

**Copper Gauze for Air Filters**

\$2.25

MISC-0201

Copper gauze for use as air filter material in early to mid 1930's cars. Commonly used on Duesenberg, Packard, Auburn, Pierce Arrow, Cadillac and others. Sold by the foot.



Material: Copper; Finish: Natural;  
Width: 5.00

**Aston Martin DB2 Air Filter Stud**

\$30.00

MISC-0134

Stepped stud for DB2 & DB 2/4 using Vokes air filters. Brazed to back plate with 5/16-22 threads to hold filter to carburetor and 10-32 thread to retain filter cover.



Material: Steel; Finish: Natural; Large thread: .951 long, 5/16-22 thread; Small thread: 1/2 long, 10-32 thread; OAL: 4 3/16; Length non threaded section: 2 47/64; DIA non threaded section: .192

**1932-35 Packard V-12 Fan Blade**

\$26.50

P-0053

Aluminum fan blade to fit V-12 Packard from 1932 - 1935. Packard part number 28675, "Motor Fan". For Packard V-12 Series 900 - 1500.



Blade measures 7 7/8 x 4.

**Duesenberg Fan Adjusting Wrench**

\$37.00

J-6969

Cadmium plated steel fan adjusting wrench for use on Duesenberg Model J.

**Duesenberg J Fan Pulley Front Bearing Spring**

\$9.00

J-785-6

Duesenberg Model J fan pulley front bearing adjusting spring.

Material: Spring steel; Coils: 4; OD: 1.188; Free length: 1.178

**Hispano Suiza J12 Fan Blade**

\$50.00

HIS-0057

Polished aluminum fan blade as used on Hispano Suiza J12. Quantity of 6 required per car.

Material: Aluminum; Finish: Polished; Thickness: 2mm; Length: 185mm; Width: 90mm

**1930-33 Chrysler Imperial Valve Spring**

\$12.50

CHR-0075

Valve spring to fit 1931 - 1933 Chrysler Imperial. Made from heat treated alloy wire and shot peened after heat treat. Exact duplicate of original.

.146 wire DIA, 1.175 OD, 3.375 free length.

**Auburn V-12 Vibration Dampener Spring**

\$6.00

MISC-0181

Vibration dampener spring for Auburn V-12 engines.

Material: Spring steel; Finish: Natural; OAL: 1.046; Wire: .092; OD: 5/8; ID: 7/16

**Delage D8 120 Inner Valve Spring**

\$9.00

DEL-0021

New and ready to install inner valve spring to fit Delage D8 120. Alloy wire and heat treated, manufactured to original specifications.

Measures: .108 wire diameter, .843 O.D. and 2.00 long.



**Delage D8 120 Outer Valve Spring**

\$13.50

DEL-0020

New, ready to install outer valve spring to fit Delage D8 120. Alloy wire and heat treated, manufactured to original specifications.

Measures: .148 wire diameter, 1.26 O.D. and 2.10 long.

**1939 Lincoln Model K Hydraulic Valve Spring**

\$18.50

LIN-0004

Hydraulic lifter valve spring to fit 1939 Lincoln V-12 Model K, may also be compatible with other years. Approximately 9 coils per spring and is special to cars using hydraulic lifters.

Measures: 3 OAL, 1.265 OD and has .187 wire diameter.

**Delage D8 85 Inner Valve Spring**

\$13.50

DEL-0007

New and ready to install inner valve spring to fit 1935 Delage D8-85, may also fit other years and models. Alloy wire and heat treated, manufactured to original specifications.

Measures: .125 wire diameter, .975 O.D. and 2.16 long.

**1910 Packard Model 30 Valve Spring**

\$12.00

P-0120

Valve spring for use on 1910 Packard Model 30, may also fit other years and models.

Material: Spring steel; OAL: 4.600; Wire DIA: .145; OD: 1 11/32; ID: 1.053

**Delage D8 85 Outer Valve Spring**

\$13.50

DEL-0006

New and ready to install outer valve spring to fit 1935 Delage D8-85, may also fit other years and models. Alloy wire and heat treated, manufactured to original specifications.

Measures: .156 wire diameter, 1.35 O.D. and 2.65 long.

**1932-39 Packard V-12 Exhaust Valve Spring**

\$11.50

P-0050

Intake & exhaust valve spring for all Packard V-12 models 1932 - 1939. Made of alloy wire, heat treated & shot peened. Quantity of 24 required per car. Packard part number 201860, "Motor Valve Spring". For Packard V-12 Series 1207/08, 1407/08.

Measures: .195 wire diameter, 1.396 O.D. and 2.55 long.

**Delage D8 85 Tappet Spring**

\$6.50

DEL-0008

New and ready to install tappet spring to fit 1935 Delage D8-85, may also fit other years and models. Alloy wire and heat treated, manufactured to original specifications.

Measures: .065 wire diameter, .520 O.D. and 2.70

**1922-24 Packard Valve Spring**

\$16.00

P-0132

Valve spring for 1922 - 1924 6 and 8 cylinder Packards. Spring pressure 63 lbs. @ 3 1/4". Packard part number 120995.

For use on:  
1922 - 1923 8 cylinder 136 and 143;  
1922 - 1924 6 cylinder 126, 133, 226 and 233

Material: Silichrome steel, shot peened for added strength; Finish: Natural; Wire: .117; OD: 1.240; Free length: 3.875

**1933-36 Lincoln V-12 Model K Valve Spring**

\$18.50

LIN-0010

Solid lifter valve spring to fit 1933-36 Lincoln V-12. Approximately 9 coils per spring.

Measures: 2.9 OAL, 1.300 OD and has .205 wire diameter.



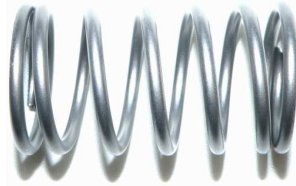


**1913 Stevens Duryea Model C Tappet Spring**

\$13.00  
STV-0001

Tappet spring for 1913 Stevens Duryea Model C, may also fit other years. Approximately 7 coils per spring.

Measures 1 3/4 OAL, 1 OD and .096 Dia.



**Duesenberg J Outer Valve Spring**

\$13.00  
J-410-AA

Duesenberg Model J outer valve spring.

Material: Alloy spring steel, heat treated and shot peened; Coils: 10; Wire size: .150; OD: 1.203; Free length: 2.890



**1913 Stevens Duryea Model C Valve Spring**

\$13.00  
STV-0002

Valve spring for 1913 Stevens Duryea Model C, may also fit other years. Made of alloy wire, heat treated & shotpeened. Approximately 13 coils per spring.

Measures 4 1/2 OAL, 1 1/4 OD and .149 Dia.



**Stutz & Duesenberg Timing Chain Tensioner Spring**

\$100.00  
J-575-A

Clock spring for upper & lower timing chain tensioner hubs. Fits Duesenberg Model J and Stutz DV 16 and DV 32.

Width: 1/2; Thickness: .04; OD: 3.5 Uncompressed; 1/4 ID on loop at end; 1/4 Tab on flat in the center



**Duesenberg J Inner Valve Spring**

\$9.50  
J-409

Duesenberg Model J inner valve spring.

Material: Alloy spring steel, heat treated and shot peened; Coils: 13; Wire size: .092; OD: .815; Free length: 3.075



**Auburn V-12 Intake Manifold Stud, Long**

\$12.75  
MISC-0189

Longest of the intake manifold studs used on Auburn V-12 engines. Quantity of four used per car. Auburn part number A90049.

Material: 4140, Heat treated to grade 8; Finish: Natural; Thread: 3/8-24, 3/8-16; OAL: 3 1/16; 3/8-24 section 11/16 long; Mid 1 3/4, 3/8-16 section 5/8 long



**Duesenberg A Outer Valve Spring**

\$10.50  
A-142

Duesenberg Model A outer valve spring.

Material: Alloy spring steel; Coils: 10; Wire size: .145; OD: 1.335; Free length: 2.770



**Auburn V-12 Intake Manifold Stud, Short**

\$11.00  
MISC-0191

Shortest of the intake manifold studs used on Auburn V-12 engines. Quantity of four used per car. Auburn part number A5-96.

Material: 4140, Heat treated to grade 8; Finish: Natural; Thread: 3/8-16, 3/8-24; OAL: 1.796; 3/8-16 section .558 long; Mid .538, 3/8-24 section .700 long



**Duesenberg A Inner Valve Spring**

\$10.50  
A-141

Duesenberg Model A inner valve spring.

Material: Alloy spring steel; Coils: 13; Wire size: .104; OD: .859; Free length: 2.892



**Auburn V-12 Intake Manifold Stud, Medium**\$12.00  
MISC-0190

Middle size of the three studs used on the intake manifold on Auburn V-12 engines. Quantity of 16 used per car. Auburn part number A6-167.



Material: 4140, Heat treated to grade 8; Finish: Natural; Thread: 3/8-16, 3/8-24; OAL: 1.975; 3/8-16 section 5/8 long; Mid 5/8, 3/8-24 section .625 long

**Auburn 8-90 8-95 Cylinder Head Stud, 3 1/2**\$15.00  
AUB-0008

Shorter of the two cylinder head studs as used on 1929 Auburn 8-90 and 1930 Auburn 8-95. Quantity of 24 used per car. Auburn part number A1-147.



Material: 4140 Steel, heat treat grade 8; Finish: Natural; Thread: 7/16-14, 7/16-20; Thread length: 7/16-14 .812; 7/16-20 .896; OAL: 3.500; Mid section: 1.792

**Auburn 8-90 8-95 Cylinder Head Studs, 3 3/4**\$15.00  
AUB-0007

Longer of the two sizes of cylinder head studs as used on the 1929 Auburn 8-90 and 1930 Auburn 8-95. Quantity of 3 required per car. Auburn part number A1-85.



Material: 4140 Steel, heat treat grade 8; Finish: Natural; Thread: 7/16-14, 7/16-20; Thread length: 7/16-14 .812; 7/16-20 .938; OAL: 3.750; Mid section: 2.000

**Cadillac V-16 3/8 Manifold Stud**\$6.50  
CAD-0009

Heat treated 4140 steel stud used to hold the intake and exhaust manifold to the head on 1930 - 1933 V-16 Cadillac, may also fit other years. Cadillac part number 881122, group number 8.2284.



3/8-24 thread on one end and 3/8-16 on the other, measures 1.875 long.

**Cadillac V-16 5/16 Rocker Stud**\$10.50  
CAD-0008

Heat treated 4140 steel stud used to hold the rocker to the cylinder head on 1930 - 1933 V-16 Cadillac, may also fit other years. Cadillac part number 881240, group number 8.2284.



5/16-24 thread on one end and 5/16-18 on the other, measures 3.812 long.

**Cadillac V-16 Manifold Stud - Short**\$6.50  
CAD-0029

4140 Steel stud heat treated to grade 5. For use with 1930 - 1931 Cadillac V-16. Cadillac part number 888911, group number 8.2284.



3/8-24 thread on one end and 3/8-16 on the other, measures 2.215 long.

**Cadillac V-16 Manifold Stud - Long**\$6.75  
CAD-0030

4140 Steel stud heat treated to grade 5. For use with 1930 - 1931 Cadillac V-16. Cadillac part number 881054.



3/8-24 thread on one end and 3/8-16 on the other, measures 3.121 long.

**Cadillac & LaSalle V8 Cylinder Head Stud, Short**\$8.50  
CAD-0101

Shortest length of the three cylinder head studs used on V8 Cadillac and LaSalle from 1932 - 1933. 12 used per car. Cadillac part number 890769, group number 8.1875.



Material: 4140, heat treat grade 8; Finish: Natural; Thread: 7/16-14, 7/16-20; Thread length: 7/16-14 .650; 7/16-20 .800; OAL: 2.610; Mid length: 1.160

**Cadillac & LaSalle V8 Cylinder Head Stud, Medium**

\$9.00

CAD-0102

Middle length of the cylinder head studs used on V8 Cadillac and LaSalle from 1927 - 1933. 22 used per car. Cadillac part number 875776, group number 8.1875 and 25.0600.

Material: 4140, heat treat grade 8;  
Finish: Natural; Thread: 7/16-14, 7/16-20; Thread length: 7/16-14 .660; 7/16-20 .780; OAL: 3.035; Mid length: 1.595

**Cadillac & LaSalle V8 Cylinder Head Acorn Nut, Short**

\$8.00

CAD-0110

Short cylinder head acorn nut for use on 1932 Cadillac V8. Is also compatible with other models per the Cadillac parts book:

Cadillac V8 Models:  
314 1925-27  
341 A/B 1927-29  
353 1929-30  
355 A/B/C 1930-33

LaSalle V8 Models:  
345 B/C 1932-33

Quantity of 8 used per car. Cadillac part number 890245, group number 8.1876 and 25.0082

Material: 4140 Steel, heat treat grade 8; Finish: Natural; Thread: 7/16-20; OAH: .872; Hex: .6875

**Cadillac & LaSalle V8 Cylinder Head Stud, Long**

\$9.50

CAD-0103

Longest of the cylinder head studs used on V8 Cadillac and LaSalle from 1927 - 1933. 4 used per car on Models 303, 328, 341. 8 used per car on Models 345BC, 355BC. Cadillac part number 876054, group number 8.1875 and 25.0600.

Material: 4140, heat treat grade 8;  
Finish: Natural; Thread: 7/16-14, 7/16-20; Thread length: 7/16-14 .600; 7/16-20 .650; OAL: 3.160; Mid length: 1.910

**Cadillac V8 Cylinder Head Stud, 1917-1925**

\$15.00

CAD-0106

Cylinder head stud for use on 1917 - 1925 Cadillac V8. Quantity of 36 used per car on Type 59 and 61.

Quantity of 40 used per car on Type 57 and 63.

Type 57: 1917-1919

Type 59: 1920-1921

Type 61: 1921-1923

Type 63: 1925-1925

Cadillac part number 87865, group number 8.1875.



Material: 4140 Steel, heat treat grade 8; Finish: Natural; Thread: 7/16-14, 7/16-20; Thread length: 7/16-14 .744; 7/16-20 .656; Mid section: 1.250; OAL: 2.650

**Cadillac & LaSalle V8 Cylinder Head Acorn Nut, Tall**

\$8.00

CAD-0107

Tall cylinder head acorn nut for use on 1932 Cadillac V8. Is also compatible with other models per Cadillac parts book:

Cadillac V8 Models:  
314 1925-29  
353 1929-30  
355 A/B/C 1930-33

LaSalle V8 Models:  
303 1927-28  
328 1928-29  
340 1929-30  
345 A/B/C

Quantity of 42 used per car. Cadillac part number 58292, group number 8.1876

Material: 4140 Steel, heat treat grade 8; Finish: Natural; Thread: 7/16-20; OAH: 1.197; Hex: .6875; Length below hex: .312

**1930-33 Chrysler Imperial Cylinder Head Stud**

\$8.50

CHR-0001

Cylinder head stud to fit 1931 - 1933 Chrysler Imperial. Made from heat treated 4140 steel.

1/2-20 thread on one end and 1/2-13 thread on the other, 3 3/4 OAL.



**Cord 810/812 Intake Manifold Stud, 3/8 x 1.750**

\$12.00

COR-0015

Intake manifold stud for 812 supercharged Cord, may also fit 810. Quantity of 16 required per car.



Material: 4140, heat treated to grade 8; Finish: Natural; Thread: 3/8-16, 3/8-24; OAL: 1 3/4; Length of 3/8 section: .575; length of mid section .480; length of 3/8-24 section .695

**Cord 810/812 Intake Manifold Stud, 5/16 x 1.950**

\$12.00

COR-0013

Intake manifold stud for 812 supercharged Cord, may also fit 810. Quantity of 1 required per car.



Material: 4140, heat treated to grade 8; Finish: Natural; Thread: 5/16-18, 5/16-24; OAL: 1.950; Length of 5/16-18 section: .535; length of mid section .800; length of 5/16-24 section .615

**Cord 810/812 Intake Manifold Stud, 5/16 x 2.5**

\$12.00

COR-0014

Intake manifold stud for 812 supercharged Cord, may also fit 810. Quantity of 2 required per car.



Material: 4140, heat treated to grade 8; Finish: Natural; Thread: 5/16-18, 5/16-24; OAL: 2 1/2; Length of 5/16-18 section: .470; length of mid section 1.490; length of 5/16-24 section .540

**Cord 810/812 Tall Cylinder Head Bolts for Extra Capacity Heads**

\$10.75

Varies

Cylinder head bolts for 810/812 Cords with extra capacity replacement cylinder head. Can be adapted for use on standard cylinder heads if trimmed slightly and may be used with other models using replacement cylinder heads.



Four sizes available: COR-0009 1.530; COR-0010 2.250; COR-0011 2.630; COR-0012 2.450.

Material: 4140, grade 8 heat treat; Finish: Cadmium; Thread: 7/16-20

**Packard 8 Cylinder Head Stud**

\$10.50

P-0063

7/16-20 x 3 3/4 cylinder head stud for 8 cylinder Packard. Made from heat treated 4140 steel.

**Packard V-12 Cylinder Head Stud - Long**

\$9.50

P-0024

1/2-20 x 4 cylinder head stud for Packard V-12. Made from heat treated 4140 steel and has black oxide finish to protect from rust. For use on iron or aluminum heads. 14 required per car - iron or aluminum head.



Packard part number 216143, "Motor Cylinder Head Stud - Long". For Packard V-12 1207/08, 1407/08.

**Packard V-12 Cylinder Head Stud - Medium**

\$9.50

P-0025

1/2-20 x 2 7/8 cylinder head stud for Packard V-12. Made from heat treated 4140 steel and has black oxide finish to protect from rust. For use with iron or aluminum heads. 14 required per car on iron heads. Aluminum heads require 28.



Packard part number 216308. For Packard V-12 1207/08, 1407/08.

**Packard V-12 Cylinder Head Stud - Short**

\$8.50

P-0026

1/2-20 x 2 1/4 cylinder head stud for Packard V-12. Made from heat treated 4140 steel and has black oxide finish to protect from rust. For use on iron heads only - short stud not used on aluminum heads. 14 required per car on iron heads.



Packard part number 216142. For Packard V-12 1207/08, 1407/08.



**Packard V-12 Coil Mount Stud in Timing Cover**

\$4.00  
P-0043

Packard V-12 engine studs made from heat treated 4140 steel. Domed end is polished and entire stud is nickel plated as original. Heat treated steel studs are stronger and less susceptible to galling and stretching than stainless studs, especially when used with stainless nuts.



Coil Mount Stud in Timing Cover  
Measures: 1 1/32 long with 5/16-18 thread on one end, 5/16-24 on the other end. Two required per car.

**Packard V-12 Distributor Base Stud**

\$6.00  
P-0049

Packard V-12 engine studs made from heat treated 4140 steel. Domed end is polished and entire stud is nickel plated as original. Heat treated steel studs are stronger and less susceptible to galling and stretching than stainless studs, especially when used with stainless nuts.



Distributor Base Stud  
Measures: 2" long with 3/8-24 thread on each end. Two required per car.

Packard part number 201069. For Packard V-12 Series 1207/08, 1407/08

**Packard V-12 Exhaust Manifold to Intake Manifold Stud**

\$11.50  
P-0037

Packard V-12 engine studs made from heat treated 4140 steel. Domed end is polished and entire stud is nickel plated as original. Heat treated steel studs are stronger and less susceptible to galling and stretching than stainless studs, especially when used with stainless nuts.



Exhaust Manifold to Intake Manifold Stud  
Measures: 3 3/4 long with 3/8-24 thread on each end. Two required per car.

Packard part number 197802, "Motor Intake Manifold to Exhaust Manifold". For Packard V-12 Series 1207/08, 1407/08.

**Packard V-12 Front Motor Mount to Timing Cover Stud**

\$11.50  
P-0042

Packard V-12 engine studs made from heat treated 4140 steel. Domed end is polished and entire stud is nickel plated as original. Heat treated steel studs are stronger and less susceptible to galling and stretching than stainless studs, especially when used with stainless nuts.



Front Motor Mount to Timing Cover  
Measures: 1.300 long with 3/8-16 thread on one end and 3/8-24 thread on the other. Two required per car.

Packard part number 206016. For Packard V-12 Series 1207/08, 1407/08.

**Packard V-12 Fuel Pump Mounting Stud in Timing Cover**

\$6.00  
P-0040

Packard V-12 engine studs made from heat treated 4140 steel. Domed end is polished and entire stud is nickel plated as original. Heat treated steel studs are stronger and less susceptible to galling and stretching than stainless studs, especially when used with stainless nuts.



Fuel Pump Mounting Stud in Timing Cove  
Measures: 1 1/2 long with 5/16-18 thread on one end and 5/16-24 on other end. 2 required per car.

Packard part number 226128. For Packard V-12 1207/08, 1407/08



**Packard V-12 Generator Mounting Stud in Timing Cover**

\$9.50

P-0041

Packard V-12 engine studs made from heat treated 4140 steel. Domed end is polished and entire stud is nickel plated as original. Heat treated steel studs are stronger and less susceptible to galling and stretching than stainless studs, especially when used with stainless nuts.



Generator Mounting Stud in Timing Cover

Measures: 2" long with 1/2-13 thread on one end and 1/2-20 thread on the other. One required per car.

Packard part number 221042. For Packard V-12 1207/08, 1407/08.

**Packard V-12 Intake Manifold & Carburetor Stud**

\$7.00

P-0038

Packard V-12 engine studs made from heat treated 4140 steel. Domed end is polished and entire stud is nickel plated as original. Heat treated steel studs are stronger and less susceptible to galling and stretching than stainless studs, especially when used with stainless nuts.



Intake Manifold & Carburetor Stud

Measures: 1 5/8 long with 3/8-24 thread on each end. 8 required per car.

Packard part number 197804, "Motor Intake Manifold Center to Intake Manifold". For Packard V-12 Series 1207/08, 1407/08.

**Packard V-12 Manifold Stud in Engine Block**

\$6.00

P-0039

Packard V-12 engine studs made from heat treated 4140 steel. Domed end is polished and entire stud is nickel plated as original. Heat treated steel studs are stronger and less susceptible to galling and stretching than stainless studs, especially when used with stainless nuts.



Manifold Stud in Engine Block

Measures: 2" long with 3/8-24 thread on each end. 20 required per car.

Packard part number 197803, "Motor Intake & Exhaust Manifold to Cylinder". For Packard V-12 Series 1207/08, 1407/08.

**Packard V-12 Oil Filter Mounting Stud**

\$10.50

P-0031

Packard V-12 oil filter mounting stud made from 303 stainless steel. Packard part number 203802, "Motor Oil Strainer to Motor Oil Pump".



Measures: 450 long, one end 5/16-24 thread, other end 5/16-18 thread.

**Packard V-12 Timing Cover to Engine Block Stud - Long**

\$13.50

P-0046

Packard V-12 engine studs made from heat treated 4140 steel. Domed end is polished and entire stud is nickel plated as original. Heat treated steel studs are stronger and less susceptible to galling and stretching than stainless studs, especially when used with stainless nuts.



Timing Cover to Engine Block (Long)

Measures: 3 3/8 long with 3/8-24 thread on each end. Two required per car.

Packard part number 201865. For Packard V-12 Series 1207/08, 1407/08.



**Packard V-12 Timing Cover to Engine Block Stud - Medium**

\$7.00  
P-0047

Packard V-12 engine studs made from heat treated 4140 steel. Domed end is polished and entire stud is nickel plated as original. Heat treated steel studs are stronger and less susceptible to galling and stretching than stainless studs, especially when used with stainless nuts.



Timing Cover to Engine Block (Medium)  
Measures: 3" long with 3/8-24 thread on each end. Four required per car.

Packard part number 221004. For Packard V-12 1207/08, 1407/08.

**Packard V-12 Timing Cover to Engine Block Stud - Short**

\$6.00  
P-0048

Packard V-12 engine studs made from heat treated 4140 steel. Domed end is polished and entire stud is nickel plated as original. Heat treated steel studs are stronger and less susceptible to galling and stretching than stainless studs, especially when used with stainless nuts.



Timing Cover to Engine Block (Short)  
Measures: 1 3/5 long with 3/8-24 thread on each end. 8 required per car.

Packard part number 197804. For Packard V-12 1207/08, 1407/08.

**Packard V-12 Vacuum Check Valve to Intake Manifold Stud**

\$6.00  
P-0036

Packard V-12 engine studs made from heat treated 4140 steel. Domed end is polished and entire stud is nickel plated as original. Heat treated steel studs are stronger and less susceptible to galling and stretching than stainless studs, especially when used with stainless nuts.



Vacuum Check Valve to Intake Manifold Stud  
Measures: 1 1/8 long with 1/4-28 thread on each end. Three required per car.

Packard part number 202573, "Motor Intake Manifold Brake Vacuum Valve Dash Connection Tube Flange".

**Packard V-12 Water Pump to Timing Cover Stud - Short**

\$10.50  
P-0045

Packard V-12 engine studs made from heat treated 4140 steel. Domed end is polished and entire stud is nickel plated as original. Heat treated steel studs are stronger and less susceptible to galling and stretching than stainless studs, especially when used with stainless nuts.



Water Pump to Timing Cover Stud - Short  
Measures: 1.525 long with 3/8-16 thread on one end and 3/8-24 thread on the other end. Three required per car.

Packard part number 197820. For Packard V-12 Series 1207/08, 1407/08.

**Packard V-12 to Water Pump Timing Cover Stud - Long**

\$7.00

P-0044

Packard V-12 engine studs made from heat treated 4140 steel. Domed end is polished and entire stud is nickel plated as original. Heat treated steel studs are stronger and less susceptible to galling and stretching than stainless studs, especially when used with stainless nuts.



Water Pump to Timing Cover (Long)  
Measures: 2.400 long with 3/8-16 thread on one end and 3/8-24 thread on the other end. Three required per car.

Packard part number 201894. For Packard V-12 Series 1207/08, 1407/08.

**Duesenberg A 1/4-24 Water Jacket Screw**

\$5.00

A-124

Slotted fillister head screw for Model A Duesenberg water jacket plates.

Material: Stainless; Finish: Natural;  
Thread: 1/4-24; OAL: .855; Length under head: .630; Head DIA: .378

**Delage D8 120 Water Jacket Plate**

\$394.00

DEL-0005

New, fully machined and ready to install aluminum water jacket plate. Measures 32" long x 3 3/4" wide. Duplicated from original sample. Fits 1939 Delage D8 120 and possibly others.

**Duesenberg Model A Radiator Water Outlet**

\$262.50

A-2862-A

Duesenberg Model A radiator outlet. Cast in bronze and gray nickel plated, fully machined and ready to install.



Material: Bronze; Finish: Gray nickel;  
Thread: 1/4 pipe thread; OAL: 5.375;  
OAW: 4.050; ID Main tube: 1.300;  
Mounting holes: .392; Mounting hole centers: 2.900

**Packard V-12 Water Jacket Bolt**

\$5.00

P-0014

Packard V-12 water jacket bolt. Quantity of 54 required per car. Packard part number 1966184, 6465 "Motor Cylinder Water Jacket Plate Screw". For Packard V-12, Series 900 - 1700.



5/16-18 x 5/8 Stainless steel hex head cap screw with 1/4" high head.

**Packard V-12 Water Jacket Bolt Sealing Washer**

\$0.35

P-0014-1

Cadmium plated copper washer for use with a 1/4 bolt. This specific washer is used as a sealing washer for the water jacket screw on 1933-1936 Packard V12 10th thru 14th Series. Packard part number 209713.



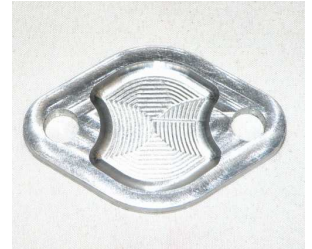
Material: Copper; Finish: Cadmium;  
ID: .3125; OD: .500; Thickness: 1/32

**Hispano Suiza J12 Block Off Plate, Small**

\$85.00

HIS-0073

CNC machined aluminum block off plate for coolant ports in Hispano Suiza J12 cylinder blocks. Smaller version of our part number HIS-0058.



Material: Aluminum; Finish: Natural;  
Length: 62mm; Width: 41mm; Height: 5mm; Hole ID: 8mm; Hole centers: 45mm; Cut out: 21mm x 29mm x 2mm

**Hispano Suiza J12 Block Off Plate**

\$90.00

HIS-0058

CNC machined aluminum block off plate for use on the engine block of Hispano Suiza J12.



Material: Aluminum; Finish: Natural;  
Length: 68mm; Width: 43mm; Height: 5mm; Stud holes: 8mm, 50mm centers; Cut out: 35 x 35 x 2mm

**Marmon V-16 Timing Chain**

\$155.00

MAR-0005

Marmon V-16 timing chain. This is a duplex roller chain with 101 links and 3/8 pitch.

**5mm Throttle Rod End**

\$21.00

BUG-0030

5mm throttle rod end for Bugatti Type 57. Has a retaining wire to hold in the ball stud.

Ball diameter is 13mm, OAL is 28mm and threading is M5 x 0.8.

**Aston Martin DB2 Fly Wheel Bolt**

\$19.50

MISC-0157

Fly wheel bolt for Aston Martin DB2 and DB 2/4. Quantity of 8 required per car.

Material: 4140 Steel; Finish: Natural; Thread: 5/16-24; Thread length: .512; Head: 5/8 DIA x .150 high; Length under head: 1.017; OAL: 1.171

**6mm Throttle Ball Stud**

\$6.50

BUG-0034

Bugatti Type 57 throttle ball stud made from heat treated steel.

6mm ball with an 8mm hex and 6mm-1 thread. Measures 20 mm OAL.

**Hispano Suiza K6 Crankshaft Oil Plug, Press Type**

\$20.00

HIS-0043

CNC cut press type crankshaft oil plug for use on Hispano Suiza K-6. 1 used per engine.

Material: Aluminum; Finish: Natural; OD: 42mm; ID: 37mm; Height: 7mm; Depth: 4mm

**6mm Throttle Rod End**

\$18.00

BUG-0031

6mm throttle rod end for Bugatti Type 57. Has a retaining wire to hold in the ball stud.

Ball diameter is 15mm, OAL is 32mm and threading is M6 x 1.0.

**Hispano Suiza K6 Crankshaft Oil Plug, Screw Type**

\$22.00

HIS-0042

CNC cut screw type crankshaft oil plug for use on Hispano Suiza K-6. 11 used per engine.

Material: Aluminum; Finish: Natural; Thread: M42 x 1.50; OD: 42mm; Height: 9.5mm; Holes: 8mm; Hole centers: 28mm; Hole depth: 7mm

**Packard Throttle Shaft End, Series 700 - 900**

\$115.50

P-0011

New bronze reproduction, fully machined and ready to install. Replace your cracked die cast original throttle shaft end with this perfect reproduction. Fits 1931 Packard 840 Club Sedan and other models. Packard part number 177230, "Motor Carburetor Pump Gear". For Packards Series 700-900.

**Delage D8 120 Crankshaft Counterweight Bolt**

\$26.50

DEL-0015

Square head 12mm crankshaft counterweight bolt for use on Delage D8-120, may also fit D8-100.

Material: 4140 Steel, heat treated to grade 8; Finish: Natural; Thread: 12mm; Thread length: 22mm; Length under shoulder: 60mm; Shoulder DIA: 18mm

**Throttle & Choke Control Cable End**

\$7.50

MISC-0121

Throttle &amp; choke control cable end with tapped hole to lock on control cable. Can be adapted to mount on operating lever or use loose to anchor cable passing through lever.

Material: Brass; Finish: Natural; OAL: .642; DIA: 3/8; Thread: 10-32; Hole ID: .08





**Cadillac Intake Heater Crossover Flange**

\$27.50  
CAD-0089

Stainless steel flange used with manifold packing nut. Used on 1927 - 1931 V-8 Cadillac and LaSalle. For use with our part number CAD-0062.



Material: Stainless steel; Finish: Natural; Thickness .250; Length: 3.385; Width: 2.063; ID: 1.00; Holes: 3.75, centers 2.375

**Cadillac 1 3/4-12 Manifold Packing Retaining Nut**

\$60.00  
CAD-0062

Stainless steel packing nut for exhaust heated intake manifold on 1929-1930 Cadillac V-8. Cadillac group number 8.4266, part number 874874.



Finish: Natural; Thread: 1 3/4-12; Thread length: 7/16; Hex: 1 3/4; ID: 1.450; Height: 13/16

**Delage D8-120 Intake Manifold Spacer**

\$55.00  
DEL-0032

Intake manifold spacer for use on Delage D8-120.



Material: Bakelite; Center hole: 1.259 x 1.620; Width: 2.383; Length end to end: 3.241; Length center flat: 1 3/8; Holes ID: 5/16

**Duesenberg A Left Side Engine Pan**

\$125.00  
A-3399-A

Duesenberg Model A left side engine dust pan. This new steel pan is a duplicate of the original design.



**Duesenberg A Right Side Engine Pan**

\$150.00  
A-3398-A

Duesenberg Model A right side engine dust pan. This new steel pan is a duplicate of the original design.

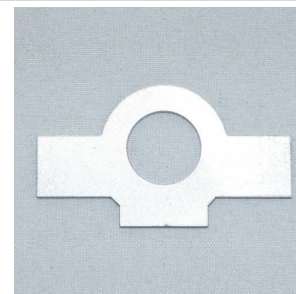


**Delage D8 120 Connecting Rod Bolt Lock Plate**

\$10.50  
DEL-0014

Delage D8-120 connecting rod bolt lock plate. Laser cut steel plate.

1.725 x .972 x .060 thick with .500 hole for the connecting rod bolt.



**Auburn Connecting Rod Piston Pin Screw Lock**

\$3.75  
AUB-0003

Lock Tab for the connecting rod piston pin screw on Auburn 6 and 8 Series. Quantity of 8 used per car on the 8 Series, 6 per car on the 6 Series. Auburn part number A3-171.



For use on:  
Auburn 6-50, 6-51, 6-52  
Auburn 8-50, 8-51, 8-52, 8-98, 8-98A  
May also fit other early mid 1930's Auburns.

Material: Steel; Length: .942; Width: .532; OD: .642; ID: .333; Thickness: .028

**Duesenberg A Radiator Crank Bearing Cover Assembly**

\$250.00  
A-2878

Custom machined brass and aluminum radiator crank bearing cover as used on Model A Duesenberg.



Material: Aluminum and brass; Finish: Natural; Brass tube: 1.150 x 1.065 OD; ID: .963 x 2.096; OAL: 2.312; Largest OD: 2.605; Inner step: 2.150 DIA x .283 deep; Knob OD: 2.030

**Hispano Suiza J12 Inner Valve Spring**

\$11.00  
HIS-0060

Inner valve spring for Hispano Suiza J-12. Hispano Suiza part number 28590.

Material: Alloy steel heat treated and shot peened; Finish: Natural; Wire: 1.28; OD: 1.200; Length: 2.670



**Hispano Suiza J12 Outer Valve Spring**

\$12.00

HIS-0061

Outer valve spring for Hispano Suiza J12. Hispano Suiza part number 28590.

Material: Alloy steel, heat treated and shot peened; Finish: Natural; Wire: .177; ID: 1.230; Length: 2.750

**Hispano Suiza J-12 Valve Cover Clasp Pin**

\$3.00

HIS-0039

Valve cover clasp pin for Hispano Suiza J-12.; Four used per car.

Material: Steel; Finish: Natural; DIA: 4mm; Length: 17mm; Holes: 2mm x 2mm

**Hispano Suiza J12 Bell Housing, Transmission Stud**

\$41.00

HIS-0027

Steel metric stud connecting the bell housing to transmission on Hispano Suiza J12. Also for use on other automobiles requiring metric fasteners. Hispano Suiza part number B-4918.

Material: 4140 steel, heat treat grade 5; Finish: Natural; Thread: M10 x 1.50; OAL: 51.5mm; Threaded end: 17.5mm; Middle: 19mm; Threaded end: 15mm

**Hispano Suiza J12 Rocker Shaft Stud**

\$47.50

HIS-0029

Rocker shaft stud for Hispano Suiza J12. May have uses on other automobiles requiring metric studs Hispano Suiza part number B-5132.

Material: 4140 steel, heat treat grade 5; Finish: Natural; Thread: M6 x 1.00; OAL: 77.5mm; Threaded end: 11mm; Middle: 57mm; Threaded end: 9.5mm

**Hispano Suiza J12 Fan Base Mount Stud**

\$42.50

HIS-0035

Steel metric stud used on Hispano Suiza J12 to mount the fan base. May also be used on other automobiles requiring metric fasteners.

Material: 4140 steel, heat treat grade 8; Finish: Natural; Thread: M8 x 1.25, M10 x 1.50; OAL: 69mm; M8 x 1.25 end: 19mm; Middle: 30mm; Middle OD: 8mm; M10 x 1.50 end: 20mm

**Hispano Suiza 7mm Rocker Shaft Stud**

\$15.00

HIS-0049

7 mm rocker shaft stud for Hispano Suiza J12 engine. May be used on other automobiles requiring metric fasteners.

Quantity of 52 used per car. Hispano Suiza part number B4272.

Material: 4140 steel, heat treat grade 8; Finish: Natural; Thread: M7 x 1.00; OAL: 69mm; Threaded end: 16mm; Middle: 42mm; Threaded end: 11mm; Hole diameter on 11mm end: 2mm

**Bugatti T57 Rear Engine Mount Plug**

\$10.00

BUG-0055

Rear engine mount plug for Bugatti Type 57.

Material: Steel; OD: 2.190; ID: 2.000; Height: .375; Thickness: .080

**Cadillac 1/2-20 Oil Line Flare Nut**

\$5.50

CAD-0056

1/2-20 Oil line flare nut that can be used with a flat inside shoulder. For use with a 1/4 or 1/8 line depending on the ferrule used. Cadillac group number 12.2905, part number 870294. For use with 1927-1930 Cadillac and LaSalle V-8 and V-16 models: 303, 328, 340, 341, 345 A, 353, 355 A, 452 A.

Material: Brass; Thread: 1/2-20; OAL: .882; Hex: 5/8; ID/OD tapered end: .314, .481; OD non tapered end: .592



**Stutz DV 32 Cylinder Head Oil Drain Back Hose**

\$100.00

MISC-0162

Cylinder head oil drain back hose for use on Stutz DV-32. Faithful reproduction of the original braided bronze hose.



Material: Brass and bronze; Thread: 5/8-18; Finish: Natural; Hose: 10 3/4 x 1/2 OD; End hex: 3/4; End OAL: 1 .171; ID thread depth: .413

**Brass 1/8 Ferrule for Oil Pressure Line**

\$3.00

MISC-0233

Brass 1/8 flare ferrule, solders to a 1/8 tube. Designed for use with an oil pressure line but may be used for other applications.



Material: Brass; OAL: .610; Lip OD: .380; Lip height: .085; Body OD: .312; ID top: .092; ID bottom: .143

**Cadillac Ferrule for 1/4 Oil Line**

\$3.00

CAD-0060

Brass ferrule for 1/4 oil line on 1927-1930 Cadillac and LaSalle V-8 and V-16 models: 303, 328, 340, 341, 345 A, 353, 355 A, 452 A. Cadillac group number 12.2900, part number 877326. For use with our part CAD-0056.



OAL: 1/2; Large end OD, length: .390, .093; Small end OD, length: .305, .407; Large end ID: .360 to .188; Small end ID: .255

**Cadillac Ferrule for 1/8 Oil Line**

\$3.00

Cad-0059

Brass ferrule for 1/8 oil line on 1927-1930 Cadillac & LaSalle V-8 models: 303, 328, 340, 341, 345 A, 353, 355 A. Cadillac group number 8.3488, part number 880824. For use with our part CAD-0056.



OAL: .609; Large end OD, length: .380, .080; Small end OD, length: .307, .525; Large end ID: 1/4 to .093; Small end ID: .143

**3/8 45' Flare Ferrule for Fuel, Oil & Vacuum Lines**

\$5.00

MISC-0076

Brass 3/8 45° flare ferrule. Solders to 3/8 tube, has female 45° flare. Cadillac part number 877327. For use with our part CAD-0058.



Material: Brass or Stainless steel; OAL: .584; ID: .312 at lip, .380 at body; Body: .482 x .437 OD; Lip: .092 x .500 OD

**5/16 45' Flare Ferrule for Fuel, Oil & Vacuum Lines**

\$5.00

MISC-0074

Brass 5/16 45° flare ferrule. Solders to 5/16 tube, has female 45° flare. Cadillac part number 877325. For use with our part CAD-0057. Available in Brass or Stainless Steel.

**45' Flare Ferrule for 1/4 Fuel, Oil, Vacuum Lines**

\$5.50

MISC-0020

Brass ferrule, 45° male for 1/4 tube. Solders to 1/4 tube. For use with 5/8 hex nut. Used by early Locomobile and other makes. Measures: .437 OD flare, .341 OD tube, .253 ID.

**9/16 Hex Nut for Flare Ferrule, Oil & Fuel Lines**

\$5.00

MISC-0075

Brass 9/16 x 1/2-20 hex nut for use with 5/16 ferrules for fuel and oil lines. Used on many pre-war cars in various locations.



Material: Brass; Finish: Natural; Thread: 1/2-20; OAL: .538; Hex: .562; Hole in closed end: .377

## Classic & Exotic Service, Inc.

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**Engine**  
**Prices subject to change**  
**Prices reflect cash payment**

### 1/2 Hex Nut for 1/8 Oil Line

\$10.50

MISC-0225

Brass 1/2 hex nut with 7/16-20 thread used with ferrule for 1/8 line. Commonly used as oil pressure line nut on Cadillac and Packard of the 1930's. For use with our 1/8 ferrule, part number CAD-0059.



Material: Brass; Finish: Natural;  
Thread: 7/16-20; OAL: .500; Hex:  
.500; Hole in closed end: .312