



AC Fuel Pump Rocker Arm & Pin, Packard

\$293.00
P-0130

AC mechanical fuel pump rocker arm with pin as used on 1935 - 1939 Packard 12. Arm is a CNC machined replica of an original AC part. Pin supplied with the rocker arm is oversized and specially produced for use with our part. Rocker arm original part number AC-1521868.



Rocker Arm:

Material: 1018 Steel, heat treated to maximum hardness; Finish: Copper plated; OAL: 5.155; Shaft: .300 x .421 x 4.484; Pin ID: .312; Width at pin ID: .442

Pin:

Material: 12L14, heat treated to maximum hardness; Finish: Natural; OAL: 2.079; Head: .375 x .130; Knurling: .250; OD: .312; End: .254 x .127

AC Fuel Pump Lever Pin

\$13.00
MISC-0051

Fuel pump lever pin to fit A/C fuel pumps as used on Packard V-12, Cadillac and many others. Made from 4140 steel.



Pin is .302 dia., the knurled section is .321 dia, the head is .376 dia., the small end to be riveted over is .246 dia. and the over all length is 2.062.

AC Fuel Pump Pull Rod

\$25.00
P-0108

AC fuel pump pull rod for use on Packard V-12, 1934-1935 Buick and other cars of the era using AC fuel pumps. AC part number 1521429, "Pull Rod". Fits Packard Series 1200 - 1700.



OAL: 2.425; Thread: 1/4-28; Thread length: .390

AC Fuel Pump Filter Gasket

\$13.00
BUG-0046

Neo-cork AC fuel pump filter gasket for automobiles using AC mechanical pumps. Used on many American and European cars of the era using a mechanical A/C pump including Cadillac, Cord and Bugatti. Cadillac part number 882890, group number 12.4102.



Measures 2.100 OD, 1 5/8 ID, .130 thick.

AC Fuel Pump Gasket

\$6.00
MISC-0148

Die cut cork gasket for A/C fuel pumps Type B, D and O.



Material: Cork; Thickness: 1/16; Width: 1 3/16; Length: 3 1/2

1931-32 Packard Super 8 Fuel Pump Rod

\$52.50
P-0001

New heat-treated tool steel push rod fits 1931-32 Super 8's. Also for use with early straight 8's using a mechanical fuel pump mounted on the timing cover.



SEV Fuel Pump Line Nut

\$24.00
MISC-0107

Cadmium plated steel line nut for use with SEV fuel pumps as used by Delage, Delahaye and other European makes. Made from 9/16 hex steel with a 12mm-1 thread. For use with 8mm or 5/16 tubing.



SEV Fuel Pump Gasket Set

\$89.00
MISC-0099

New and ready to install SEV fuel pump gasket kit for SEV pumps as used by Delage, Delahaye and many other European makes using 100 MM Diameter pumps.





Stewart Warner Micarta Fuel Pump Valve Disk - Large

\$8.50

J-1227

Die punched Micarta fuel pump valve. Measures .061 thick and .665 point to point. Exact duplicate of special valve used in Stewart Warner mechanical fuel pumps from the early 1930's as used by Stutz, Auburn and other makes. Sold as a pair.



Stewart Warner Micarta Fuel Pump Valve Disk - Small

\$8.00

STW-0002

Die punched Micarta fuel pump valve. Measures .061 thick and .500 point to point. Exact duplicate of special valve used in Stewart Warner mechanical fuel pumps from the early 1930's as used by Stutz, Auburn and other makes. Sold as a pair.

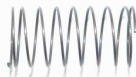


Stewart Warner Fuel Pump Valve Spring

\$3.50

J-1229

Valve spring for Stewart Warner mechanical fuel pumps from the early 1930's as used by Stutz, Auburn and other makes.



Wire DIA: .014; OD: .333; OAL: .635

Stewart Warner Vacuum Fuel Pump Cover Gasket

\$5.00

STW-0009

Diecut cork gasket for Stewart Warner vacuum tanks with a 4 1/4" Dia. cover. This gasket is slightly larger and measures 4 3/8" DIA.



Stewart Warner Vacuum Fuel Pump Float Spring

\$3.50

STW-0010

Stewart Warner vacuum fuel pump spring - this is the float spring that is within the pump. For use with cars from the 1910's to the 1930's using a Stewart Warner Auto-Vac fuel pump.



Spring dimensions: .160 Dia., 1.830 long, 2.150 OAL.

Stewart Warner Mechanical Fuel Pump Top

\$400.00

STW-0001

New fully machined cadmium plated bronze casting. Replacement casting for 3 7/8 OD pumps used in many early 1930's cars such as Auburn, Stutz and others.



Stewart Warner Fuel Pump Filter Gasket

\$13.00

STW-0017

Die cut gasket for the filter on Stewart Warner mechanical fuel pumps.

OD: 2 3/16; ID: 1.715



Stewart Warner Fuel Pump Air Dome Gasket

\$6.00

STW-0018

Die cut neo-cork gasket for the air dome on Stewart Warner mechanical fuel pumps.

OD: 1.780; ID: 1.115; Thickness: 1/16; Holes: .150



Stewart Warner Mechanical Fuel Pump Rebuild Kit

\$65.00

STW-0022

Repair kit for Stewart Warner mechanical fuel pumps as used on many early 1930's cars equipped with the larger 3 7/8 OD pump, such as Auburn, Stutz and others.





Cadillac & LaSalle V-8 Braided Flexible Fuel Hose

\$100.00
CAD-0035

Braided bronze Titeflex flexible fuel line hose for connecting the vacuum tank to the carburetor on 1931 Cadillac & LaSalle V-8 models 345A and 355A. Authentic reproduction of the original Titeflex hose.



Material: Brass & bronze; Finish: Natural; Thread: 11/16-20; OAL: 18 1/8; Hose length: 16 3/8; End hex: 3/4 and 13/16; End length: 1.00; Hose OD: 1/2

Cadillac V-16 Titeflex Flexible Fuel Hose (Long)

\$100.00
CAD-0080

"Titeflex" flexible bronze braided hose used to connect the vacuum tank to the carburetor on 1930 and 1931 Cadillac V-16 452A. This is the longer of the two fuel hoses used on Cadillac V-16. Faithful reproduction of the original "Titeflex" braided bronze hose. Cadillac part number 881629.



Material: Bronze; Finish: Natural; Thread: 11/16-20; OAL: 19 1/8; Hose length: 17 5/8; Hose OD: 1/2; End hex: 3/4 and 13/16

Cadillac V-16 Titeflex Flexible Fuel Hose (Short)

\$100.00
CAD-0081

"Titeflex" flexible bronze braided hose used to connect the vacuum tank to the carburetor on 1930 and 1931 Cadillac V-16 452A. This is the shorter of the two fuel hoses used on Cadillac V-16. Faithful reproduction of the original "Titeflex" braided bronze hose. Cadillac group number 12.2800, part number 881629.



Material: Bronze; Finish: Natural; Thread: 11/16-20; OAL: 17 1/2; Hose length: 15 5/8; Hose OD: 1/2; End hex: 3/4 and 13/16

Autopulse Fuel Pump Bracket

\$25.00
MISC-0127

Steel mounting bracket for Autopulse fuel pumps. Has two .270 holes for attaching to the pump and two 1/4-20 threaded holes for mounting the pump on the frame. For use with most vehicles using Autopulse electric fuel pumps.

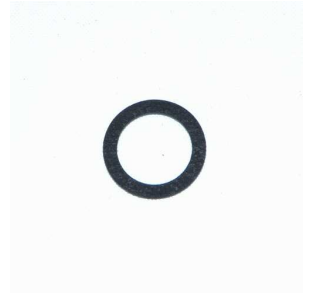


Material: Cadmium plated steel; OAL: 3 1/4; Width: 2 11/16; Thickness: .130

Autopulse Fuel Pump Manifold Screw Gasket

\$1.50
J-1318

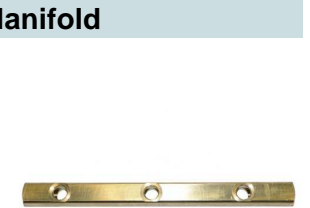
Vulcanized black fiber gasket for use with the manifold screw as used on Autopulse Model 500 fuel pumps. Measures .562 x .406 x .032.



Autopulse Fuel Pump 3 Unit Manifold

\$85.00
J-1319

Square nickel plated brass manifold, 1/4 pipe thread in each end. Drilled and counterbored for a banjo bolt and gasket to hold the manifold to the fuel pump for Autopulse Model 500. Measures 8" long with a .623 square.



Autopulse Fuel Pump Manifold Screw

\$16.00
J-1316

Cadmium plated steel banjo bolt to attach multiple Autopulse Model 500 electric fuel pumps to the manifold.

1/8-27 Straight pipe thread; 9/16 Hex



We can rebuild your existing pumps - contact us for details!



Autopulse Fuel Pump Valve Gasket

\$4.50

J-1334

Diecut neocork gasket to seal the filter housing to the pump housing. For use with Autopulse Model 500 fuel pumps.



Autopulse Fuel Pump Cupped Washer Gasket

\$2.50

J-1315

Fiber gasket seals the top of the filter bowl to hold down the bolt cup washer. For use with Autopulse Model 500 fuel pumps.



Measures 3/4 x 1/4 x 1/16.

Autopulse Fuel Pump Filter Screen Gasket

\$5.50

J-1337

Diecut neocork gasket to seal the filter housing and the filter bowl. For use with Autopulse Model 500 fuel pumps.



Autopulse Fuel Pump Cap Screw Gasket

\$2.50

J-1314

Fiber gasket seals the filter cover retaining bolt to the cup washer. For use with Autopulse Model 500 fuel pumps.



Measures 3/4 x 1/4 x 1/32.

Autopulse Fuel Pump Cover Gasket

\$4.50

J-1325

Diecut neocork gasket to seal the bottom cover to the pump housing. For use with Autopulse Model 500 fuel pumps.



Autopulse Fuel Pump Rebuilding Service

Varies

Rebuilding Service

Classic & Exotic Service, Inc. specializes in the rebuilding of Autopulse model 500 electric fuel pumps.



Our rebuilding service includes:

- # Complete disassembly and cleaning
- # Replacement of all cracked and broken castings
- # Cadmium plating of steel fittings and covers
- # Installation of new gaskets
- # Replacement of fuel pump valves and springs if required
- # Complete assembly adjustment and testing

Price is dependent upon condition. For more information:

Call 1-248-362-2097 Monday thru Friday 8AM - 5PM EST

-OR- Email

Parts@classicandexotic.com

Autopulse Fuel Pump Bellows Gasket

\$4.50

J-1339

Diecut neocork gasket which seals the bellows to the pump housing. For use with Autopulse Model 500 fuel pumps.



Autopulse Fuel Pump Valve Disk Gaskets

\$7.00

J-1340

Pair of diecut neocork gaskets to seal the valves in the valve housing. For use with Autopulse Model 500 fuel pumps.



Duesenberg J Fuel Pump Bellows Spring

\$26.50

J-1115

Duesenberg Model J mechanical fuel pump bellows spring.

Material: Spring steel; Wire size: .128;
Coils: 8.5; OD: 1.663; Free length:
3.025



Braided Bronze Hose for Fuel & Vacuum Lines

24.00/Ft.

MISC-0017

Bronze convoluted hose with braided cover suitable for flexible fuel lines and is a replacement for Packard V-12 vacuum hose. Sold by the foot.

ID: 1/4; OD: 9/16



Autoflux Electric Fuel Pump Tag

\$65.00

TAG-0044

Martin Moulet identification tag used on Autoflux electric fuel pumps. Tag is domed as the original.

Material: Stainless Steel; OD: .9375;
Thickness: .024



Braided Bronze Hose for Fuel & Vacuum Lines (1/2 OD)

\$15.00

MISC-0171

Flexible braided bronze hose suitable for many applications on prewar automobiles.

Used as a fuel line hose on Packard, Stutz, Cadillac, LaSalle, Bugatti and many others. Sold by the foot.

Material: Bronze; Finish: Natural; ID:
5/6; OD: 1/2



Autoflux Fuel Pump Oval Tag

\$65.00

TAG-0043

Oval identification tag used on 12V Autoflux electric fuel pumps number 2.

Material: Stainless steel; Finish:
Natural; Thickness: .024; Length:
1.800; Width: .817; Hold ID: .070;
Hole centers: 1.575



Bugatti T57 Flexible Fuel Line Hose

\$125.00

BUG-0044

Flexible fuel line hose for use on Bugatti Type 57. Made from convoluted bronze tubing with a bronze protected braid.

Thread: 12mm x 1.0; Hex on chassis
end: 3/4; Hex on drive end: 9/16; OAL:
9 7/8; Hose DIA: 1/2; Tube OD: 5/16



Autoflux Fuel Pump Inlet Nut

\$30.00

MISC-0216

Autoflux fuel pump inlet nut for use on Hispano Suiza J12 and other automobiles using Autoflux fuel pumps. Fits over a 3/8 tube. Originally nickel plated brass, our part is made from 1018 steel.

Material: 1018 Steel; Finish: Natural;
Thread: M20 x 1.0; Thread length:
.260 (6.5mm); Hex: .875 (22mm);
OAH: .728 (18.5mm); Hex height: .200
(5mm); ID at hex: .500 (13mm); ID at
thread: .400 (10mm)



Packard V-12 Braided Flexible Fuel Line Hose

\$145.00

P-0124

1933 - 1939 Packard V-12 braided flexible fuel line for connecting the frame to the fuel pump. Grey nickel plated as original. Packard part number 228755, "Gasoline Fuel Pump Inlet Tube Assembly". For Packard Series 1200 - 1700.

Material: Ends are nickle plated brass;
Finish: Grey-nickel plated; Thread:
Small end 1/4-18 NPT; Large end 5/8-
18; Hose: 1/2 DIA, 8 1/4 long; Large
end: 13/16 Hex, 25/32 DIA, .700 long;
Small End: 5/8 Hex, 1.00 long



**Packard V8 Titeflex Flexible Fuel Line**

\$145.00

P-0148

Packard V8 Titeflex flexible braided flexible fuel line for connecting the fuel line on the frame to the fuel pump. Grey nickel plated as original. For use on Packard 8 Series 1000 - 1200. Packard part number 210819



Material: Ends are nickel plated brass; Finish: Grey nickel plated; Thread: 1/4-18 NPT, 5/8-18; Hose DIA: .500; Hose length: 6.250; Large end: .812 hex x .781 DIA x .700 long; Small end: .625 hex x 1.00 long

Cadillac 11/16-20 Fuel Line Flare Nut

\$5.50

CAD-0058

11/16-20 flare nut with flat inside shoulder for a 3/8 fuel line. Cadillac group number 12.2905, part number 875698. 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: 11/16-20; OAL: .950; Hex: 7/8; ID/OD of tapered end: .452, .589; OD Non tapered end: .854

Cadillac 9/16-18 Fuel Line Flare Nut

\$4.00

CAD-0057

9/16-18 Flare nut with flat shoulder for use on 5/16 fuel line. Cadillac group number 12.2905, part number 76281. For use on 1927-1930 Cadillac and LaSalle V-8, V-12 and V-16 models: 303, 328, 340, 341, 345 A, 353, 355 A, 370 A, 452 A.



Material: Brass; Thread: 9/16-18; OAL: .980; Hex: 3/4; ID/OD of tapered end: 3/8, 1/2; OD non-tapered end: .731

Must be used with our part MISC-0074.

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