

PACKARD HARNESS SYSTEMS

These complete systems contain all standard wiring for the automobile (except spark plug wires and battery cables). The lists below show the many systems for each year. To order the correct harness set(s), please fill out all vehicle information on the order form.

The early Packards used flexible metal conduit to contain all wiring. For models using conduit we provide a wire & conduit kit, which contains all wire, terminals, and stainless steel conduit needed to rewire the automobile (except spark plug wires and battery cables). You must reuse the junction boxes, conduit cap ferrules and special connectors (special instructions are included).

Armored wire is used, as in the factory originals, in Packards to 1932. Turn signals are standard Packard equipment from 1942 on, however we offer them as an option in 1930 - 1931 and as standard equipment from 1932 on.

All systems listed are covered by our limited warranty.

Note: Save your old wiring until the new system is installed and tested.
Every year has unique light sockets and / or fittings which must be reused.

All prices subject to change without prior notification.

YEAR	SERIES	MODEL	WHEELBASE	PRICE	NOTES
1924		226 SINGLE SIX	126	\$ 700	WIRE & CONDUIT KIT
		233 SIX	133	\$ 705	WIRE & CONDUIT KIT
		136 SINGLE EIGHT	136	\$ 715	WIRE & CONDUIT KIT
		143 EIGHT	143	\$ 720	WIRE & CONDUIT KIT
1925 - 1926		326 SIX	126	\$ 705	WIRE & CONDUIT KIT
		PRIOR TO VEHICLE #94000 WITH DASH TERMINAL BLOCK			
		333 SIX	133	\$ 715	WIRE & CONDUIT KIT
		PRIOR TO VEHICLE #94000 WITH DASH TERMINAL BLOCK			
1926 LATE		326 SIX	126	\$ 715	WIRE & CONDUIT KIT
		FROM VEHICLE #94000			
		333 SIX	133	\$ 720	WIRE & CONDUIT KIT
		FROM VEHICLE #94000			
1927	FOURTH	426 SIX	126	\$ 715	WIRE & CONDUIT KIT
		433 SIX	133	\$ 720	WIRE & CONDUIT KIT
		336 EIGHT	136	\$ 725	WIRE & CONDUIT KIT
		343 EIGHT	143	\$ 730	WIRE & CONDUIT KIT
1928	FIFTH	526 SIX	126	\$ 720	WIRE & CONDUIT KIT
		533 SIX	133	\$ 725	WIRE & CONDUIT KIT
		443 EIGHT	143	\$ 740	WIRE & CONDUIT KIT
1929	SIXTH	ALL	126, 133, 140, 145	\$ 600	WITH ARMOR WIRE

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1930	SEVENTH	ALL		\$ 620	WITH ARMOR WIRE EQUIPPED WITH RUBBER CABLE TO HEADLIGHTS
		726, 733	127, 134	\$ 620	WITH ARMOR WIRE EQUIPPED WITH BRAIDED CABLE TO HEADLIGHTS, FENDER LIGHTS
		726, 733,	127, 134	\$ 720	WITH ARMOR WIRE EQUIPPED WITH BRAIDED CABLE TO HEADLIGHTS, FENDER LIGHTS AND ADDED TURN SIGNALS REQUIRES SIX WIRE TURN SWITCH
		734, 740, 745C	134, 145	\$ 645	WITH ARMOR WIRE EQUIPPED WITH BRAIDED CABLE TO HEADLIGHTS, FENDER LIGHTS
		734, 740, 745C	134, 145	\$ 760	WITH ARMOR WIRE EQUIPPED WITH BRAIDED CABLE TO HEADLIGHTS, FENDER LIGHTS AND ADDED TURN SIGNALS REQUIRES SIX WIRE TURN SWITCH
		745	145	\$ 675	WITH ARMOR WIRE EQUIPPED WITH BRAIDED CABLE TO HEADLIGHTS, FENDER LIGHTS
		745	145	\$ 770	WITH ARMOR WIRE EQUIPPED WITH BRAIDED CABLE TO HEADLIGHTS, FENDER LIGHTS AND ADDED TURN SIGNALS REQUIRES SIX WIRE TURN SWITCH
1931	EIGHT	826, 833	127, 134	\$ 675	WITH ARMOR WIRE EQUIPPED WITH BRAIDED CABLE TO HEADLIGHTS, FENDER LIGHTS
		826, 833	127, 134	\$ 770	WITH ARMOR WIRE EQUIPPED WITH BRAIDED CABLE TO HEADLIGHTS, FENDER LIGHTS, AND ADDED TURN SIGNALS REQUIRES SIX WIRE TURN SWITCH
		840, 845	134, 140, 145	\$ 690	WITH ARMOR WIRE EQUIPPED WITH BRAIDED CABLE TO HEADLIGHTS, FENDER LIGHTS
		840, 845	134, 140, 145	\$ 790	WITH ARMOR WIRE EQUIPPED WITH BRAIDED CABLE TO HEADLIGHTS, FENDER LIGHTS, AND ADDED TURN SIGNALS REQUIRES SIX WIRE TURN SWITCH

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1932	NINTH	LIGHT EIGHT (900)	127	\$ 790	WITH ARMOR WIRE
		STANDARD 8 (901, 902)	129, 136	\$ 825	WITH ARMOR WIRE
		SUPER 8 (903, 904)	142, 147	\$ 865	WITH ARMOR WIRE
		TWIN SIX (905, 906)	ALL	\$ 900	
1933	TENTH	STANDARD 8	127, 136	\$ 895	
		SUPER 8	135, 142, 147	\$ 905	
		V 12	135, 142, 147	\$ 945	
1934	ELEVENTH	STANDARD 8	129, 136, 141	\$ 895	
		SUPER 8	135, 142, 147	\$ 905	
		V 12	135, 142, 147	\$ 945	
1935	TWELFTH	120	120	\$ 915	
		STANDARD 8	127, 134, 139	\$ 980	
		SUPER 8	132, 139, 144	\$ 1000	
		V 12	139, 144	\$ 1015	
1936	FOURTEENTH	120	120	\$ 915	
		STANDARD 8	127, 134, 139	\$ 980	
		SUPER 8	132, 139, 144	\$ 1000	
		V 12	139, 144	\$ 1015	
1937	FIFTEENTH	SIX 115C	115	\$ 940	
		120C, 120CD	120, 127	\$ 940	
		ONE TWENTY 138CD	138	\$ 990	
		SUPER 8	127, 134, 139	\$ 1045	
		V 12	132, 139, 144	\$ 1090	

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YEAR	SERIES	MODEL (CHASSIS)	WHEELBASE	PRICE	NOTES
1938	SIXTEENTH	SIX	122	\$ 950	
		120	127	\$ 950	
		120	148	\$ 1005	
		SUPER 8	127, 134, 139	\$ 1095	
		V 12	127, 134, 139	\$ 1145	
1939	SEVENTEENTH	SIX	122	\$ 980	
		120	127	\$ 980	
		120	148	\$ 1040	
		SUPER 8	127, 148	\$ 1095	
		V 12	127, 134, 139	\$ 1145	
		AERODRIVE (120)		\$ 75	3 WIRES, 1 HARNESS EXTRA
	AERODRIVE (SUPER 8)		\$ 220	2 HARNESSES EXTRA	
1940	EIGHTEENTH	110, 120	122, 127	\$ 990	
		160, 180	127, 138, 148	\$ 1055	
		AERODRIVE (ALL)		\$ 275	2 HARNESSES EXTRA

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1941 and 1942 packards had an early production model with horn relay on the engine block and a later production model with the horn relay on the firewall or right fender. When ordering let us know where your horn relay is mounted so we can make the proper system for your Packard.

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1941	NINETEENTH	110, 120	122, 127	\$ 1025	
		160, 180	127, 138, 148	\$ 1095	
		AERODRIVE (ALL)		\$ 280	2 HARNESSES EXTRA
		ELECTROMATIC CLUTCH (ALL)		\$ 275	2 HARNESSES EXTRA
		160, 180 POWER WINDOW HARNESS OPTION		\$ 105	EXTRA
1942	TWENTIETH	110, 120	127, 138, 148	\$ 1025	
		160, 180	127, 138, 148	\$ 1095	
		AERODRIVE (ALL)		\$ 300	2 HARNESSES EXTRA
		ELECTROMATIC CLUTCH (ALL)		\$ 280	2 HARNESSES EXTRA
		160, 180 POWER WINDOW HARNESS OPTION		\$ 105	EXTRA
1941 - 42	CLIPPER (ALL)			\$ 1280	
		AERODRIVE (ALL)		\$ 280	EXTRA
		ELECTROMATIC CLUTCH (ALL)		\$ 280	EXTRA
1946 - 47	CLIPPER (ALL EXCEPT SUPER CLIPPER & CUSTOM SUPER CLIPPER)	ALL BODY STYLES	COMPLETE SYSTEM	\$ 1280	
		SUPER CLIPPER 2103, CUSTOM SUPER CLIPPER 2106			
		ALL BODY STYLES	COMPLETE SYSTEM	\$ 1270	
		AERODRIVE	(ALL MODELS)	\$ 280	EXTRA
		ELECTROMATIC CLUTCH	(ALL MODELS)	\$ 105	EXTRA

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1948 AND EARLY 1949 PACKARDS					
	EIGHT, SUPER 8, CUSTOM 8	2750 / 2750-9			120 - 127" W.B.
	ALL BODY STYLES	COMPLETE SYSTEM		\$ 1300	
	SUPER 8, CUSTOM 8	2222, 2233 / 2222-9, 2233-9			141 - 148" W.B.
	ALL BODY STYLES	COMPLETE SYSTEM		\$ 1275	
	AERODRIVE R- 9	(SIX TERMINAL RELAY)		\$ 280	EXTRA
	AERODRIVE R- 11	(FOUR TERMINAL RELAY)		\$ 280	EXTRA
	ELECTROMATIC CLUTCH			\$ 105	EXTRA
	HYDRO-ELECTRIC SYSTEM FOR -				
	1948 CONVERTIBLE			\$ 545	EXTRA
	1949 CONVERTIBLE — TWO SYSTEMS WERE OFFERED THIS YEAR				
	ONE HAD THE HYDRAULIC PUMP ON THE FIREWALL.				
	THE OTHER HAD THE HYDRAULIC PUMP ON THE LEFT FRONT INNER FENDER				
	YOU MUST SPECIFY WHERE THE PUMP IS LOCATED WHEN ORDERING.				
				\$ 435	EXTRA

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LATE 1949 AND 1950 PACKARDS					
	STANDARD 8	2301 / 2301-5			WITH UNIMESH TRANSMISSION WITH DELCO-REMY
	ALL BODY STYLES	COMPLETE SYSTEM		\$ 1325	
	STANDARD 8	2301 / 2301-5			WITH ULTRAMATIC TRANSMISSION
	ALL BODY STYLES	COMPLETE SYSTEM		\$ 1430
	SUPER 8	2302, 2332 / 2302-5, 2332-5			WITH UNIMESH TRANSMISSION
	ALL BODY STYLES	COMPLETE SYSTEM		\$ 1325	
	AERODRIVE R- 11	(OPTION FOR UNIMESH TRANSMISSION)		\$ 280	EXTRA
	ELECTROMATIC CLUTCH	(OPTION FOR UNIMESH TRANSMISSION)		\$ 190	EXTRA
	STANDARD 8	2301 / 2301-5			WITH ULTRAMATIC TRANSMISSION WITH DELCO-REMY
	ALL BODY STYLES	COMPLETE SYSTEM		\$ 1430	
	SUPER 8	2302, 2332 / 2302-5, 2332-5			WITH ULTRAMATIC TRANSMISSION
	ALL BODY STYLES	COMPLETE SYSTEM		\$ 1455	
	CUSTOM 8	2306, 2333 / 2306-5, 2333-5			WITH ULTRAMATIC TRANSMISSION
	ALL BODY STYLES	COMPLETE SYSTEM		\$ 1600	
	HYDRO-ELECTRIC SYSTEM FOR ALL CONVERTIBLES			\$ 565	
1951	PACKARD 200	3001			WITH ULTRAMATIC TRANSMISSION
	ALL BODY STYLES	COMPLETE SYSTEM		\$ 1630	
1952	PACKARD 250				COMPLETE SYSTEM
	HYDRO-ELECTRIC SYSTEM FOR ALL CONVERTIBLES			\$ 600	EXTRA
1953	PACKARD ALL MODELS				COMPLETE SYSTEM
	AERODRIVE	(ALL MODELS)		\$ 280	EXTRA
	HYDRO-ELECTRIC SYSTEM FOR ALL 2 DOOR BODIES			\$ 600	EXTRA