

JOHN ULRICH

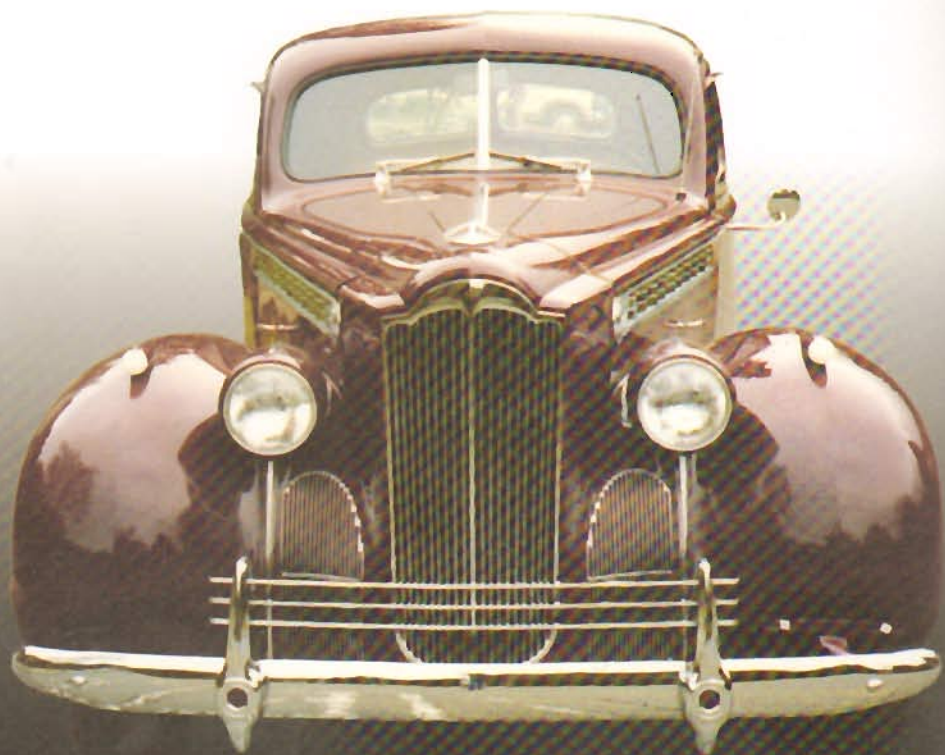
*Packard  
Parts*

2010



**M**y first old car was a 1953 Mercedes 300 sedan. I was driving to a construction job in San Francisco around 1979. I turned a corner and there it was—with a "For Sale" sign. It looked like an interesting car and the price seemed OK, so I bought it. Nice original car. The guy I bought it from gave me a copy of Cars/Parts Magazine along with various spare parts. I subscribed and began getting the magazine monthly. I don't remember if I ever saw a Packard before, but on the back cover of the magazine there was always an ad for car covers. There was an uncovered and then a covered '40 or '41 Packard coupe. I thought it was a real sweet looking car. Every month I would look at that ad—a sharp car.

By 1989 I was tired of the Mercedes. I was ski racing competitively a lot at that time. We had a Saturday race at Alpine Meadows in Lake Tahoe. Saturday night a major snowstorm hit and Sunday's race was cancelled. So, I had a leisurely breakfast and read the Sunday paper. There it was, under Collector Cars—a 1940 Packard 120 coupe. I made



an appointment to "look" at the car. It was love at first sight. The car came from Minnesota originally. Mrs. Ferguson purchased the car new in 1940 and drove it until 1982. At that time, she sold it to a local farmer who had the engine and body work done and got the car about 95% complete. He ran out of gas on the project, and sold it to the person I bought it from. The car had 57,000 miles on it when I bought it and you've got to love the original upholstery. I only got about 3,000 miles out of the motor because the guy that rebuilt it previously didn't line bore it, and it ate up all the bearings.

I rebuilt the engine and installed an overdrive while I was at it. Then I sent out the dash to be re-wood grained and had to remake the chrome pieces in the dash when the platers destroyed them. The car was originally a business coupe. It is now a club coupe as I found the rear jump seats in Georgia and installed them sometime back. When you open the trunk you'll find the original spare tire with the Goodyear sticker still on it.

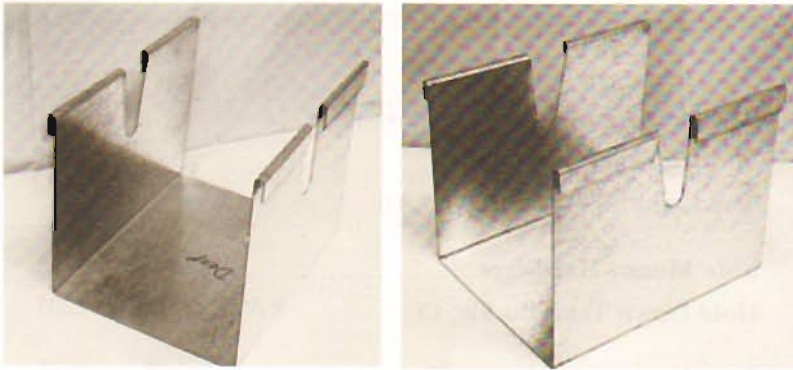
If it weren't for that snowstorm, my first Packard and I may never have gotten together. I call it my snowstorm Packard. My 1932 900 Packard roadster pictured on the cover came along ten years later. These are the two Packards I now own. When I started buying parts for my cars, I found that sometimes you have to purchase the whole lot to get the part you need. That's how my parts business got started. I now have one of the largest Packard parts inventories west of the Mississippi. I have a 2,000 square foot garage next to my house here in El Sobrante, California, as well as some additional storage space nearby. I live in a residential neighborhood, and, if you drove by my place, you wouldn't know I have a car parts business on the property. There are no parts cars parked here. I process one or two cars each year, so parts are readily available any time. When you phone, I'll answer, and try to help you solve your car problems.

The parts featured in this catalog are mostly my reproductions. This is one of my specialties. When I noticed some original Packard parts were rarely available, I began having the parts reproduced. I also stock many original parts not listed in this catalog. If you need a 1928-47 Packard part just give me a call. Chances are I'll have it. If not, I can usually point you in the right direction.

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#### 1935-1942 Battery Box

Unlike the originals made of 24 gauge, these reproductions are made of 20 gauge steel. You have two choices of depth. The originals were 6 3/4" inches, and I make a deep 7 1/4" box. The newer batteries tend to be a bit taller and sometimes could make contact with the cover when used with the original part. Specify standard or deep when ordering.

\$35.00



#### 1935-1942 Battery Box Cover #349299

Unlike the original made with a cross brake, these reproductions are made of sturdy 16 gauge galvanized steel that will not deflect. These are stronger and better than the original part.

\$45.00



#### 1938-1940 Bumper Bolt (Replated)

These are original used bumper bolts that have been blasted, polished and replated. *They are ready to install.*

\$15.00



#### 1939-1942 Junior Tear Drop Style Bumper Bolt (Replated)

These are original used bumper bolts that have been blasted, polished and replated. *They are ready to install.*

\$15.00



**1935-1937 Junior Clutch  
Adjustment Linkage Rod**

This is a 7 1/2" long overall. The originals are worn out after 50 years of service.

**\$35.00**

**1935-1937 Junior Clutch  
Linkage Rod**

This is a 7 3/8" long overall. The originals are worn out after 50 years of service.

**\$30.00**



**1939-1949 Packard Std/ Overdrive Training Booklet**

Reprint. This booklet went to all the Dealers for their mechanics to learn the R-6 and R-9 transmissions. Printed in 1948 there is nothing in it for the later R-11 that came out in 1949 and lasted through 1956. The 38 very detailed pages will give you all the overdrive information you need to work on these transmissions. You will not be disappointed with this publication.

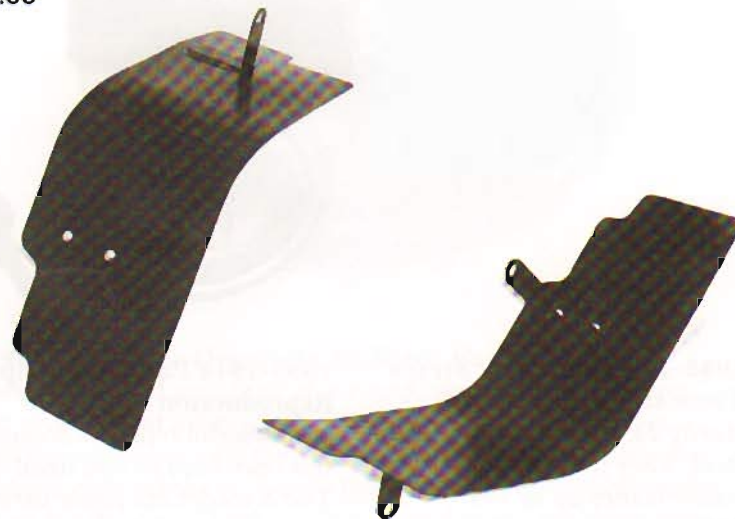
**\$25.00**



**1935-1942 Six Cylinder-120 Fuel Pump Heat Shield**

This part will help to avoid vapor lock. The mechanics threw these away in the day. It is made of sturdy 24 gauge steel and is ready to go with all mountings included.

**\$45.00**



**1940-1947 Super-Eight 356 Engine Fuel Pump Heat Shield**

This part will help to avoid vapor lock. The mechanics threw these away in the day. It is made of sturdy 24 gauge steel and is ready to go with all mountings included.

**\$45.00**

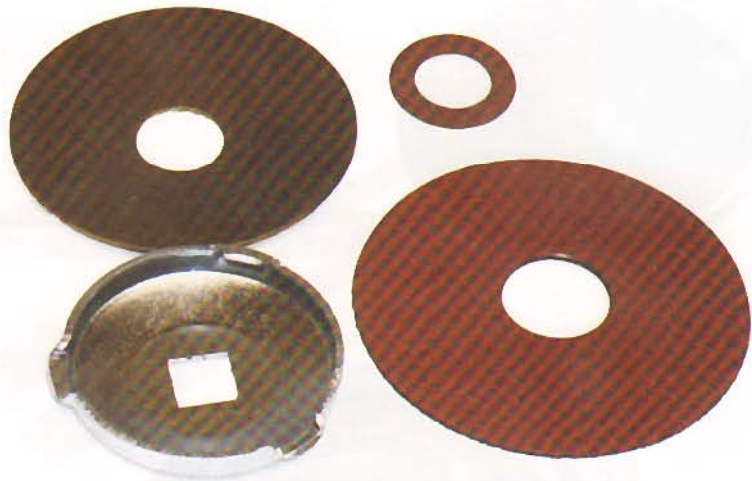


**1935-1942 Gas Tank Straps**  
 These straps are made of sturdy 24 gauge galvanized steel. They do not fit the senior bodies up to 1939.  
**\$30.00 per pair**

**1935-1942 Packard "Script" Reproduction Gas Cap**  
 A wonderful reproduction of this once hard to find item! The A model fits junior cars up to 1942 and the B model fits senior cars 1935-1939 with a larger 1 7/8" inlet neck. *When ordering, specify model A or B.*  
**\$120.00**



**1932-1939 Flat or Overnight Radiator Cap**  
 There is a limited supply of this reproduced item. These days most people want a fancy mascot cap on their cars. However, when the cars were new, they came with the flat cap unless the customer ordered the accessory fancy cap. Today, hardly anyone prefers the flat cap. There is still a great demand for them since people put away their mascot cap at night for safe keeping when they are on caravans and tours and replace it with the flat cap. This cap will fill the bill for daily use or night time replacement.  
**\$99.00**



**1932-1939 Senior Three Prong Radiator Cap Kit**

This is a reproduced item with all new pieces.

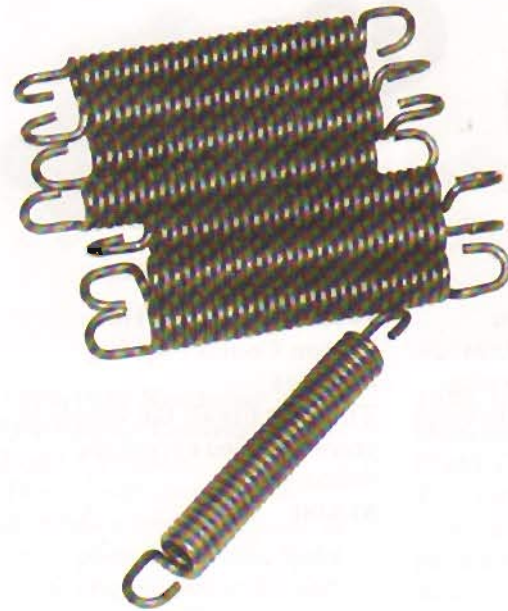
**\$25.00**



**1930's Two Prong Radiator Cap Kit**

This is a reproduced item with all new pieces. It fits a 2" neck and the distance to the edge of the prongs is  $1\frac{3}{16}$ ".

**\$20.00**



**1932-1934 Hood Door Spring #191159**

This reproduction is made of stainless steel.

**\$10.00 each**

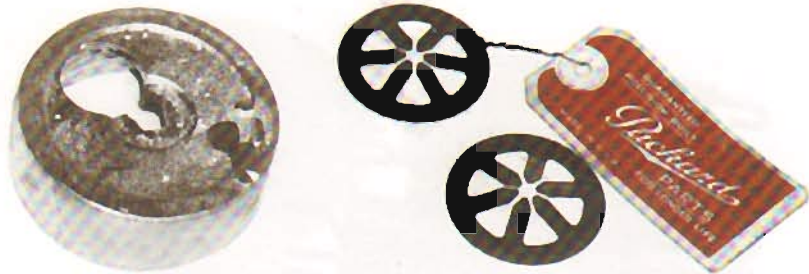
**\$70.00 for a set of eight**



**1941 Six Cylinder One Ten Right Hand Hood Handle**

These reproductions are stronger than the originals. There is a limited supply and no more will be made.

**\$110.00**



**1939-1940 Junior Horn  
Button Contact Cup #324525**  
This part fits all the steering  
wheels in years specified except  
for the deluxe wheel.  
**\$20.00**

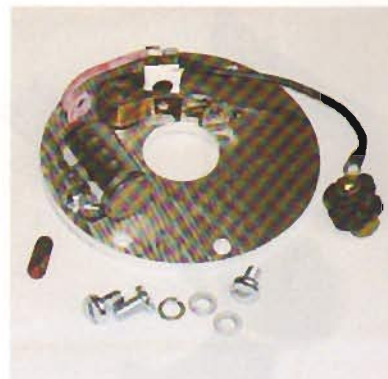
**1939-1940 Junior Horn  
Button Contact Spring  
#324524**  
This part fits all the wheels in  
years specified except the  
deluxe wheel.  
**\$15.00**



**1939-1940 Junior  
Instrument Panel  
Light Knob**  
Just like the original  
part, except that it  
is secured by a set  
screw instead of a  
spring.  
**\$45.00**

**1938 Junior  
Instrument Panel  
Light Knob**  
Just like the original  
part, except that it  
is secured by a set  
screw instead of  
a spring.  
**\$45.00**

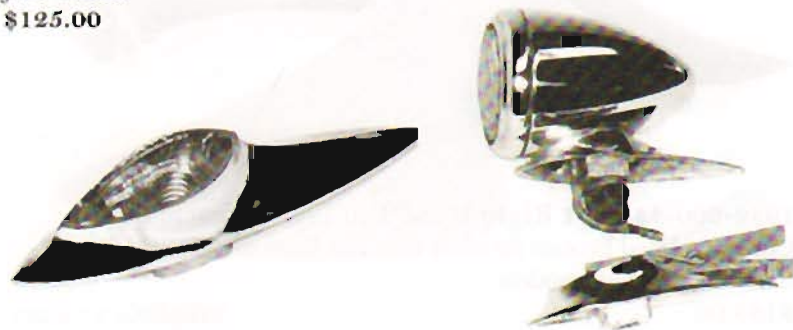
**1940 Red Jewel  
Overdrive Indicator  
Light Knob**  
Just like the original  
part, except that it  
is secured by a set  
screw instead of  
a spring.  
**\$55.00**



**1928-1932 Northeast  
Distributor Conversion Kit-  
Eight Cylinder**  
This kit will convert your  
distributor from dual point to  
single point. If you can find a  
set of original points for that  
distributor, it will cost about  
\$150 to \$200 per pair. This kit  
allows you to convert to a single  
60's Chrysler point and con-  
denser costing about \$8.00 each.  
This is a bullet proof system. I  
have over 10,000 miles on my  
1932 with this kit. No more  
synchronizing of points. It  
just works!  
**\$125.00**



**1933-1934 Northeast  
Distributor Conversion Kit-  
Eight Cylinder**  
This kit will convert your dis-  
tributor from the original dual  
point to easier to find modern  
points and condensers. If you  
can find a set of original points  
for that distributor, it will cost  
about \$150 to \$200 per pair.  
With this plate, the points and  
condensers would cost about  
\$30.00, and your first set comes  
with the kit.  
**\$125.00**



**1932-1934 Parking Light Base only**  
A faithful reproduction of the original part. It is ready  
for installation.  
**\$75.00**





**1932-900-33-1001 Left Hand Tail Light Stanchion**

Unfinished bronze casting that has been drilled and tapped-this may fit other models.

**\$150.00**



**1932-900-33-1001 Right Hand Tail Light Stanchion**

Chrome plated bronze finished that has been drilled and tapped-this may fit other models.

**\$165.00**



**1932 12 Cylinder  
Right Hand Tail Light Stanchion**

Unfinished bronze casting that has been drilled and tapped-this may fit other models.

**\$150.00**



**1939-1941 Side Mount Hold Down Turn Buckle**

This bronze turn buckle replaces the original stamped steel one that was prone to rusting, etc. The two steel legs are nickel plated to avoid rusting.

**Priced per each three-piece side.**

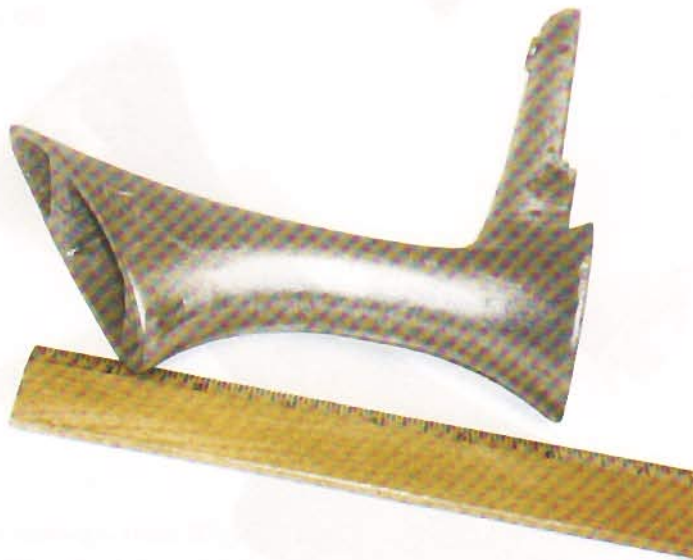
**\$65.00**



**1932 1935 Senior Speedometer Cable and Casing #202842**

The cable is 66" long and fits 1932 900-1001-4-1100-5-1200-2. It is reproduced with a unique end that allows replacement of the inner cable easily.

**\$99.00**



**1932 12-Cylinder Left Hand Tail Light Stanchion**

Unfinished aluminum casting that has not been drilled and tapped—this may fit other models.

**\$125.00**



**1935 1936 Senior Speedometer Cable and Casing #230145**

The cable is 74 1/4" long and fits 1200-05-1400-05. It is reproduced with all new materials and a unique end that allows replacement of the inner cable easily.

**\$99.00**



**1930's Senior Speedometer Cable and Casing**

The cable is 83" long and fits the long wheelbase cars. It is reproduced with all new materials and a unique end that allows replacement of the inner cable easily.

**\$99.00**



**1940-1941 Overdrive Speedometer Cable and Casing**

The cable is 87 1/2" long and fits all the overdrive cars. It is reproduced with all new materials except for the gear holder on the end.

**\$99.00**

**1935-1939 Junior Trunk Rack Knob**

Excellent reproduction with a phosphate plated stem to discourage rusting.

**\$75.00**



**1935-1939 Junior Trunk Rack Medallion**

My latest reproduction is finally available and ready for installation.

**\$145.00**



**1940-1947 Super Eight 356 Fan Belt #351106**

This is the first item that I reproduced-and I've sold hundreds. This fan belt was once so rare, that a guy I know purchased a whole car just for the belt! Now you can buy the belt without the car. Your wife will like this, too!

**\$50.00**



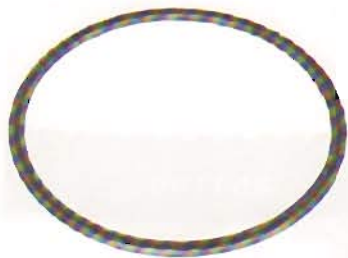
**1935-1937 Junior Thermostat Retainer #300068**

Better than new! This part is stainless steel and won't rust out like the original.

**\$6.00**

**1924-1934 Standard and Super Timing Marker**

**\$25.00**



**1930-1939 Standard and Super Eight Water Pump Copper Sealing Ring**  
Newly manufactured.  
\$20.00



**1938-1942 Water Pump To Heater Tube**  
Just like the original. Most of those are missing and replaced with a section of hose. This is what should be there.  
\$45.00 (Add \$9.00 if you also need the brass fitting)



**1935-1956 Rebuilt Water Pumps**  
In stock.  
Call for Pricing.



**1939-1942 Door Latch Bobby Pin Type Spring**  
The door bolt spring almost never breaks. About ten years ago, a customer requested this spring, and I had to search through about 90 locks to find one that wasn't broken. As a result, I have reproduced this popular item. It will take the sag out of your door handles. In sedans, the left front will fit the right rear, and the right front will fit the left rear.  
*Specify left or right when ordering.*  
\$20.00



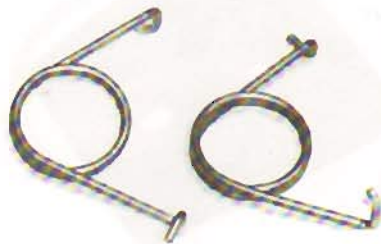
**1930 Senior Door Lock Striker**  
Measures 1 5/8" wide x 1 3/4" with the holes 1 1/16" apart. This part is cast in bronze.  
\$30.00



**1933-1936 Door Lock Striker #206778**  
Measures 1 1 5/8" wide x 2" with the holes 1 1/16" apart. This part is cast in bronze and replaces the original fiber type.  
\$30.00



**1951-1954 Gas Door Spring**  
\$15.00



**1941-1947 Gas Door Spring**  
 #357433  
 This fits Clippers as well.  
*Specify front or rear when ordering as they are different.*  
**\$20.00**



**1940-1942 Senior Non Locking Door Handle Bezel**  
 This is used only on the non locking door handle with the round base shaped bezel. *This is chrome plated and ready to install.*  
**\$75.00**



**1940-1942 Senior Locking Door Handle Bezel**  
 This is used only on the locking door handle with the round base shaped bezel. *This is chrome plated and ready to install.*  
**\$75.00**



**1940-1942 Junior Locking Door Handle Bezel**  
 This is used only on the locking door handle with the tear drop shaped bezel. This is chrome plated and ready to install. *Specify left or right door handle when ordering.*  
**\$75.00**



**1940-1942 Junior Locking Door Handle Spring**  
 This is used only on the locking door handle with the tear drop shaped bezel. *Specify left or right door handle when ordering.*  
**\$20.00**



**1938-1942 Wind Wing Gear Pinned Type**  
 This part is made out of a tin based material that is 30% stronger than the original. *Specify left or right when ordering.*  
**\$40.00**



**1937-1938 Wind Wing Gear Right or Left Press On Type**  
 #311412-13  
 This part is made out of a tin based material that is 30% stronger than the original. *Specify left or right when ordering.*  
 This part fits the following bodies:  
 1082-3-4-5-6-8-90-1-2-3-4-5-6-8  
 1172-4-82-85-88-90-1-2-4-5-8  
*Specify right or left when ordering.*  
**\$40.00**



**1940-1942 Junior Front Wing Window Handle**

This reproduction is stronger than the original part. They are chrome plated and ready to install. The front and rear wing handles look the same but are different and they are not interchangeable.

*Specify left or right when ordering.*

**\$75.00**



**1940-1942 Junior Rear Wing Window Handle**

This reproduction is stronger than the original part. They are chrome plated and ready to install. This part has a larger socket than the front wing window handle. *Specify left or right when ordering.*

**\$75.00**

To order parts from this catalog,

please contact John Ulrich

**Phone (510) 223-9587**

or

**[julrich2847@att.net](mailto:julrich2847@att.net)**

8 am to 5 pm California time

Website coming soon! **[julrichpackard.com](http://julrichpackard.com)**

*Packard*

**JOHN ULRICH**  
PARTS FROM 1928-47



[julrich2847@att.net](mailto:julrich2847@att.net)

4184 Garden Lane, El Sobrante, CA 94803

Phone: (510) 223-9587

**NO HASSLE GUARANTEE**



# Packard

JOHN ULRICH parts from 1928-47  
No Hassle Guarantee

(510) 223-9587  
2010 Parts Inventory

## Radiators

32-900  
36 Std.  
38-120  
38-6  
39 SU  
40-120  
40 SU  
41-110  
47 SU

## Differentials

32 Std.4.36  
35-7 Jr. 4.69  
35-7 Jr. 4.39  
37 6cyl 4.36  
38 6cyl 4.54  
39 SU 4.36  
40-120 436  
347039 41-9-120  
347037 43x10  
373215 4.10  
446095 4.10  
1948 48x11  
50-52 3.54

## Wheels

32-900 Disc  
36-120  
37-120  
38-6  
40-6, 41-6

## Sheet Metal

35-6 L/R Fender 4½  
36 Std. Hood  
36 Std. Grill Shell  
37 120 Grill Shell  
37 L/R Coupe Fender 4½  
37-120 Hood  
38 Jr. Sedan Trunk Lid  
38-9 Sr. Sedan Trunk Lid  
39-40 L/R Fender  
40 Grill Shell  
40 8cyl R/F Fender  
41 8cyl R/F Fender  
41- 6 L/F Fender  
41-6 L/R Hood Sides  
41 8cyl L/R Hood Top  
41 8cyl R/H Hood Side  
46-7 Rear Bumper  
    Splash Guard  
383359 Fits 2100-01-03-06-30

## Running Board

R/B Singles  
30 R/H  
37 6cyl L/H  
40 SU R/H LWB  
40 120 R/H  
41-120 L/H  
Bumpers  
35-120 FT  
36 Std. Rear  
37-SU FT

## Bumpers

32-900 Rear  
37-9 SU Rear  
38-9 SU FT  
38-120 Rear  
38-120 FT  
39 110 FT  
40 110 FT  
40 SU FT  
40 SU Rear  
40-120 Pinch FT

## Gas Tanks

32-900  
47-SU  
51-4

Generators, Starters  
Axles & Drive Shafts  
(many in stock)

## Running Boards Pairs

29 Std.  
32-900  
35-6 Std.  
37-115  
39- SU  
40- SU  
40-SU LWB  
40-120



# Packard

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No Hassle Guarantee

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2010 Parts Inventory

## Engine Blocks

29 Std. 8  
30 Std. 8  
32 Std.  
32 900  
36-120  
37-120R  
37-41 6cyl ( many)  
40-SU  
40-120  
47-SU  
50-288R

## Oil Pans

29 Std.  
32 Std.  
35 & 36 Std.  
36-120  
37-6  
39 SU  
40 SU  
47 SU  
48-288

## Exhaust Manifolds

29 Std.  
30 Std.  
31 Std.  
32 Std.  
35 Std.  
36 Std.  
37 6cyl

## Exhaust Manifolds

(continued)  
40 SU  
41-7 SU  
407281?  
48-50 288  
51-2 327  
53-4 4BBL.

## Semi Complete

### Engines

38-120-J/R  
41-120  
41-6cyl  
46-2101  
56-374 F

## Cylinder Heads

29 Std.  
30 Std.  
31 Std.  
32-900  
35 Std.  
35-47-120  
37-48 6cyl  
40-1-SU  
47 SU  
47 SU H/C  
47-50 288

## Intake Manifolds

1932 Horse Shoes  
33 Std.  
35 Std.  
35-6 SU  
36-8-120  
47 SU  
51-4- 2bbl  
53-4 4BBL  
39-42 6 cyl

## Engine Cases

29 Std.  
32-900  
34 Std.  
34 SU  
39 SU

## Crank Shafts

29 Std.  
32-9 Std.D  
36-120  
37-120  
37-48 6cyl  
37-47 120  
40 SU  
41-7 SU  
47-288  
51-4-327/5M  
54-359