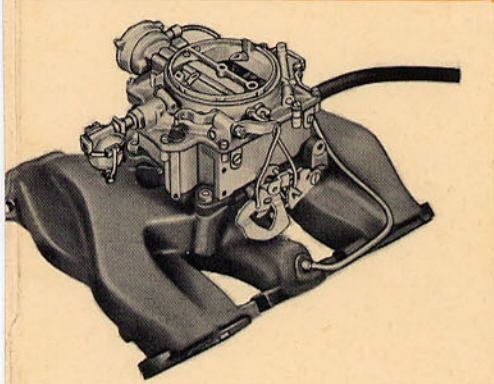
New Elliptical Combustion Chamber—The Combustion chamber in the new Packard and Clipper engines is designed with a relatively large quench area providing high turbulence and, therefore, more efficient burning of the fuel-air mixture. Ideal spark plug location is effected with this design, and the side-by-side valves make possible the use of a short, light weight valve train, reducing inertia and valve stem deflection.



Rigid Steel Alloy Crankshaft—The new precision cast crankshaft has six integral counterweights. Because these counterweights can be located to best advantage, the cast crankshaft is inherently better balanced than similar forged crankshafts. In the manufacturing process, the crankshafts are mass balanced with the flywheel, vibration damper, connecting rods and pistons. This method of balancing prevents an accumulation of tolerances in the component parts and helps to keep the engine smooth running and free of vibration.

Free breathing, cool operating design,

plus high power 4-barrel carburetion

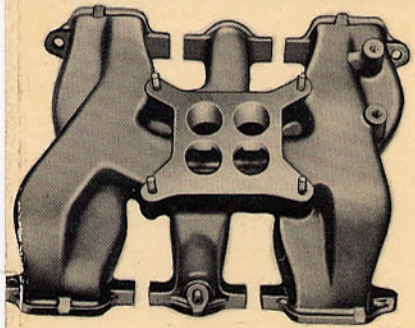


Both Packard and Clipper V-8 engines for 1955 have 4-barrel carburetors. Fundamentally, the 4-barrel carburetor is two-dual units incorporated into a single unit and divided into two sections—the primary and the secondary—both operated through a common linkage.

The primary section operates at all times from idle to full throttle setting. This section provides the necessary fuel-air mixture for all normal operations up to $\frac{1}{2}$ throttle opening. The secondary section comes into use above $\frac{1}{2}$ throttle opening to provide the extra fuel-air mixture for full power operation.

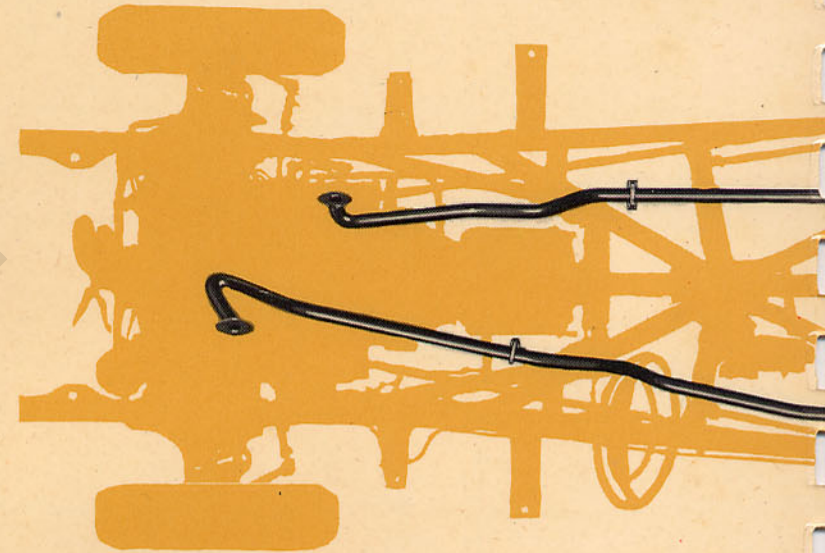
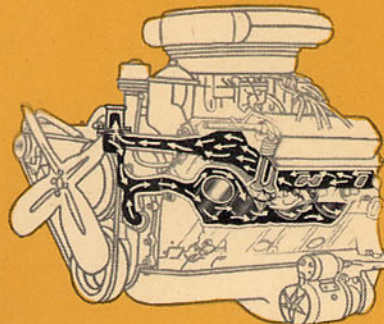
Free breathing intake manifold

One of the most important factors contributing to the exceptional power and smoothness of the new Packard and Clipper V-8 engines is the large “even-flow” passages in the intake manifold. Their smooth interior finish and restriction-free design assures uniform charging of each cylinder with the correct amount of fuel-air mixture to give smooth, powerful engine performance.



Full-length water jackets

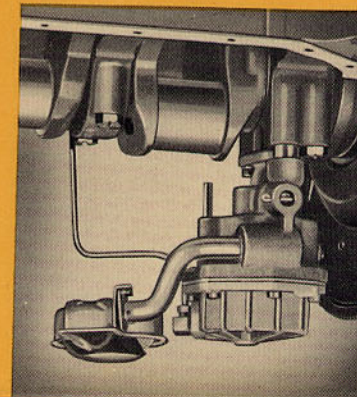
Separate cylinder barrels allow cooling water to circulate completely around every cylinder for the full length of the piston ring travel. The extra large water passages in the engine block and cylinder heads provide adequate uniform cooling of cylinder walls, combustion chambers and valves. With engine temperatures controlled, engine life and operating efficiency are greatly increased.



Positive pressure lubrication

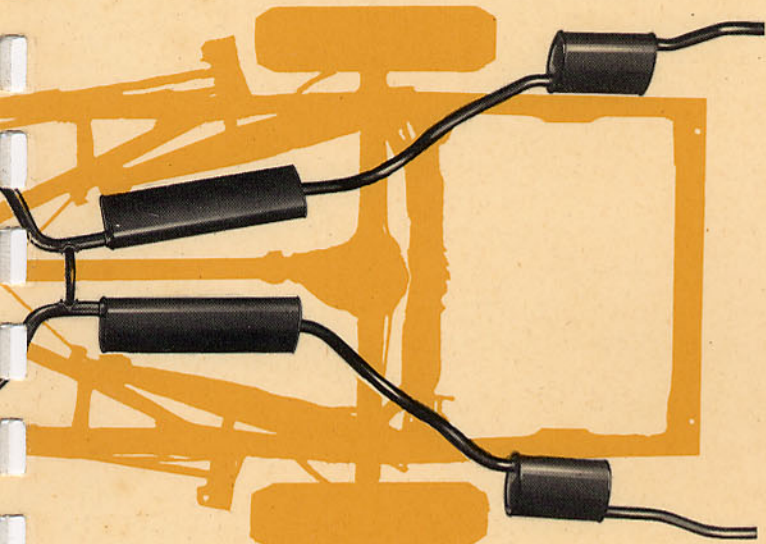
All vital moving parts of the new Packard V-8 engines are pressure lubricated. A gear type pump is driven by the distributor shaft gear, which meshes with a gear on the rear end of the camshaft. The oil pump operates submerged in the engine oil pan. The oil pump maintains a minimum pressure of 10 psi at idle and a maximum of 45 psi at 40 mph and above.

Rotor type vacuum pump



Located on the lower end of the oil pump, this unit provides vacuum for windshield wiper operation. The chief advantage of the new pump is that it provides constant vacuum power to operate the wipers without speed fluctuations regardless of engine load.

12-Volt ignition system

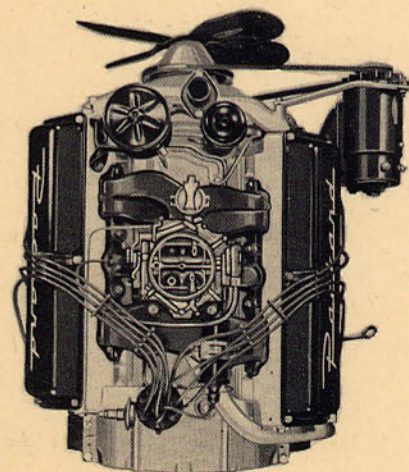


Accessibility plus

The Packard and Clipper engines might well be named the newest and most accessible V-8 engines in the world. All frequently serviced engine components have been placed within easy reach for servicing: oil filter, generator, coil, distributor, transmission and crankcase oil filler pipes, carburetor linkage; even the spark plugs can be changed without special tools. Packard's Master Motor Builders have designed these engines to give maximum service with minimum maintenance.

High output 12-volt electrical system

New faster cranking starter motors and sure-start ignition systems assure the new Packard or Clipper owner of dependable engine starting regardless of climatic conditions. A higher generator output and a new 12-volt battery assures adequate electric power, with ample reserve, for all modern accessories and power features. The Packard or Clipper owner need only turn the ignition key to experience new driving convenience and dependability with the 12-volt electrical system.

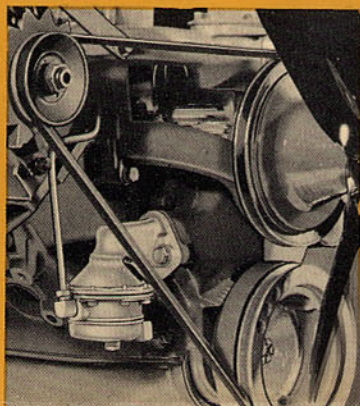


Full flow exhaust system (Packard)

The new low back-pressure installation with twin mufflers and resonators provides full exhaust flow and contributes to the brilliant power and performance of the new Packard free-breathing engine. The dual mufflers are designed with a cross-over pipe to equalize exhaust gas pressure. The mufflers are reverse flow with conventional straight-through dual resonators.

New high capacity fuel pump

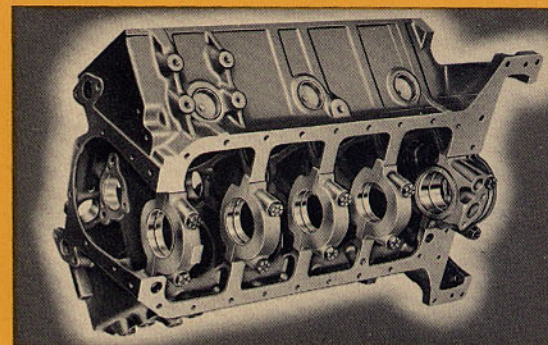
The new unit, available on both engines, is mounted on the forward end of the right side of the engine. The fuel pump is located directly in the cool fan blast and away from the heat of the exhaust manifold thereby virtually eliminating the possibility of vapor lock.



Rigid, precision engineered deep V-8 block

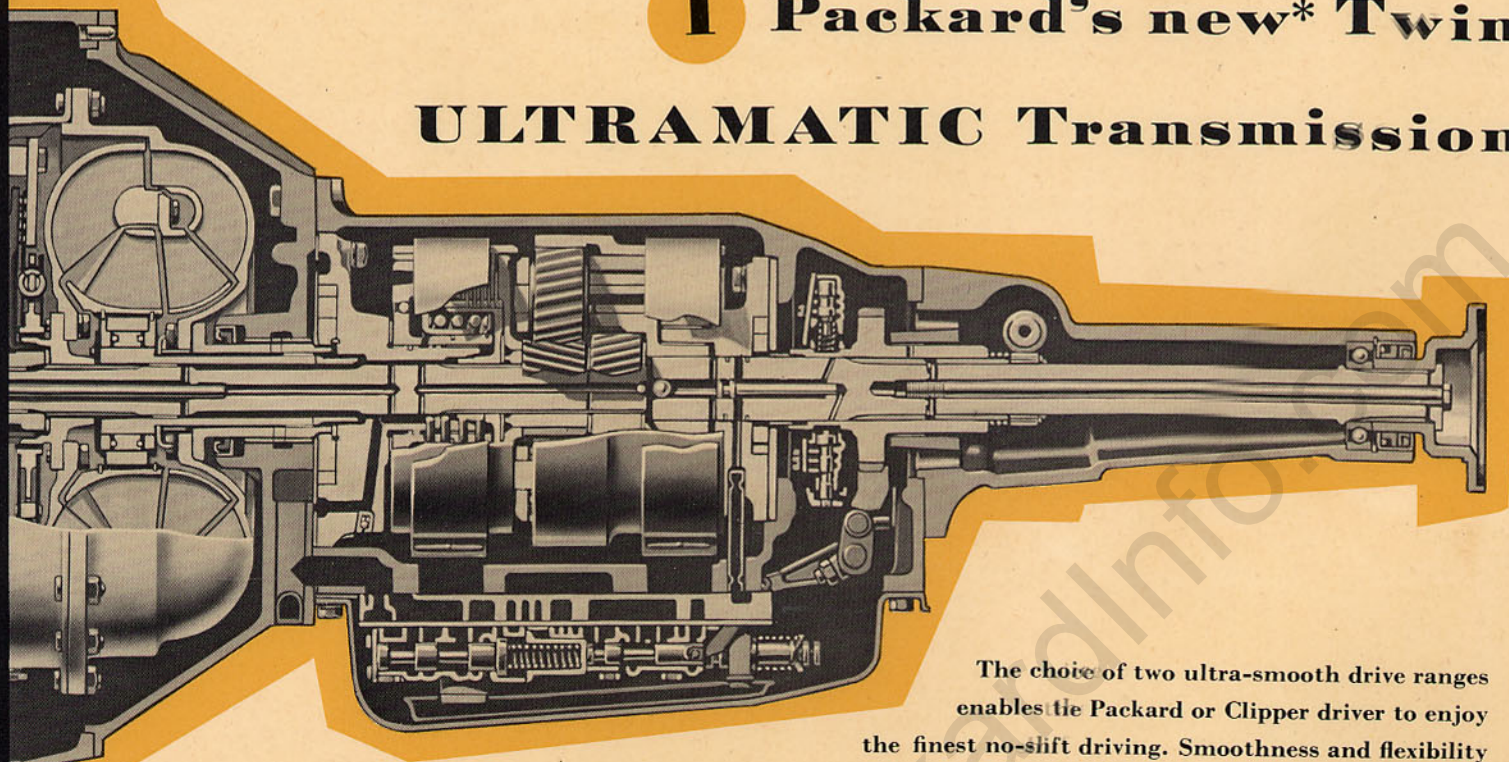
The new Packard V-8 cylinder block and crankcase are cast of highest quality iron alloy. This special alloy is a material whose toughness and hardness successfully resists heat and wear. Packard engineers have designed and developed the ideal block—strong, a rigid and durable engine foundation with maximum structural strength and a minimum of weight. The crankcase walls are reinforced by five heavily ribbed crankcase webs which support the camshaft and crankshaft.

The most modern block machining line in the automobile industry precision machines all critical surfaces, to assure positive alignment and smooth finish of all vital moving parts.



YOUR CHOICE of

1 Packard's new* Twin ULTRAMATIC Transmission



The choice of two ultra-smooth drive ranges enables the Packard or Clipper driver to enjoy the finest no-shift driving. Smoothness and flexibility of operation are the two prime features of the new

Packard Twin Ultramatic Transmission. The new automatic drive retains the smoothness and convenience of Ultramatic but, in addition, offers the advantages of a geared start for greatly improved acceleration from a standing start.

This new fully automatic drive might be termed "The transmission with a feel for the road," which means complete driver control over the transmission has been retained. As an example, the new transmission can be operated in torque converter high range drive on icy pavement. In the event that normal acceleration is needed while cruising, the converter is unlocked by moderate pressure on the accelerator pedal while fast acceleration is obtained by a heavy pressure on the pedal causing a downshift into the low gears.

The new cast aluminum torque converter is a two-stage type. It is designed to provide the highest torque multiplication ratio of any passenger car torque converter on the market today. The torque multiplication ratio at full throttle stall speed is 2.9 to 1.

6-Position Selector

The manual selector has six positions on the quadrant:

"P" (Park) Provides a special no-slip pawl-type parking brake.

"N" (Neutral) Provides engine operation with or without vehicle movement.

"D" (Drive Range) Provides two forward driving ranges indicated by the two darts, one on either side of "D."

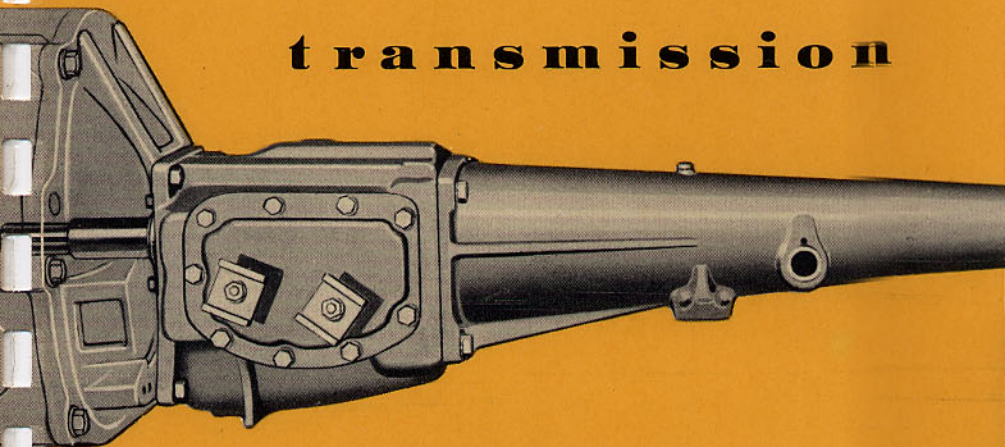
(1) With the selector on the left side, the driver experiences modest acceleration with direct drive automatically engaging at 18 m.p.h. and above.

(2) With the selector set at the right side of "D" the driver has the benefit of the combination of low range and torque converter to give brilliant acceleration. At approximately 15 to 40 m.p.h., depending on the throttle position, the transmission smoothly engages high-range converter, and at 23 to 55 m.p.h. economical direct drive engages to provide slip-free cruising. "L" (Low Range) Provides a powerful lugging gear for extremely heavy pulling. "R" (Reverse) Provides smooth positive reverse operation.

**Standard on all Packards—optional at extra cost on all Clippers*

3 TRANSMISSIONS

2 Silent standard synchro-mesh transmission



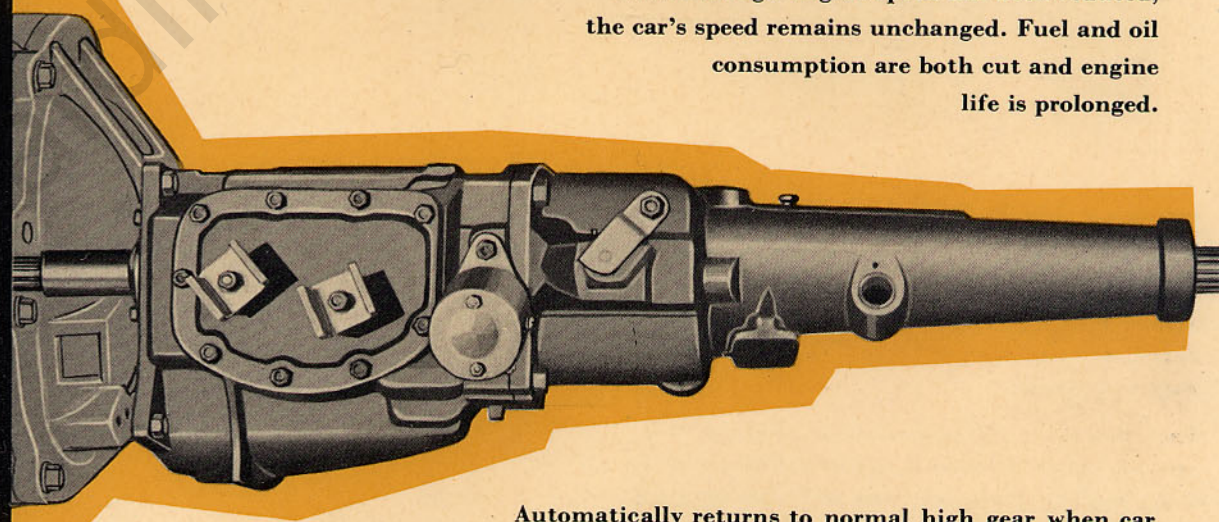
Packard's new synchro-mesh transmission has been owner-proved by millions of trouble-free driving miles. All gears are heat-treated to give them a hard surface that virtually defies wear. The inner structure of the gears is tough and ductile to resist impact loads and shocks.

Gear clashing is virtually eliminated by a special synchronizing device which equalizes the speed of the gears about to be engaged by the shift lever. The new synchro-mesh transmission is standard equipment on all Clipper models.

3 *Overdrive...

an automatic fuel saving "fourth" gear

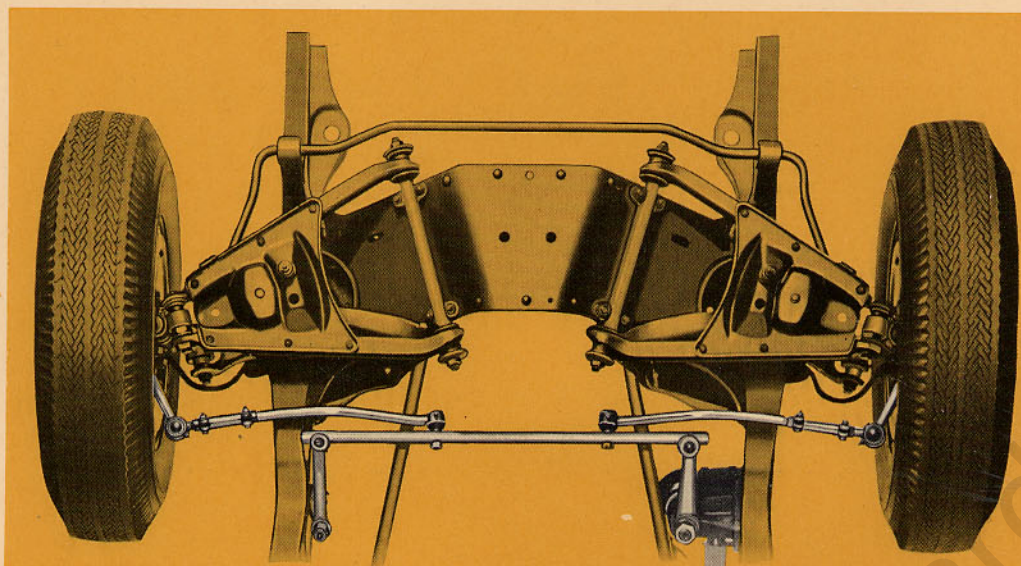
Mounted on the rear of the standard transmission, Packard overdrive provides a fourth speed or cruising gear ratio at any car speed over twenty-one miles per hour. With overdrive engaged, engine speed is reduced 27%. Although engine speed has been reduced, the car's speed remains unchanged. Fuel and oil consumption are both cut and engine life is prolonged.



Automatically returns to normal high gear when car speed is reduced below seventeen miles per hour. An overdrive lockout control and an automatic "kick-down" to conventional high gear are all plus features of the smooth economical overdrive unit.

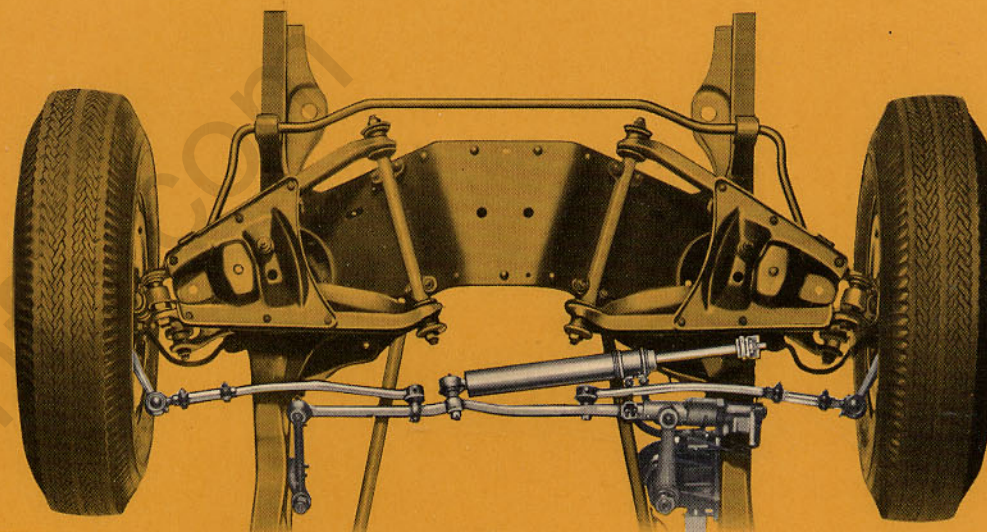
**Available as an option on all Clipper models.*

Packard Leads in Stability and handling ease with Conventional or POWER STEERING



Packard's conventional relay link steering has long been recognized as the finest steering mechanism on any car. There is no steering wheel whip and road shocks are not transmitted through the steering system to the steering wheel. The entire steering mechanism is perfectly balanced, and each part functions with complete coordination, making steering easy and effortless.

Packard's worm and triple-toothed roller steering gear design aids in reducing steering effort. Friction is minimized by mounting the worm on two tapered roller bearings. Packard's worm and roller gears reduce friction through a rolling contact motion as the steering wheel is turned. There is no sliding or scraping gear action. The method of mounting these gears assures maximum rigidity and correct worm and roller contact at all times. Excellent straight-line steering, new flexibility in traffic, short turning radius, directional control on all types of roads are all plus features of Packard's conventional steering.



Packard's linkage-type power steering is designed to make driving safer, more enjoyable under all driving conditions.

Safer on highways:

80% of the steering effort is removed. Full driver control is retained. Fatigue is reduced—safety is increased.

Smoother on rough roads:

Smooth hydraulic power counteracts road shocks—holds the front wheels to the course you steer.

Effortless in traffic:

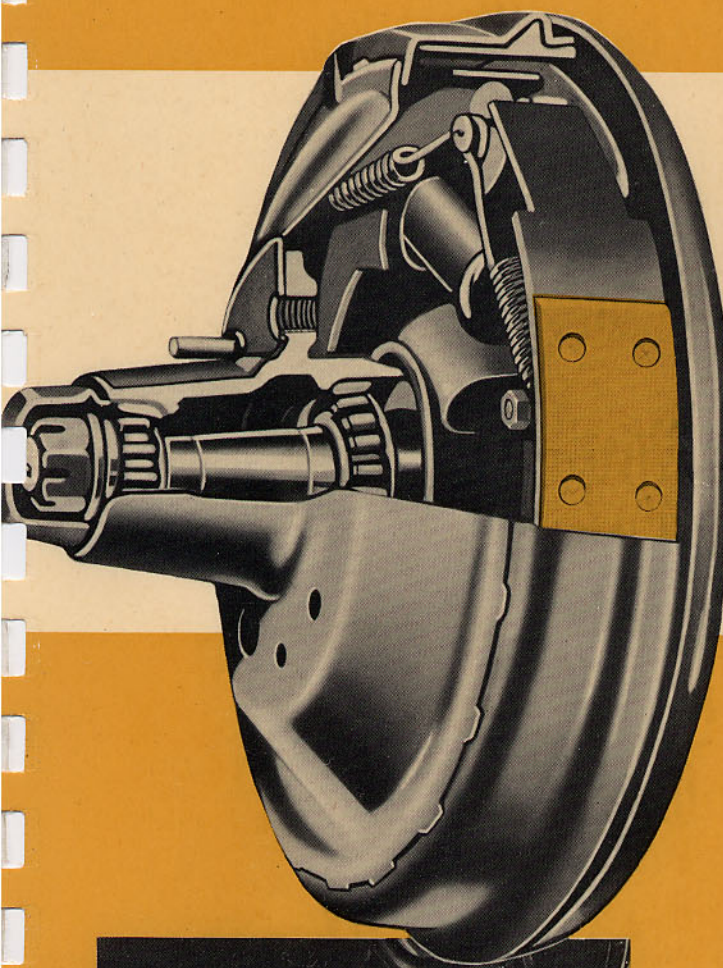
Normal steering wheel recovery from turns and correct steering ratios make traffic driving a pleasure.

Easier parking:

Quicker parking without effort; finger-tip control takes the work out of parking.



Packard Servo-Hydraulic brakes...provide full safety and protection at all times



Large lining area... self energizing action

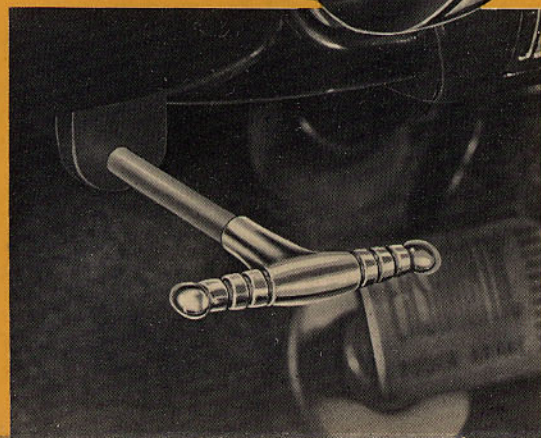
All Packard and Clipper cars are equipped with large self-energizing hydraulic brakes. The self-energizing principle involves the conversion of the car's momentum into additional braking energy. The brake shoes are flexibly mounted at their lower ends to enable them to move slightly with the brake drums. As the front shoe contacts the rotating drum, this rotary motion is transferred through the flexible mounting to the rear shoe forcing it outward and upward into closer contact with the drum. Braking pressure is uniformly increased at every point around the brake drum to provide a tremendous amount of braking force, for soft even stops or rapid emergency braking.

Powerful independent parking brake

Packard provides extra safety with a failproof hand-brake system operating on both rear wheels. Because this brake utilizes the same rear brake drums as the foot brake, braking action is approximately 45% as effective as the service brake.

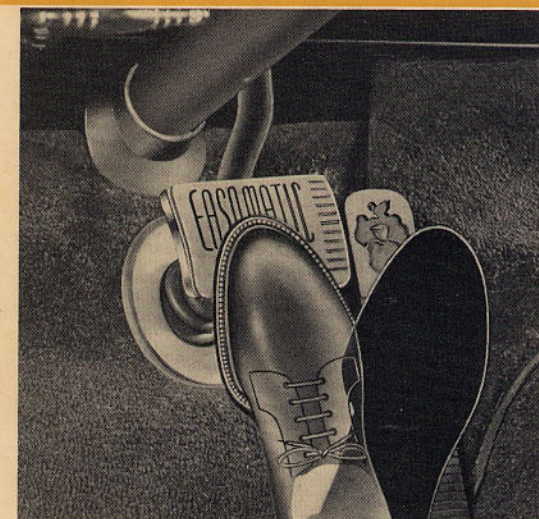
With Packard's mechanical hand-brake system the rear axle gears, drive shaft and universal joints are relieved of the strain imposed by propeller shaft type hand brakes.

The parking brake handle is conveniently located on the left side of the steering column. It has a comfortably designed T-shaped handle for quick easy operation.



Packard Power Brakes permit shorter, faster stops

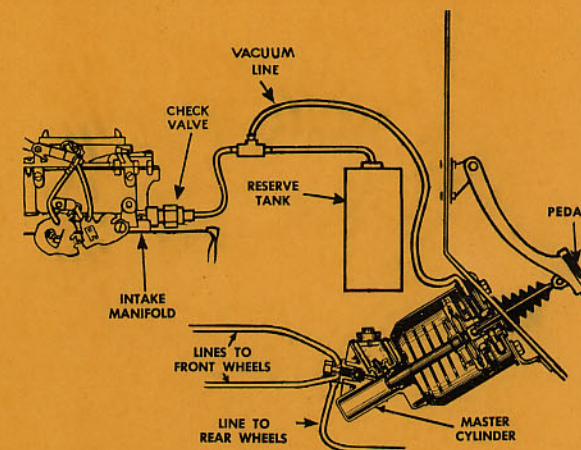
The Packard-pioneered low-to-the-floor power brake pedal is almost on the same level as the accelerator pedal. When it is necessary to apply the brake, the driver merely pivots his foot and gently applies pressure on the brake pedal... braking action is smooth, and without effort. Because the driver need not raise his foot from the floor to depress the brake pedal, braking reaction time is reduced up to 29%. In other words, the driver reduces his stopping distance 13 feet (from 30 mph). When coming to a stop from higher speeds, the stopping distance is reduced even more, giving the Packard driver an even greater margin of safety.



Direct acting power brakes do 40% of the work

With pedal depressed, engine vacuum reduces air pressure on one side of the power piston in the vacuum cylinder. With lower than atmospheric pressure on one side of the piston, positive atmospheric pressure exerts force on the other side, moving the power piston against the plunger in the master cylinder. Pressure on this plunger builds up hydraulic pressure to apply the brakes.

Releasing the pedal cuts off engine vacuum. Atmospheric pressure enters the cylinder through a breather, balancing pressure on both sides of the power piston. The return spring forces the piston back to the "off" position, returning the power brake pedal to its normal level.



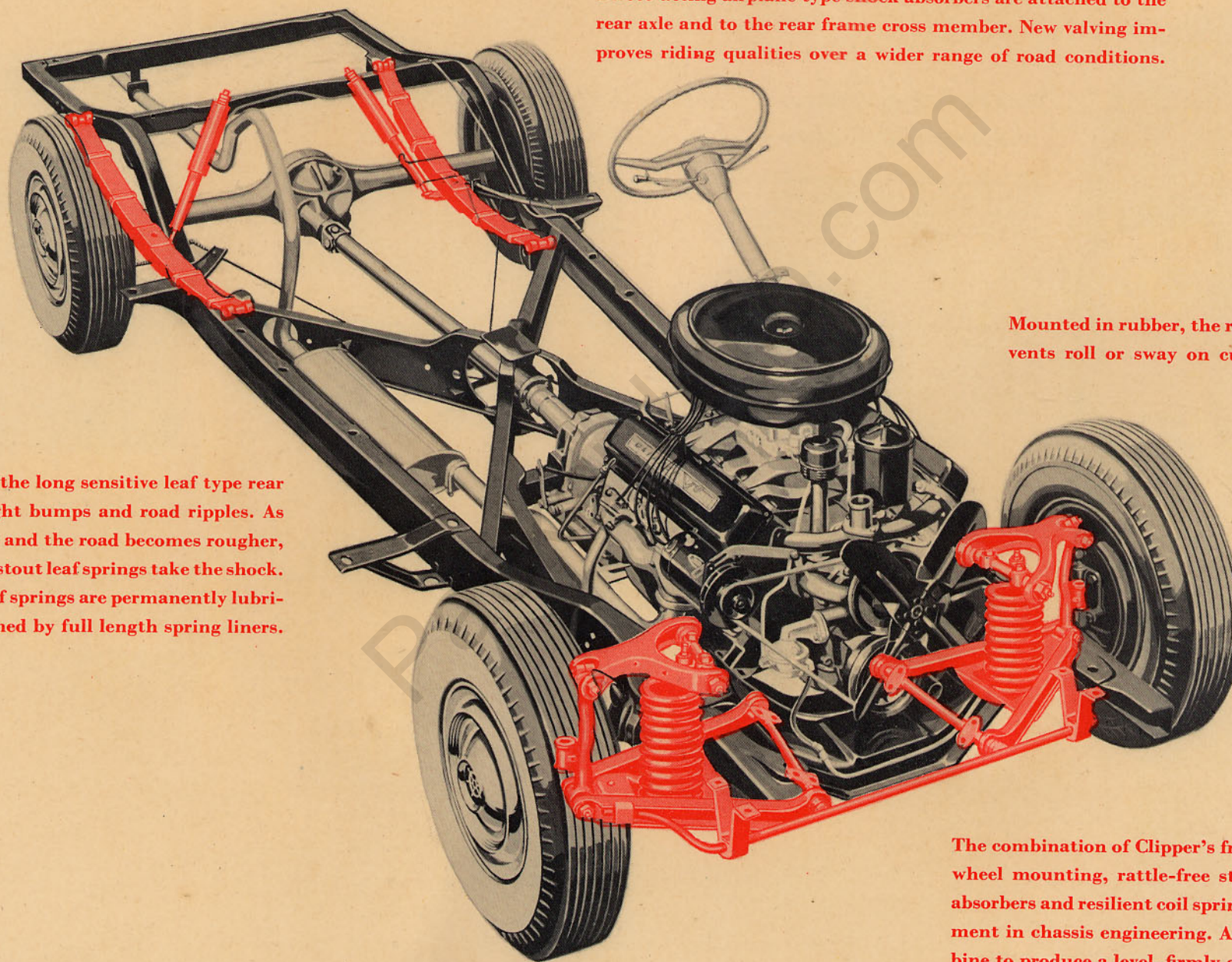
Here's what makes the famous "CLIPPER RIDE"... one of the finest of its type in the world!...

Direct-acting airplane type shock absorbers are attached to the rear axle and to the rear frame cross member. New valving improves riding qualities over a wider range of road conditions.

Mounted in rubber, the rugged front stabilizer bar prevents roll or sway on curves or high-crowned roads.

On smooth roads the long sensitive leaf type rear springs absorb light bumps and road ripples. As the load increases and the road becomes rougher, the shorter, more stout leaf springs take the shock. The long, wide leaf springs are permanently lubricated and dampened by full length spring liners.

The combination of Clipper's front suspension, independent wheel mounting, rattle-free stabilizer, direct-acting shock absorbers and resilient coil springs is an outstanding achievement in chassis engineering. All of these fine features combine to produce a level, firmly cushioned ride and a stability that makes driving safer and more pleasant.



TURN THE PAGE FOR THE FACTS
THEN—LET THE RIDE DECIDE

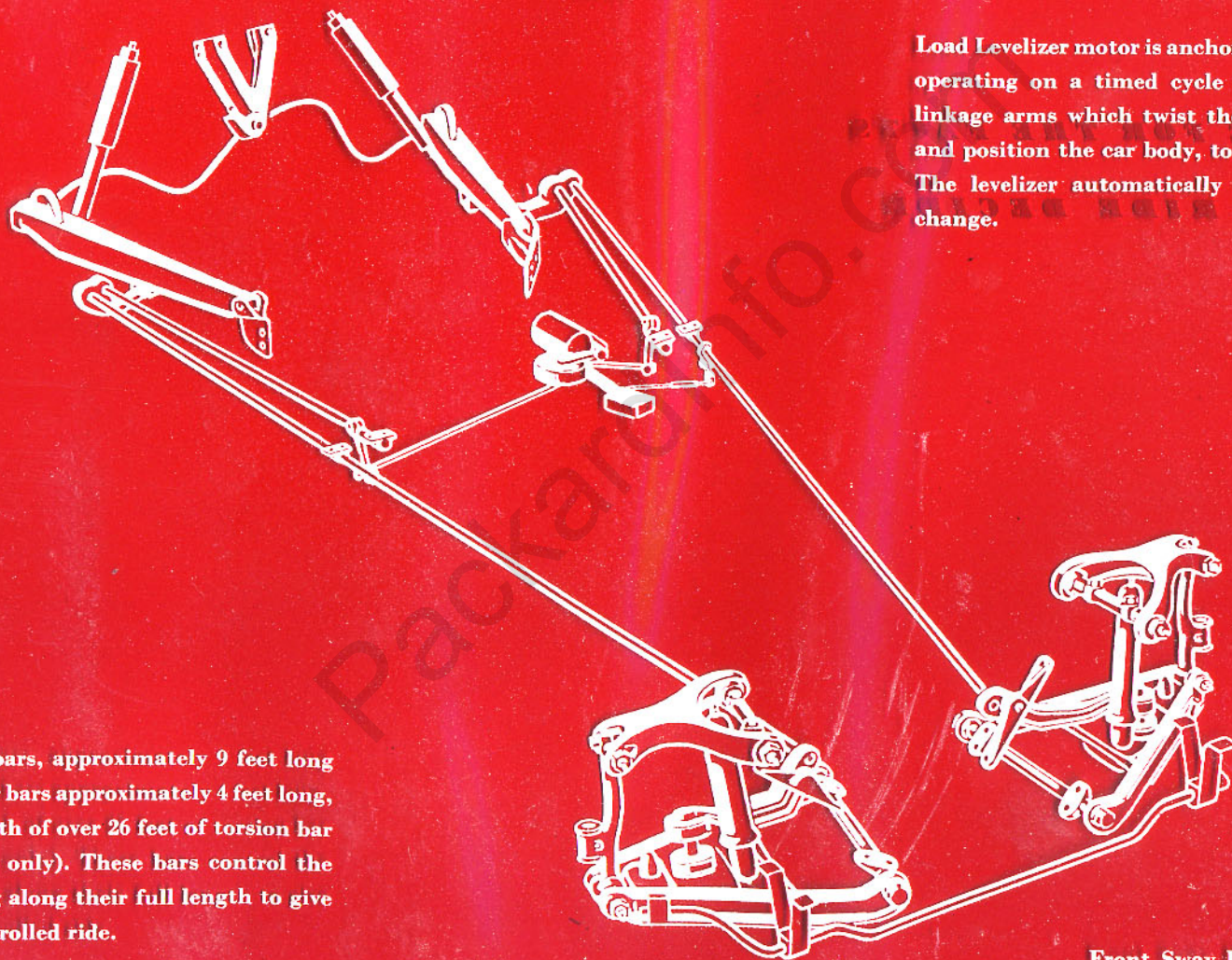
PackardInfo.com

Levels the load and smooths the road...

Packard's exclusive Torsion Level Ride

Rear Sway Bar reduces body sway while turning or driving on uneven pavement—Rear Axle Torque Arm assembly transmits forward thrust of the axle into vehicle movement.

Load Levelizer motor is anchored to the frame. The motor, operating on a timed cycle (5-7 seconds) actuates two linkage arms which twist the compensator torsion bars and position the car body, to make it level front to rear. The levelizer automatically compensates for any load change.



Full length torsion bars, approximately 9 feet long and two compensator bars approximately 4 feet long, give a combined length of over 26 feet of torsion bar action (Packard cars only). These bars control the car's ride by twisting along their full length to give a soft yet firmly controlled ride.

Front Sway Bar reduces front-end sway and improves cornering and roadability.

Here's what makes the famous "CLIPPER RIDE"...

One of the finest of its type in the world!...
Packard's exclusive Torsion Level Ride

Rear Sway Bar reduces body sway while turning or driving on uneven pavement—Rear Axle Torque Arm assembly transmits forward thrust of the axle into vehicle movement, res riding qualities over a wider range of road conditions.

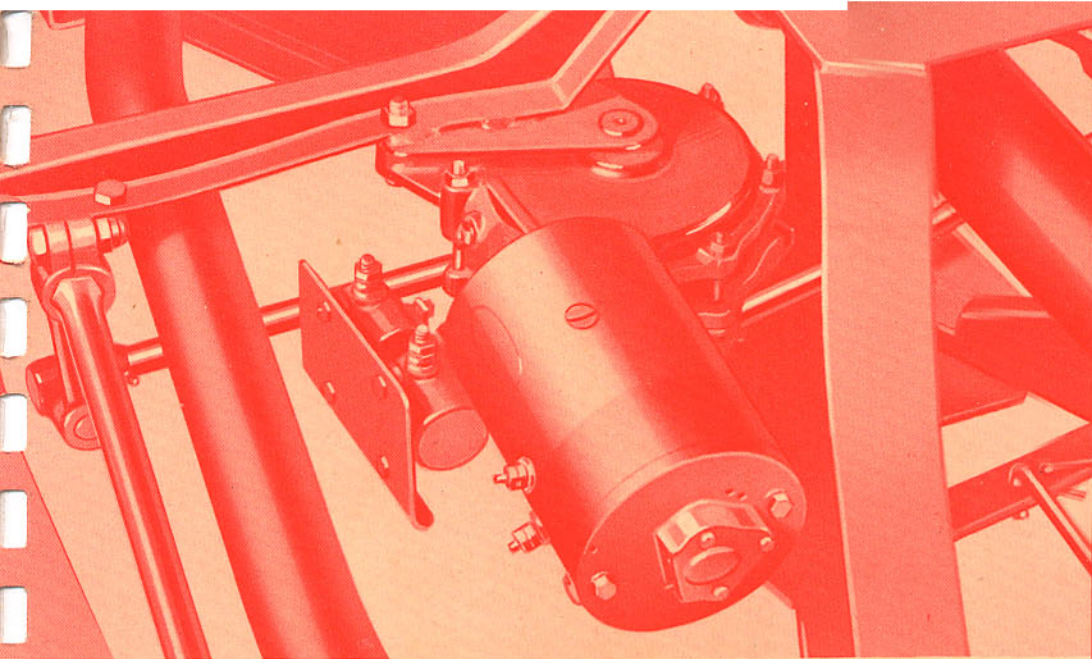
Load Levelizer motor is anchored to the frame. The motor, operating on a timed cycle (5-7 seconds) actuates two linkage arms which twist the compensator torsion bars and position the car body, to make it level front to rear. The levelizer automatically compensates for any load change.

Mounted in rubber, the rugged front stabilizer bar prevents roll or sway on curves or high-crowned roads.

On smooth roads the long sensitive leaf type rear springs absorb light bumps and road ripples. As the load increases and the road becomes rougher, the shorter, more stout leaf springs take the shock. The long, wide leaf springs are permanently lubricated and dampened by full length spring liners.

Full length torsion bars, approximately 9 feet long and two compensator bars approximately 4 feet long, give a combined length of over 26 feet of torsion bar action (Packard cars only). These bars control the car's ride by twisting along their full length to give a soft yet firmly controlled ride.

The combination of Clipper's front suspension, independent wheel mounting, rattle-free chassis, set-acting shock absorbers and resilient coil springs is a standing achievement in chassis engineering. All of these fine features combine to produce a level, firmly cushioned ride and a stability that makes driving safer and more pleasant.



Silent, powerful motor operates Levelizer

When the rear of the Packard or Clipper Custom is loaded, a sensitive timing device goes into operation. On a timed cycle (5-7) seconds, this device actuates a switch that turns on the motor. The motor in turn, operating through a reduction gear train and levers, applies a twisting action on the compensator torsion bars. The main torsion bars, in turn, literally pick up the rear of the car and position it at a level attitude. When the car body is level, it controls more easily, and the passengers enjoy a more comfortable ride. When the passengers alight, the car body raises a few inches, the timer again operates the levelizer motor and the compensator bars pull the car body and chassis down to its correct design height.

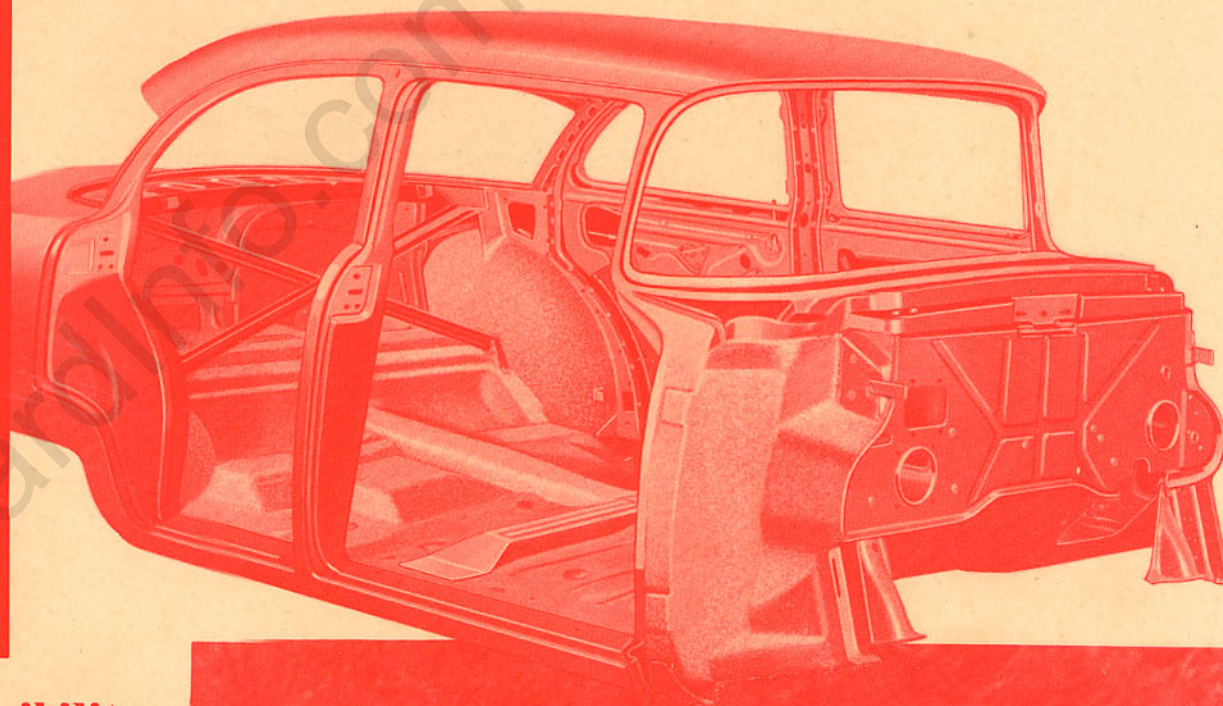
Exclusive windshield wiper combination aids visibility

The new Cam-O-Matic windshield wiper is offered on all Packard and Clipper cars for 1955. The new wiper has two definite advantages: the wiper arms actually carry the wiper pattern around the windshield curve, thereby virtually eliminating the dangerous and annoying windshield corner blind spot. The second advantage is the speed and travel flexibility of the new Cam-O-Matic arms with the Super Speed motor. A small lever is provided under the wiper control knob, when this lever is moved into the super speed position the length of the wiper stroke is reduced, but, the number of strokes is increased. The super speed action is particularly desirable when driving in heavy rain, snow or sleet. Another factor contributing to the success of the new Packard windshield wiper is the constant vacuum power which is provided by an exclusive unit on the oil pump. By utilizing this constant vacuum power the wiper motor speed does not vary regardless of engine speed or load.

“Body by Packard” means...

Passengers ride in comfort and safety

Ruggedly braced for greater strength: All steel for maximum safety: Wider and lower than ever for pleasing exterior appearance and interior roominess. Freedom from squeaks and rattles, resistance against twisting and weaving, carefully tested against water leaks, this is the all-new Packard and Clipper body story for 1955.



SPECIFICATIONS*

	Clipper DeLuxe & Super	Clipper Custom	Packard
BRAKES			
Type	Hydraulic 2-shoe Duo-Servo	Hydraulic 2-shoe Duo-Servo	Hydraulic 2-shoe Duo-Servo
Effective Area	191.8 sq. in.	191.8 sq. in.	208.25 sq. in.
Effective Area Hand Brake	85.25 sq. in.	85.25 sq. in.	98 sq. in.
Drum Diameter— Front & Rear	11" Centrifuse	11" Centrifuse	12" Centrifuse
Wheel Cylinder Size: Front	1 1/8" Diameter	1 1/8" Diameter	1 1/8" Diameter
Rear	1 1/16" Diameter	1 1/16" Diameter	1" Diameter
Packard Power Brake	Special Equipment	Special Equipment	Special Equipment Std. Caribbean
CAR DIMENSIONS			
Wheelbase	122"	122"	127"
Over-all Length	214 13/16"	214 13/16"	217 7/16"
Over-all Height— Loaded	62"	62"	62.3"
Over-all Width	78"	78"	78"
Tread—Front	59.7"	59.7"	60"
Rear	60"	60"	60.9"
Headroom—Front	36"	36"	36 11/16"
			Patrician & 400
			36 1/8"—Caribbean
			35 7/8"—Patrician
			35 1/8"—Four Hundred
			35"—Caribbean
			43 1/2"—All Models
			48 3/4"—Patrician
			43 3/4"—Four Hundred
			43 3/4"—Caribbean
			62 3/4"
			62"
			49 1/2"—Caribbean
			13 1/8"—Patrician
			13 5/8"—Four Hundred
			13 5/8"—Caribbean
			14 1/4"—Patrician
			12 1/2"—Four Hundred
			13 7/16"—Caribbean
			5"
			5"
			260—Patrician
			260—Four Hundred
			275—Caribbean
			355 ft.-lbs.
			90° OHV V-8
			4"x3.5"
			352 cu. in.
			8.5:1
			8.5:1—Patrician & 400
			N.A. Caribbean
ENGINE—GENERAL			
Horsepower @ 4600 RPM	225	245	
@ 4800 RPM			
Torque @ 2400-2800 RPM (Caribbean @ 2400- 3200 RPM)	325 ft.-lbs.	325 ft.-lbs.	
Type	90° OHV V-8	90° OHV V-8	
Bore and Stroke	3.8125"x3.5"	4"x3.5"	
Displacement	320 cu. in.	352 cu. in.	
Compression Ratio	8.5:1	8.5:1	

*Specifications are subject to change without notice.

	Clipper DeLuxe & Super	Clipper Custom	Packard
FUEL SYSTEM			
Carburetor— Make & Type	Carter WCFB Downdraft 4-bbl. Mechanical Pump Off Camshaft	Rochester 4GC Downdraft 4-bbl. Mechanical Pump Off Camshaft	Rochester 4GC Downdraft 4-bbl. Mechanical Pump Off Camshaft
Gasoline Feed Pump Drive	Ceramic Carburetor inlet (Spec. Eqt.)	Ceramic Carburetor inlet (Spec. Eqt.)	Ceramic Carburetor inlet
Gasoline Filter	Electrical	Electrical	Electrical
Gasoline Gauge	20 gallons	20 gallons	20 gallons
Gasoline Tank	Oil Bath	Oil Bath	Oil Bath
Capacity	(Spec. Equipment)	(Spec. Equipment)	
Air Cleaner & Silencer	Automatic Integral	Automatic Integral	Automatic Integral
Carburetor Heat Control	Automatic	Automatic	Automatic
Automatic Choke	Integral	Integral	Integral
OILING SYSTEM			
Oil Pump Type	Gear	Gear	Gear
Crankcase Capacity	5 qts.	5 qts.	5 qts.
Oil Filler Location	Top Front	Top Front	Top Front
Oil Filter	Partial Flow (Spec. Equipment)	Partial Flow (Spec. Equipment)	Partial Flow
Oil Measuring Stick	Right Crankcase	Right Crankcase	Right Crankcase
Oil Pump Intake	Floating	Floating	Floating
Crankcase Ventilator	Yes	Yes	Yes
Oil Pressure— Normal Driving	45 PSI	45 PSI	45 PSI
PISTON			
Type & Material	Auto-Thermic Aluminum Alloy	Auto-Thermic Aluminum Alloy	Auto-Thermic Aluminum Alloy
Weight	22.293 oz.	24.763 oz.	24.763 oz.
Type Pin	Floating	Floating	Floating
Lubrication of Pin	Splash	Splash	Splash
Number of Oil Rings per Piston	1	1	1
Number of Compres- sion Rings per Piston	2 (1 Chrome)	2 (1 Chrome)	2 (1 Chrome)
Location of Rings	Above Pin	Above Pin	Above Pin
VALVES			
Valve Arrangement	Valve-in-head	Valve-in-head	Valve-in-head
Valve Head Diameter— Inlet	1.937"	1.937"	1.937"
Exhaust	1.687"	1.687"	1.687"
Valve Material— Inlet	Silichrome Steel	Silichrome Steel	Silichrome Steel
Exhaust	Austenitic Steel	Austenitic Steel	Austenitic Steel
Exhaust Pipe Diameter	2 1/4"	2 1/4"	2" (Dual)
CRANKSHAFT			
Type	Counterbalanced	Counterbalanced	Counterbalanced
Material	Cast Steel Alloy	Cast Steel Alloy	Cast Steel Alloy
Number of Counterweights	6 Integral	6 Integral	6 Integral
Number of Main Bearings	5	5	5
Total Main Bearing Area	44.46 sq. in.	44.46 sq. in.	44.46 sq. in.
Thrust Taken On	Rear Main	Rear Main	Rear Main
Main Bearing Material	Lead Babbitt	Lead Babbitt (5) Copper-Lead (1-4)	Lead Babbitt (5) Copper-Lead (1-4)
Vibration Damper	Rubber	Rubber	Rubber
Crankshaft Sprocket	Steel	Steel	Steel

	Clipper DeLuxe & Super	Clipper Custom	Packard
CONNECTING ROD			
Material	Steel Forging	Steel Forging	Steel Forging
Bearing Type	Removable	Removable	Removable
Bearing Material	Lead Steel Backed Babbitt	Lead Steel Backed Babbitt	Lead Steel Backed Babbitt

CAMSHAFT			
Camshaft Drive	Silent Chain	Silent Chain	Silent Chain
Length and Width of Chain	64 Links, 15 Links 1" wide	64 Links, 15 Links 1" wide	64 Links, 15 Links 1" wide
Number of Camshaft Bearings	5	5	5
Sprocket—Material	Iron Alloy	Iron Alloy	Iron Alloy

COOLING SYSTEM			
Type	Pressure System	Pressure System	Pressure System
Capacity Without Heater	26 qts.	26 qts.	26 qts.
Water Pump	Centrifugal	Centrifugal	Centrifugal
Water Pump Drive	V-Belt	V-Belt	V-Belt
Driving Pulley	On Crankshaft	On Crankshaft	On Crankshaft
Fan Belt	56 ¹¹ / ₁₆ "x3 ³ / ₈ "—Vee	56 ¹¹ / ₁₆ "x3 ³ / ₈ "—Vee	56 ¹¹ / ₁₆ "x3 ³ / ₈ "—Vee
Heat Indicator	Light	Light	Gauge
Radiator Cap (Pressure)	11-13 PSI	11-13 PSI	11-13 PSI

ELECTRICAL			
System Voltage	12-14 Volt	12-14 Volt	12-14 Volt
Battery Make	Auto-Lite or Willard	Auto-Lite or Willard	Auto-Lite or Willard
Capacity	60 Amp. hr.	60 Amp. hr.	60 Amp. hr.
Plates	17	17	17
Spark Control	Full Automatic	Full Automatic	Full Automatic
Distributor—Vacuum Controlled	Auto-Lite	Delco-Remy	Delco-Remy
Spark Plug Size	14 MM	14 MM	14 MM
Spark Plug—Make & Type	Champion H-10	Champion H-10	Champion H-10
Generator Make	.035"	.035"	.035"
Generator Drive	Auto-Lite	Delco-Remy	Delco-Remy
Generator Output—Maximum	Belt	Belt	Belt
Starter Motor—Make	30 Ampere @ 14 V	30 Ampere @ 14 V	30 Ampere @ 14 V
Starter Drive	Auto-Lite	Delco-Remy	Delco-Remy
Direction Signals	Solenoid Actuated	Solenoid Actuated	Solenoid Actuated
Headlight Bulb—Sealed Beam	Shift	Shift	Shift
Ignition Coil	Yes (Spec. Eqt.)	Yes (Spec. Eqt.)	Yes
	Yes	Yes	Yes
	Auto-Lite	Delco	Delco

CLUTCH			
Type	Single Dry Plate	Single Dry Plate	Ultramatic
Facing Material	Woven Asbestos	Woven Asbestos	Woven Asbestos
Size of Facing	7"x10 ¹ / ₂ "x.125"	7"x10 ¹ / ₂ "x.125"	7"x10 ¹ / ₂ "x.125"
Throw-out Bearing	Prelubricated Ball	Prelubricated Ball	Prelubricated Ball
Vibration Damper	Yes	Yes	Yes

WHEELS			
Type	Disc	Disc	Disc
Size and Type of Rim	Safety 15"x5 ¹ / ₂ " "K"	Safety 15"x5 ¹ / ₂ " "K"	Safety 15"x6" "L"
Size of Tire	7.60"x15"—4 ply	7.60"x15"—4 ply	8.00"x15"—4 ply
Tubeless Tire	Standard	Standard	Standard
Recommended Tire Pressure (Cold)—Front & Rear	24 lbs.	24 lbs.	24 lbs.

SPRINGS

	Clipper DeLuxe & Super	Clipper Custom	Packard
Front (Coil)—Size	4 ¹ / ₄ " Inside Diam.	Full length	Full length
Rear (Leaf)—Size	54 ³ / ₈ "x2 ¹ / ₂ "	Torsion Bar	Torsion Bar
Shackles	Full length	Full length	Full length
Shock Absorbers	Torsion Bar	Torsion Bar	Torsion Bar
Stabilizer—Front	Rubber Mounted	Hyd. Direct-Acting	Hyd. Direct-Acting
Rear	Linkless	Linkless	Linkless
Spring Material	2-Link Type	2-Link Type	2-Link Type
	Silico-Manganese	Silico-Manganese	Silico-Manganese

STEERING GEAR

	Clipper DeLuxe & Super	Clipper Custom	Packard
Make Type	Packard-Gemmer	Packard-Gemmer	Packard-Gemmer
	Worm and 3-tooth roller	Worm and 3-tooth roller	Worm and 3-tooth roller
Ratio—Over-all			
(Conventional)	30.9:1	30.9:1	30.9:1
(Power)	22.0:1	22.0:1	22.5:1
Steering Wheel (Diam.)	18"	18"	18"
Minimum Turning Radius (Curb to Curb)			
(Conventional)	21 ¹ / ₂ '	21 ¹ / ₂ '	21 ¹ / ₂ '
(Power)	20 ¹ / ₂ '	20 ¹ / ₂ '	21 ¹ / ₂ '
Packard Power Steering	Special Equipment	Special Equipment	Special Equipment
Type	Linkage	Linkage	Linkage
Steering Knuckle	Reverse Elliot	Reverse Elliot	Reverse Elliot
Thrust Bearing	Ball	Ball	Ball
Wheel Bearing—Inner & Outer	Tapered Roller	Tapered Roller	Tapered Roller

TRANSMISSION

	Clipper DeLuxe & Super	Clipper Custom	Packard
Make & Type	Helical Synchron.	Helical Synchron.	---
Standard	Planetary Gears	Planetary Gears	---
Overdrive	Packard Ultramatic	Packard Ultramatic	Packard Ultramatic
Automatic			
Oil Capacity			
Standard Trans.	3 ¹ / ₄ pts.	3 ¹ / ₄ pts.	---
O.D. Unit	1 ¹ / ₄ pts.	1 ¹ / ₄ pts.	---
Ultramatic	22 pts.	22 pts.	22 pts.
Filler Cap Dip Stick—Ultramatic			
	Right rear side of engine	Right rear side of engine	Right rear side of engine

REAR AXLE

	Clipper DeLuxe & Super	Clipper Custom	Packard
Type	Semi-Floating	Semi-Floating	Semi-Floating
Make	Packard	Packard	Packard
Final Drive	Hypoid Gears	Hypoid Gears	Hypoid Gears
Propulsion	Thru Rear Springs	Thru Torque Arms	Thru Torque Arms
Axle Housing	Swedged Tube Banjo	Swedged Tube Banjo	Swedged Tube Banjo
Oil Capacity	4 ¹ / ₄ pts.	4 ¹ / ₄ pts.	4 ¹ / ₄ pts.
Wheel Bearings	Tapered Roller	Tapered Roller	Tapered Roller
Gear Ratio—Standard Trans.	3.9:1	3.9:1	---
Overdrive	3.9:1	3.9:1	---
Ultramatic	3.23:1 (3.07:1 Clipper DeLuxe)	3.23:1	3.54:1

FEATURES	CLIPPER DE LUXE 4-DOOR	BUICK SPECIAL	OLDSMOBILE "88"
Over-all Length	214 ¹³ / ₁₆ "	206.7"	203.3"
Over-all Width	78"	76.2"	77.8
Over-all Height	62"	60.4"	60.5"
Tread (F-R)	59.7"-60"	59"-59"	59"-58"
Wheelbase	122"	122"	122"
Wrap-around Windshield	YES, Full	YES	YES
Cam-o-matic Wipers with Super Speed Motor	YES	NO	NO
Air Conditioning Available	YES	YES	YES
Starter Operation	Ignition Key	Accelerator Pedal	Ignition Key
Glove Box Location	Center	Center	Center
Legroom (F-R)	43 ¹ / ₂ "-43 ³ / ₄ "	42.3"-41.8"	42.9"-43.8"
Hiproom (F-R)	62 ³ / ₄ "-62"	62.5"-62.4"	62.3"-62.4"
Headroom (F-R)	36"-34"	35.6"-34"	35.6"-34.6"
Seat Cushion Height (F-R)	13 ⁷ / ₈ "-13 ⁷ / ₁₆ "	12.6"-12.4"	13.2"-12.4"
Front Seat Adjustment Range	5"	4.4"	4.4"
Maximum Brake Horsepower	225	188	185
Maximum Torque (pound-feet)	325	256	320
Compression Ratio	8.5:1	8:1	8.5:1
Piston Displacement (cu.in.)	320	264	324.3
Bore and Stroke	3.8" x 3.5"	3.6" x 3.2"	3 ⁷ / ₈ " x 3 ⁷ / ₁₆ "
Crankshaft Material	Cast Steel	Forged Steel	Forged Steel
Pistons—Type Auto-thermic	YES	NO	YES
Floating Oil Intake Screen	YES	NO	NO
Carburetor—Type	4-Barrel	2-Barrel	2-Barrel
Water All Around Cylinders	YES	YES	YES
Full Length Water Jackets	YES	NO	YES
Battery—Voltage	12	12	12
Frame—Type	X	X	X
Shock Absorbers—Type	Direct	Direct-Front—Lever-Rear	Direct
Front Springs—Type	Coil	Coil	Coil
Rear Springs—Type	Leaf	Coil	Leaf
Tension-Type Shackles	YES	NO	NO
Tubeless Tires	YES	YES	YES
Power Brakes Available	YES	YES	YES
Brake Lining Area (sq.in.)	191.8	184.6	191.7
Transmission (std.equip.)	Synchromesh	3-Speed Manual	Conventional
Overdrive Available	YES	NO	NO

DODGE ROYAL	MERCURY CUSTOM	PONTIAC CHIEFTAIN
212.1"	206.3"	203.2"
74.5"	76.4"	75.4"
60.6"	61.2"	60.5"
58.9"-59.1"	58"-59"	58.6"-59"
120"	119"	122"
YES, Partial	YES	YES
NO	NO	NO
YES	YES	YES
Ignition Key	Ignition Key	Ignition Key
Right	Right	Center
44.5"-45"	43.8"-42.8"	42.7"-42.8"
62.5"-62.8"	60.6"-60.3"	61.8"-63.1"
35.5"-34.9"	35.4"-34.2"	35.6"-35.9"
13.4"-12.8"	12"-13.1"	13.7"-12"
5"	4.9"	4.4"
175	198	173
240	274	264
7.6:1	8.5:1	8:1
270	292	287.2
3.6" x 3.2"	3.7" x 3.3"	3.7" x 3.2"
Forged Steel	Cast Alloy Iron	Forged Steel
NO	NO	NO
YES	YES	YES
2-Barrel	4-Barrel	2-Barrel
YES	YES	YES
YES	YES	YES
6	6	12
Ladder	Ladder	X
Direct	Direct	Direct
Coil	Coil	Coil
Leaf	Leaf	Leaf
NO	YES	NO
NO	YES	YES
YES	YES	YES
173½	190.9	178
3-Speed Manual	3-Speed Manual	3-Speed Manual 49A
YES	YES	YES

CLIPPER SUPER 4-DOOR and PANAMA

PONTIAC STAR CHIEF

BUICK CENTURY

214¹³/₁₆"

78"

62"

59.7"-60"

122"

YES, Full

YES

YES

Ignition Key

Center

43¹/₂"-43³/₄"

62³/₄"-62"

36"-34"

13⁷/₈"-13⁷/₁₆"

5"

225

320

8.5:1

320"

3.8" x 3.5"

Cast Steel

YES

YES

4-Barrel

YES

YES

12

X

Direct

Coil

Leaf

YES

YES

YES

191.8

49B

Synchromesh

YES

210.2"

75.4"

60.5"

58.6"-59"

124"

YES

NO

YES

Ignition Key

Center

42.7"-42.7"

61.8"-63.1"

35.6"-35.9"

13.7"-12"

4.4"

180

264

8:1

287.2

3.7" x 3.2"

Forged Steel

NO

YES

2-Barrel

YES

YES

12

X

Direct

Coil

Leaf

NO

YES

YES

178

3-Speed Manual

YES

206.7"

76.2"

60.6"

59"-59"

122"

YES

NO

YES

Accelerator Pedal

Center

42.3"-41.4"

62.5"-62.4"

35.6"-34"

12.6"-12.4"

4.4"

236

330

9:1

322"

4" x 3.2"

Forged Steel

NO

NO

4-Barrel

YES

NO

12

X

Direct-Front Lever-Rear

Coil

Coil

NO

YES

YES

207.5

3-Speed Manual

NO

OLDSMOBILE SUPER "88"

MERCURY MONTEREY

DODGE CUSTOM ROYAL

203.3"	206.3"	212.1"
77.8"	76.4"	74.5"
60.5"	61.2"	60.6"
59"-58"	58"-59"	58.9"-59.1"
122"	119"	120"
YES	YES	YES, Partial
NO	NO	NO
YES	YES	YES
Ignition Key	Ignition Key	Ignition Key
Center	Right	Right
42.9"-44.3"	43.8"-42.8"	44.5"-45."
62.3"-62.1"	60.6"-60.3"	62.5"-62.8"
35.6"-33.8"	35.4"-34.2"	35.5"-34.9"
13.2"-13.2"	12"-13.1"	13.4"-12.8"
4.4"	4.9"	5"
202	188	183
332	274	245
8.5:1	7.6:1	7.6:1
324.31	292	270
37/8" x 37/16"	3.75" x 3.30"	3.6" x 3.2"
Forged Steel	Precision Cast	Forged Steel
YES	YES	NO
NO	NO	YES
4-Barrel	4-Barrel	2-Barrel
YES	YES	YES
YES	YES	YES
12	6	6
X	Ladder	Ladder
Direct	Direct	Direct
Coil	Coil	Coil
Leaf	Leaf	Leaf
NO	YES	NO
YES	YES	NO
YES	YES	YES
191.7	190.9	173 1/2
Conventional	Syncromesh	3-Speed Manual 49C
NO	YES	YES

PONTIAC
STAR CHIEF

BUICK
CENTURY

OLDSMOBILE
SUPER "88"

MERCURY
MONTEREY

DODGE
CUSTOM
ROYAL

CLIPPER CUSTOM 4-DOOR & CONSTELLATION

CHRYSLER WINDSOR DELUXE

BUICK SUPER

214¹³/₁₆"

218.6"

216"

78"

79.1"

80"

62"

60.6"

62.5"-62.7"

59.7"-60"

60.2"-59.6"

59"-62.2"

122"

126"

127"

YES, Full

YES, Partial

YES

YES

NO

NO

YES

YES

YES

Ignition key

Ignition Key

Accelerator Pedal

Center

Right

Center

43¹/₂"-43³/₄"

44.6"-44.8"

43.2"-45.1"

62³/₄"-62"

63.3"-64"

64.9"-65.7"

36"-34"

35"-34.5"

36.6"-35.2"

13⁷/₈"-13⁷/₁₆"

13.3"-13.5"

13.2"-12.1"

5"

5"

4"

245

188

236

355

275

330

8.5:1

8:1

9:1

352

301

322

4" x 3.5"

3.6" x 3.6"

4" x 3.2"

Cast steel

Forged Steel

Forged Steel

YES

NO

NO

YES

YES

NO

4-Barrel

2-Barrel

4-Barrel

YES

YES

YES

YES

YES

NO

12

6

12

X

Ladder

X

Direct

Direct

Direct-Front—Lever-Rear

Torsion Bar

Coil

Coil

Torsion Bar

Leaf

Coil

—

NO

NO

YES

NO

YES

YES

YES

YES

191.8

201

207.5

49D Synchronesh

3-Speed Manual

3-Speed Manual

YES

NO

NO

**OLDSMOBILE
"98"****BUICK
ROADMASTER****DESOTO
FIREDOME**

212.3"	216"	217.9"
77.8"	80"	78.3"
60.5"	62.7"	60.6"
59"-58"	59"-62.2"	60.2"-59.6"
126"	127"	126"
YES	YES	YES, Partial
NO	NO	NO
YES	YES	YES
Ignition Key	Accelerator Pedal	Ignition Key
Center	Center	Right
42.8"-44"	43.6"-45.6"	44.6"-44.8"
62.3"-62.1"	64.6"-65.7"	63.3"-64"
35.6"-33.8"	35.9"-35.1"	35"-34.5"
13.1"-13"	13.9"-12.7"	13.3"-13.5"
4.4"	4"	5"
202	236	185
332	330	245
8.5:1	9:1	7.5:1
324.31	322	291
37/8" x 37/16"	4" x 3.2"	3.7" x 3.3"
Forged Steel	Forged Steel	Forged Steel
YES	NO	NO
NO	NO	YES
4-Barrel	4-Barrel	2-Barrel
YES	NO	YES
YES	YES	YES
12	12	6
X	X	Ladder
Direct	Direct-Front—Lever-Rear	Direct
Coil	Coil	Coil
Leaf	Coil	Leaf
NO	NO	NO
YES	YES	NO
YES	YES	YES
191.7	219	201
Conventional	Dynaflow	3-Speed Manual 49E
NO	NO	YES

CHRYSLER
WINDSOR
DE LUXEBUICK
SUPEROLDSMOBILE
"98"BUICK
ROADMASTERDE SOTO
FIREDOME

**PACKARD
PATRICIAN****LINCOLN CUSTOM
& CAPRI****CADILLAC
"62"****CHRYSLER
IMPERIAL**217⁷/₁₆"

215.6"

216⁵/₁₆"

233"

78"

77.6"

79.8"

79.1"

62.3"

62.7"

62"

61.2"

60"-60.9"

58.5"-60"

60"-63.1"

61"-64"

127"

123"

129"

130"

YES, Full

NO

YES

YES, Partial

YES

NO

NO

NO

YES

YES

YES

YES

Ignition Key

Push-Button

Ignition Key

Ignition Key

Center

Right

Center

Right

43¹/₂"-48³/₄"

42.1"-41.6"

43.3"-46.3"

44.6"-48.4"

62³/₄"-62"

62.5"-62.1"

64.3"-65.2"

62.5"-62"

36¹¹/₁₆"-35⁷/₈"

36.4"-34.7"

35.8"-35.6"

35"-34.6"

13¹/₈"-14¹/₄"

12.5"-12.5"

13.8"-12.8"

13.3"-13.5"

5"

4.1"

4"

5"

260

225

250

250

355

332

345

340

8.5:1

8.5:1

9:1

8.5:1

352

341

331

331

4" x 3.5"

3.9" x 3.5"

3.8" x 3.6"

3.8" x 3.6"

Cast Steel

Cast Alloy Iron

Forged Steel

Forged Steel

YES

—

NO

NO

YES

—

YES

YES

4-Barrel

4-Barrel

4-Barrel

4-Barrel

YES

YES

YES

YES

YES

YES

YES

YES

12

6

12

6

X

X

X

Ladder

Direct

Direct

Direct

Direct

Torsion Bar

Coil

Coil

Coil

Torsion Bar

Leaf

Leaf

Leaf

—

YES

NO

NO

YES

YES

YES

YES

YES

YES

YES

YES

208.2

207.5

221.9

201

Ultramatic

Turbo-Drive

Hydra-Matic

Power Flite

49F NO

NO

NO

NO

**CHRYSLER
NEW YORKER DELUXE****CADILLAC
EL DORADO****PACKARD
CARIBBEAN**

218.8"	223.3"	217 ⁷ / ₁₆ "
79.1"	79.8"	78"
60.9"	60.2"	61.7"
60.2"-59.6"	60"-63.1"	60"-60.9"
126"	129"	127"
YES, Partial	YES	YES, Full
NO	NO	YES
YES	NO	NO
Ignition Key	Ignition Key	Ignition Key
Right	Center	Center
44.6"-44.8"	42.8"-42.2"	43 ¹ / ₂ "-43 ³ / ₄ "
63.3"-64"	63.9"-56.4"	62 ³ / ₄ "-49 ¹ / ₂ "
35"-34.5"	34.1"-34.3"	36 ¹ / ₈ "-35"
13.3"-13.5"	13.2"-12.6"	13 ⁵ / ₈ "-13 ⁷ / ₁₆ "
5"	4"	5"
250	270	275
340	345	355
8.5:1	9:1	N.A.
331	331	352
3.8" x 3.6"	3.8" x 3.6"	4" x 3.5"
Forged Steel	Steel	Cast Steel
NO	NO	YES
YES	YES	YES
4-Barrel	8-barrel	8-barrel
YES	YES	YES
YES	YES	YES
6	12	12
Ladder	X	X
Direct	Direct	Direct
Coil	Coil	Torsion Bar
Leaf	Leaf	Torsion Bar
NO	NO	—
NO	YES	YES
YES	YES	Standard
201	221.9	208.2
Power Flite	Hydramatic	Ultramatic 49 G
NO	NO	NO

LINCOLN
CUSTOM
& CAPRICADILLAC
"62"CHRYSLER
IMPERIALCHRYSLER
NEW YORKER
DE LUXECADILLAC
EL DORADO

PACKARD

PACKARD

1955 PACKARDS

Local Delivered Prices

MODEL	BODY STYLE
-------	------------

5582	Patrician
------	-----------

5587	Four Hundred
------	--------------

5588	Caribbean
------	-----------

OPTIONAL EQUIPMENT

Twin Ultramatic

Power Windows

Power Brakes

Power Steering

Air Conditioning

Selector Radio

Heater

Two-Tone Paint

Local Tax

State Tax

Federal Tax

Freight

Delivered Price	\$
-----------------	----

*You have more to offer
with Packard built cars.*

A glance at these comparison specifications will quickly convince you of the great opportunity we now have in the medium, upper-medium and high-priced fields. The equipment and specifications data correlated is superior to competition in virtually every case. We have outstanding performance, the finest ride on earth, unsurpassed power, excellent visibility, fresh new styling, breath-taking interior and exterior color harmony, the finest automatic transmission in the industry plus a host of fine features that mean extra convenience and luxury to every Packard or Clipper owner.

To compare any Packard Clipper with a competitive car:

- (1) Turn to tab index of car to be compared.
- (2) Packard Clipper will be to the left of the features' list, competitive data to the right.

Now, measure automobile value in the light of true facts and don't forget no car maker has ever offered so many engineering achievements in one year.

While this automotive comparison analysis is based on the most reliable information available at time of publication, its accuracy is not guaranteed.

1955 PACKARD CLIPPERS

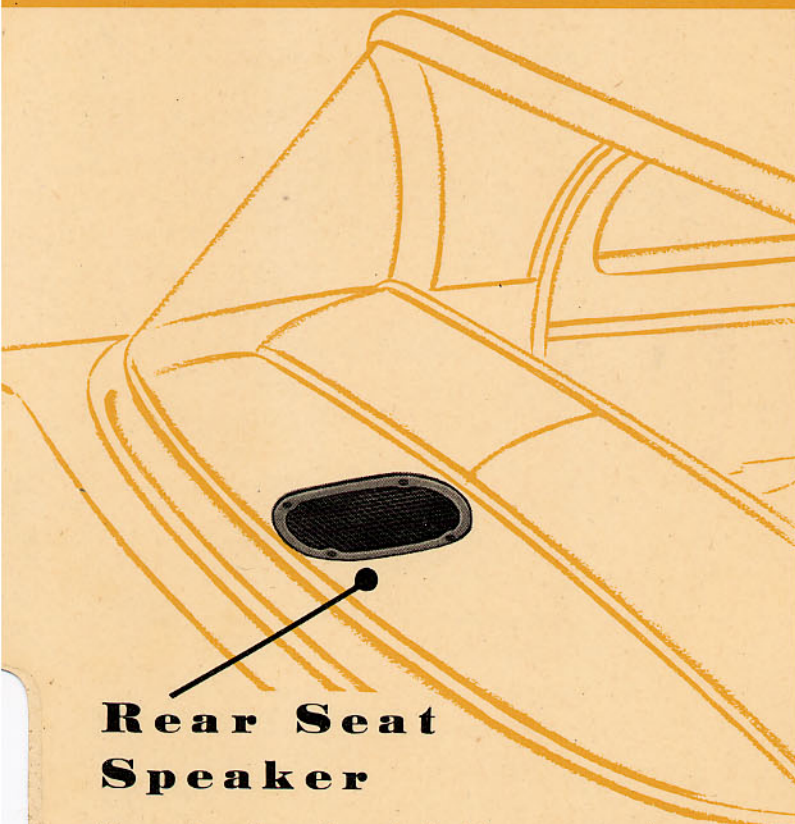
Local Delivered Prices	
MODEL	BODY STYLE
CLIPPER	
5562	Custom 4-Door
5567	Custom Constellation
CLIPPER	
5542	Super 4-Door
5547	Panama
CLIPPER	
5522	Deluxe 4-Door
OPTIONAL EQUIPMENT	
Twin Ultramatic	
Power Windows	
Power Brakes	
Power Steering	
Air Conditioning	
Selector Radio	
Heater	
Two-tone Paint	
Local Tax	
State Tax	
Federal Tax	
Freight	
Delivered Price	

FEATURES

Over-all Length
Over-all Width
Over-all Height
Tread (F-R)
Wheelbase
Wrap-around Windshield
Cam-o-matic Wipers with Super Speed Motor
Air Conditioning Available
Starter Operation
Glove Box Location
Legroom (F-R)
Hiproom (F-R)
Headroom (F-R)
Seat Cushion Height (F-R)
Front Seat Adjustment Range
Maximum Brake Horsepower
Maximum Torque (pound-feet)
Compression Ratio
Piston Displacement (cu.in.)
Bore and Stroke
Crankshaft Material
Pistons—Type Auto-thermic
Floating Oil Intake Screen
Carburetor—Type
Water All Around Cylinders
Full Length Water Jackets
Battery—Voltage
Frame—Type
Shock Absorbers—Type
Front Springs—Type
Rear Springs—Type
Tension-Type Shackles
Tubeless Tires
Power Brakes Available
Brake Lining Area (sq.in.)
Transmission (std.equip.)
Overdrive Available

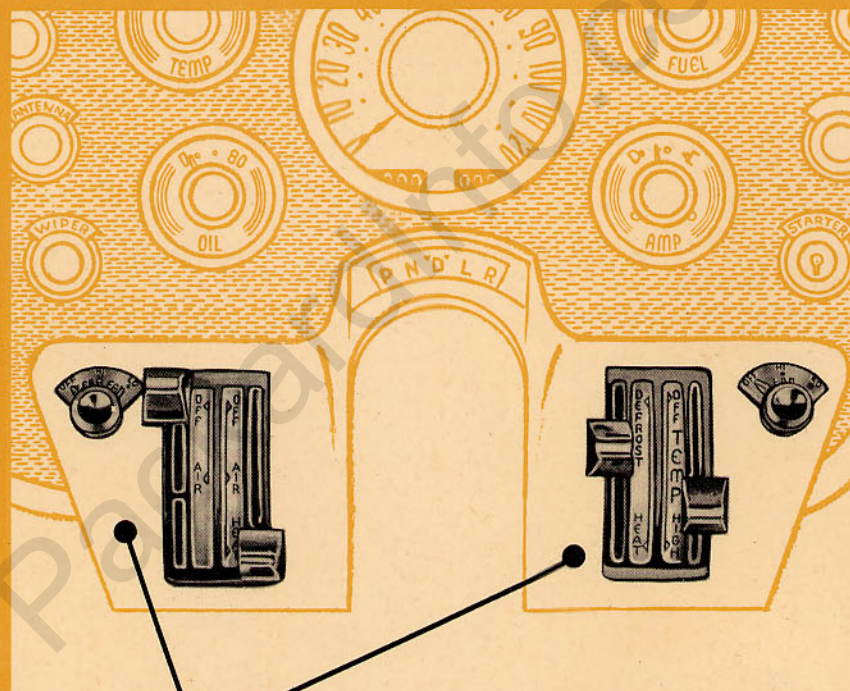
Recommended Accessories

for individual owner accents with
traditional Packard distinctiveness



Rear Seat Speaker

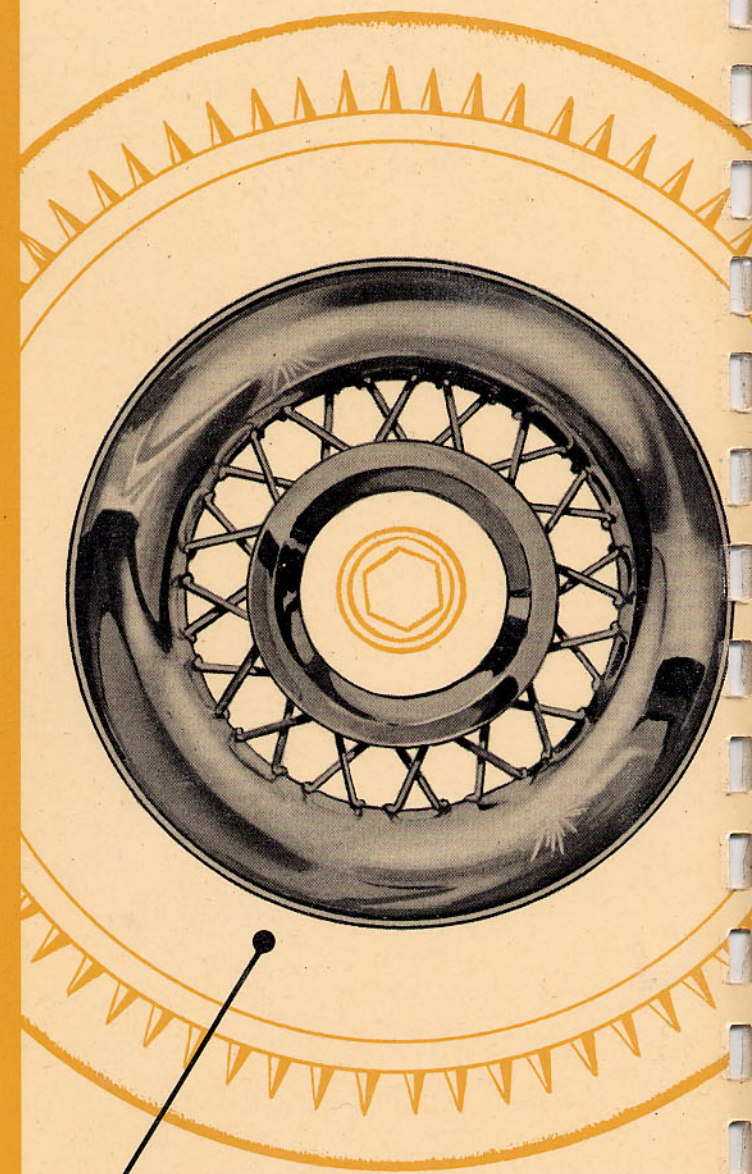
Mounted on the package shelf with a separate volume control, it makes possible synchronized tuning for balanced tone listening pleasure.



Fresh Air Heater and Defroster

The Packard heating and ventilating system can be automatically regulated to any desired temperature in cold weather, including clear vision windshield defrosting. Summer ventilation at its best is also incorporated in the system.

A separate front under seat heater is also available



Wire Wheel Trim Rings

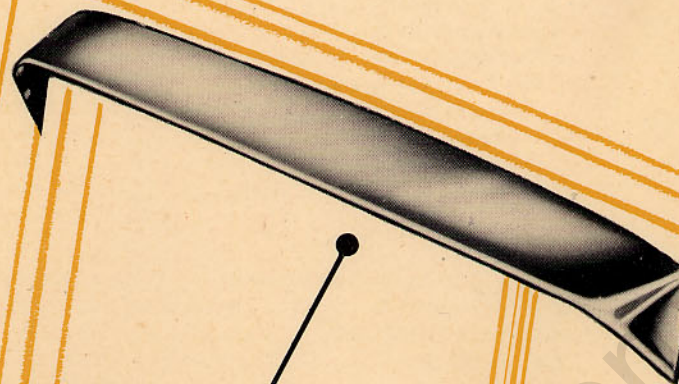
Adds that Continental Sports car flair with the new stainless steel spoke rings. Brilliantly chromed bands snap snugly in place. Easily removed for cleaning.



Selector Radio Push Button Radio

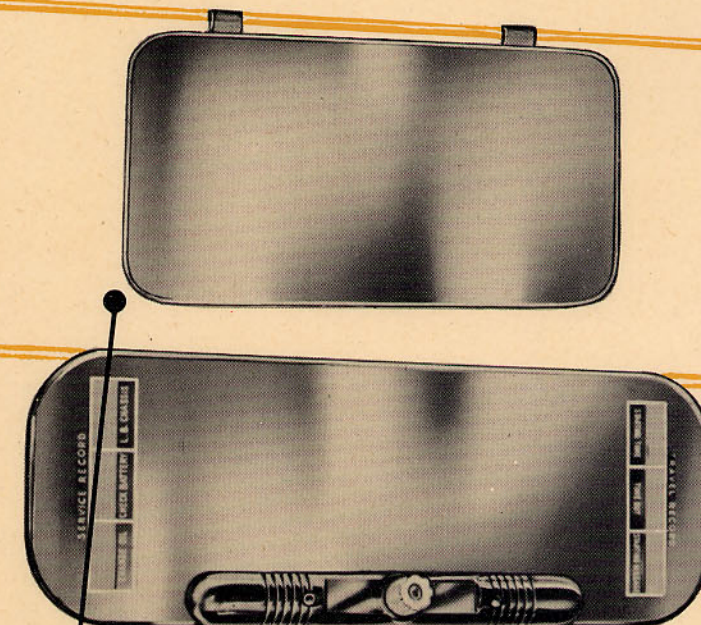
The finest in electronic development—this long range 8-tube model with its richness in tone quality features three-way tuning—a touch of the selector bar tunes in the strongest station in the vicinity—press one of five push buttons and you receive the program of your choice on a pre-set station—or manually, bring in far-off stations with the selector knob.

Noted for its high quality reception, the 7-tube model permits pre-selection of five favorite stations, quickly brings station choice at the touch of a button. Station selection by manual control is possible at all times. Both models are truly the ultimate in radio design and research.



Window Ventshades

Stainless steel finished in luxurious chrome, these ventshades provide year-round ventilation in any kind of weather. Permits opening of windows to eliminate fogging and reduces side glare from the sun.



Packard Vanity Mirrors

The Illuminated Visor Mirror

Styled with feminine dignity—the perfect accessory to give that last minute look. A built-in light illuminates the face assuring perfection in personal appearance.

The standard vanity mirror is also available.

A Complete Selection of Accessories to Personalize Your Car

Floor Mat

Antennas

Curb Feelers

Side Sill Mouldings

Luster Seal

Motor Oil & TMC

Oil Filter & Cartridge

Car Care

Ventshades

Wire Wheel Trim

Back Up Light

Door Guards

License Frame

Exhaust Extension

Gas Door Guard

Cushion Topper

Accelerator Pedal Pad

Multiple Selection Radio

Rear Speaker

Heater

Rear Window Defroster

**Magnamatic Windshield
Washer with Coordinator**

Spotlight

Tilt Mirror

Side Mirror

Vanity Mirror

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