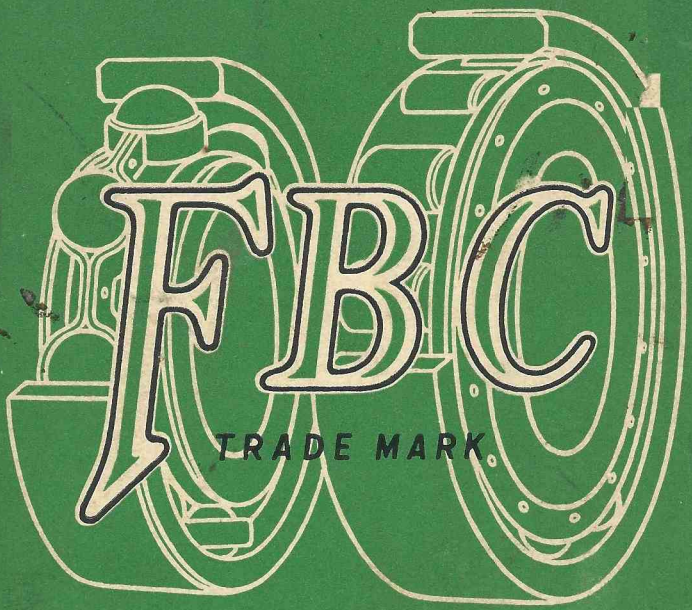
No. 516



SERVICE CATALOGUE

PASSENGER CARS AND MOTOR CYCLES

1951

No. 516

FBC

SERVICE CATALOGUE

PASSENGER CARS AND MOTOR CYCLES

FISCHER BEARINGS COMPANY LIMITED
(Subsidiary of BRITISH TIMKEN LTD.)
UPPER VILLIERS STREET, WOLVERHAMPTON
Telephone: Wolverhampton 26101 (6 lines) Telegrams: Hirev, Wolverhampton

PASSENGER CARS and MOTOR CYCLES BEARING DATA

The purpose of this catalogue is to show the application of FBC ball and roller bearings for replacement purposes in pre-war and modern passenger cars and motor cycles.

Whilst great care has been taken to ensure that the details are correct, we cannot accept responsibility for any errors and omissions, and we should welcome corrective information.

A list of stockists may be obtained from the Sole Main Distributors to the Home Market:–

BENNETT & TONKIN, LTD.

18, CARRINGTON ST.,
KETTERING,
Tel: 3769.

78, MERRIDALE ROAD,
WOLVERHAMPTON
Tel: 21313.

DECEMBER. 1950

ALVIS 1936, 13.22 H.P. 4 cyl. 16.95 H.P. 6 cyl.

Model : "FIREBIRD" SA : "SILVER EAGLE SIXTEEN" SG

Bearing Position	Per Set	FBC No.	Maker's No.	Dimensions
Front Hubs, Inner	2	6307		35× 80×21
Dynamo Drive	1	LS.9		$\frac{7}{8}$× 2×$\frac{9}{16}$
Magneto Drive	1	6206		30× 62×16
Clutch Withdrawal	1	LS.11		$1\frac{1}{8}$× $2\frac{1}{2}$×$\frac{5}{8}$
Cons. Mesh Pinion	1	6208		40× 80×18
Bevel Pinion, Front	1	5306		30×72×30.2
Bevel Pinion, Rear	1	NM.30		30×72 ×19
Differential	2	6211		55×100×21
Rear Hubs, Inner	2	6210		50× 90×20
Rear Hubs, Outer	2	NL.45		45× 85×19

ALVIS 1936, 25.6 H.P. 19.8 H.P. 6 cyl.

Model : 3½ LITRE SA : "CRESTED EAGLE" TF and TG : SPEED TWENTY SD

Front Hubs, Inner	2	6307		35× 80×21
Front Hubs, Outer	2	NM.20		20× 52×15
Fan	2	6203		17× 40×12
Dynamo Drive	1	LS.9		$\frac{7}{8}$× 2×$\frac{9}{16}$
Magneto Drive	1	6206		30× 62×16
Clutch Shaft, Rear	1	LS.11		$1\frac{1}{8}$× $2\frac{1}{2}$×$\frac{5}{8}$
Cons. Mesh Pinion	1	6208		40× 80×18
Bevel Pinion, Rear	2	NM.35		35× 80×21
Differential	2	6211		55×100×21
Rear Hubs, Inner	2	6210		50× 90×20
Rear Hubs, Outer	2	NL.45		45× 85×19

ARMSTRONG-SIDDELEY 1935/7, 14 H.P. 6 cyl.

Model :

Front Hubs, Inner	2	6207		35×72×17
Front Hubs, Outer	2	LS.8		$\frac{3}{4}$×$1\frac{7}{8}$×$\frac{9}{16}$
Steering Wormshaft	1	RM.6		$\frac{3}{4}$× 2×$\frac{11}{16}$
Clutch Front	1	6204		20×47×14
Clutch, Rear	1	6203		17×40×12
Primary Shaft (pre-selective gearbox)	1	LS.10		1×$2\frac{1}{4}$×$\frac{5}{8}$
Top Gear Cone (pre-selective gearbox)	1	6210		50×90×20
Reverse Gear (pre-selective gearbox)	1	6210		50×90×20
Driven Shaft (pre-selective gearbox)	1	6306		30×72×19
Differential	2	6208A.C.		40×80×18
Rear Hubs	2	6307		35×80×21

ARMSTRONG-SIDDELEY 1935, 12 H.P. 6 cyl.

Model : 12/6

Bearing Position	Per Set	FBC No.	Maker's No.	Dimensions
Front Hubs, Inner	2	6207		35×72×17
Front Hubs, Outer	2	LS.8		$\frac{3}{4}\times1\frac{7}{8}\times\frac{9}{16}$
Steering	1	RM.6		$\frac{3}{4}\times2\times\frac{11}{16}$
Primary Shaft	1	LS.8		$\frac{3}{4}\times1\frac{7}{8}\times\frac{9}{16}$
Primary Shaft and Mainshaft ...	2	LS.11		$1\frac{1}{8}\times2\frac{1}{2}\times\frac{5}{8}$
Propeller Shaft	1	MS.11		$1\frac{1}{8}\times2\frac{13}{16}\times\frac{13}{16}$
Universal Joint	4	6201		12×32×10
Drive Shaft	6	St Balls		$\frac{1}{2}$″ dia.
Bevel Pinion	1	6307		35×80×21
Differential	2	6208AC		40×80×18
Rear Hubs	2	6209		45×85×19

ARMSTRONG-SIDDELEY 1936, 12 H.P. 6 cyl.

Model : SPORTS COUPE AND SPORTS TOURER

Front Hubs, Inner	2	6207		35×72×17
Front Hubs, Outer	2	LS.8		$\frac{3}{4}\times1\frac{7}{8}\times\frac{9}{16}$
Steering Wormshaft	1	RM.6		$\frac{3}{4}\times2\times\frac{11}{16}$
Fan	1	6004		20×42×9
Primary Shaft (pre-selective gearbox)	1	LS.10		$1\times2\frac{1}{4}\times\frac{5}{8}$
Top Gear Cone (pre-selective gearbox)	1	6210		50×90×20
Reverse Gear (pre-selective gearbox)	1	6210		50×90×20
Driven Shaft (pre-selective gearbox)	1	6306		30×72×19
Differential	2	6208AC		40×80×18
Rear Hubs	2	6307		35×80×21

ARMSTRONG-SIDDELEY 1935/6, 20 H.P. 6 cyl.

Model : STANDARD AND LONG TWENTY

Front Hubs, Inner	2	6208		40×80×18
Front Hubs, Outer	2	6305		25×62×17
Steering Control Tube ...	1	RL.4		$\frac{1}{2}\times\frac{15}{16}\times\frac{3}{8}$
Clutch	2	6207		35×72×17
Primary Shaft (pre-selective gearbox)	1	6205		25×52×15
Top Gear Cone (pre-selective gearbox)	1	6211		55×100×21
Reverse Gear (pre-selective gearbox)	1	6211		55×100×21
Driven Shaft (pre-selective gearbox)	1	MS.12		$1\frac{1}{4}\times3\frac{1}{8}\times\frac{7}{8}$
Bevel Pinion, Front	1	NL.50		50×90×20
Rear Hubs	2	6310		50×110×27

ARMSTRONG-SIDDELEY 1935/6, 17 H.P. 6 cyl.

Model : LONG SEVENTEEN

Bearing Position	Per Set	FBC No.	Maker's No.	Dimensions
Front Hubs, Inner	2	6208		40× 80×18
Front Hubs, Outer	2	6205		25× 52×15
Fan	1	6301		12× 37×12
Fan	1	6203		17× 40×12
Clutch, Front	1	6204		20× 47×14
Clutch, Rear	1	6203		17× 40×12
Primary Shaft (pre-selective gearbox)	1	LS.10		1× 2¼×⅝
Top Gear Cone (pre-selective gearbox)	1	6211		55×100×21
Reverse Gear (pre-selective gearbox)	1	6211		55×100×21
Driven Shaft (pre-selective gearbox)	1	6306		30× 72×19
Bevel Pinion, Front	1	NL.40		40× 80×18
Differential	2	6209AC		45× 85×19
Rear Hubs	2	6211		55×100×21
Universal Joint	2	6201		12× 32×10

ARMSTRONG-SIDDELEY 1935/7, 17 H.P. 6 cyl.

Model : SPORTS AND STANDARD SEVENTEEN

Front Hubs, Inner	2	6208		40× 80×18
Front Hubs, Outer	2	6205		25× 52×15
Fan	1	6301		12× 37×12
Fan	1	6203		17× 40×12
Clutch, Front	1	6204		20× 47×14
Clutch, Rear	1	6203		17× 40×12
Primary Shaft (pre-selective gearbox)	1	LS.10		1× 2¼×⅝
Top Gear Cone (pre-selective gearbox)	1	6211		55×100×21
Reverse Gear (pre-selective gearbox)	1	6211		55×100×21
Driven Shaft (pre-selective gearbox)	1	6307		35× 80×21
Bevel Pinion, Front	1	NL.40		40× 80×18
Rear Hubs	2	6308		40× 90×23

ARMSTRONG-SIDDELEY 1935/7

Model : SPECIAL SIX

Bearing Position	Per Set	FBC No.	Maker's No.	Dimensions
Front Hubs, Inner	2	6309		45×100×25
Front Hubs, Outer	2	6305		25× 62×17
Steering Control Tube ...	1	RL.4		$\frac{1}{2}\times1\frac{5}{16}\times\frac{3}{8}$
Fan	1	LS.7		$\frac{5}{8}\times1\frac{9}{16}\times\frac{7}{16}$
Fan	1	6004		20× 42×9
Clutch	1	6207		35× 72×17
Primary Shaft (pre-selective gearbox)	1	MS.12		$1\frac{1}{4}\times3\frac{1}{8}\times\frac{7}{8}$
Top Gear Cone (pre-selective gearbox)	1	6312		60×130×31
Reverse Gear (pre-selective gearbox)	1	6312		60×130×31
Driven Shaft (pre-selective gearbox)	1	MS.14		$1\frac{3}{4}\times4\frac{1}{4}\times1\frac{1}{16}$
Gearshaft Thrust	1	6215		75×130×25
Bevel Pinion, Front	1	NL.50		50× 90×20
Rear Hubs	2	6310		50×110×27

ARMSTRONG-SIDDELEY 1937, 20 H.P. 6 cyl.

Model : STANDARD AND LONG TWENTY

Front Hubs, Inner	2	6208		40× 80×18
Front Hubs, Outer	2	6305		25× 62×17
Steering (Long 20 H.P.) ...	1	RL.4		$\frac{1}{2}\times1\frac{5}{16}\times\frac{3}{8}$
Clutch	1	LS.10		$1\times2\frac{1}{4}\times\frac{5}{8}$
Clutch	1	6207		35× 72×17
Gearshaft, Front	1	MS.10		$1\times2\frac{1}{2}\times\frac{3}{4}$
Top Gear Control	2	6211		55×100×21
Gearshaft, Rear (Standard 20 H.P.)	1	MS.13		$1\frac{1}{2}\times3\frac{3}{4}\times\frac{15}{16}$
Gearshaft (Long 20 H.P.) ...	1	MS.12		$1\frac{1}{4}\times3\frac{1}{8}\times\frac{7}{8}$
Bevel Pinion, Front	1	NL.50		50× 90×20
Rear Hubs (Long 20 H.P.) ...	2	6310		50×110×27
Rear Hubs (Standard 20 H.P.)	2	6309		45×110×25

ARMSTRONG-SIDDELEY 1946/7, 16 H.P.

Model : "LANCASTER", "HURRICANE", "TYPHOON"

Front Hubs, Inner	2	6207		35×72×17
Front Hubs, Outer	2	MS.8		$\frac{3}{4}\times2\times1\frac{1}{16}$
Front Outboard, Self Change Gearbox	1	EE.11		$1\frac{1}{2}\times2\frac{1}{4}\times\frac{3}{8}$
Front Main, Self Change Gearbox	1	LS.10		$1\times2\frac{1}{4}\times\frac{5}{8}$
Top Gear and Reverse Thrust, Self Change Gearbox ...	2	6210		50×90×20
Cons. Mesh Pinion, Synchro-mesh Gearbox	1	6307SG.		35×80×21
Mainshaft, Rear, Synchro-mesh Gearbox	1	6307SG.		35×80×21

AUSTIN 1933/5, 7.8 H.P.

Model : SUPER SEVEN

Bearing Position	Per Set	FBC No.	Maker's No.	Dimensions
Front Hubs, Inner	2	LS.12		1¼ × 2¾ × 11/16
Front Hubs, Outer	2	LS.8		¾ × 1⅞ × 9/16
Crankshaft, Front (1933) ...	1	MS.11		1⅛ × 2 13/16 × 13/16
Crankshaft, Front (1933) ...	1	RMS.11		1⅛ × 2 13/16 × 13/16
Crankshaft, Rear (1933) ...	1	RMB.12		1¼ × 3⅛ × ⅞
Crankshaft, Front (1934-5) ...	1	MBS.11	2K.7539	1⅛ × 2 13/16 × 1⅝
Crankshaft, Rear (1934-5) ...	1	RMB.12		1¼ × 3⅛ × ⅞
Magneto Drive	2	MS.7		⅝ × 1 13/16 × ⅝
Intermediate Gear	2	MS.7		⅝ × 1 13/16 × ⅝
Cons. Mesh Pinion	1	LS.12		1¼ × 2¾ × 11/16
Mainshaft, Rear	1	MS.10		1 × 2½ × ¾
Layshaft	2	MS.8		¾ × 2 × 11/16
Bevel Pinion	1	LS.9		⅞ × 2 × 9/16
Bevel Pinion	2	LS.10AC.		1 × 2¼ × ⅝
Bevel Pinion	1	MS.10		1 × 2½ × ¾
Crown Wheel	2	LS.12.AC		1¼ × 2¾ × 11/16
Rear Hubs	2	LS.12		1¼ × 2¾ × 11/16

AUSTIN 1934/7, 9.9 H.P. 4 cyl.

Model : 10/4

Front Hubs, Inner	2	LS.12	2K4507	1¼ × 2¾ × 11/16
Front Hubs, Outer	2	LS.8	2K5506	¾ × 1⅞ × 9/16
Swivel Pin	2	W.5/8	2K5857	⅝ × 1 13/32 × ⅝
Clutch Spigot	1	MS.5	2K8642	½ × 1⅝ × ⅝
Cons. Mesh Pinion	1	6207SG.	2H1317	35 × 72 × 17
Mainshaft, Rear	1	MS.10.SG	2H1318	1 × 2½ × ¾
Bevel Pinion, Front	2	LS.10.AC	2K7543	1 × 2¼ × ⅝
Bevel Pinion, Rear	1	RMS.10	2K5527	1 × 2½ × ¾
Differential	2	6208.AC	2K6544	40 × 80 × 18

AUSTIN 1934/7, 13.9 H.P. 6 cyl.: 11.9 H.P. 4 cyl.: 15.9 H.P. 6 cyl.

Model : 12/6 AND LIGHT 12/4

Front Hubs, Inner	2	LS.13	2K5509	1½ × 3¼ × ¾
Front Hubs, Outer	2	MS.8	2K5504	¾ × 2 × 11/16
Swivel Pins	2	W.3/4	2K5856	¾ × 1 17/32 × ⅝
Steering Bottom	1	LS.10.AC		1 × 2¼ × ⅝
Clutch Spigot	1	MS.7	2K5503	⅝ × 1 13/16 × ⅝
Cons. Mesh Pinion	1	LS.13	2K5509	1½ × 3¼ × ¾
Mainshaft, Rear	1	MS.12	2K5510	1¼ × 3⅛ × ⅞
Bevel Pinion, Rear	1	NM.30	2K5528	30 × 72 × 19
Differential	2	6209.AC	2K6541	45 × 85 × 19

AUSTIN 1934/5, 15.9, 17.9 H.P.

Model : SIXTEEN AND EIGHTEEN

Bearing Position	Per Set	FBC No.	Maker's No.	Dimensions
Front Hubs, Inner	2	6212		60×110×22
Front Hubs, Outer	2	MS.10		1× 2½×¾
Steering Worm	1	W.1½		1½×2 11/32×23/32
Steering Worm	1	W.1⅛		1⅛×1 29/32×⅝
Water Pump and Fan Spindle (18 H.P. only)	1	MS.8		¾× 2×11/16
Clutch Spigot (18 H.P. only) ...	1	MS.8		¾× 2×11/16
Cons. Mesh Pinion	1	6209		45× 85×19
Bevel Pinion	1	RFM.10		1× 2½×¾
Rear Hubs	2	MS.15		2× 4½×1 1/16

AUSTIN 1934/7, 23.5 H.P. 6 cyl.

Model : TWENTY

Front Hubs, Inner	2	6213	2K5521	65×120×23
Front Hubs, Outer	2	MS.12	2K5510	1¼× 3⅛×⅞
Swivel Pins (1934-5 only) ...	2	W.1½	2K5851	1½×2 11/32×23/32
Fan	2	MS.7	2K5503	⅝×1 13/16×⅝
Dynamo Drive	1	MS.8	2K5504	¾× 2×11/16
Dynamo Drive	1	MS.9	2K5520	⅞× 2¼×11/16
Clutch Spigot	1	MS.9	2K5520	⅞× 2¼×11/16
Cons. Mesh Pinion	1	6211	2K8224	55×100×21
Mainshaft, Rear	1	6407	2K8223	35×100×25
Layshaft, centre...	1	6307	2K8225	35× 80×21
Rear Hubs	2	MS.16	2K5518	2¼× 5×1¼

AUSTIN 1934/8, 7.8 H.P.

Model : SEVEN

Front Hubs, Inner	2	LS.12	2K5507	1¼× 2¾×11/16
Front Hubs, Outer	2	LS.8	2K5506	¾× 1⅞×9/16
Steering Worm (1937-8) ...	–	Balls	2K5286	7/32″ dia.
Crankshaft, Front	1	MBS.11	2K7539	1⅛×2 13/16×1⅝
Crankshaft, Rear	1	RMB.12	2K5526	1¼× 3⅛×⅞
Cons. Mesh Pinion	1	6207.SG	2H1317	35× 72×17
Mainshaft, Rear	1	MS.10.SG	2H1318	1× 2½×¾
Propeller Shaft, Front	1	LS.9	2K5508	⅞× 2×9/16
Bevel Pinion, Front ...	2 (paired)	LS.10.AC	2K7543	1× 2¼×1¼
Bevel Pinion, Rear (1934-6) ...	1	MS.10	2K5505	1× 2½×¾
Bevel Pinion, Rear (1937-8) ...	1	RLS.11	2K5530	1⅛× 2½×⅝
Differential	2	LS.12.AC	2K6538	1¼× 2¾×11/16
Rear Hubs	2	LS.12	2K5507	1¼× 2¾×11/16

AUSTIN 1934/8, 12.8 H.P. 4 cyl.

Model : 12 H.P. TAXI

Bearing Position	Per Set	FBC No.	Maker's No.	Dimensions
Front Hubs, Inner	2	6212	2K5514	60 × 110 × 22
Front Hubs, Outer	2	MS.10	2K5505	1 × 2½ × ¾
Swivel Pins	2	W.1	2K6849	1 × 1 25/32 × ⅝
Steering Worm	1	W.1½	2K5851	1½ × 2 11/32 × 23/32
Steering Worm	1	W.1⅛	2K5852	1⅛ × 1 29/32 × ⅝
Fan	2	MS.7	2K5503	⅝ × 1 13/16 × ⅝
Magneto Drive	1	MS.8	2K5504	¾ × 2 × 11/16
Magneto Drive	1	LS.10	2K5516	1 × 2¼ × ⅝
Dynamo Drive	2	MS.7	2K5503	⅝ × 1 13/16 × ⅝
Clutch Spigot	1	MS.8	2K5504	¾ × 2 × 11/16
Cons. Mesh Pinion	1	6209	2K8220	45 × 85 × 19
Mainshaft, Rear	1	MS.12½	2K5513	1⅜ × 3½ × ⅞
Wormshaft, Front	1	MS.12	2K5510	1¼ × 3⅛ × ⅞
Wormshaft, Rear (1938) ...	1	5307	2K5745	35 × 80 × 34.9
Rear Hubs	2	MS.15	2K5512	2 × 4½ × 1 1/16

AUSTIN 1934/5, 12.8 H.P. 4 cyl.

Model : 12/4

Front Hubs, Inner	2	6212		60 × 110 × 22
Front Hubs, Outer	2	MS.10		1 × 2½ × ¾
Swivel Pins	2	W.1		1 × 1 25/32 × ⅝
Steering Worm	1	W.1½		1½ × 2 11/32 × 23/32
Steering Worm	1	W.1⅛		1⅛ × 1 29/32 × ⅝
Fan	2	MS.7		⅝ × 1 13/16 × ⅝
Magneto Drive	1	MS.8		¾ × 2 × 11/16
Magneto Drive	1	LS.10		1 × 2¼ × ⅝
Dynamo Drive	2	MS.7		⅝ × 1 13/16 × ⅝
Clutch Spigot	1	MS.8		¾ × 2 × 11/16
Cons. Mesh Pinion	1	6209		45 × 85 × 19
Bevel Pinion	1	RFM.10		1 × 2½ × ¾
Differential	2	LS.14½		1⅞ × 4 × 1 3/16
Rear Hubs	2	MS.15		2 × 4½ × 1 1/16

AUSTIN 1937/8, 15.9 H.P. 6 cyl.

Model : FOURTEEN

Front Hubs, Inner	2	LS.13	2K5509	1½ × 3¼ × ¾
Front Hubs, Outer	2	MS.8	2K5504	¾ × 2 × 11/16
Clutch Spigot	1	MS.7	2K5503	⅝ × 1 13/16 × ⅝
Cons. Mesh Pinion	1	LS.13	2K5509	1½ × 3¼ × ¾
Mainshaft, Rear	1	MS.12	2K5510	1¼ × 3⅛ × ⅞
Bevel Pinion, Front	1	5306	2K5382	30 × 72 × 30.2
Bevel Pinion, Rear	1	NM.35	2K5381	35 × 80 × 21
Differential	2	6209.AC	2K6541	45 × 85 × 19

AUSTIN 1937/8, 17.9 H.P. 6 cyl.

Model : EIGHTEEN

Bearing Position	Per Set	FBC No.	Maker's No.	Dimensions
Front Hubs, Inner	2	MS.10	2K5505	1× 2½×¾
Front Hubs, Outer	2	6212	2K5514	60×110×22
Cons. Mesh Pinion ...	1	6209	2K8220	45× 85×19
Clutch Spigot	1	MS.8	2K5504	¾× 2×1 1/16
Propeller Shaft Support (1938)	1	LS.12	2K5770	1¼× 2¾×1 1/16
Bevel Pinion, Front (1938) ...	1	5307	2K5750	35× 80×1⅜
Bevel Pinion, Rear	1	RFM.10	2K8853	1× 2½×¾
Rear Hubs	2	MS.15	2K5512	2× 4½×1 1/16

AUSTIN 1938/40, 7.99 H.P. 4 cyl.

Model : BIG SEVEN

Front Hubs, Inner	2	LS.12	2K5507	1¼× 2¾×1 1/16
Front Hubs, Outer	2	LS.8	2K5506	¾× 1⅞×9/16
Steering Worm	–	Balls	2K5286	7/32 Dia.
Constant Mesh Pinion	1	6207.SG	2H1317	35× 72×17
Constant Mesh Pinion ...	1	MS.10.SG	2H1318	1× 2½×¾
Mainshaft, Rear	1	MS.10.SG	2H1318	1× 2½×¾
Propeller Shaft, Front	1	LS.9	2K5508	⅞× 2×9/16
Bevel Pinion, Front	1	5305	2K5536	25× 62×1
Bevel Pinion, Rear	1	RMS.11	2K5585	1⅛×2 13/16×13/16
Differential	2	LS.12½.AC	2K5708	1⅜× 3×1 1/16
Rear Hubs	2	6207	2K5678	35× 72×17

AUSTIN 1938/40, 11.9 H.P. 4 cyl.

Model : LIGHT 12/4

Front Hubs, Inner	2	LS.13	2K5509	1½× 3¼×¾
Front Hubs, Outer	2	MS.8	2K5504	¾× 2×1 1/16
Clutch Spigot	1	MS.7	2K5503	⅝×1 13/16×⅝
Constant Mesh Pinion	1	LS.13	2K5509	1½× 3¼×¾
Mainshaft, Rear	1	MS.12	2K5510	1¼× 3⅛×⅞
Bevel Pinion, Rear	1	NM.35	2K5381	35× 80×21
Bevel Pinion, Front	1	5306	2K5382	30× 72×1 3/16
Differential	2	6209.AC	2K6541	45× 85×19

AUSTIN 1938/40, 9.9 H.P. 4 cyl.

Model : 10/4

Front Hubs, Inner	2	LS.12	2K5507	1¼× 2¾×1 1/16
Front Hubs, Outer	2	LS.8	2K5506	¾×1⅞ ×9/16
Clutch Spigot	1	MS.5	2K8642	½× 1⅝×⅝
Constant Mesh Pinion	1	6207SG.	2H1317	35× 72×17
Mainshaft, Rear	1	MS.10SG	2H1318	1× 2½×¾
Bevel Pinion, Front ...	1	5305	2K5536	25× 62×1
Bevel Pinion, Rear	1	RMS.11	2K5585	1⅛×2 13/16×13/16
Differential	1	6208.AC	2K6544	40× 80×18

AUSTIN 1938, 23.5 H.P. 6 cyl.

Model : TWENTY

Bearing Position	Per Set	FBC No.	Maker's No.	Dimensions
Front Hubs, Inner	2	6213	2K5521	65×120×23
Front Hubs, Outer	2	MS.12	2K5510	$1\frac{1}{4}$× $3\frac{1}{8}$×$\frac{7}{8}$
Fan & Water Pump Spindle ...	2	MS.8	2K5504	$\frac{3}{4}$× 2×$1\frac{1}{16}$
Clutch Spigot	1	MS.9	2K5520	$\frac{7}{8}$× $2\frac{1}{4}$×$1\frac{1}{16}$
Constant Mesh Pinion	1	6211	2K8224	55×100×21
Mainshaft, Rear	1	6407	2K8223	35×100×25
Layshaft, Centre	1	6307	2K8225	35× 80×21
Propeller Shaft Support ...	1	LS.12$\frac{1}{2}$	2K5834	$1\frac{3}{8}$× 3×$1\frac{1}{16}$
Bevel Pinion, Rear	1	RMS.12	2K5672	$1\frac{1}{4}$× $3\frac{1}{8}$×$\frac{7}{8}$
Rear Hubs	2	MS.16	2K5671	$2\frac{1}{4}$× 5×$1\frac{1}{4}$

AUSTIN 1939/40, 8 H.P.

Model : EIGHT

Front Hubs, Inner	2	6207	2K5678	35× 72×17
Front Hubs, Outer	2	LS.8	2K5506	$\frac{3}{4}$× $1\frac{7}{8}$×$\frac{9}{16}$
Cons. Mesh Pinion	1	6207.SG	2H1317	35× 72×17
Mainshaft, Rear	1	MS.11	2K5880	$1\frac{1}{8}$×$2\frac{13}{16}$×$\frac{13}{16}$
Bevel Pinion, Front	1	5305	2K5958	25× 62×25.4
Bevel Pinion, Rear	1	RMS.11	2K5585	$1\frac{1}{8}$×$2\frac{13}{16}$×$\frac{13}{16}$
Differential	2	6207.AC	2K6284	35× 72×17
Rear Hubs	2	6207	2K5678	35× 72×17

AUSTIN 1946, 8 H.P.

Model : EIGHT

Front Hubs, Inner	2	6207		35× 72×17
Front Hubs, Outer	2	LS.8		$\frac{3}{4}$× $1\frac{7}{8}$×$\frac{9}{16}$
Constant Mesh Pinion	1	6207.SG		35× 72×17
Mainshaft, Rear	1	MS.11		$1\frac{1}{8}$×$2\frac{13}{16}$×$\frac{13}{16}$
Differential	2	6207.AC		35× 72×17
Rear Hubs	4	6207		35× 72×17

AUSTIN 1946, 10 H.P.

Model : TEN

Front Hubs, Inner	2	6207		35× 72×17
Front Hubs, Outer	2	LS.8		$\frac{3}{4}$× $1\frac{7}{8}$×$\frac{9}{16}$
Constant Mesh Pinion	1	6207.SG		35× 72×17
Mainshaft, Rear	1	MS.11		$1\frac{1}{8}$×$2\frac{13}{16}$×$\frac{13}{16}$

AUSTIN 1946, 12 H.P.

Model : TWELVE

Bearing Position	Per Set	FBC No.	Maker's No.	Dimensions
Front Hubs, Inner	2	LS.13		$1\frac{1}{2}\times 3\frac{1}{4}\times\frac{3}{4}$
Front Hubs, Outer	2	MS.8		$\frac{3}{4}\times 2\times\frac{11}{16}$
Water Pump	2	LS.7		$\frac{5}{8}\times 1\frac{9}{16}\times\frac{7}{16}$
Constant Mesh Pinion	1	LS.13		$1\frac{1}{2}\times 3\frac{1}{4}\times\frac{3}{4}$
Mainshaft, Centre	1	MS.12		$1\frac{1}{4}\times 3\frac{1}{2}\times\frac{7}{8}$
Mainshaft, Rear	1	MS.11		$1\frac{1}{8}\times 2\frac{13}{16}\times\frac{13}{16}$
Differential	2	6209.AC		$45\times 85\times 19$

AUSTIN 1946, 16 H.P.

Model : SIXTEEN

Front Hubs, Inner	2	LS.13		$1\frac{1}{2}\times 3\frac{1}{4}\times\frac{3}{4}$
Water Pump	2	LS.7		$\frac{5}{8}\times 1\frac{9}{16}\times\frac{7}{16}$
Constant Mesh Pinion	1	LS.13		$1\frac{1}{2}\times 3\frac{1}{4}\times\frac{3}{4}$
Mainshaft, Centre	1	MS.12		$1\frac{1}{4}\times 3\frac{1}{2}\times\frac{7}{8}$
Mainshaft, Rear	1	MS.11		$1\frac{1}{8}\times 2\frac{13}{16}\times\frac{13}{16}$
Differential	2	6209.AC		$45\times 85\times 19$

AUSTIN 1947/50

Model : A40 DORSET DEVON

Waterpump	1	LS.5		$\frac{1}{2}\times 1\frac{5}{16}\times\frac{3}{8}$
1st Motion Shaft				$35\times 72\times 17$
3rd Motion Shaft	1	MS.11	2K5880	$1\frac{1}{8}\times 2\frac{13}{16}\times\frac{13}{16}$
3rd Motion Shaft	1	MS.10		$1\times 2\frac{1}{2}\times\frac{3}{4}$
Differential	2	6208.AC	2K6544	$40\times 80\times 18$
Front Hubs, Inner	2	LS.12.AC	2K6538	$1\frac{1}{4}\times 2\frac{3}{4}\times\frac{11}{16}$
Front Hubs, Outer	2			$\frac{3}{4}\times 2\times\frac{11}{16}$
Rear Hub	2			$40\times 80\times 23$

AUSTIN

Model : A90 ATLANTIC 1948/50

Waterpump	1	LS.7		$\frac{5}{8}\times 1\frac{9}{16}\times\frac{7}{16}$
1st Motion Shaft	1			$35\times 80\times 21$
3rd Motion Shaft	1	MS.11	2K5880	$1\frac{1}{8}\times 2\frac{13}{16}\times\frac{13}{16}$
3rd Motion Shaft	1	MS.10		$1\times 2\frac{1}{2}\times\frac{3}{4}$
Differential	2	6208.AC	2K6544	$40\times 80\times 18$
Front Hubs, Inner	2	LS.12.AC	2K6538	$1\frac{1}{4}\times 2\frac{3}{4}\times\frac{11}{16}$
Front Hubs, Outer	2			$\frac{3}{4}\times 2\times\frac{11}{16}$
Rear Hub	2			$40\times 80\times 23$

AUSTIN

Model : A125 SHEERLINE and A135 PRINCESS 1950

Bearing Position	Per Set	FBC No.	Maker's No.	Dimensions
1st Motion Shaft	1	LS.14½		1⅞ × 4 × 1 3/16
3rd Motion Shaft	1	6308		
3rd Motion Shaft	1	MS.12		1¼ × 3⅛ × ⅞
Front Hub Inner	2			2¼ × 4½ × ⅞
Front Hub, Outer	2			1¼ × 3⅛ × ⅞

B.S.A. 1931/6, 8.9 H.P. 2 cyl.: 9.8 H.P. 4 cyl.

Model : 3 WHEELER 2 CYLINDER, 3 WHEELER 4 CYLINDER, 4 WHEELER, 4 CYLINDER

Front Hubs	4	LS.10	35-5073	1 × 2¼ × ⅝
Dynamo, Driving End ...	1	LS.8		¾ × 1⅞ × 9/16
Dynamo, Comm. End	1	LS.5		½ × 1 5/16 × ⅜
Crankshaft, Front (2 cyl.) ...	1	6307	35-242	35 × 80 × 21
Crankshaft, Rear (2 cyl.) ...	1	RFM.11	35-270	1⅛ × 2 13/16 × 1 3/16
Crankshaft, Rear (4 cyl.) ...	1	MS.13½	35-1253	1⅝ × 4 × 1 5/16
Cons. Mesh Pinion	1	LS.11	35-4066	1⅛ × 2½ × ⅝
Mainshaft, Rear	1	6305	35-4108	25 × 62 × 17
Layshaft, Front	1	MS.8	35-4152	¾ × 2 × 11/16
Layshaft, Rear	1	MS.8	35-4152	¾ × 2 × 11/16
Differential	2	LS.12	35-4188	1¼ × 2¾ × 11/16
Rear Hub, Inner (3 Wheelers)...	1	LS.11	35-4066	1⅛ × 2½ × ⅝
Rear Hubs, Outer (3 Wheelers)	1	LS.8	35-6335	¾ × 1⅞ × 9/16
Rear Hubs, Inner (4 Wheelers)	2	LS.11	35-4066	1⅛ × 2½ × ⅝
Rear Hubs, Outer (4 Wheelers)	2	LS.8	35-6335	¾ × 1⅞ × 9/16

B.S.A. 1933/6, 9.8 H.P. 4 cyl.

Model : LIGHT SIX 10 H.P. RWD.

Front Hubs, Inner	2	LS.11	35-4066	1⅛ × 2½ × ⅝
Front Hubs, Outer	2	LS.8	35-6335	¾ × 1⅞ × 9/16
Primary Shaft (Pre-selective Gearbox)	1	LS.9		⅞ × 2 × 9/16
Top Gear Cone (Pre-selective Gearbox)	1	6208		40 × 80 × 18
Reverse Gear (Pre-selective Gearbox)	1	6208		40 × 80 × 18
Driven Shaft (Pre-selective Gearbox)	1	MS.10		1 × 2½ × ¾
Bevel Pinion, Rear	1	MS.11	36-3298	1⅛ × 2 13/16 × 1 3/16
Bevel Pinion, Front	(Alt. Axle)			
	1	5306	36-3550	30 × 72 × 30.2
Bevel Pinion, Rear ... ... (1933-4 Alt. Axle)	1	6306	36-3549	30 × 72 × 19
Differential	2	6208.AC	36-3526	40 × 80 × 18
Rear Hubs	2	MS.11	36-3298	1⅛ × 2 13/16 × 1 3/16

CITROEN 1934/5, 4 cyl.

Model : TEN 8AI

Bearing Position	Per Set	FBC No.	Maker's No.	Dimensions
Dynamo	2	6303	33706	17× 47×14
Clutch Spigot	1	6303	33706	17× 47×14
Cons. Mesh Pinion	1	6307	M179	35× 80×21
Mainshaft, Rear	1	6307	M179	35× 80×21
Free Wheel, Front	1	6207	88091	35× 72×17
Free Wheel, Rear	1	6206	88090	30× 62×16
Bevel Pinion, Front	1	5306	88007	30× 72×1 3/16
Rear Hubs	2	6307	M179	35× 80×21

DAIMLER 1933/5, 24.7 H.P. 6 cyl.

Model : V6/25

Front Hubs, Inner	2	6307		35× 80×21
Fan, Front	1	6301		12× 37×12
Fan, Rear	1	6302		15× 42×13
Dynamo Drive	2	6303		17× 47×14
Fluid Flywheel	1	MS.9		7/8× 2 1/4× 1 1/16
Primary Shaft (pre-selective Gearbox)	1	LS.11		1 1/8× 2 1/2× 5/8
Top Gear Cone (Pre-selective Gearbox)	1	6212		60×110×22
Driven Shaft (Pre-selective Gearbox)	1	MS.12 1/2		1 3/8× 3 1/2× 7/8
Reverse Gear (Pre-selective Gearbox)	1	6212		60×110×22
Wormshaft	2	6306		30× 72×19
Differential	2	6209		45× 85×19
Rear Hubs	2	6308		40× 90×23

DAIMLER 1933/5

Model : Fifteen

Primary Shaft (Pre-selective Gearbox)	1	LS.10		1× 2 1/4× 5/8
Top Gear Cone (Pre-selective Gearbox)	1	6209		45× 85×19
Reverse Gear (Pre-selective Gearbox)	1	6209		45× 85×19
Driven Shaft (Pre-selective Gearbox)	1	MS.11		1 1/8× 2 13/16× 13/16
Wormshaft, Rear	1	6305		25× 62×17
Differential	2	6209	259114	45× 85×19
Rear Hubs	2	MS.11		1 1/8× 2 13/16× 13/16

DAIMLER 1933/5, 19.3 H.P. 6 cyl.

Model : LQ3/20

Bearing Position	Per Set	FBC No.	Maker's No.	Dimensions
Fluid Flywheel, Front	1	6304		20× 52×15
Fluid Flywheel, Rear	1	6305		25× 62×17
Primary Shaft (Pre-selective Gearbox)	1	LS.10		1× 2¼×⅝
Top Gear Cone (Pre-selective Gearbox)	1	6211		55×100×21
Reverse Gear (Pre-selective Gearbox)	1	6211		55×100×21
Driven Shaft (Pre-selective Gearbox)	1	MS.12		1¼× 3⅛×⅞
Wormshaft, Front	1	NM.30		30× 72×19
Wormshaft, Rear	1	6306		30× 72×19
Differential	2	LS.15		2× 4×1 3/16
Rear Hubs	2	MS.12½		1⅜× 3½×⅞

DAIMLER 1936/40, 18 and 20 H.P.

Model : E18 H.P., E20 H.P.

Clutch	1	6210		50× 90×20
Cons. Mesh Pinion	1	MS.11		1⅛×2 1/16×1 3/16
Layshaft	2	MS.12		1¼× 3⅛×⅞
Wormshaft, Front	1	5307		35× 80×34.9
Wormshaft, Rear	1	6306		30× 72×19
Rear Hubs	2	RLS.14		1¾× 3¾×1 3/16

DAIMLER 1936/7

Model : 2 litre DB 17-1

Clutch	1	6209		45× 85×19
Cons. Mesh Pinion	1	MS.10		1× 2½×¾
Layshaft	1	MS.11		1⅛×2 1/16×1 3/16
Layshaft	1	LS.10		1× 2¼×⅝
Reverse Gear Brake Drum ...	1	6209		45× 85×19
Wormshaft, Front	1	5307		35× 80×34.9
Wormshaft, Rear	1	MS.11		1⅛×2 1/16×1 3/16
Differential	2	6211		55×100×21
Rear Hubs	2	6309		45×100×25

DAIMLER 1936/7

Model : 11 H.P., 14 H.P., 1½ litre

Wormshaft, Front (11 H.P. and 14 H.P. only)	1	5306		30× 72×30.2
Wormshaft, Rear (11 H.P. and 14 H.P. only)	1	6305		25× 62×17
Rear Hubs (11 H.P. and 14 H.P. only)	2	MS.11		1⅛×2 1/16×1 3/16

DAIMLER 1936/7, 16.2 H.P. 6 cyl.

Model : 15 H.P.

Bearing Position	Per Set	FBC No.	Maker's No.	Dimensions
Clutch	1	6209		45× 85×19
Cons. Mesh Pinion	1	MS.10		1× 2½×⅜
Layshaft	2	MS.11		1⅛×2 13/16×13/16
Reverse Gear Brake Drum ...	1	6209		45× 85×19
Wormshaft, Rear	1	6305		25× 62×17
Differential	1	6208		40× 80×18
Rear Hubs	2	MS.12		1¼× 3⅛×⅞

DAIMLER 1935/40, 23.8 H.P. 6 cyl.

Model : EL.24

Clutch	1	6210		50× 90×20
Cons. Mesh Pinion	1	MS.11		1⅛×2 13/16×13/16
Layshaft	2	MS.12		1¼× 3⅛×⅞
Reverse Gear Brake Drum ...	1	6210		50× 90×20
Wormshaft, Rear	1	6307		35× 80×21
Rear Hubs	2	MS.15		2× 4½×1 1/16

DAIMLER 1938/40, 31.7 H.P. 8 cyl.

Model : "STRAIGHT EIGHT" 4 litre & "STRAIGHT EIGHT" 4½ litre

Fluid Flywheel Runner, Front...	1	MS.9		⅞× 2¼×1 1/16
Fluid Flywheel Runner, Rear ...	1	MS.11		1⅛×2 13/16×13/16
Clutch	1	6211		55×100×21
Cons. Mesh Pinion	1	MS.11		1⅛×2 13/16×13/16
Layshaft	2	MS.12½		1⅜× 3½×⅞
Reverse Gear Brake Drum ...	1	6212		60×110×22
Wormshaft, Rear	1	6307		35× 80×21
Differential	2	6213		65×120×23

DAIMLER 1936/7, 25.7 H.P. 8 cyl.

Model E 3½ litre

Clutch Spigot	1	6210		50× 90×20
Cons. Mesh Pinion	1	MS.11		1⅛×2 13/16×13/16
Layshaft	2	MS.12		1¼× 3⅛×⅞
Reverse Gear Brake Drum ...	1	6210		50× 90×20
Wormshaft	1	6307		35× 80×21
Differential	2	6212		60×110×22
Rear Hubs	2	LS.14½		1⅞× 4×13/16

DAIMLER 1939/40, 18 H.P.

Model : DB 18-1 2½ litre

Bearing Position	Per Set	FBC No.	Maker's No.	Dimensions
Clutch	1	6209		45× 85×19
Cons. Mesh Pinion	1	MS.11		1⅛×2 13/16×13/16
Layshaft	1	MS.12		1¼× 3⅛×⅞
Wormshaft, Rear	1	MS.11		1⅛×2 13/16×13/16
Differential	2	6211		55×100×21
Rear Hubs	2	6309		45×100×25

DAIMLER 1938/40, 17 H.P.

Model : DB 17-2

Clutch	1	6209		45× 85×19
Cons. Mesh Pinion	1	MS.10		1× 2½×¾
Layshaft	1	MS.11		1⅛×2 13/16×13/16
Reverse Gear Brake Drum ...	1	6209		45× 85×19
Wormshaft, Rear	1	MS.11		1⅛×2 13/16×13/16
Differential	2	6211		55×100×21
Rear Hubs	2	6309		45×100×25

DAIMLER 1945, 10 H.P.

Model : LD.10

Primary Shaft	1	MS.10		1× 2½×¾
Top Gear Cone	1	6208		40× 80×18
Reverse Gear	1	6208		40× 80×18
Driven Shaft	1	MS.10		1× 2½×¾
Rear Hubs	2	6307		35× 80×21

DAIMLER 1945, 18 H.P.

Model : DB.18

Primary Shaft	1	MS.11		1⅛×2 13/16×13/16
Top Gear Drum	1	6209		45× 85×19
Driven Shaft	1	MS.12		1¼× 3⅛×⅞
Wormshaft, Front	1	5307		35× 80×34.9
Wormshaft, Rear	1	MS.11		1⅛×2 13/16×13/16
Differential	2	6211		55×100×21
Rear Hubs	2	6309		45×100×25

DAIMLER 1945, 27 H.P.

Model : DE.27

Primary Shaft	1	MS.13		1½× ¾×1 5/16
Reverse Gear Drum	1	6212		60×110×22
Driven Shaft	1	MS.12½		1⅜× 3½×⅞
Rear Hubs	2	MS.16		2¼× 5×1¼

DAIMLER 1945, 36 H.P.

Model : DE.36

Bearing Position	Per Set	FBC No.	Maker's No.	Dimensions
Primary Shaft	1	MS.13		$1\frac{1}{2}\times 3\frac{3}{4}\times\frac{15}{16}$
Reverse Gear Drum	1	6212		$60\times110\times22$
Driven Shaft	1	MS.$12\frac{1}{2}$		$1\frac{3}{8}\times 3\frac{1}{2}\times\frac{7}{8}$
Bevel Pinion, Front	1	5309		$45\times100\times39.7$
Rear Hubs	2	MS.16		$2\frac{1}{4}\times 5\times1\frac{1}{4}$

DODGE 1946

Model : "KINGSWAY," D15, D25 : "CUSTOM" D24

Dynamo	–	6203	602454	17×	40×12
Cons. Mesh Pinion	1	6207.PSG	619167	35×	72×17
Main Shaft, Rear	1	6207	619166	35×	72×17
Extension Shaft	–	6206	694770	30×	62×16

DODGE 1946

Model : "CUSTOM" D.24 (7 passenger)

Dynamo	–	6203	602454	17×	40×12
Cons. Mesh Pinion	1	6207.PSG	619167	35×	72×17
Main Shaft, Rear	1	6207	619166	35×	72×17
Extension Shaft	1	6206	694770	30×	62×16

FIAT 1937, 6 H.P.

Model : 500

Dynamo	1	6002	340049	15×	37× 9
Mainshaft, Rear	1	6204	361752	20×	47×14
Layshaft, Front and Rear ...	2	6303	055411	17×	47×14

FORD 1932/7, 8 H.P. 4 cyl.

Model : Y8

Dynamo	2		YE.10094	15×	35×11
Clutch Spigot	1		B.7600	17×	40×12
Mainshaft, Rear	1		Y.7065	25×	52×15

FORD 1934/7

Model : TEN

Dynamo	2		YE.10094	15×	35×11
Clutch Spigot	1		B.7600	17×	40×12
Mainshaft, Rear	1		Y.7065	25×	52×15

FORD 1937/50, (8 H.P. "Anglia", 10 H.P. "Prefect")

Model : 7Y 8 H.P. CAR, 7W 10 H.P. CAR

Bearing Position	Per Set	FBC No.	Maker's No.	Dimensions
Dynamo	2		YE.10094	15× 35×11
Clutch Spigot	1		B.7600	17× 40×12
Mainshaft, Rear	1		Y.7065	25× 52×15
Clutch Thrust	1		74–7580	1½× 2.8×.68

FORD 1947/8

Model : EIGHT & TEN, EO.4A/AF, and E93 A/AF

Clutch Spigot	1		B7600	17× 40×12
Cons. Mesh Pinion	1		Y.7065	25× 52×15
Mainshaft, Rear	1		Y.7065	25× 52×15
Clutch Withdrawal	1		74-7580	1½× 2.8×.68

FORD 1947/8, 22 H.P.

Model : E62 A/AF CAR

Clutch Spigot	1		B7600	17× 40×12
Clutch Withdrawal	1		78-7580	$2\frac{1}{16}\times 3\frac{9}{16}\times .797$
Cons. Mesh Pinion	1		B7025	40× 80×18
Mainshaft, Rear	1		B7065	30× 72×19

FORD 1947/8, 30 H.P.

Model : E71A/AF CAR

Water Pump Spindle	2		79-8530	30×4.05 long
Clutch Spigot	1		B7600	17× 40×12
Clutch Withdrawal	1		78-7580	$2\frac{1}{16}\times 3\frac{9}{16}\times .797$
Con. Mesh Pinion	1		B7025	40× 80×18
Mainshaft, Rear	1		B7065	30× 72×19

GRAHAM 1935

Model : "CRUSADER" 6-80, "SMALL" 6.74

Dynamo, Front	1	6203			17× 40×12
Cons. Mesh Pinion	1	6207.SG	62541		35× 72×17
Mainshaft, Rear	1	6305.SG	82512		25× 62×17

HILLMAN 1934/5, 15.7 20.9 H.P.

Model : 16 H.P., 20/70 H.P.

Clutch Spigot	1	6304	K1799	20× 52×15
Cons. Mesh Pinion	1	6308	P40073	40× 90×23
Mainshaft, Rear	1	6308	P40073	40× 90×23
Gearbox, Centre	1	RLS.12½	P40308	$1\frac{3}{8}\times 3\times\frac{11}{16}$
Free Wheel	1	LS.13		$1\frac{1}{2}\times 3\frac{1}{4}\times\frac{3}{4}$

HILLMAN 1935/8, 9.8 H.P. 4 cyl.

Model : "MINX"

Bearing Position	Per Set	FBC No.	Maker's No.	Dimensions
Cons. Mesh Pinion	1	6207	P40008	35× 72×17
Mainshaft, Rear	1	6306	P40077	30× 72×19
Free Wheel (1935, De Luxe Models only)	1	6207	P40008	35× 72×17
Rear Hubs	2	6306	P40077	30× 72×19

HILLMAN 1936/7, 16.9, 20.9 H.P. 6 cyl.

Model : SIXTEEN "HAWK" : 80

Fan (1937)	2	6203	P40894	17× 40×12
Clutch Spigot	1	6304	P40017	20× 52×15
Cons. Mesh Pinion	1	6308	P40073	40× 90×23
Mainshaft, Centre	1	RLS.12½	P40308	1⅜× 3×11/16
Mainshaft, Rear	1	6308	P40073	40× 90×23

HILLMAN 1938, 14 H.P.

Dynamo Driving End	1	LS.9		⅞× 2×9/16
Clutch Spigot	1	6204.F	P54925	20× 47×⅝
Cons. Mesh Pinion	1	6207	P40008	35× 72×17
Mainshaft, Rear	1	6306	P40077	30× 72×19
Rear Hubs	2	6308	P40073	40× 90×23

HILLMAN 1938

Model : 6 CYL.

Fan	2	6203	P40894	17× 40×12
Clutch Spigot	1	6304	P40017	20× 52×15
Mainshaft	1	MS.12	P41094	1¼× 3⅛×⅞
Rear Hubs	2	6308	P40073	40× 90×23

HILLMAN 1939/41, 9.8 H.P. 4 cyl.

Model : "MINX"

Water Pump, Front (Mark 11a only)	1	61202.F	P55895	16× 35×½
Cons. Mesh Pinion	1	6208	P41387	40× 80×18
Mainshaft, Rear	1	62306 SG.	P55515A	30× 72×19
Rear Hubs (Mark 11a only) ...	2	6307	P40006	35× 80×21
Rear Hubs	2	6306	P40077	30× 72×19

HILLMAN 1946/8, 10 H.P.

Model : "MINX"

Dynamo, Front	1	6203	P40894	17× 40×12
Mainshaft, Rear	1	62306.SG	P55515A	30× 72×19
Rear Hubs	2	6306	P40077	30× 72×19

HILLMAN 1946/8, 10 H.P.

Model : ESTATE CAR

Bearing Position	Per Set	FBC No.	Maker's No.	Dimensions
Dynamo, Front	1	6203	P40894	17×40×12
Mainshaft, Rear	1	62306 SG	P55515A	30×72×19
Rear Hubs	2	6307	P40006	35×81×21

HUMBER 1934/6, 17.9, 26.9 H.P. 6 cyl.

Model : "SNIPE," : "PULLMAN" : EIGHTEEN

Fan	1	6205		25×52×15
Clutch Spigot	1	6304		20×52×15
Cons. Mesh Pinion	1	6308		40×90×23
Mainshaft, Rear	1	6308		40×90×23
Gearbox, Centre	1	RLS.12½		1⅜× 3×11/16
Free Wheel	1	LS.13		1½×3¼×¾
Bevel Pinion	2	NM.30		30×72×19

HUMBER 1934/5, 12 H.P.

Fan	1	6205		25×52 ×15
Clutch Spigot	1	6304		20× 52×15
Cons. Mesh Pinion	1	6207		35× 72×17
Mainshaft, Rear	1	MS.11		1⅛×2 13/16×13/16
Free Wheel	1	6207		35× 72×17
Rear Hubs	2	6307		35× 80×21

HUMBER 1936/7

Model : TWELVE

Fan	1	6205		25×52×15
Clutch Spigot	1	6304	P40017	20×52×15
Cons. Mesh Pinion	1	6207		35×72×17
Mainshaft	1	6306	P40077	30×72×19
Rear Hubs	2	6307		35×80×21

HUMBER 1936/7, 26.9, 17.9 H.P. 6 cyl.

Model : "SNIPE" : "PULLMAN" : EIGHTEEN

Fan (1937)	2	6203	P40894		17×40×12
Clutch Spigot	1	6304	P40017		20×52×15
Cons. Mesh Pinion	1	6308	P40073		40×90×23
Mainshaft, Centre	1	RLS.12½	P40308		1⅜× 3×11/16
Mainshaft, Centre (Pullman) ...	1	LS.11	P40905		1⅛×2½×⅝
Mainshaft, Rear	1	6308	P40073		40×90×23
Bevel Pinion, Inner	1	5307	P39429B		35×80×34.9

HUMBER 1940/45, 26.9 H.P. 6 cyl.

Model : "PULLMAN" : "SUPER SNIPE"

Bearing Position	Per Set	FBC No.	Maker's No.	Dimensions
Clutch Spigot	1	6304	P40017	20×52×15
Constant Mesh Pinion	1	6308	P40073	40×90×23
Mainshaft, Centre	1	RLS.12½	P40308	1⅜× 3×1 1/16
Mainshaft, Rear	1	6308	P40073	40×90×23
Bevel Pinion, Front	1	5307	P39429	35×80×34.9
Rear Hubs	2	6308	P40073	40×90×23

HUMBER 1940, 26.8 H.P. 6 cyl.

Model : F.W.D. WAR DUTY VEHICLES

Bevel Pinion, Rear (Front Axle)	1	5307	P39429	35× 80×34.9
Water Pump and Fan, Rear ...	1	61202F	P55895	16× 35×½
Clutch Spigot	1	6304	P40017	20× 52×15
Cons. Mesh Pinion	1	6308	P40073	40× 90×23
Mainshaft, Centre	1	RLS12½	P40308	1⅜× 3×1 1/16
Mainshaft, Rear	1	6308	P40073	40× 90×23
Power Take Off	5	LS7	P42081	⅝×1 9/16×7/16
Power Take Off	1	LS8	P42082	¾× 1⅞×9/16
Driving Shaft (Transfer Box) ...	2	6308	P40073	40× 90×23
Intermediate Shaft	2	6308	P40073	40× 90×23
Driven Shaft, Front and Rear (Transfer Box)	3	6308	P40073	40× 90×23
Bevel Pinion, Front (Rear Axle)	1	5307	P39429	35× 80×34.9
Universal Joint, Driving Shaft	2	6207	P40008	35× 72×17

HUMBER 1939/46

Model : "SNIPE" : "SUPER SNIPE" : SIXTEEN

Water Pump, Front	1	61202F	P55895	16×35×½
Clutch Spigot	1	6304	P40017	20×52×15
Cons. Mesh Pinion	1	6308	P40073	40×90×23
Mainshaft, Rear	1	6308	P40073	40×90×23

HUMBER 1938

Model : "SNIPE" : SIXTEEN

Primary Shaft	1	6308	P40073	40×90×23
Mainshaft, Rear	1	6308	P40073	40×90×23
Rear Hubs	2	6308	P40073	40×90×23

HUMBER 1946/8, 14 H.P.

Model : "HAWK"

Bearing Position	Per Set	FBC No.	Maker's No.	Dimensions
Dynamo, Front	1	6203	P40894	17×40×12
Clutch Spigot	1	6204 F	P54925	20×17×⅝
Clutch Release (Police Car only)	1	6210	P40987	50×90×20
Constant Mesh Pinion	1	6208(BC.)	P41387	40×80×18
Constant Mesh Pinion (Police Car only)	1	6208(BC.)	P42735	40×80×18
Mainshaft, Rear	1	62306.SG	P55515	30×72×19
Rear Hubs	2	6308	P40073	40×90×23

HUMBER 1946/8

Model : "SNIPE" : "SUPER SNIPE" : "PULLMAN"

Water Pump, Rear	1	61202F	P55895	16×35×½
Dynamo, Front	1	6203	P40894	17×40×12
Clutch Spigot	1	6304	P40017	20×52×15
Cons. Mesh Pinion	1	6308	P40037	40×90×23
Mainshaft, Centre	1	RLS.12½	P29270	1¾× 3×1 1/16
Mainshaft, Rear	1	6308	P40073	40×90×23
Bevel Pinion, Front	1	5307	P39429	35×80×36.5

JAGUAR 1936/9, 11.98 H.P. 4 cyl.

Model : 1½ LITRE

Water Pump	1	EE.8	⅞× 1⅞×⅜
Water Pump	1	EE.9	1× 2×⅜
Cons. Mesh Pinion	1	RFL.12½	1⅜× 3×1 1/16
Mainshaft, Rear	1	RFM.11	1⅛×2 13/16×1 3/16

JAGUAR 1936/9, 19.84 H.P. 6 cyl.

Model : 2½ LITRE

Water Pump	2	EE.9	1× 2×⅜
Cons. Mesh Pinion	1	RLS.13½	1⅝×3½×¾
Mainshaft, Rear	1	RMS.12	1¼×3⅛×⅞
Bevel Pinion, Front	1	5306	30×72×30.2

JAGUAR 1946/7

Model : 1½ LITRE

Water Pump	1	EE.8	⅞×1⅞ ×⅜
Water Pump	1	EE.9	1× 2×⅜
Cons. Mesh Pinion	1	RFL.12½	1⅜× 3×1 1/16
Cons. Mesh Spigot	–	Balls	¼" Dia.
Mainshaft, Rear	1	RFM.11	1⅛×2 13/16×1 3/16
Mainshaft, Rear	1	MS.10	1× 2½×¾

JAGUAR 1946/7

Model : 2½ IN. and 3½ IN. LITRE

Bearing Position	Per Set	FBC No.	Maker's No.	Dimensions
Water Pump	2	EE.9		1× 2×⅜
Cons. Mesh Spigot	–	Balls		5/16" dia.
Mainshaft, Rear	1	RFM12½		1⅜×3½×⅞
Mainshaft, Rear	1	MS.12		1¼×3⅛×⅞

JOWETT 1930/6, 7/17 H.P.

Model : 2 CYL.

Front Hubs, Inner	2	LS.11	495	1⅛× 2½×⅝
Front Hubs, Outer	2	MS.7	81	⅝×1 3/16×⅝
Clutch Spigot (prior to 1932)...	1	MS.7	81	⅝×1 3/16×⅝
Clutch Spigot (1932 on) ...	1	LS.7	ND.442	⅝×1 9/16×7/16
Clutch Withdrawal	10	Balls	75	¼" dia.
Mainshaft	2	LS.10	189	1×2¼ ×⅝
Layshaft	2	MS.8	190	¾× 2×1 1/16
Bevel Pinion, Inner	1	RLS.11	495A	1⅛× 2½×⅝
Bevel Pinion, Outer ...	1	LS.11	495	1⅛× 2½×⅝
Differential	2	LS.13	E538	1½× 3¼×¾
Rear Hubs	2	MS.11	E512	1⅛×2 13/16×13/16
Free Wheel	1	LS.10	189	1× 2¼×⅝
Free Wheel	1	LS.11	495	1⅛× 2½×⅝

JOWETT 1937/8, 7 H.P. 2 cyl. : 10 H.P. 4 cyl.

Model : 7G STANDARD, 7J, 8J

Front Hubs, Inner	2	LS.11	495	1⅛× 2½×⅝
Front Hubs, Outer	2	MS.7	81	⅝×1 3/16×⅝
Clutch Spigot	1	LS.7	ND442	⅝×1 9/16×7/16
Clutch Withdrawal	10	Balls	75	¼" dia.
Gear Change Lever	3	Balls	ND.556	⅜" dia.
Gearbox	3	LS.10	189	1× 2¼×⅝
Propeller Shaft Support (8J only)	1	RM.8	ND1259	1× 2½×¾
Bevel Pinion, Inner	1	NM.25	ND.1030	25× 62×17
Bevel Pinion, Outer ...	1	5305	ND1031	25×62 ×25.4
Rear Hubs	2	MS.11	E512	1⅛×2 13/16×13/16
Synchroniser	1	6200	ND1019	10× 30× 9

JOWETT 1947/50

Model : JAVELIN

Front Hubs, Inner	2	6305	50407	25×62×17
Front Hubs, Outer	2	6304	50408	20×52×15
Water Pump and Fan	2	6301	50611	12×37×12

LANCHESTER 1931/5, 10 H.P. 4 cyl.

Model : TEN

Bearing Position	Per Set	FBC No.	Maker's No.	Dimensions
Primary Shaft (Pre-selective Gearbox)	1	LS.9		$\frac{7}{8}\times 2\times\frac{9}{16}$
Top Gear Cone (Pre-selective Gearbox)	1	6208		40× 80×18
Reverse Gear (Pre-selective Gearbox)	1	6208		40× 80×18
Driven Shaft (Pre-selective Gearbox)	1	MS.10		$1\times 2\frac{1}{2}\times\frac{3}{4}$
Wormshaft, Front	1	5306	259099	30× 72×30.2
Wormshaft, Rear	1	6305		25× 62×17
Rear Hubs	2	MS.11		$1\frac{1}{8}\times 2\frac{13}{16}\times\frac{13}{16}$

LANCHESTER 1931/5, 17.9 H.P. 6 cyl.

Model : 15/18 and 18

Fluid Flywheel, Front	1	6304		20× 52×15
Fluid Flywheel, Rear	1	6305		25× 62×17
Primary Shaft (Pre-selective Gearbox)	1	LS.10		$1\times 2\frac{1}{4}\times\frac{5}{8}$
Top Gear Cone (Pre-selective Gearbox)	1	6211		55×100×21
Reverse Gear (Pre-selective Gearbox)	1	6211		55×100×21
Driven Shaft (Pre-selective Gearbox)	1	MS.12		$1\frac{1}{4}\times 3\frac{1}{8}\times\frac{7}{8}$
Wormshaft, Front	1	NM.30		30× 72×19
Wormshaft, Rear	1	6306		30× 72×19
Differential	2	LS.15		$2\times 4\times\frac{13}{16}$
Rear Hubs	2	MS.12		$1\frac{1}{4}\times 3\frac{1}{8}\times\frac{7}{8}$

LANCHESTER 1936/40, 19.3 H.P. 6 cyl.

Model : EIGHTEEN

Rocker Shaft	1	6206		30× 62×16
Primary Shaft (Pre-selective Gearbox)	1	MS.11		$1\frac{1}{8}\times 2\frac{13}{16}\times\frac{13}{16}$
Top Gear Cone (Pre-selective Gearbox)	1	6209		45× 85×19
Driven Shaft (Pre-selective Gearbox)	1	MS.12		$1\frac{1}{4}\times 3\frac{1}{8}\times\frac{7}{8}$
Wormshaft, Front (later 1936)	1	5307		35× 80×34.9
Wormshaft, Rear	1	MS.11		$1\frac{1}{8}\times 2\frac{13}{16}\times\frac{13}{16}$
Differential, Offside	1	LS.13½		$1\frac{5}{8}\times 3\frac{1}{2}\times\frac{3}{4}$
Rear Hubs	2	LS.14		$1\frac{3}{4}\times 3\frac{3}{4}\times\frac{13}{16}$

LANCHESTER 1936, 12.1 H.P. 6 cyl.

Model : "LIGHT SIX DE LUXE" : "LIGHT SIX"

Bearing Position	Per Set	FBC No.	Maker's No.	Dimensions
Primary Shaft (Pre-selective Gearbox)	1	MS.9		$\frac{7}{8}\times 2\frac{1}{4}\times\frac{11}{16}$
Top Gear Cone (Pre-selective Gearbox)	1	6208		40× 80×18
Reverse Gear (Pre-selective Gearbox)	1	6208		40× 80×18
Driven Shaft (Pre-selective Gearbox)	1	MS.10		$1\times 2\frac{1}{2}\times\frac{3}{4}$
Wormshaft, Front (Early Models)	1	5306	259099	30× 72×30.2
Wormshaft, Front (Later Models)	1	5306		30× 72×30.2
Wormshaft, Rear	1	6305		25× 62×17
Rear Hubs	2	MS.11		$1\frac{1}{8}\times 2\frac{13}{16}\times\frac{13}{16}$

LANCHESTER 1938, 14.1 H.P. 6 cyl.

Model : "ROADRIDER DE LUXE", LA14/2

Clutch Withdrawal	1	6209		45× 85×19
Mainshaft	1	MS.10		$1\times 2\frac{1}{2}\times\frac{3}{4}$
Layshaft	1	MS.11		$1\frac{1}{8}\times 2\frac{13}{16}\times\frac{13}{16}$
Reverse Brake Drum	1	6209		45× 85×19
Bevel Pinion, Front	1	5306		30× 72×30.2
Rear Hubs	2	MS.12		$1\frac{1}{4}\times 3\frac{1}{8}\times\frac{7}{8}$

LANCHESTER 1945, 10 H.P.

Model : LD 10

Primary Shaft	1	MS.10		$1\times 2\frac{1}{2}\times\frac{3}{4}$
Top Gear Cone	1	6208		40×80×18
Reverse Gear	1	6208		40×80×18
Driven Shaft	1	MS.10		$1\times 2\frac{1}{2}\times\frac{3}{4}$
Bevel Pinion, Front	1	5305		25×62×25.4
Bevel Pinion, Rear	1	RM.10		$1\times 2\frac{1}{2}\times\frac{3}{4}$
Rear Hubs	2	6307		35×80×21

LANCHESTER 1945, 14 H.P.

Model : LA 14

Primary Shaft	1	MS.10		$1\times 2\frac{1}{2}\times\frac{3}{4}$
Top Gear Drum	1	6209		45× 85×19
Reverse Gear Drum	1	6209		45× 85×19
Driven Shaft	1	MS.11		$1\frac{1}{8}\times 2\frac{13}{16}\times\frac{13}{16}$
Bevel Pinion, Front	1	5306		30× 72×30.2
Rear Hubs	2	MS.12		$1\frac{1}{4}\times 3\frac{1}{8}\times\frac{7}{8}$

MERCEDES-BENZ 1936, 1.7 Litre 4 cyl.

Model : 170V

Bearing Position	Per Set	FBC No.	Maker's No.	Dimensions
Front Hubs, Inner	2	6305		25×62×17
Front Hubs, Outer	2	6303		17×47×14
Water Pump	1	6302		15×42×13
Clutch Spigot	1	6202		15×35×11
Layshaft, Rear	1	6206		30×62×16
Bevel Pinion, Front	1	NM.35		35×80×21
Bevel Pinion, Rear	2	6306		30×72×19
Differential, Right	1	6208		40×80×18
Rear Hubs	2	P207		35×72×17

M.G. 1937 10 H.P.

Model : 10 H.P., Series 11

Front Hubs, Inner	2	6205		25×52×15
Front Hubs, Outer	2	6304		20×52×15
Fan	1	6302		15×42×13
Clutch Withdrawal	1	6207 AC		35×72×17
Cons. Mesh Pinion	1	LS.12		$1\frac{1}{4}\times2\frac{3}{4}\times\frac{11}{16}$
Bevel Pinion, Front	1	5305		25×62×25.4
Bevel Pinion, Rear	1	NM25		25×62×17
Differential	2	6207 AC		35×72×17
Rear Hubs	2	6208		40×80×18

M.G. 1937 18 H.P.

Model : 18 H.P., Series 11

Front Hubs, Inner	2	6307		35×80×21
Front Hubs, Outer	2	MS.9		$\frac{7}{8}\times2\frac{1}{4}\times\frac{11}{16}$
Fan	1	6302		15×42×13
Clutch Spigot	1	P204		20×47×14
Clutch Withdrawal	1	6208 AC		40×80×18
Cons. Mesh Pinion	1	6208		40×80×18
Mainshaft	1	6306		30×72×19
Bevel Pinion Thrust	1	LS.12.AC		$1\frac{1}{4}\times2\frac{3}{4}\times\frac{11}{16}$
Bevel Pinion, Rear	1	6307		35×80×21
Differential	2	6209 AC		45×85×19

M.G. 1937, 12 H.P. 4 cyl.

Model : 1½ LITRE, Series 11

Bearing Position	Per Set	FBC No.	Maker's No.	Dimensions
Front Hubs, Inner	2	6306		30×72×19
Front Hubs, Outer	2	6304		20×52×15
Fan	1	6302		15×42×13
Clutch Spigot	1	P204		20×47×14
Clutch Withdrawal	1	6208 AC		40×80×18
Cons. Mesh Pinion	1	LS.12		1¼×2¾×11/16
Bevel Pinion	1	NM.30		30×72×19
Differential	2	6208 AC		40×80×18
Rear Hubs	2	6208		40×80×18

M.G. 1947.

Model : T.C. SPORTS

Front Hubs, Inner	2	6205	P101-116, 35152	25×52×15
Front Hubs, Outer	2	6304	P101-117, JA5192	20×52×15
Cons. Mesh Pinion	1	6307 SG	MG.735-169, X.17331	35×80×21
Mainshaft, Rear	1	6305 SG	MG735-177, X17165	25×62×17
Differential	2	6207 AC	P105-106, 35341	35×72×17
Rear Hubs	2	6208	P105-112, 54889	40×80×18

MORGAN 1936/8, 9.8 H.P. 4 cyl.

Model : 4/4

Front Hubs, Inner (1936-7) ...	2	MS.10	1× 2½×¾
Front Hubs, Inner (1938) ...	1	LS.11	1⅛× 2½×⅝
Front Hubs, Outer	2	MS.7	⅝×1 13/16×⅝
Cons. Mesh Pinion, Front ...	1	MS.10	1× 2½×¾
Cons. Mesh Pinion, Rear ...	1	LS.12	1¼× 2¾×11/16
Mainshaft	1	MS.10	1× 2½×¾
Bevel Pinion	1	NM.25	25× 62×17
Bevel Pinion	1	6305	25× 62×17
Differential	2	6207	35× 72×17

MORRIS 1934/7, 8 H.P.

Model : 8 FOUR, Series 1

Bearing Position	Per Set	FBC No.	Maker's No.	Dimensions
Front Hubs, Inner	2	6205	35152	25× 52×15
Front Hubs, Outer	2	6304	JA.5192	20× 52×15
Dynamo, Driving End ...	1	LS.7	36586	$\frac{5}{8}\times1\frac{9}{16}\times\frac{7}{16}$
Clutch Spigot	1	P201	CA1169	12× 32×10
Mainshaft	2	6205 SG	X15117	25× 52×15
Bevel Pinion, Front (1934-6) ...	1	6305	CA1157	25× 62×17
Bevel Pinion, Front (1937) ...	1	5305	81993Z	25× 62×1
Bevel Pinion, Rear	1	NM.25	35832	25× 62×17
Differential	2	6207 AC	35341	35× 72×17

MORRIS 1935/6/7,16, 18, 21, 25 H.P.

Model : "SIX", Series 11

Front Hubs, Inner	2	6307	54193Z	35×80×21
Front Hubs, Outer	2	MS.9	54339Z	$\frac{7}{8}\times2\frac{1}{4}\times\frac{11}{16}$
Fan	1	6302	11120	15×42×13
Clutch Spigot	1	P204	7422	20×47×14
Clutch Withdrawal	1	6208 AC	7421	40×80×18
Cons. Mesh Pinion	1	6208SG.	11496	40×80×18
Bevel Pinion, Front	2	LS.12.AC	54194Z	$1\frac{1}{4}\times2\frac{3}{4}\times\frac{11}{16}$
Bevel Pinion, Rear	1	6307	54193Z	35×80×21
Differential	2	6209 AC	64213Z	45×85×19
Mainshaft, Rear	1	6306 SG	11478	30×72×19

MORRIS 1935/7

Model : "TEN-FOUR", Series 11

Front Hubs, Inner	2	6305	53906Z	25×62×17
Front Hubs, Outer	2	6304	53851Z	20×52×15
Clutch Withdrawal	1	6207 AC	3600	35×72×17
Mainshaft	1	6305 SG	17165	25×62×17
Bevel Pinion, Front	1	5305	81933Z	25×62×25.4
Bevel Pinion, Rear	1	NM 25	53897Z	25×62×17
Differential	2	6207 AC	52995Z	35×72×17
Rear Hubs	2	6208	54889Z	40×80×18

MORRIS 1938/40

Model : "FOURTEEN" Series 111

Front Hubs, Inner	2	6306	CA.1157	30×72×19
Front Hubs, Outer	2	6304	53851Z	20×52×15
Fan	1	6302	11120	15×42×13
Clutch Spigot	1	P204	7422	20×47×14
Cons. Mesh Pinion	1	LS.12		$1\frac{1}{4}\times2\frac{3}{4}\times\frac{11}{16}$
Mainshaft, Rear	1	6305	53906Z	25×62×17
Bevel Pinion, Rear	1	NM.30		30×72×19
Rear Hubs	2	6208	54889Z	40×80×18

MORRIS 1938, 8 H.P.

Model : "EIGHT", Series 11

Bearing Position	Per Set	FBC No.	Maker's No.	Dimensions
Front Hubs, Inner	2	6205	35152	25×52×15
Front Hubs, Outer	2	6304	JA5192	20×52×15
Clutch Spigot	1	P201	CA1169	12×32×10
Mainshaft	2	6205 SG	X15117	25×52×15
Bevel Pinion, Front	1	5305	81933Z	25×62×25.4
Bevel Pinion, Rear	1	NM.25	35832	25×62×17
Differential	2	6207 AC	35341	35×72×17

MORRIS 1938

Model : "TEN", Series 111

Front Hubs, Inner	2	6305	53906Z	25×62×17
Front Hubs, Outer	2	6304	53851	20×52×15
Water Pump	1	6301		12×37×12
Clutch Withdrawal	1	6207 AC	3600	35×72×17
Cons. Mesh Pinion	1	LS.12		$1\frac{1}{4}\times2\frac{3}{4}\times\frac{11}{16}$
Mainshaft, Rear	1	6305	53906Z	25×62×17
Bevel Pinion, Front	1	5305	81933Z	25×62×25.4
Differential	2	6207 AC	35341	35×72×17
Rear Hubs	2	6208	54889Z	40×80×18

MORRIS 1938/40

Model : "TWELVE-FOUR", Series 111

Front Hubs, Inner	2	6305	53906Z	25×62×17
Front Hubs, Outer	2	6304	53851Z	20×52×15
Fan	1	6302	11120	15×42×13
Cons. Mesh Pinion	1	6307SG		35×80×21
Mainshaft, Rear	1	6305SG	17165	25×62×17
Bevel Pinion, Front	1	5305	81933Z	25×62×25.4
Differential	2	6208 AC	34341	40×80×18
Rear Hubs	2	6208	54889Z	40×80×18

MORRIS 1938/40

Model : "TWENTY-FIVE", Series 111

Front Hubs, Inner	2	6307	54193Z	35×80×21
Front Hubs, Outer	2	MS.9	54339Z	$\frac{7}{8}\times2\frac{1}{4}\times\frac{11}{16}$
Fan	1	6302	11120	15×42×13
Cons. Mesh Pinion	1	6208SG	11496	40×80×18
Mainshaft, Rear	1	6306SG	11478	30×72×19
Bevel Pinion, Front	1	5307		35×80×34.9

MORRIS 1939/48, 10 H.P. 4 cyl.

Model : "TEN", Series M

Bearing Position	Per Set	FBC No.	Maker's No.	Dimensions
Front Hubs, Inner	2	6305	53906Z	25×62×17
Front Hubs, Outer	2	6304	53851Z	20×52×15
Water Pump	1	6301	4676	12×37×12
Cons. Mesh Pinion	1	LS.12	17181	$1\frac{1}{4}\times2\frac{3}{4}\times\frac{11}{16}$
Rear Hubs	2	6208	54889Z	40×80×18

MORRIS 1938/48, 8 H.P.

Model : "EIGHT", Series E

Front Hubs, Inner	2	6205	35152Z	25×52×15
Front Hubs, Outer	2	6304	53851Z	20×52×15
Cons. Mesh Pinion	1	LS.10	15625	$1\times2\frac{1}{4}\times\frac{5}{8}$
Mainshaft, Rear	1	LS.10	15625	$1\times2\frac{1}{4}\times\frac{5}{8}$
Bevel Pinion, Front	1	5305	81933Z	25×62×25.4
Bevel Pinion, Rear	1	NM 25	53897Z	25×62×17
Differential	2	6207AC	52995Z	35×72×17
Rear Hubs	2	6208	54889Z	40×80×18

MORRIS 1948/50

Model : MINOR

Main Drive	1		$1\times2\frac{1}{4}\times\frac{5}{8}$
Drive Gear	1		$1\times2\frac{1}{4}\times\frac{5}{8}$
Differential	2		$35\times72\times17$
Front Hub, Inner	2		$\frac{57}{88}\times2\times\frac{9}{16}$
Front Hub, Outer	2		$\times1\frac{9}{16}\times\frac{7}{16}$
Rear Hub	2	LS.11	$1\frac{1}{8}\times2\frac{1}{2}\times\frac{5}{8}$
Gearbox Extension Speedo, Gearcase	1	6205	25×52×15

MORRIS 1948/50

Model : OXFORD

Water Pump	1		12×37×12
Main Drive	1		$1\frac{1}{8}\times2\frac{1}{2}\times\frac{5}{8}$
Drive Gear	1		$1\frac{1}{4}\times2\frac{3}{4}\times\frac{11}{16}$
Differential	2		35×72×17
Front Hub, Inner	2		30×72×19
Front Hub, Outer	2		20×52×15
Rear Hub	2	MS.12	$1\frac{1}{4}\times3\frac{1}{8}\times\frac{7}{8}$
Gearbox Extension Speedo, Gearcase	1	RLS.10	$1\times2\frac{1}{4}\times\frac{5}{8}$

MORRIS 1948/50

Model : SIX IMPERIAL

Bearing Position	Per Set	FBC No.	Maker's No.	Dimensions
Water Pump	1			12×37×12
Main Shaft	1			$1\frac{1}{4}\times2\frac{3}{4}\times\frac{11}{16}$
Drive Gear	1			$1\frac{3}{8}\times 2\times\frac{11}{16}$
Differential	2			40×80×18
Front Hub, Inner	2			35×80×21
Front Hub, Outer	2			25×62×17
Rear Hub	2	6307		35×80×21
Gearbox Extension Speedo, Gearcase	1	RLS.10		$1\times2\frac{1}{4}\times\frac{5}{8}$

OPEL 1935/6, 11.3 H.P.

Model : P4 DE LUXE

Bevel Pinion, Rear	1	6306	901306	30×72×19

OPEL 1936/8, 11.3 H.P.

Model : "CADET"

Bevel Pinion, Rear (1936-7) ...	1	6306	901306	30×72×19

OPEL 1934/5, 12 H.P.

Model : "OLYMPIA"

Bevel Pinion, Rear	1	6306	901306	30×72×19

OPEL 1936/7, 11.3 H.P.

Model : "OLYMPIA"

Bevel Pinion, Rear	1	6306	901306	30×72×19

OPEL 1934/7, 16.9 H.P.

Model : 2 LITRE

Bevel Pinion, Front (1937) ...	1	5306	2516575	30×72×30.2
Bevel Pinion, Rear (1934-6) ...	1	6306	901306	30×72×19
Rear Hubs	2	6306	2525440	30×72×19

OPEL 1936/8, 23.8 H.P.

Model : 2.5 LITRE

Clutch Spigot	1	6202P	2537937	15×35×11
Bevel Pinion, Front	1	5306	2516575	30×72×30.2
Rear Hubs (1936-7)	2	6306	2525440	30×72×19

RILEY 1935/7, 9 H.P. 4 cyl.

Model : "MERLIN"

Bearing Position	Per Set	FBC No.	Maker's No.	Dimensions
Front Hubs, Inner	2	MS.12	A2439	$1\frac{1}{4}\times 3\frac{1}{8}\times\frac{7}{8}$
Front Hubs, Outer	2	MS.8	A2438 / A2125	$\frac{3}{4}\times 2\times\frac{11}{16}$
Steering Top	1	W.1	A3092	$1\times 1\frac{25}{32}\times\frac{5}{8}$
Steering Bottom	1	MS.9	A3093	$\frac{7}{8}\times 2\frac{1}{4}\times\frac{11}{16}$
Bevel Pinion, Front	1	5306	A1479	$30\times 72\times 30.2$
Bevel Pinion, Rear	1	NM.30	A1478	$30\times 72\times 19$
Rear Hubs	2	6208	A1485 / A1108	$40\times 80\times 18$

RILEY 1935/7, 11.8 H.P. 4 cyl.

Model : $1\frac{1}{2}$ LITRE

Front Hubs, Inner	2	MS.12	A2439	$1\frac{1}{4}\times 3\frac{1}{8}\times\frac{7}{8}$
Front Hubs, Outer	2	MS.8	A2438 / A2125	$\frac{3}{4}\times 2\times\frac{11}{16}$
Steering Top	1	W.1	A3092	$1\times 1\frac{25}{32}\times\frac{5}{8}$
Steering Bottom	1	MS.9	A3093	$\frac{7}{8}\times 2\frac{1}{4}\times\frac{11}{16}$
Bevel Pinion, Front	1	MS.10	A1105	$1\times 2\frac{1}{2}\times\frac{3}{4}$
Bevel Pinion, Rear	1	RFM.11	A1408	$1\frac{1}{8}\times 2\frac{13}{16}\times\frac{13}{16}$
Bevel Pinion Thrust	1	W.$1\frac{1}{8}$	A1102	$1\frac{1}{8}\times 1\frac{29}{32}\times\frac{5}{8}$
Differential	2	6208	A1485 / A1108	$40\times 80\times 18$
Rear Hubs	2	6210	A1172	$50\times 90\times 20$

RILEY 1933/6, 14 H.P. 6 cyl.

Model : "STEVIO" and "WINCHESTER"

Front Hubs, Inner	2	MS.$12\frac{1}{2}$	A2163	$1\frac{3}{8}\times 3\frac{1}{2}\times\frac{7}{8}$
Front Hubs, Outer	2	MS.10	A1105	$1\times 2\frac{1}{2}\times\frac{3}{4}$
Steering Top	1	W.1	A3092	$1\times 1\frac{25}{32}\times\frac{5}{8}$
Steering, Bottom	1	MS.9	A3093	$\frac{7}{8}\times 2\frac{1}{4}\times\frac{11}{16}$
Distributor Drive, Front ...	1	MS.7	6E265	$\frac{5}{8}\times 1\frac{13}{16}\times\frac{5}{8}$
Distributor Drive, Rear ...	1	MS.9	6E266	$\frac{7}{8}\times 2\frac{1}{4}\times\frac{11}{16}$
Clutch Spigot	1	LS.7	6E133	$\frac{5}{8}\times 1\frac{9}{16}\times\frac{7}{16}$
Spigot	1	MS.10	9G161	$1\times 2\frac{1}{2}\times\frac{3}{4}$
Mainshaft (Early Models) ...	1	LS.12	9G162	$1\frac{1}{4}\times 2\frac{3}{4}\times\frac{11}{16}$
Propeller Shaft, Front	1	LS.10	A1104	$1\times 2\frac{1}{4}\times\frac{5}{8}$
Bevel Pinion, Front	1	MS.10	A1105	$1\times 2\frac{1}{2}\times\frac{3}{4}$
Bevel Pinion, Rear	1	MS.11	A1106	$1\frac{1}{8}\times 2\frac{13}{16}\times\frac{13}{16}$
Bevel Pinion Thrust	1	W.$1\frac{1}{8}$	A1102	$1\frac{1}{8}\times 2\frac{29}{32}\times\frac{5}{8}$
Differential	2	6208	A1108	$40\times 80\times 18$
Rear Hubs	2	6210	A1172	$50\times 90\times 20$

RILEY 1933/6, 11.8 H.P. 4 cyl.

Model : ALPINE L SERIES "KESTREL" : ALPINE T SERIES "LIMCOCK," "MENTONE," "ASCOT" "LYNX"

Bearing Position	Per Set	FBC No.	Maker's No.	Dimensions
Front Hubs, Inner	2	6406	A2126	30× 90×23
Front Hubs, Outer	2	MS.8	A2125	$\frac{3}{4}$× 2×$\frac{11}{16}$
Steering, Top	1	W.1	A3092	1×1$\frac{25}{32}$×$\frac{5}{8}$
Steering, Bottom	1	MS.9	A3093	$\frac{7}{8}$× 2$\frac{1}{4}$×$\frac{11}{16}$
Fan Spindle (Kestrel, Limcock, and Lynx only)	1	LS.7	6E133	$\frac{5}{8}$×1$\frac{9}{16}$×$\frac{7}{16}$
Distributor Drive, Front ...	1	MS.7	6E265	$\frac{5}{8}$×1$\frac{13}{16}$×$\frac{5}{8}$
Distributor Drive, Rear ...	1	MS.9	6E266	$\frac{7}{8}$× 2$\frac{1}{4}$×$\frac{11}{16}$
Clutch Spigot	1	LS.7	6E133	$\frac{5}{8}$×1$\frac{9}{16}$×$\frac{7}{16}$
Mainshaft	1	LS.12	9G162	1$\frac{1}{4}$× 2$\frac{3}{4}$×$\frac{11}{16}$
Mainshaft Spigot (Early Models)	1	MS.10	9G161	1× 2$\frac{1}{2}$×$\frac{3}{4}$
Propeller Shaft, Front	1	LS.10	A1104	1× 2$\frac{1}{4}$×$\frac{5}{8}$
Bevel Pinion, Front ...	1	MS.10	A1105	1× 2$\frac{1}{2}$×$\frac{3}{4}$
Bevel Pinion, Rear	1	MS.11	A1106	1$\frac{1}{8}$×2$\frac{13}{16}$×$\frac{13}{16}$
Bevel Pinion Thrust	1	W.1$\frac{1}{8}$	A1102	1$\frac{1}{8}$×2$\frac{29}{32}$×$\frac{5}{8}$
Differential	2	6208	A1108	40× 80×18
Rear Hubs	2	6210	A1172	50× 90×20

RILEY 1933/6, 12, 14 H.P.

Model : TWELVE, FOURTEEN, Marks 3/5

Front Hubs, Inner	2	6406	A2126	30× 90×23
Front Hubs, Outer	2	MS.8	A2125	$\frac{3}{4}$× 2×$\frac{11}{16}$
Steering, Top	1	W.1	A3092	1×1$\frac{25}{32}$×$\frac{5}{8}$
Steering, Bottom	1	MS.9	A3093	$\frac{7}{8}$× 2$\frac{1}{4}$×$\frac{11}{16}$
Distributor Drive, Front ...	1	MS.7	6E265	$\frac{5}{8}$×1$\frac{13}{16}$×$\frac{5}{8}$
Distributor Drive, Rear ...	1	MS.9	6E266	$\frac{7}{8}$× 2$\frac{1}{4}$×$\frac{11}{16}$
Clutch Spigot	1	LS.7	6E133	$\frac{5}{8}$×1$\frac{9}{16}$×$\frac{7}{16}$
Mainshaft (Early Models) ...	1	LS.12	9G162	1$\frac{1}{4}$× 2$\frac{3}{4}$×$\frac{11}{16}$
Mainshaft Spigot (Early Models)	1	MS.10	9G161	1× 2$\frac{1}{2}$×$\frac{3}{4}$
Propeller Shaft, Front	1	LS.10	A1104	1× 2$\frac{1}{4}$×$\frac{5}{8}$
Bevel Pinion, Front	1	MS.10	A1105	1× 2$\frac{1}{2}$×$\frac{3}{4}$
Bevel Pinion, Rear	1	MS.11	A1106	1$\frac{1}{8}$×2$\frac{13}{16}$×$\frac{13}{16}$
Bevel Pinion Thrust	1	W.1$\frac{1}{8}$	A1102	1$\frac{1}{8}$×2$\frac{29}{32}$×$\frac{5}{8}$
Differential	2	6208	A1108	40× 80×18
Rear Hubs	2	6210	A1172	50× 90×20

RILEY 1947/8, 12 H.P.

Model : 1½ LITRE

Bearing Position	Per Set	FBC No.	Maker's No.	Dimensions
Front Hubs, Inner	2	6306	A2538	30×72×19
Front Hubs, Outer	2	6304	A2539	20×52×15
Fan	1	NL.17	R.1195	17×40×12
Fan	1	6303	S138	17×47×14
Cons. Mesh Pinion	1	6307P		35×80×21
Torque Tube Trunnion ...	1	6205	A1772	25×52×15
Differential	2	6208AC	A1767	40×80×18
Rear Hubs	2	6307	A2615	35×80×21

RILEY 1947/8, 16 H.P.

Model : 2½ LITRE

Front Hubs, Inner	2	6308	A2283	40× 90×23
Front Hubs, Outer	2	6305	A1695	25× 62×17
Mainshaft, Rear	1	6307P		35× 80×21
Bevel Pinion, Front	1	MS.10	A1105	1× 2½×¾
Bevel Pinion, Rear	1	RFM.11	A1108	1⅛×2 1/16×1 3/16
Bevel Pinion, Thrust	1	W.1⅛	A1102	1⅛×1 29/32×⅝
Differential	2	6208	A1769	40× 80×18
Rear Hubs	2	6307	A2615	35× 80×21

ROVER 1930/9, 15.7 H.P.

Model : SIXTEEN, TWO LITRE

Fan (1930 only)	1	P304		20×52×15
Fan	2	6302	10511	15×42×13
Clutch Spigot	1	LS.8	10405	¾×1⅞×9/16
Clutch Withdrawal	1	LS.14	10415	1¾×3¾×1 3/16
Mainshaft, Rear	1	6307	2048	35×80×21

ROVER 1933/9, 10.8 H.P. 4 cyl.

Model : 10/25

Fan	1	6302	10511	15×42×13
Clutch Spigot (1933)	1	LS.9	1638	7/8× 2×9/16
Cons. Mesh Pinion	1	LS.13	55714	1½×3¼×¾
Mainshaft, Rear	1	LS.12½	55713	1⅜× 3×1 1/16
Free Wheel (up to 1937) ...	1	MS.10	1640	1×2½×¾
Free Wheel (1937 and on) ...	1	6210	05835	50×90×20
Free Wheel Pilot ...	1	FR.506	55642	2×2⅝×½
Wormshaft, Front (Worm Drive Axle)	1	LS.10	1650	1×2¼×⅝

ROVER, 10.8 H.P., Model 10/25—*continued*

Bearing Position	Per Set	FBC No.	Maker's No.	Dimensions
Wormwheel, Nearside (Worm Drive Axle)	1	6307	1645	35×80×21
Wormwheel, Offside (Worm Drive Axle)	1	6207	1646	35×72×17
Bevel Pinion, Front (late 1933-36)	1	5306	41051	30×72×30.2
Bevel Pinion, Front (late 1936 and on)	1	5306	41856	30×72×30.2
Rear Hubs (1938)	2	RW.153	07296	$1\frac{17}{32}$×80×1.083

ROVER 1933/9, 11.9 H.P. 4 cyl.

Model : 12 H.P.

Fan	1	6302	10511	15×42×13
Cons. Mesh Pinion	1	LS.13	55714	$1\frac{1}{2}$×$3\frac{1}{4}$×$\frac{3}{4}$
Mainshaft, Rear	1	LS.$12\frac{1}{2}$	55713	$1\frac{3}{8}$× 3×$\frac{11}{16}$
Free Wheel (up to 1937) ...	1	MS.10	1640	1×$2\frac{1}{2}$×$\frac{3}{4}$
Free Wheel (1937 and on) ...	1	6210	0.5835	50×90×20
Bevel Pinion, Front (late 1933-36)	1	5306	41051	30×72×30.2
Bevel Pinion, Front (late 1936 and on)	1	5306	41856	30×72×30.2

ROVER 1935/9, 13.8 H.P. 6 cyl.

Model : FOURTEEN

Fan	1	6302	10511	15×42×13
Cons. Mesh Pinion	1	LS.13	55714	$1\frac{1}{2}$×$3\frac{1}{4}$×$\frac{3}{4}$
Mainshaft, Rear	1	LS.$12\frac{1}{2}$	55713	$1\frac{3}{8}$× 3×$\frac{11}{16}$
Free Wheel (up to 1937) ...	1	MS.10	1640	1×$2\frac{1}{2}$×$\frac{3}{4}$
Free Wheel (1937 and on) ...	1	6210	0.5835	50×90×20
Free Wheel Pilot	1	FR.506	55642	2×$2\frac{5}{8}$×$\frac{1}{2}$
Bevel Pinion, Front (up to 1936)	1	5306	41051	30×72×30.2
Bevel Pinion, Front (late 1936 and on)	1	5306	41856	30×72×30.2

ROVER 1946, 10, 12, 14, 16, 20 H.P.

Water Pump and Fan	1	6302P	101071	15×42×13
Water Pump and Fan	1	6302	10511	15×42×13
Cons. Mesh Pinion	1	LS.13	55714	$1\frac{1}{2}$×$3\frac{1}{4}$×$\frac{3}{4}$
Mainshaft, Rear	1	6307	1645	35×80×21
Layshaft, Front	1	MS.8	09962	$\frac{3}{4}$× 2×$\frac{11}{16}$
Layshaft, Rear	1	RFL 9	55715	$\frac{7}{8}$× 2×$\frac{9}{16}$
Free Wheel Housing	1	6210	05835	50×90×20
Bevel Pinion, Front	1	5306	42856	30×72×30.2
Rear Hubs	2	RW.153	07206	$1\frac{17}{32}$×80×1.083

ROVER 1948

Model : 12/16

Bearing Position	Per Set	FBC No.	Maker's No.	Dimensions
Water Pump	1	FPS.7	213695	30×5⅜ long
Clutch Withdrawal	1	6207	214797	35×72×17
Cons. Mesh Pinion	1	LS.13	55714	1½×3¼×¾
Mainshaft, Rear	1	6307	1645	35×80×21
Layshaft, Front	1	MS.8	09962	¾× 2×1 1/16
Layshaft, Rear	1	RFL.9	55715	⅞× 2×9/16
Free Wheel Housing	1	6210	05835	50×90×20
Bevel Pinion, Front	1	5306	41856	30×72×1 3/16
Rear Hubs	2	RW.153	07296	38.892×80×21.03

SINGER 1935/6, 10.9 H.P.

Model : 11 H.P. I.S.

Front Hubs, Inner	2	MS.10		1× 2½×¾
Front Hubs, Inner	2	MS.7		⅝×1 13/16×13/16
Fan	2	LS.5	9073XN	½×1 5/16×⅜
Fluid Drive, Rear	1	6305		25× 62×17
Free Wheel Pinion	1	MS.10		1× 2½×¾
Bevel Pinion, Rear	1	5305		25× 62×25.4
Rear Hubs	2	MS.12		1¼× 3⅛×⅞

SINGER 1935/6, 10.9 H.P. 4 cyl.

Model : 11 H.P. "POPULAR"

Front Hubs, Inner	2	MS.10		1× 2½×¾
Front Hubs, Inner	2	MS.7		⅝×1 13/16×13/16
Fan	2	LS.5	9073XN	½×1 5/16×⅜
Bevel Pinion, Rear	1	5305		25× 62×25.4
Rear Hubs	2	MS.12		1¼× 3⅛×⅞

SINGER 1935/7, 8.9 H.P. 4 cyl.

Model : "BANTAM"

Front Hubs, Inner	2	MS.10		1× 2½×¾
Front Hubs, Outer	2	MS.7		⅝×1 13/16×⅝
Fan	2	LS.5		½×1 5/16×⅜
Bevel Pinion, Front	1	5305		25× 62×25.4
Bevel Pinion, Rear	1	RFM.10		1× 2½×¾
Differential	2	LS.12.AC		1¼× 2¾×1 1/16
Rear Hubs	2	MS.11		1⅛×2 13/16×13/16

SINGER 1935/6, 15.9 H.P. 6 cyl.

Model : SIXTEEN

Bearing Position	Per Set	FBC No.	Maker's No.	Dimensions
Front Hubs, Inner	2	MS.11		$1\frac{1}{8}\times2\frac{13}{16}\times\frac{13}{16}$
Front Hubs, Outer	2	MS.9		$\frac{7}{8}\times2\frac{1}{4}\times\frac{11}{16}$
Fan	2	LS.5	9073XN	$\frac{1}{2}\times1\frac{5}{16}\times\frac{3}{8}$
Clutch Spigot	1	RLS.10		$1\times2\frac{1}{4}\times\frac{5}{8}$
Cons. Mesh Pinion Thrust ...	1	LS.8		$\frac{3}{4}\times1\frac{7}{8}\times\frac{9}{16}$
Cons. Mesh Pinion, Rear ...	1	MS.12		$1\frac{1}{4}\times3\frac{1}{8}\times\frac{7}{8}$
Mainshaft, Rear	1	MS.12		$1\frac{1}{4}\times3\frac{1}{8}\times\frac{7}{8}$
Layshaft	2	6305		$25\times62\times17$
Free Wheel Pinion	1	MS.10		$1\times2\frac{1}{2}\times\frac{3}{4}$
Bevel Pinion, Rear	1	5305		$25\times62\times25.4$
Rear Hubs	2	6308		$40\times90\times23$

SINGER 1937/9, 11.5 H.P. 4 cyl.

Model : TWELVE

Front Hubs, Inner	2	MS.10		$1\times2\frac{1}{2}\times\frac{3}{4}$
Front Hubs, Outer (1937)	2	MS.7		$\frac{5}{8}\times1\frac{13}{16}\times\frac{5}{8}$
Fan	2	LS.7		$\frac{5}{8}\times1\frac{9}{16}\times\frac{7}{16}$
Cons. Mesh Pinion	1	MS.12.SG	C2648	$1\frac{1}{4}\times3\frac{1}{8}\times\frac{7}{8}$
Bevel Pinion, Front (Type 1) ...	1	5306		$30\times72\times30.2$
Bevel Pinion, Front (Type 2) ...	1	5306		$30\times72\times30.2$
Bevel Pinion, Rear (Type 1) ...	1	RMS.12		$1\frac{1}{4}\times3\frac{1}{8}\times\frac{7}{8}$
Rear Hubs	2	MS.12		$1\frac{1}{4}\times3\frac{1}{8}\times\frac{7}{8}$

SINGER 1937, 8.9 H.P. 4 cyl.

Model : SUPER NINE

Front Hubs, Inner	2	MS.10		$1\times2\frac{1}{2}\times\frac{3}{4}$
Front Hubs, Outer	2	MS.7		$\frac{5}{8}\times1\frac{13}{16}\times\frac{5}{8}$
Fan	2	LS.5	9073XN	$\frac{1}{2}\times1\frac{5}{16}\times\frac{3}{8}$
Cons. Mesh Pinion	1	MS.11		$1\frac{1}{8}\times2\frac{13}{16}\times\frac{13}{16}$
Mainshaft, Rear	1	MS.11		$1\frac{1}{8}\times2\frac{13}{16}\times\frac{13}{16}$
Layshaft	2	MS.8		$\frac{3}{4}\times2\times\frac{11}{16}$
Free Wheel Pinion	1	MS.9		$\frac{7}{8}\times2\frac{1}{4}\times\frac{11}{16}$
Free Wheel Pilot	1	RLS.10		$1\times2\frac{1}{4}\times\frac{5}{8}$
Bevel Pinion, Front	1	5305		$25\times62\times25.4$
Bevel Pinion, Rear	1	RFM.10		$1\times2\frac{1}{2}\times\frac{3}{4}$
Differential	2	LS.12.AC		$1\frac{1}{4}\times2\frac{3}{4}\times\frac{11}{16}$
Rear Hubs	2	MS.11		$1\frac{1}{8}\times2\frac{13}{16}\times\frac{13}{16}$

SINGER 1946/8, 9 H.P.

Model : 4 SEATER SPORTS

Bearing Position	Per Set	FBC No.	Maker's No.	Dimensions
Front Hubs, Inner	2	MS.10		1× 2½×¾
Front Hubs, Outer	2	MS.7		⅝×1 13/16×⅝
Fan	2	LS.7		⅝×1 9/16×7/16
Mainshaft	–	MS.10.SG		1× 2½×¾
Bevel Pinion, Front	1	5305		25× 62×25.4
Bevel Pinion, Rear	1	RFM.11		1⅛×2 13/16×13/16
Rear Hubs	2	MS.11		1⅛×2 13/16×13/16

SINGER 1946/8, 10 H.P.

Model : SALOON

Front Hubs, Inner	2	MS.10		1× 2½×¾
Front Hubs, Outer	2	MS.7		⅝×1 13/16×⅝
Fan	2	LS.7		⅝×1 9/16×7/16
Bevel Pinion, Front	1	5305		25× 62×25.4
Bevel Pinion, Rear	1	RFM.11		1⅛×2 13/16×13/16
Rear Hubs	2	MS.11		1⅛×2 13/16×13/16

SINGER 1946/8, 12 H.P.

Model : SALOON

Front Hubs, Inner	2	MS.10		1× 2½×¾
Front Hubs, Outer	2	MS.7		⅝×1 13/16×⅝
Fan	2	LS.7		⅝×1 9/16×7/16
Rear Hubs	2	MS.12		1¼× 3⅛×⅞

S.S. 1936/8, 11.9 H.P. 4 cyl.

Model : 1½ LITRE "JAGUAR"

Water Pump	1	EE.8		⅞× 1⅞×⅜
Water Pump	1	EE.9		1× 2×⅜
Mainshaft, Rear	1	RFM.11		1⅛×2 13/16×13/16
Bevel Pinion, Rear	1	RFM.11		1⅛×2 13/16×13/16

S.S. 1936/8, 19.8 H.P. 6 cyl.

Model : 2½ LITRE "JAGUAR"

Water Pump	2	EE.9		1× 2×⅜
Cons. Mesh Pinion	1	RLS.13½		1⅝× 3½×¾
Mainshaft, Rear	1	RMS.12		1¼× 3⅛×⅞
Bevel Pinion, Front	1	5306		30× 72×30.2

STANDARD 1936/8, 12/24, 14/28 H.P.

Bearing Position	Per Set	FBC No.	Maker's No.	Dimensions
Cons. Mesh Pinion	2	6305		25×62×17
Mainshaft	1	6405		25×80×21
Wormshaft	2	6306		30×72×19
Differential	2	6209		45×85×19
Rear Hubs	2	6308		40×90×23

STANDARD 1934/8, 9, 10, 11.98 H.P. 4 cyl.

Model : NINE (was 8/9 Mark I) : TEN (was L.9 Mark III) : TEN-TWELVE

Fan (9 H.P.)	2	EE5	30388	$\frac{5}{8}\times 1\frac{3}{8}\times\frac{9}{32}$
Fan (Ten and Ten-Twelve) ...	1	EE8	30085	$\frac{7}{8}\times 1\frac{7}{8}\times\frac{3}{8}$
Fan (Ten and Ten-Twelve) ...	1	EE9	30304	$1\times 2\times\frac{3}{8}$
Clutch Spigot	1	FR.705	27773	$\frac{1}{2}\times 1\times 1$
Cons. Mesh Pinion (1935 and on)	1	RFL.12½	30463	$1\frac{3}{8}\times 3\times\frac{11}{16}$
Mainshaft, Rear	1	RFM.11	30353	$1\frac{1}{8}\times 2\frac{13}{16}\times\frac{13}{16}$
Free Wheel (Ten-Twelve) ...	1	6208	SP.751	$40\times 80\times 18$
Bevel Pinion, Rear	1	RFM.11	30353	$1\frac{1}{8}\times 2\frac{13}{16}\times\frac{13}{16}$

STANDARD 1934/6, 10, 13.5 H.P.

Model : 12 H.P. (was B9, Big Nine, Mark V) : 14 H.P. (was 12/6 Mark II)

Fan (12 H.P. only)	1	EE.8	30085	$\frac{7}{8}\times 1\frac{7}{8}\times\frac{3}{8}$
Fan (12 H.P. only)	1	EE.9	30304	$1\times 2\times\frac{3}{8}$
Clutch Spigot	1	FR.705	27773	$\frac{1}{2}\times 1\times 1$
Cons. Mesh Pinion (1935-6) ...	1	RFL.12½	30463	$1\frac{3}{8}\times 3\times\frac{11}{16}$
Mainshaft, Rear	1	RFM.11	30353	$1\frac{1}{8}\times 2\frac{13}{16}\times\frac{13}{16}$
Free Wheel	1	6208	SP751	$40\times 80\times 18$
Bevel Pinion, Front	1	5306	30359	$30\times 72\times 30.2$

STANDARD 1934/6, 15.9 H.P.

Model : SIXTEEN

Fan	1	EE.8	30085	$\frac{7}{8}\times 1\frac{7}{8}\times\frac{3}{8}$
Fan	1	EE.9	30304	$1\times 2\times\frac{3}{8}$
Clutch Spigot	1	FR.705	27773	$\frac{1}{2}\times 1\times 1$
Mainshaft, Rear	1	MS.12½	30367	$1\frac{3}{8}\times 3\frac{1}{2}\times\frac{7}{8}$
Free Wheel	1	LS.14	30368	$1\frac{3}{4}\times 3\frac{3}{4}\times\frac{13}{16}$
Free Wheel	1	6307	SP73H	$35\times 80\times 21$
Bevel Pinion, Front	1	5306	30359	$30\times 72\times 30.2$

STANDARD 1937/40, 13.2 H.P. 4 cyl.

Model : FLYING FOURTEEN

Bearing Position	Per Set	FBC No.	Maker's No.	Dimensions
Water Pump	1	EE.8	30085	$\frac{7}{8}\times 1\frac{7}{8}\times\frac{3}{8}$
Water Pump	1	EE.9	30304	$1\times 2\times\frac{3}{8}$
Mainshaft, Rear	1	RFM.11	30353	$1\frac{1}{8}\times 2\frac{13}{16}\times\frac{13}{16}$
Mainshaft, Rear	1	MS.10	SP72G	$1\times 2\frac{1}{2}\times\frac{3}{4}$
Bevel Pinion, Rear	1	RFM.11	30353	$1\frac{1}{8}\times 2\frac{13}{16}\times\frac{13}{16}$

STANDARD 1939/40, 8 H.P. 4 cyl.

Model : EIGHT

Front Hubs, Inner	2	LS.10	47258	$1\times 2\frac{1}{4}\times\frac{5}{8}$
Front Hubs, Outer	2	LS.9	47275	$\frac{7}{8}\times 2\times\frac{9}{16}$
Cons. Mesh Pinion	1	MS.10	SP72G	$1\times 2\frac{1}{2}\times\frac{3}{4}$
Mainshaft	1	MS.10	SP72G	$1\times 2\frac{1}{2}\times\frac{3}{4}$
Bevel Pinion, Front	1	M10JD	47252	$1\times 2\frac{1}{2}\times\frac{3}{4}$
Bevel Pinion, Rear	1	RFM.10	47253	$1\times 2\frac{1}{2}\times\frac{3}{4}$
Rear Hubs	2	6206	SP75G	$30\times 62\times 16$

STANDARD 1939/40, 12 H.P. 4 cyl.

Model : TWELVE

Water Pump	1	EE.9	30304	$1\times 2\times\frac{3}{8}$
Water Pump	1	EE.8	30085	$\frac{7}{8}\times 1\frac{7}{8}\times\frac{3}{8}$
Mainshaft, Rear	1	RFM.11	30353	$1\frac{1}{8}\times 2\frac{13}{16}\times\frac{13}{16}$
Bevel Pinion, Front	1	5306	46133	$30\times 72\times 30.2$

STANDARD 1939/40, 14 H.P. 4 cyl.

Model : FOURTEEN

Water Pump	1	EE.9	30304	$1\times 2\times\frac{3}{8}$
Water Pump	1	EE.8	30085	$\frac{7}{8}\times 1\frac{7}{8}\times\frac{3}{8}$
Clutch Sipgot	1	FR.705	27773	$\frac{1}{2}\times 1\times 1$
Cons. Mesh Pinion	1	RFL.12$\frac{1}{2}$	30463	$1\frac{3}{8}\times 3\times\frac{11}{16}$
Mainshaft, Rear	1	RFM.11	30353	$1\frac{1}{8}\times 2\frac{13}{16}\times\frac{13}{16}$
Bevel Pinion, Front	1	5306	30359	$30\times 72\times 30.2$

STANDARD 1938/40, 20 H.P. 6 cyl.

Model : TWENTY

Water Pump	1	EE.9	30304	$1\times 2\times\frac{3}{8}$
Water Pump	1	EE.8	30085	$\frac{7}{8}\times 1\frac{7}{8}\times\frac{3}{8}$
Clutch Spigot	1	FR.705	27773	$\frac{1}{2}\times 1\times 1$
Mainshaft, Rear	1	MS.12	SP721	$1\frac{1}{8}\times 3\frac{1}{8}\times\frac{7}{8}$
Bevel Pinion, Front	1	5306	30359	$30\times 72\times 30.2$

STANDARD 1939/40, 9, 10 H.P. 4 cyl.

Model : NINE, TEN

Bearing Position	Per Set	FBC No.	Maker's No.	Dimensions
Clutch Spigot	1	FR.705	27773	$\frac{1}{2}\times1\times1$
Cons. Mesh Pinion	1	RFL.12½	30463	$1\frac{3}{8}\times3\times1\frac{1}{16}$
Mainshaft, Rear	1	RFM.11	30353	$1\frac{1}{8}\times2\frac{13}{16}\times\frac{13}{16}$
Bevel Pinion, Rear	1	RFM.11	30353	$1\frac{1}{8}\times2\frac{13}{16}\times\frac{13}{16}$

STANDARD 1944

Model : SA

Front Hubs, Outer	2	LS.9	47257	$\frac{7}{8}\times2\times\frac{9}{16}$
Front Hubs, Inner	2	LCS.10	47258	$1\times2\frac{1}{4}\times\frac{5}{8}$
Rear Axle Differential, Front ...	1	M.10.JD	47252	$1\times2\frac{1}{2}\times\frac{3}{4}$
Rear Axle Differential, Rear ...	1	RFM.10	47253	$1\times2\frac{1}{2}\times\frac{3}{4}$
Rear Hubs	2	6206	SP75G	$30\times62\times16$

STANDARD 1944

Model : 12 CD

Rear Axle Differential Unit, Rear	1	5306	3306B	$30\times72\times30.2$

STANDARD 1948, 8 H.P.

Model : EIGHT

Front Hubs, Inner	2	LCS.10	47258	$1\times2\frac{1}{4}\times\frac{5}{8}$
Front Hubs, Outer	2	LS.9	47257	$\frac{7}{8}\times2\times\frac{9}{16}$
Mainshaft, Rear	1	RFM.11	30353	$1\frac{1}{8}\times2\frac{13}{16}\times\frac{13}{16}$
Layshaft	1	MS.10	SP72G	$1\times2\frac{1}{2}\times\frac{3}{4}$
Bevel Pinion, Front	1	RFM.10	47253	$1\times2\frac{1}{2}\times\frac{3}{4}$
Bevel Shaft, Rear	1	M.10.JD	47252	$1\times2\frac{1}{2}\times\frac{3}{4}$

STANDARD 1948, 12 and 14 H.P.

Model : TWELVE and FOURTEEN

Fan and Water Pump	1	EE.10	52324	$1\frac{1}{8}\times2\frac{1}{8}\times\frac{3}{8}$
Fan and Water Pump	1	EE.8	30085	$\frac{7}{8}\times1\frac{7}{8}\times\frac{3}{8}$
Clutch Spigot	1	FR.705	27773	$\frac{1}{2}\times1\times1$
Cons. Mesh Pinion	1	RFL.12½	30463	$1\frac{3}{8}\times3\times1\frac{1}{16}$
Mainshaft, Rear	1	RFM.11	30353	$1\frac{1}{8}\times2\frac{13}{16}\times\frac{13}{16}$
Layshaft	1	MS.10	SP72G	$1\times2\frac{1}{2}\times\frac{3}{4}$
Bevel Pinion, Front	1	5306	46133	$30\times72\times30.2$

STANDARD, 1948/50

Model : VANGUARD

Fan and Water Pump	*1	FPS.5	56223	$30\times5\frac{1}{4}$	$\times.6267$
Clutch Withdrawal	1	FW.732	500001	2.0625×3.572	$\times.797$
Cons. Mesh Pinion	1	MS.12.SG	58391	$1\frac{1}{4}\times3\frac{1}{8}$	$\times\frac{7}{8}$
Mainshaft, Rear	1	6206	SP75G	30×62	$\times16$

*Not incorporated in 1950 Model.

SUNBEAM TALBOT 1946/8, 10 H.P.

Model : TEN

Bearing Position	Per Set	FBC No.	Maker's No.	Dimensions
Dynamo	1	6203	P40894	17×40×12
Cons. Mesh Pinion	1	6208	P41387	40×80×18
Mainshaft, Rear	1	6306.SG	P55515	30×72×19
Rear Hubs	2	6306	P40077	30×72×19

SUNBEAM TALBOT 1946/8, 14 H.P.

Model : TWO LITRE

Dynamo	1	6203	P40894	17×40×12
Clutch Spigot	1	6204F	P54925	20×47×$\frac{5}{8}$
Cons. Mesh Pinion	1	6208	P42735	40×80×18
Mainshaft Rear	1	6306SG	P55515	30×72×19
Rear Hubs	2	6307	P40006	35×80×21

TALBOT 1935 13.8 (65), 17.9 (75 & 90), 20.9 (95, 105, 110) H.P.

Model : AX65, BB75, BA75, BA95, BA105, BA110, AZ95

Clutch Withdrawal	1	6207.AC	310999	35× 72×17
Cons. Mesh Pinion, Rear ...	1	MS.13$\frac{1}{2}$	309964	1$\frac{3}{8}$×3$\frac{1}{2}$ ×$\frac{7}{8}$
Mainshaft, Rear	1	LS.14	309963	1$\frac{3}{4}$×3$\frac{3}{4}$ $\frac{11}{16}$
Primary Shaft (Alternative Pre-selective Gearbox)	1	6207	303060	35× 72×17
Top Gear Cone (Alternative Pre-selective Gearbox) ...	1	6211	312054	55×100×21
Reverse Gear (Alternative Pre-selective Gearbox)	1	6211	312054	55×100×21
Driven Shaft (Alternative Pre-selective Gearbox)	1	6207	303060	35× 72×17

TALBOT 1936/7, 10 H.P. 4 cyl.

Model : BE.10

Cons. Mesh Pinion	1	6207	P40008	35×72×17
Mainshaft	1	6306	P40077	30×72×19
Rear Hubs	2	6306	P40077	30×72×19

TRIUMPH 1934/5, 9.57 H.P. 4 cyl. : 12.95 H.P. 6 cyl.

Model : G10, G14

Clutch Withdrawal	1	LS.12	S35-13	1$\frac{1}{4}$×2$\frac{3}{4}$×$\frac{11}{16}$
Clutch Spigot	1	6202	GE303	15×35×11
Mainshaft, Rear	1	MS.10	KT58	1×2$\frac{1}{2}$×$\frac{3}{4}$
Free Wheel, Rear	1	6206	S35-19	30×62×16
Bevel Pinion, Front	1	5306		30×72×30.2

TRIUMPH 1934/5, 10.8 H.P. 4 cyl. : 15.7 H.P. 6 cyl.

Model : G12, G16

Bearing Position	Per Set	FBC No.	Maker's No.	Dimensions
Fan (G12 only)	1	MS.5	GE470	$\frac{1}{2}\times1\frac{5}{8}\times\frac{5}{8}$
Fan (G16 only)	1	MS.7	S35-8	$\frac{5}{8}\times1\frac{3}{16}\times\frac{5}{8}$
Fan	1	LS.7	S35-21	$\frac{5}{8}\times1\frac{9}{16}\times\frac{7}{16}$
Clutch Spigot	1	6202	GE303	$15\times35\times11$
Cons. Mesh Pinion	1	6207	GT394	$35\times72\times17$
Mainshaft, Rear	1	MS.10	KT58	$1\times2\frac{1}{2}\times\frac{3}{4}$
Free Wheel, Rear	1	6206	S35-19	$30\times62\times16$
Bevel Pinion, Front	1	5306		$30\times72\times30.2$

TRIUMPH 1937, 11.8, 13.95, 15.72 H.P.

Model : 1½ LITRE, 14/60, 2 LITRE

Fan	1	LS.7	S35-21	$\frac{5}{8}\times1\frac{9}{16}\times\frac{7}{16}$
Fan	1	LS.5	GE657	$\frac{1}{2}\times1\frac{5}{16}\times\frac{3}{8}$
Clutch Spigot	1	LS.7	S35-21	$\frac{3}{8}\times1\frac{9}{16}\times\frac{7}{16}$
Cons. Mesh Pinion	1	LS.13	44224	$1\frac{1}{2}\times3\frac{1}{4}\times\frac{3}{4}$
Mainshaft Spigot	1	MS.12	44223	$1\frac{1}{4}\times3\frac{1}{8}\times\frac{7}{8}$

TRIUMPH 1948

Model : 1800

Fan and Water Pump	1	EE.10	52324	$1\frac{1}{8}\times2\frac{1}{8}\times\frac{3}{8}$
Fan and Water Pump	1	EE.8	30085	$\frac{7}{8}\times1\frac{7}{8}\times\frac{3}{8}$
Clutch Spigot	1	FR.705	27723	$\frac{1}{2}\times1\times1$
Cons. Mesh Pinion	1	RFL.12½	30463	$1\frac{3}{8}\times3\times1\frac{1}{16}$
Mainshaft, Rear	1	RFM.11	30353	$1\frac{1}{8}\times2\frac{13}{16}\times1\frac{13}{16}$
Layshaft	1	MS.10	SP72G	$1\times2\frac{1}{2}\times\frac{3}{4}$
Bevel Pinion, Front	1	5306	46133	$30\times72\times30.2$

VAUXHALL 1934/6, 19.8 H.P. 6 cyl.

Model : BIG 6, BY, BX, BXL

Clutch Spigot	1	6202P	1011078	$15\times35\times11$
Bevel Pinion, Front	1	5306	1011855	$30\times72\times30.2$

VAUXHALL 1935/8, 12, 14 H.P.

Model : D, DX LIGHT SIX

Clutch Spigot	1	6202P	1011078	$15\times35\times11$
Bevel Pinion, Front	1	5305	905305	$25\times62\times1$
Bevel Pinion, Rear	1	6306SG	901306	$30\times72\times19$

VAUXHALL 1936/7, 25 H.P. 6 cyl.

Model : G, GL LONG WHEEL BASE

Bearing Position	Per Set	FBC No.	Maker's No.	Dimensions
Clutch Spigot	1	6202P	1011078	15×35×11
Mainshaft, Rear	1	6206P	1012309	30×62×16

VAUXHALL 1938/9, 10 & 12 H.P.

Model : H, 10 H.P. : 1, 12 H.P. (12/4)

Clutch Spigot	1	6202P	1011078	15×35×11

VAUXHALL 1938/40, 25 H.P. 6 cyl.

Model : G, GL LONG WHEEL BASE

Clutch Spigot	1	6202P	1011078	15×35×11
Mainshaft, Rear	1	6206P	1012309	30×62×16
Bevel Pinion, Front	1	5306	1011855	30×72×30.2

VAUXHALL 1939/40, 14.07 H.P. 6 cyl.

Model : JB, JI, 14 H.P.

Clutch Spigot	1	6206P	1011078	15×35×11
Bevel Pinion, Front	1	5305	905305	25×62×1

VAUXHALL 1945/6, 10 & 12 H.P.

Model : H, 10 H.P. : 1, 12/4

Clutch Spigot	1	6202P	1011078	15×35×11
Bevel Pinion	1	5305	905305	25×62×1

VAUXHALL 1945/6, 14.07 H.P. 6 cyl.

Model : JB, J1, 14 H.P.

Clutch Spigot	1	6202P	1011078	15×35×11
Bevel Pinion, Front	1	5306	1011855	30×72×30.2

VAUXHALL 1948, 12 H.P.

Model : LIX "WYVERN"

Clutch Spigot	1	6202P	1011078	15×35×11
Bevel Pinion, Front (up to Jan., 1949)	1	5305	905305	25×62×1
Flywheel	1	Balls		$\frac{3}{16}$" dia.
Striking Fork	1	Balls	104 919	$\frac{5}{16}$" dia.

VAUXHALL 1948, 18 H.P.

Model : LIP "VELOX"

Bearing Position	Per Set	FBC No.	Maker's No.	Dimensions
Clutch Spigot	1	6202P	1011078	15×35×11
Bevel Pinion, Front (up to Sept., 1948)	1	5306	1011855	30×72×30.2
Flywheel	1	Ball		$\frac{3}{16}$" dia.
Striking Fork	1	Ball	104919	$\frac{5}{16}$" dia.

WOLSELEY 1935, 14 H.P.

Model : FOURTEEN

Front Hubs, Inner	2	6205		25× 52×15
Front Hubs, Outer	2	6304		20× 52×15
Cons. Mesh Pinion	1	6306SG		30× 72×19
Mainshaft	1	LS.7		$\frac{5}{8}\times1\frac{9}{16}\times\frac{7}{16}$
Mainshaft	1	MS.9		$\frac{7}{8}\times2\frac{1}{4}\times\frac{11}{16}$

WOLSELEY 1936/7, 15.9 H.P. 6 cyl.

Model : SIXTEEN

Front Hubs, Inner	2	6307	54193	35×80×21
Front Hubs, Outer	2	MS.9	54439	$\frac{7}{8}\times2\frac{1}{4}\times\frac{11}{16}$
Fan	1	6302	11120	15×42×13
Clutch Spigot	1	P204	7422	20×47×14
Clutch Withdrawal	1	6208AC	7421	40×80×18
Cons. Mesh Pinion	1	6208	5716	40×80×18
Mainshaft	1	6306	5724	30×82×19
Bevel Pinion, Rear	1	6307	54193	35×80×21
Bevel Pinion Thrust, Front ...	1	LS.12AC	54194	$1\frac{1}{4}\times2\frac{3}{4}\times\frac{11}{16}$
Bevel Pinion Thrust, Rear ...	1	LS.12AC	81858	$1\frac{1}{4}\times2\frac{3}{4}\times\frac{11}{16}$
Differential	2	6209AC	54213	45×85×19

WOLSELEY 1936/7, 10 H.P. 4 cyl. : 11.9 H.P. 4 cyl. : 14 H.P. 6 cyl.

Model : 10/40, 12/48, 14/56

Front Hubs, Inner	2	6306	940	30×72×19
Front Hubs, Outer	2	6304	53851	20×52×15
Fan (10/40) only	1	6301	4676	12×37×12
Fan (12/48, 14/56)	1	6302	11120	15×42×13
Clutch Spigot (12/48, 14/56) ...	1	P204	7422	20×42×13
Clutch Withdrawal (12/48, 14/56)	1	6208AC	7208	40×80×18
Cons. Mesh Pinion	1	LS.12	3768	$1\frac{1}{4}\times2\frac{3}{4}\times\frac{11}{16}$
Bevel Pinion, Rear	1	NM30	80809	30×72×19
Differential	2	6208 AC	50497	40×80×18
Rear Hubs	2	6208	54889	40×80×18

WOLSELEY 1936/7, 21, 25, H.P. 6 cyl.

Model : 25 SDV, 25 LWB

Bearing Position	Per Set	FBC No.	Maker's No.	Dimensions
Front Hubs, Inner	2	6307	54193	35×80×21
Front Hubs, Outer	2	MS.9	54439	$\frac{7}{8}\times2\frac{1}{4}\times\frac{11}{16}$
Fan	1	6302	11120	15×42×13
Clutch Spigot	1	P204	7422	20×47×14
Clutch Withdrawal	1	6208.AC	7421	40×80×18
Cons. Mesh Pinion	1	6308	5870	40×90×23
Mainshaft	1	6307	10126	35×80×21
Bevel Pinion Thrust, Front ...	1	LS.12.AC	54194	$1\frac{1}{4}\times2\frac{3}{4}\times\frac{11}{16}$
Bevel Pinion Thrust, Rear ...	1	LS.12.AC	54195	$1\frac{1}{4}\times2\frac{3}{4}\times\frac{11}{16}$
Bevel Pinion Thrust, Rear ...	1	LS.12.AC	81858	$1\frac{1}{4}\times2\frac{3}{4}\times\frac{11}{16}$
Bevel Pinion, Rear	1	6307	54193	35×80×21
Differential	2	6209.AC	54213	45×85×19

WOLSELEY 1939, 10 H.P. 4 cyl.

Model : TEN

Front Hubs, Inner	2	6205		25×52×15
Front Hubs, Outer	2	6204		20×47×14
Fan	2	6301	4676	12×37×12

WOLSELEY 1938/48, 14 H.P. 6 cyl.

Model : FOURTEEN, Series III

Front Hubs, Inner	2	6306	940	30×72×19
Front Hubs, Outer (up to Chassis 6469)	2	6304	53851	20×52×15
Front Hubs, Outer (Chassis 6470 and on)	2	MS.9	54439	$\frac{7}{8}\times2\frac{1}{4}\times\frac{11}{16}$
Fan	1	6302	QA.11120	15×42×13
Cons. Mesh Pinion	1	6307.SG	X17331	35×80×21
Mainshaft	1	6305.SG	X17165	25×62×17
Differential	2	6208.AC	50497	40×80×18
Rear Hubs	2	6208	54889	40×80×18

A.J.S.

1936/47 Model : 250 c.c., 350 c.c. and 500 c.c.

Bearing Position	Per Set	FBC No.	Maker's No.	Dimensions
Crankshaft D.S.	2	LS.9		$\frac{7}{8}\times 2\ \times\frac{9}{16}$
Crankshaft D.S.	2	LS.10		$1\times 2\frac{1}{4}\times\frac{5}{8}$

1939/47 Model : 990 c.c. BIG TWIN

Crankshaft D.S.	1	RMS.10		$1\times 2\frac{1}{2}\times\frac{3}{4}$
Crankshaft D.S.	1	MS.10		$1\times 2\frac{1}{2}\times\frac{3}{4}$

ARIEL

1934/5. Model : 250 c.c., LF & LH, O.H.V.

Crankshaft D.S.	1	MS.10	1430/26	$1\times 2\frac{1}{2}\times\frac{3}{4}$
Crankshaft T.S.	1	LS.10	1440/30	$1\times 2\frac{1}{4}\times\frac{5}{8}$
Front Hub	2	LS.9	4434/35	$\frac{7}{8}\times 2\ \times\frac{9}{16}$
Rear Hub	2	MS.9	4455/35	$\frac{7}{8}\times 2\frac{1}{4}\times\frac{11}{16}$

1934/5. Model : 350 c.c., NF & NH, O.H.V. 500 c.c., VF & VG, O.H.V.

Crankshaft D.S.	1	MS.10	1430/26	$1\times 2\frac{1}{2}\times\frac{3}{4}$
Crankshaft T.S.	1	LS.10	1440/30	$1\times 2\frac{1}{4}\times\frac{5}{8}$

1934/5. Model : 500 c.c., VH, O.H.V.

Crankshaft D.S.	1	LS.10	1440/30	$1\times 2\frac{1}{4}\times\frac{5}{8}$
Crankshaft D.S.	1	RMS.10	1432/35	$1\times 2\frac{1}{2}\times\frac{3}{4}$
Crankshaft T.S.	1	RFL.10	1433/35	$1\times 2\frac{1}{4}\times\frac{5}{8}$
Crankshaft D.S.	1	MS.10	1430/26	$1\times 2\frac{1}{2}\times\frac{3}{4}$
Crankshaft T.S.	1	LS.10	1440/30	$1\times 2\frac{1}{4}\times\frac{5}{8}$

1935/7. Model : 250 c.c., LG & L.H., 350 c.c., NG & NH, 500 c.c., VG., 600 c.c. VB

Crankshaft D.S.	1	MS.10	1430/26	$1\times 2\frac{1}{2}\times\frac{3}{4}$
Crankshaft D.S.	1	LS.10	1440/30	$1\times 2\frac{1}{4}\times\frac{5}{8}$
Crankshaft T.S.	1	LS.10	1440/30	$1\times 2\frac{1}{4}\times\frac{5}{8}$
Detachable Front Hub ...	2	LS.9	4434/35	$\frac{7}{8}\times 2\ \times\frac{9}{16}$
Detachable Rear Hub	2	MS.9	4455/35	$\frac{7}{8}\times 2\frac{1}{4}\times\frac{11}{16}$

1935/6. Model : 600 c.c., 4 cyl. 4F

Crankshaft D.S.	3	LS.11		$1\frac{1}{8}\times 2\frac{1}{2}\ \times\frac{5}{8}$
Crankshaft T.S.	1	LS.8		$\frac{3}{4}\times 1\frac{7}{8}\ \times\frac{9}{16}$
Camshaft	1	LS.7		$\frac{5}{8}\times 1\frac{9}{16}\times\frac{7}{16}$
Camshaft	1	LS.8	1463/31	$\frac{3}{4}\times 1\frac{7}{8}\ \times\frac{9}{16}$
Detachable Front Hub ...	2	LS.9	4434/35	$\frac{7}{8}\times 2\ \times\frac{9}{16}$
Detachable Rear Hub	2	MS.9	4455/35	$\frac{7}{8}\times 2\frac{1}{4}\ \times\frac{11}{16}$

ARIEL

1937. Model : 600 c.c., 4 cyl. 4F : 1000 c.c. 4 cyl. 4G

Bearing Position	Per Set	FBC No.	Maker's No.	Dimensions
Camshaft	1	LS.8	1463/31	$\frac{3}{4}\times1\frac{7}{8}\times\frac{9}{16}$
Detachable Front Hubs ...	2	LS.9	4434/35	$\frac{7}{8}\times2\times\frac{9}{16}$
Detachable Rear Hub	2	MS.9	4455/35	$\frac{7}{8}\times2\frac{1}{4}\times\frac{11}{16}$

1936. Model : 1.49 H.P., O.H.V., X36-0 : 2.49 H.P., S.V., B.36-1, O.H.V., B.36-2

Crankshaft D.S.	1	MS.9	27–261	$\frac{7}{8}\times2\frac{1}{4}\times\frac{11}{16}$
Mainshaft	1	LS.11	27–4027	$1\frac{1}{8}\times2\frac{1}{2}\times\frac{5}{8}$

1936. Model : 2.49 H.P., O.H.V., "LIGHT DE LUXE," B.36-18

Crankshaft D.S.	1	MS.9	27–261	$\frac{7}{8}\times2\frac{1}{4}\times\frac{11}{16}$
Gearbox	1	6206	29–3857	$30\times62\times16$

1936. Model : 2.49 H.P., "DE LUXE", B.36-3. 3.48 H.P., "DE LUXE," R36-4. 3.48 H.P., "COMPETITION DE LUXE," R36-19. All O.H.V.

Crankshaft D.S.	1	MS.9	27–261	$\frac{7}{8}\times2\frac{1}{4}\times\frac{11}{16}$
Crankshaft D.S.	1	RMS.9	27–262	$\frac{7}{8}\times2\frac{1}{4}\times\frac{11}{16}$
Gearbox	1	6207	24–4065	$35\times72\times17$
Gearbox Cover	1	LS.8	24–4217	$\frac{3}{4}\times1\frac{7}{8}\times\frac{9}{16}$

1936. Model : 3.48 H.P., R36-17. 3.48 H.P., "BLUE STAR", R36-20. 4.96 H.P., Q36-7. 4.96 H.P., "BLUE STAR", Q36-21. All O.H.V. 4.99 H.P., S.V., W36-6.

Crankshaft	2	RFM.9	24–722	$\frac{7}{8}\times2\frac{1}{4}\times\frac{11}{16}$
Gearbox	1	6207	24–4065	$35\times72\times17$
Gearbox Cover	1	LS.8	24–4217	$\frac{3}{4}\times1\frac{7}{8}\times\frac{9}{16}$

1936. Model : 3.48 H.P., O.H.V., "EMPIRE STAR", R36-5. 4.96 H.P., O.H.V., "EMPIRE STAR", Q36-8. 5.95 H.P., M36-10

Crankshaft	1	RFM.9	24–722	$\frac{7}{8}\times2\frac{1}{4}\times\frac{11}{16}$
Crankshaft	1	NFM.25	24–724	$25\times62\times17$
Gearbox	1	6207	24–4065	$35\times72\times17$
Gearbox Cover	1	LS.8	24–4217	$\frac{3}{4}\times1\frac{7}{8}\times\frac{9}{16}$

1936. Model : 9.86 H.P., S.V., G.36-14

Crankcase	1	NFM.25	24–724	$25\times62\times17$
Gearbox	1	6207	24–4065	$35\times72\times17$
Gearbox Cover	1	LS.8	24–4217	$\frac{3}{4}\times1\frac{7}{8}\times\frac{9}{16}$

B.S.A.

1937-40. Model : C10 and 11, C10 "DE LUXE", 250 c.c., S.V.

Bearing Position	Per Set	FBC No.	Maker's No.	Dimensions
Front Hub	40	Balls		$\frac{5}{16}$" dia.
Crankshaft D.S.	1	6305	24–732	25×62×17
Gearbox	1	LS.11	27–4027	$1\frac{1}{8}\times2\frac{1}{2}\times\frac{5}{8}$
Rear Hubs	40	Balls		$\frac{5}{16}$" dia.

1937/40. Model : B21, 250 c.c., O.H.V. B23, 350 c.c., S.V.

Front Hub	40	Balls		$\frac{5}{16}$" dia.
Crankshaft D.S.	2	6305	24–732	25×62×17
Gearbox	1	6206	29–3857	30×62×16
Rear Hub	40	Balls		$\frac{5}{16}$" dia.

1937/40. Model : B21 "DE LUXE", 250 O.H.V. B23 "DE LUXE", 350 c.c. S.V.

Front Hub	40	Balls		$\frac{5}{16}$" dia.
Crankshaft D.S.	1	6205	65–2045	25×52×17
Crankshaft D.S.	1	NFM25	24–724	25×62×17
Gearbox	1	6206	29–3857	30×62×17
Rear Hub	40	Balls		$\frac{5}{16}$" dia.

1937/38. Model : B24, 25 and 26, B24 "SILVER STAR". B26 COMP., 350 c.c., O.H.V.

Gearbox	1	6206	29–3857	30×62×17

1939/40. Model : B24, 25 and 26, B24 "SILVER STAR," B26, COMP., 350 c.c., O.H.V.

Crankshaft D.S.	1	6205	65–2045	25×52×15
Crankshaft D.S.	1	NFM.25	24–724	25×62×17
Gearbox	1	6206	29–3857	30×62×17

1937/40. Model : M20 and M20 "DE LUXE", 500 c.c., S.V. M21 and M21 "DE LUXE", 600 c.c. S.V.

Crankshaft D.S.	1	NFM 25	24–724	25×62×17
Crankshaft D.S. (M20 Std. only)	1	6205	65–2045	25×52×15
Crankshaft T.S.	1	MS.9	27–261	$\frac{7}{8}\times2\frac{1}{4}\times\frac{11}{16}$
Crankshaft T.S. (not M20 Std.)	1	RFM.9	24–722	$\frac{7}{8}\times2\frac{1}{4}\times\frac{11}{16}$
Gearbox	1	6207	24–4065	35×72×17
Gearbox Cover ...	1	LS.8	24–4217	$\frac{3}{4}\times1\frac{7}{8}\times\frac{9}{16}$

B.S.A.

1937/40. Model : M22, M23 "SILVER STAR". M24 "GOLD STAR", 500 c.c., O.H.V.

Bearing Position	Per Set	FBC No.	Maker's No.	Dimensions
Crankshaft D.S.	1	NFM.25	24–724	25×62×17
Crankshaft D.S. (M22 only) ...	1	6305	24–732	25×62×17
Crankshaft T.S.	1	RFM.9	24–722	$\frac{7}{8}\times2\frac{1}{4}\times\frac{11}{16}$
Gearbox	1	6207	24–4065	35×72×17
Gearbox Cover	2	LS.8	24–4217	$\frac{3}{4}\times1\frac{7}{8}\times\frac{9}{16}$

1937/40. Model : G14, 1000 c.c., S.V.

Crankshaft D.S.	1	NFM.25	24–724	25× 62×17
Crankshaft T.S.	1	NFM.25	24–724	25× 62×17
Gearbox	1	6207	24–4065	35× 72×17
Gearbox Cover	1	LS.8	24–4217	$\frac{3}{4}\times1\frac{7}{8}\times\frac{9}{16}$

1940. Model : B30, 350 c.c., O.H.V., War Office Machine

Crankshaft D.S.	1	6205	65–2045	25×52×15
Crankshaft D.S.	1	NFM.25	24–724	25×62×17
Crankshaft T.S.	1	RFM.9	24–722	$\frac{7}{8}\times2\frac{1}{4}\times\frac{11}{16}$
Gearbox	1	6206	29–3857	30×62×16

1940. Model : J36-12, 498 c.c., O.H.V., TWIN

Crankshaft D.S.	1	6305	24–732	25×62×17
Crankshaft D.S.	1	NFM.25	24–724	25×62×17
Crankshaft T.S.	1	NFM.25	24–724	25×62×17
Gearbox	1	6207	24–4065	35×72×17
Gearbox Cover	1	LS.8	24–4217	$\frac{3}{4}\times1\frac{7}{8}\times\frac{9}{16}$

1945/48. Model : C10, 250 c.c., S.V. C11, 250 c.c., O.H.V.

Front Hub (Girder Fork, 1945/6)	40	Balls		$\frac{5}{16}$" dia.
Front Hub (Telescopic Fork 1947/8)	44	Balls		$\frac{5}{16}$" dia.
Crankshaft D.S.	1	6305	24–732	25×62×17
Gearbox	1	LS.11	24–4027	$1\frac{1}{8}\times2\frac{1}{2}\times\frac{5}{8}$
Rear Hub	40	Balls		$\frac{5}{16}$" dia.

1945/48. Model : B31, B32, Comp 350, c.c., O.H.V.

Front Hub	2	LS.9	65–5883	$\frac{7}{8}\times2\times\frac{9}{16}$
Crankshaft D.S.	1	6205	65–2045	25×52×15
Crankshaft D.S.	1	NFM.25	24–724	25×62×17
Gearbox	1	6206	29–3875	30×62×16
Crankshaft T.S.	1	RFM.9	24–722	$\frac{7}{8}\times2\frac{1}{4}\times\frac{11}{16}$

B.S.A.

1945/48. Model : B33, B34, Comp., 500 c.c., O.H.V.

Bearing Position	Per Set	FBC No.	Maker's No.	Dimensions
Front Hub	2	LS.9	65–5883	$\frac{7}{8}\times 2\times\frac{9}{16}$
Crankshaft D.S.	1	6205	65–2045	$25\times 52\times 15$
Crankshaft D.S.	1	NFM.25	24–724	$25\times 62\times 17$
Gearbox	1	6206	29–3875	$30\times 62\times 16$

1945/48. Model : M20, 500 c.c., S.V. M21, 600 c.c., S.V.

Crankshaft D.S.	1	NFM.25	24–724	$25\times 62\times 17$
Crankshaft T.S.	1	RFM.9	24–722	$\frac{7}{8}\times 2\frac{1}{4}\times\frac{11}{16}$
Crankshaft T.S.	1	MS.9	27–261	$\frac{7}{8}\times 2\frac{1}{4}\times\frac{11}{16}$
Gearbox	1	6207	24–4065	$35\times 72\times 17$
Gearbox Cover	1	LS.8	24–4217	$\frac{3}{4}\times 1\frac{7}{8}\times 1\frac{9}{16}$

1945/48. Model : A7, 500 c.c., O.H.V.

Front Hubs	2	LS.9	65–5883	$\frac{7}{8}\times 2\times\frac{9}{16}$
Crankshaft D.S.	1	MS.11	67–1240	$1\frac{1}{8}\times 2\frac{13}{16}\times\frac{13}{16}$
Gearbox	1	6207	24–4065	$35\times 72\times 17$
Gearbox Cover	1	LS.8	24–4217	$\frac{3}{4}\times 1\frac{7}{8}\times 1\frac{9}{16}$
Rear Hub	3	LS.9	65–5883	$\frac{7}{8}\times 2\times\frac{9}{16}$

1945/48. Model : M33, 500 c.c., O.H.V.

Crankshaft D.S.	1	6205	65–2045	$25\times 52\times 15$
Crankshaft D.S.	1	NFM.25	24–724	$25\times 62\times 17$
Crankshaft T.S.	1	RFM.9	24–722	$\frac{7}{8}\times 2\frac{1}{4}\times\frac{11}{16}$
Gearbox	1	6207	24–4065	$35\times 72\times 17$
Gearbox Cover	1	LS.8	24–4217	$\frac{3}{4}\times 1\frac{7}{8}\times 1\frac{9}{16}$

BURMAN GEARBOX

1931/8. Model : B, FOUR-SPEED

Mainshaft D.S.	1	61207	219X	$1\frac{1}{2}\times 72\times 17$
Mainshaft	1	6304	37BA	$20\times 52\times 15$

1930/8. Model : R

Drive Gear	1	ECE.11	267X	$30\times 2\frac{1}{4}\times\frac{7}{16}$
Mainshaft	1	6202	268X	$15\times 35\times 11$
Change Speed Gear Lever ...	1	Ball		$\frac{1}{4}$" dia.

1930/8. Model : W

Mainshaft D.S.	1	61206	W6653	$1\frac{9}{32}\times 62\times 16$
Mainshaft	1	6203	68X	$17\times 40\times 12$

BURMAN GEARBOX

1934/8. Model : G

Bearing Position	Per Set	FBC No.	Maker's No.	Dimensions
Mainshaft	1	LS.5	32 G	$\frac{1}{2}\times1\frac{5}{16}\times\frac{3}{8}$

1936/8 Model : SPECIAL GEARBOX FOR NORTON

	1	LS.7	N8012	$\frac{5}{8}\times1\frac{9}{16}\times\frac{7}{16}$
	1	NFL.17	N8013	$17\times40\times12$

CALTHORPE

1934/5. Model : 250 c.c.

Crankshaft D.S.	2	RLS.9		$\frac{7}{8}\times2\times\frac{9}{16}$
Crankshaft T.S.	1	LS.9		$\frac{7}{8}\times2\times\frac{9}{16}$

1934/5. Model : 350 c.c., 500 c.c.

Crankshaft D.S.	2	RMS.9		$\frac{7}{8}\times2\frac{1}{4}\times\frac{11}{16}$
Crankshaft T.S.	1	LS.9		$\frac{7}{8}\times2\times\frac{9}{16}$
Camshaft		LS.7		$\frac{5}{8}\times1\frac{9}{16}\times\frac{7}{16}$
Front Hub	2	MS.5		$\frac{1}{2}\times1\frac{5}{8}\times\frac{5}{8}$
Rear Hub	2	MS.7		$\frac{5}{8}\times1\frac{13}{16}\times\frac{5}{8}$

1935/7. Model : 250 c.c., M4, M5 and M6

Crankshaft D.S.	2	RLS.9		$\frac{7}{8}\times2\times\frac{9}{16}$
Crankshaft T.S.	1	LS.9		$\frac{7}{8}\times2\times\frac{9}{16}$
Crankshaft D.S. (early) ...	2	RMS.9		$\frac{7}{8}\times2\frac{1}{4}\times\frac{11}{16}$
Crankshaft D.S. (later) ...	2	RLS.9		$\frac{7}{8}\times2\times\frac{9}{16}$
Camshaft		LS.7		$\frac{5}{8}\times1\frac{9}{16}\times\frac{7}{16}$
Front Hub	2	MS.5		$\frac{1}{2}\times1\frac{5}{8}\times\frac{5}{8}$
Rear Hub	2	MS.7		$\frac{5}{8}\times1\frac{13}{16}\times\frac{5}{8}$

1935/7. Model : 350 c.c., 500 c.c., M5, K5

Camshaft		LS.7		$\frac{5}{8}\times1\frac{9}{16}\times\frac{7}{16}$
Front Hub	2	MS.5		$\frac{1}{2}\times1\frac{5}{8}\times\frac{5}{8}$
Rear Hub	2	MS.7		$\frac{5}{8}\times1\frac{13}{16}\times\frac{5}{8}$

JAMES

1928/35. Model : 250 c.c., O.H.V. and S.V.

Gearbox		6206		$30\times62\times16$
Gearbox		EE.6		$\frac{3}{4}\times1\frac{3}{8}\times\frac{3}{16}$
Gearbox		EE.9		$1\times2\times\frac{3}{8}$

J.A.P. ENGINE

1934/5. Model : 1100 c.c.

Bearing Position	Per Set	FBC No.	Maker's No.	Dimensions
Valve Rockers		LS.5		$\frac{1}{2}\times1\frac{5}{16}\times\frac{3}{8}$
Crankshaft	1	MS.8		$\frac{3}{4}\times2\times\frac{11}{16}$
Crankshaft	1	6307		35×80×21
Crankshaft D.S.	1	MS.10		$1\times2\frac{1}{2}\times\frac{3}{4}$

LEVIS

1934/6. Model : 250 c.c.

Crankshaft D.S....	1	NFL.20		20×47×14
Crankshaft T.S.	1	NFL.20		20×47×14

NEW IMPERIAL

1932/6. Model : 2, 8 and 15, DL2, 9, 10B and F10

Mainshaft	1	LS.7		$\frac{5}{8}\times1\frac{9}{16}\times\frac{7}{16}$
Chainwheel	1	EE.10		$1\frac{1}{8}\times2\frac{1}{8}\times\frac{3}{8}$

1932/6. Model : 7, 7B and 10

Crankshaft, D.S.	1	EE.8		$\frac{7}{8}\times1\frac{7}{8}\times\frac{3}{8}$
Mainshaft	1	LS.8		$\frac{3}{4}\times1\frac{7}{8}\times\frac{9}{16}$
Sleeve Cog	1	6207		35×72×17

1932/5. Model : 11 and 11F

Mainshaft	1	LS.7		$\frac{5}{8}\times1\frac{9}{16}\times\frac{7}{16}$
Mainshaft	1	LS.8		$\frac{3}{4}\times1\frac{7}{8}\times\frac{9}{16}$
Sleeve Cog	1	6207		35×72×17

1932/5. Model : 16 and 17. 1932. Model 18

Mainshaft	1	LS.7		$\frac{5}{8}\times1\frac{9}{16}\times\frac{7}{16}$

1933/5. Model : 18

Mainshaft	1	LS.7		$\frac{5}{8}\times1\frac{9}{16}\times\frac{7}{16}$

1933/6. Model : 23, 30 and 30 DL. 1934/6. Model : 40. 1936. Model : 36 and 46.

Crankshaft D.S.	1	MS.9		$\frac{7}{8}\times2\frac{1}{4}\times\frac{11}{16}$
Chain Wheel	1	EE.10		$1\frac{1}{8}\times2\frac{1}{8}\times\frac{3}{8}$
Sleeve Cog	1	EE.10		$1\frac{1}{8}\times2\frac{1}{8}\times\frac{3}{8}$

1937. Model : 23

Crankshaft D.S.	1	MS.9		$\frac{7}{8}\times2\frac{1}{4}\times\frac{11}{16}$
Sleeve Cog	1	EE.10		$1\frac{1}{8}\times2\frac{1}{8}\times\frac{3}{8}$

NEW IMPERIAL

1937. Model : 36 and 46 "DE LUXE"

Bearing Position	Per Set	FBC No.	Maker's No.	Dimensions
Crankshaft D.S.	1	3305		25×62 ×24
Mainshaft	1	MS.7		$\frac{5}{8}\times1\frac{13}{16}\times\frac{5}{8}$

1937. Model : 76 "DE LUXE", 90, 100, 110

Mainshaft	1	MS.7		$\frac{5}{8}\times1\frac{13}{16}\times\frac{5}{8}$

NORTON

1935/7. Model : 16H, BIG 4, 18, 19, 20, ES2

Crankshaft D.S. & T.S.... ...	3	RL.8		$1\times2\frac{1}{4}\times\frac{5}{8}$
Front Hub	1	3203		17×40×16
Front Hub	1	6203		17×40×12
Rear Hub	1	3203		17×40×16
Rear Hub	1	6203		17×40×12

1935/7. Model : 50, 55

Crankshaft D.S. & T.S.... ...	2	6205		25×52×15
Front Hub	1	3203		17×40×16
Front Hub	1	6203		17×40×12
Rear Hub	1	3203		17×40×16
Rear Hub	1	6203		17×40×12

1935/7. Model : CS-1, CJ-30, CJ-40

Camshaft	1	LS.8		$\frac{3}{4}\times1\frac{7}{8}\times\frac{9}{16}$
Front and Rear Hubs	2	3203		17×40×16
Front and Rear Hubs	2	6203		17×40×12

NORTON

1940. Model : STANDARD WAR OFFICE MACHINE

Front Hub	1	6203P		17×40×12
Front Hub	1	3203		17×40×16
Steering Head	–	Balls		$\frac{5}{16}$" dia.
Crankshaft D.S. & T.S.... ...	3	RL.8		$1\times2\frac{1}{4}\times\frac{5}{8}$
Rear Hub	1	6203P		17×40×12
Rear Hub	1	3203		17×40×16

1940. Model : WAR OFFICE SIDECAR MACHINE

Front Hub	1	6203P		17×40×12
Front Hub	1	3203		17×40×16
Steering Head	–	Balls		$\frac{5}{16}$" dia.
Crankshaft D.S.	1	LS.10		$1\times2\frac{1}{4}\times\frac{5}{8}$
Crankshaft D.S.	1	RFL.10		$1\times2\frac{1}{4}\times\frac{5}{8}$
Crankshaft T.S.	1	RFL.10		$1\times2\frac{1}{4}\times\frac{5}{8}$
Rear Hub	1	6203P		17×40×12
Rear Hub	1	3203		17×40×16

P. & M.

1934/6. Model : 10, 20, 30, 70 and 80

Bearing Position	Per Set	FBC No.	Maker's No.	Dimensions
Crankshaft		RFL.9		$\frac{7}{8}\times 2\ \times\frac{9}{16}$

1934/7. Model : 50. 60, 90 and 100

Crankshaft D.S.	2	LS.11		$1\frac{1}{2}\times 2\frac{1}{2}\ \times\frac{5}{8}$
Crankshaft T.S.	1	RL.5		$\frac{5}{8}\times 1\frac{9}{16}\times\frac{7}{16}$

1937. Model : 85

Crankshaft D.S.	2	RFM.9		$\frac{7}{8}\times 2\frac{1}{4}\times\frac{11}{16}$
Crankshaft T.S.	1	RFL.9		$\frac{7}{8}\times 2\ \times\frac{9}{16}$

STURMEY ARCHER GEARBOX

1926 onward. Model : C.S., 3 SPEED CLUTCH and KS HEAVYWEIGHT

Mainshaft KSS	1	RL.5	CS24	$\frac{5}{8}\times 1\frac{9}{16}\times\frac{7}{16}$
Layshaft D.S.	1	RL.5	CS24	$\frac{5}{8}\times 1\frac{9}{16}\times\frac{7}{16}$
Layshaft KSS	1	RL.4	CS33	$\frac{1}{2}\times 1\frac{5}{16}\times\frac{3}{8}$

1926 onward. Model : S.B.

Mainshaft	1	RL.5	CS24	$\frac{5}{8}\times 1\frac{9}{16}\times\frac{7}{16}$
Layshaft	1	RL.5	CS24	$\frac{5}{8}\times 1\frac{9}{16}\times\frac{7}{16}$
Layshaft	1	RM.5	SB13	$\frac{5}{8}\times 1\frac{13}{16}\times\frac{5}{8}$

1926 onward. Model : 3 SPEED AND REVERSE

Mainshaft	1	LS.9		$\frac{7}{8}\times 2\ \times\frac{9}{16}$
Mainshaft	1	LS.11		$1\frac{1}{8}\times 2\frac{1}{2}\times\frac{5}{8}$
Layshaft	2	EE.8		$\frac{7}{8}\times 1\frac{7}{8}\times\frac{3}{8}$

1926 onward. Model : HW3 and HW, 4 SPEED WITH KICKSTARTER

Mainshaft	1	RL.5 or LS.7	CS24	$\frac{5}{8}\times 1\frac{9}{16}\times\frac{7}{16}$

1926 onward. Model : HW3 and HW, 4 SPEED WITHOUT KICK-STARTER

Mainshaft	1	RL.5 or LS.7	CS24	$\frac{5}{8}\times 1\frac{9}{16}\times\frac{7}{16}$
Layshaft	2	LS.7		$\frac{5}{8}\times 1\frac{9}{16}\times\frac{7}{16}$

1926 onward. Model : HW, 4 SPEED RACING MODEL

Mainshaft	1	RL.5 or LS.7	CS24	$\frac{5}{8}\times 1\frac{9}{16}\times\frac{7}{16}$
Layshaft	2	NFL.17		$17\times 40\ \times 12$

SUNBEAM

1934/5. Model : 8.350 c.c., O.H.V.

Bearing Position	Per Set	FBC No.	Maker's No.	Dimensions
Layshaft	2	EE.8		$\frac{7}{8}\times1\frac{7}{8}\times\frac{3}{8}$
High Gear	1	LS.11		$1\frac{1}{8}\times2\frac{1}{2}\times\frac{3}{8}$
Clutch Centre Piece	1	EE.4		$\frac{1}{2}\times1\frac{1}{8}\times\frac{1}{4}$

1934/5. Model : 500 c.c.—6c "LION", S.V. : 9c O.H.V. : 95R, O.H.V. RACING 95L, O.H.V. TOURING, 600 c.c.—12A "LION", O.H.V. : 7c "LION", S.V.

Crankshaft D.S. ...	1	LS.10		$1\times2\frac{1}{4}\times\frac{5}{8}$
Crankshaft D.S.	1	RFL.10		$1\times2\frac{1}{4}\times\frac{5}{8}$
Layshaft	2	EE.8		$\frac{7}{8}\times1\frac{7}{8}\times\frac{3}{8}$
High Gear	1	LS.11		$1\frac{1}{8}\times2\frac{1}{2}\times\frac{5}{8}$
Clutch Centre Piece (not 95R & L)	1	EE.4		$\frac{1}{2}\times1\frac{1}{8}\times\frac{1}{4}$

SUNBEAM

1937. Model : 23, 24, 25 and 30

Crankshaft D.S.	1	LS.10		$1\times2\frac{1}{4}\times\frac{5}{8}$
Crankshaft D.S. (25 and 30 only)	1	RFL.10		$1\times2\frac{1}{4}\times\frac{5}{8}$

TRIUMPH

1936/7. Model : 500 c.c., 5/10 O.H.V.

Crankshaft D.S.	1	RFM.11		$1\frac{1}{8}\times2\frac{13}{16}\times\frac{13}{16}$
Crankshaft D.S.	1	MS.10	KT58	$1\times2\frac{1}{2}\times\frac{3}{4}$
Crankshaft T.S.	1	RFL.10		$1\times2\frac{1}{4}\times\frac{5}{8}$
Gearbox Mainshaft	1	MS.8	S35–10	$\frac{3}{4}\times2\times\frac{11}{16}$

1936/7. Model : 650 c.c., 6/1 TWIN

Crankshaft	1	RFM.11		$1\frac{1}{8}\times2\frac{13}{16}\times\frac{13}{16}$
Gearbox Mainshaft	1	MS.8	S35—10	$\frac{3}{4}\times2\times\frac{11}{16}$

1937. Model : 250 c.c., L2/1 O.H.V., 350 c.c., 3/2 O.H.V.

Crankshaft (350 c.c.)	1	LS.11	S35–11	$1\frac{1}{8}\times2\frac{1}{2}\times\frac{5}{8}$
Crankshaft (250 c.c.)	1	LS.9	E918, W115	$\frac{7}{8}\times2\times\frac{9}{16}$
Crankshaft	1	LS.10	S35–14	$1\times2\frac{1}{4}\times\frac{5}{8}$
Gearbox	1	LS.8	S35–7	$\frac{3}{4}\times1\frac{7}{8}\times\frac{9}{16}$
Gearbox	1	LS.11	S35–11	$1\frac{1}{8}\times2\frac{1}{2}\times\frac{5}{8}$

1935/6. Model : 650 c.c., 6/1 TWIN

Crankshaft	1	RFM.11		$1\frac{1}{8}\times2\frac{13}{16}\times\frac{13}{16}$
Gearbox Mainshaft	1	MS.8	S35–10	$\frac{3}{4}\times2\times\frac{11}{16}$
Gearbox Mainshaft	1	6207	S35–4	$35\times72\times17$

TRIUMPH

1936. Model : 350 c.c., 3/2 O.H.V.

Bearing Position	Per Set	FBC No.	Maker's No.	Dimensions
Crankshaft D.S.	1	LS.11	S35–11	$1\frac{1}{8}\times2\frac{1}{2}\times\frac{5}{8}$
Crankshaft T.S.	1	LS.10	S35–14	$1\times2\frac{1}{4}\times\frac{5}{8}$
Gearbox	1	LS.11	S35–11	$1\frac{1}{8}\times2\frac{1}{2}\times\frac{5}{8}$
Gearbox	1	LS.8	S35–7	$\frac{3}{4}\times1\frac{7}{8}\times\frac{9}{16}$

1936/7. Model : 250 c.c., 2/5, 2/1 O.H.V.

Crankshaft D.S.	1	LS.11	S35–11	$1\frac{1}{8}\times2\frac{1}{2}\times\frac{5}{8}$
Crankshaft D.S.	1	LS.10	S35–14	$1\times2\frac{1}{4}\times\frac{5}{8}$
Gearbox	1	LS.11	S35–11	$1\frac{1}{8}\times2\frac{1}{2}\times\frac{5}{8}$
Gearbox	1	LS.8	S35–7	$\frac{3}{4}\times1\frac{7}{8}\times\frac{9}{16}$
Gearbox	1	MS.8	S35–10	$\frac{3}{4}\times2\times1\frac{1}{16}$

1936/7. Model : 350 c.c., 3/1 S.V. : 3/5 O.H.V. : 500 c.c., 5/2 O.H.V. : 5/4 O.H.V. : 5/5 O.H.V.

Crankshaft D.S....	1	MS.11	E.422	$1\frac{1}{8}\times2\frac{13}{16}\times1\frac{3}{16}$
Crankshaft D.S.	1	MS.10	KT58	$1\times2\frac{1}{2}\times\frac{3}{4}$
Crankshaft T.S.	1	LS.10	S35–14	$1\times2\frac{1}{4}\times\frac{5}{8}$
Gearbox	1	MS.8	S35—10	$\frac{3}{4}\times2\times1\frac{1}{16}$

TRIUMPH

1934/6. Model : 250 c.c., 2/5 O.H.V., 2/1 O.H.V. 350 c.c., 3/1 S.V.

Crankshaft	1	LS.11	S35–11	$1\frac{1}{8}\times2\frac{1}{2}\times\frac{5}{8}$
Crankshaft	1	LS.10	S35–14	$1\times2\frac{1}{4}\times\frac{5}{8}$
Gearbox Mainshaft	1	MS.8	S35–10	$\frac{3}{4}\times2\times1\frac{1}{16}$
Gearbox Mainshaft	1	6207	S35–4	$35\times72\times17$
Gearbox	1	LS.11	S35–11	$1\frac{1}{8}\times2\frac{1}{2}\times\frac{5}{8}$
Gearbox	1	LS.8	S35–7	$\frac{3}{4}\times1\frac{7}{8}\times\frac{9}{16}$

1934/5. Model : 350 c.c., 3/2 O.H.V., 3/5 O.H.V. 500 c.c., 5/4 O.H.V. 550 c.c., 5/3 S.V.

Crankshaft D.S.	1	MS.11	E422	$1\frac{1}{8}\times2\frac{13}{16}\times1\frac{3}{16}$
Crankshaft D.S.	1	MS.10	KT58	$1\times2\frac{1}{2}\times\frac{3}{4}$
Crankshaft T.S.	1	LS.10	S35–14	$1\times2\frac{1}{4}\times\frac{5}{8}$
Gearbox Mainshaft	1	MS.8	S35–10	$3\times2\times1\frac{1}{16}$
Gearbox Mainshaft	1	6207	S35–4	$35\times72\times17$

1934/6. Model : 500 c.c., 5/2 O.H.V., 5/50 O.H.V. 550 c.c. 5/1 S.V.

Crankshaft D.S.	1	MS.11	E422	$1\frac{1}{8}\times2\frac{13}{16}\times1\frac{3}{16}$
Crankshaft D.S.	1	MS.10	KT58	$1\times2\frac{1}{2}\times\frac{3}{4}$
Crankshaft T.S.	1	LS.10	S35–14	$1\times2\frac{1}{4}\times\frac{5}{8}$
Gearbox Mainshaft	1	MS.8	S35–10	$\frac{3}{4}\times2\times1\frac{1}{16}$
Gearbox Mainshaft	1	6207	S35–4	$35\times72\times17$

TRIUMPH

1935/6. Model : 500 c.c., 5/10 O.H.V.

Bearing Position	Per Set	FBC No.	Maker's No.	Dimensions
Crankshaft D.S.	1	RFM.11		$1\frac{1}{8}\times2\frac{13}{16}\times\frac{13}{16}$
Crankshaft D.S.	1	MS.10	KT58	$1\times2\frac{1}{2}\times\frac{3}{4}$
Crankshaft T.S.	1	RFL.10		$1\times2\frac{1}{4}\times\frac{5}{8}$
Gearbox Mainshaft	1	MS.8	S35–10	$\frac{3}{4}\times2\times\frac{11}{16}$
Gearbox Mainshaft	1	6207	S35–4	$35\times72\times17$

TRIUMPH

1938/40. Model : 5T and "TIGER 100"

Steering, Top	–	Balls	S70–4	$\frac{3}{16}$" dia.	
Steering, Bottom	–	Balls	S70–3	$\frac{1}{4}$" dia.	
Crankshaft D.S.	1	MS.11	E1591	$1\frac{1}{8}\times2\frac{13}{16}\times\frac{13}{16}$	
Crankshaft T.S.	1	MS.10	E1592	$1\times2\frac{1}{2}\times\frac{3}{4}$	
Gearbox	1	LS.8	S35–7	$\frac{3}{4}\times1\frac{7}{8}\times\frac{9}{16}$	

1938/40. Model : 5S

Steering	–	Balls	S70–4	$\frac{3}{16}$" dia.	
Crankshaft D.S.	1	LS.11	S35–11	$1\frac{1}{8}\times2\frac{1}{2}\times\frac{5}{8}$	
Crankshaft D.S.	1	LS.10	S35–14	$1\times2\frac{1}{4}\times\frac{5}{8}$	
Crankshaft T.S.	1	LS.10	S35–14	$1\times2\frac{1}{4}\times\frac{5}{8}$	
Gearbox	1	LS.8	S35–7	$\frac{3}{4}\times1\frac{7}{8}\times\frac{9}{16}$	

1939. Model : 3H. "TIGER 80" 3S

Steering	–	Balls	S70–4	$\frac{3}{16}$" dia.	
Crankshaft D.S.	1	LS.11	S35–11	$1\frac{1}{8}\times2\frac{1}{2}\times\frac{5}{8}$	
Crankshaft D.S.	1	LS.10	S35–14	$1\times2\frac{1}{4}\times\frac{5}{8}$	
Crankshaft T.S.	1	LS.10	S35–14	$1\times2\frac{1}{4}\times\frac{5}{8}$	
Gearbox	1	LS.8	S35—7	$\frac{3}{4}\times1\frac{7}{8}\times\frac{9}{16}$	

1939. Model : 5H

Steering, Top	–	Balls	S70–4	$\frac{3}{16}$" dia.	
Steering, Bottom	–	Balls	S70–3	$\frac{1}{4}$" dia.	
Crankshaft D.S.	1	MS.11	E422	$1\frac{1}{8}\times2\frac{13}{16}\times\frac{13}{16}$	
Crankshaft D.S.	1	MS,10	KT–58	$1\times2\frac{1}{2}\times\frac{3}{4}$	
Crankshaft T.S.	1	LS.10	S35–14	$1\times2\frac{1}{4}\times\frac{5}{8}$	
Gearbox	1	LS.8	S35–7	$\frac{3}{4}\times1\frac{7}{8}\times\frac{9}{16}$	

1939/40. Model : 2H, "TIGER 70"

Steering	–	Balls	S70–4	$\frac{3}{16}$" dia.	
Crankshaft D.S.	1	LS.11	S35–11	$1\frac{1}{8}\times2\frac{1}{2}\times\frac{5}{8}$	
Crankshaft D.S.	1	LS.10	S35–14	$1\times2\frac{1}{4}\times\frac{5}{8}$	
Crankshaft T.S.	1	LS.10	S35–14	$1\times2\frac{1}{4}\times\frac{5}{8}$	
Gearbox	1	LS.8	S35–7	$\frac{3}{4}\times1\frac{7}{8}\times\frac{9}{16}$	

TRIUMPH

1939/40. Model : 6S

Bearing Position	Per Set	FBC No.	Maker's No.	Dimensions
Steering Top	–	Balls	S70–4	$\frac{3}{16}$" dia.
Steering, Bottom	–	Balls	S70–3	$\frac{1}{4}$" dia.
Crankshaft D.S.	1	MS.11	E422	$1\frac{1}{8}\times2\frac{13}{16}\times\frac{13}{16}$
Crankshaft D.S.	1	MS.10	KT–58	$1\times2\frac{1}{2}\times\frac{3}{4}$
Crankshaft T.S.	1	LS.10	S35–14	$1\times2\frac{1}{4}\times\frac{5}{8}$
Gearbox	1	LS.8	S35–7	$\frac{3}{4}\times1\frac{7}{8}\times\frac{9}{16}$

1940. Model : 3T, "TIGER 85"

Steering	–	Balls	S70—4	$\frac{3}{16}$" dia.
Crankshaft D.S.	1	MS.10	KT–58	$1\times2\frac{1}{2}\times\frac{3}{4}$
Gearbox	1	LS.8	S35–7	$\frac{3}{4}\times1\frac{7}{8}\times\frac{9}{16}$

TRIUMPH

1946. Model : 3HW

Steering	–	Balls	S70–4	$\frac{3}{16}$" dia.
Crankshaft D.S.	1	LS.11	S35–11	$1\frac{1}{8}\times2\frac{1}{2}\times\frac{5}{8}$
Crankshaft D.S.	1	LS.10	S35–14	$1\times2\frac{1}{4}\times\frac{5}{8}$
Crankshaft T.S.	1	LS.10	S35–14	$1\times2\frac{1}{4}\times\frac{5}{8}$
Gearbox	1	LS.8	S35–7	$\frac{3}{4}\times1\frac{7}{8}\times\frac{9}{16}$

1946. Model : 3T "DE LUXE" and "TIGER" 85

Front Hub	1	6204	W653	20×47×14
Steering	–	Balls	S70–4	$\frac{3}{16}$" dia.
Crankshaft D.S.	1	MS.10	E1592	$1\times2\frac{1}{2}\times\frac{3}{4}$
Gearbox	1	LS.8	S35–7	$\frac{3}{4}\times1\frac{7}{8}\times\frac{9}{16}$

1946. Model : 5T SPEED TWIN AND "TIGER" 100

Front Hub	2	6204	W653	$20\times47\times14$
Steering, Top	–	Balls		$\frac{3}{16}$" dia.
Steering, Bottom	–	Balls	S70–3	$\frac{1}{4}$" dia.
Crankshaft D.S.	1	MS.11	E1591	$1\frac{1}{8}\times2\frac{13}{16}\times\frac{13}{16}$
Crankshaft T.S.	1	MS.10	E1592	$1\times2\frac{1}{2}\times\frac{3}{4}$
Gearbox	1	LS.8	S35–7	$\frac{3}{4}\times1\frac{7}{8}\times\frac{9}{16}$

1946. Model : 5TW

Front Hub	2	LS.8	S35–7	$\frac{3}{4}\times1\frac{7}{8}\times\frac{9}{16}$
Steering	–	Balls	S70–4	$\frac{3}{16}$" dia.
Crankshaft D.S. ...	1	MS.11	E422	$1\frac{1}{8}\times2\frac{13}{16}\times\frac{13}{16}$
Rear Hub	2	LS.8	S35–7	$\frac{3}{4}\times1\frac{7}{8}\times\frac{9}{16}$

TRIUMPH

1947. Model : RACING "TIGER" 100

Bearing Position	Per Set	FBC No.	Maker's No.	Dimensions
Front Hub	2	6204	W653	20×47 ×14
Steering, Top	–	Balls	S70–4	$\frac{3}{16}$" dia.
Steering, Bottom	–	Balls	S70–3	$\frac{1}{4}$" dia.
Crankshaft D.S.	1	RFM.11		$1\frac{1}{8}\times2\frac{13}{16}\times\frac{13}{16}$
Crankshaft D.S.	1	RFM.10		$1\times2\frac{1}{2}\times\frac{3}{4}$
Gearbox	1	LS.8	S35–7	$\frac{3}{4}\times1\frac{7}{8}\times\frac{9}{16}$
Rear Hub (Spring Wheel) ...	58	Balls	S70–2	$\frac{5}{16}$" dia.

VELOCETTE

1933/5. Model : 250 c.c., GPT

Gearbox	1	LS.5	B23	$\frac{1}{2}\times1\frac{5}{16}\times\frac{3}{8}$
Gearbox	1	LS.7	B22–3	$\frac{5}{8}\times1\frac{9}{16}\times\frac{7}{16}$
Gearbox	1	6007	B22	35×70 ×10

VELOCETTE

1933/35. Model : G.P.T., 250 c.c.

Gearbox Mainshaft	1	LS.5	B23	$\frac{1}{2}\times1\frac{5}{16}\times\frac{3}{8}$
Gearbox Layshaft	1	LS.7	B22–3	$\frac{5}{8}\times1\frac{9}{16}\times\frac{7}{16}$

1933/35. Model : KSS, KTS, KTT, 350 c.c.

Gearbox	1	LS.5	B23	$\frac{1}{2}\times1\frac{5}{16}\times\frac{3}{8}$
Gearbox	1	LS.7	B22–3	$\frac{5}{8}\times1\frac{9}{16}\times\frac{7}{16}$
Gearbox	1	MS.5	BK23	$\frac{1}{2}\times1\frac{5}{8}\times\frac{5}{8}$

VELOCETTE

1933/48. Model : M.O.V., 250 c.c. M.A.C., 350 c.c.

Gearbox	1	LS.5	B23	$\frac{1}{2}\times1\frac{5}{16}\times\frac{3}{8}$
Gearbox	1	LS.7	B22–3	$\frac{5}{8}\times1\frac{9}{16}\times\frac{7}{16}$
Rear Hub (Detachable Wheel)	2	LS.9	KS18–3	$\frac{7}{8}\times2\times\frac{9}{16}$

1933/48. Model : M.S.S., 500 c.c., O.H.V.

Gearbox	1	MS.5	BK23	$\frac{1}{2}\times1\frac{5}{8}\times\frac{5}{8}$
Gearbox	1	LS.7	B22–3	$\frac{5}{8}\times1\frac{9}{16}\times\frac{7}{16}$
Rear Hub (Detachable Wheel— from Frame MS.1850) ...	2	LS.9	KS18–3	$\frac{7}{8}\times2\times\frac{9}{16}$

1936/39. Model : KSS, KTS, 350 c.c.

Gearbox	1	MS.5	BK23	$\frac{1}{2}\times1\frac{5}{8}\times\frac{5}{8}$
Gearbox	1	LS.7	B22–3	$\frac{5}{8}\times1\frac{9}{16}\times\frac{7}{16}$
Gearbox	1	LS.5	B23	$\frac{1}{2}\times1\frac{5}{16}\times\frac{3}{8}$

VELOCETTE

1945/48. Model : 150 c.c.

Bearing Position	Per Set	FBC No.	Maker's No.	Dimensions
Front Hub	2	LS.8		$\frac{3}{4}\times1\frac{7}{8}\times\frac{9}{16}$
Crankshaft D.S.	1	LS.8		$\frac{3}{4}\times1\frac{7}{8}\times\frac{9}{16}$
Crankshaft T.S.	1	LS.8		$\frac{3}{4}\times1\frac{7}{8}\times\frac{9}{16}$
Camshaft	2	EE·5	LE385	$\frac{5}{8}\times1\frac{3}{8}\times\frac{9}{32}$
Dynamo	2	EE.5		$\frac{5}{8}\times1\frac{3}{8}\times\frac{9}{32}$
Gearbox	4	EE.5		$\frac{5}{8}\times1\frac{3}{8}\times\frac{9}{32}$
Crown Wheel	1	EE.10	LE386	$1\frac{1}{8}\times2\frac{1}{8}\times\frac{3}{8}$
Rear Hub	2	LS.8	LE383	$\frac{3}{4}\times1\frac{7}{8}\times\frac{9}{16}$

1945/48. Model : G.T.P.

Gearbox Mainshaft	1	LS.5	B23	$\frac{1}{2}\times1\frac{5}{16}\times\frac{3}{8}$
Gearbox Layshaft	1	LS.7	B22–3	$\frac{5}{8}\times1\frac{9}{16}\times\frac{7}{16}$

1946/48. Model : KSS and KTS, Mk. II (from Engine KSS7001), 350 c.c., O.H. Camshaft

Camshaft	1	LS.7	B22–3	$\frac{5}{8}\times1\frac{9}{16}\times\frac{7}{16}$
Gearbox Mainshaft	1	MS.5	BK23	$\frac{1}{2}\times1\frac{5}{8}\times\frac{5}{8}$
Gearbox Layshaft	1	LS.7	B22–3	$\frac{5}{8}\times1\frac{9}{16}\times\frac{7}{16}$
Rear Hub (Detachable Wheel)	2	LS.9	KS18–3	$\frac{7}{8}\times2\times\frac{9}{16}$

VILLIERS (Engines only)

1947. Model : "JUNIOR"

Drive Shaft	1	EE.6		$\frac{3}{4}\times1\frac{5}{8}\times\frac{5}{16}$
Drive Shaft	1	EE.8		$\frac{7}{8}\times1\frac{7}{8}\times\frac{3}{8}$
Clutch Shaft	1	LS.7		$\frac{5}{8}\times1\frac{9}{16}\times\frac{7}{16}$
Clutch Shaft	1	EE.6		$\frac{3}{4}\times1\frac{5}{8}\times\frac{5}{16}$

1947. Model : 98 c.c., 125 c.c. units

Drive Shaft	3	LS.8		$\frac{3}{4}\times1\frac{7}{8}\times\frac{9}{16}$
Mainshaft	1	6204		$20\times47\times14$

1947. Model : MK. 1 Unit

Drive Shaft D.S.	1	3204		$20\times47\times18$
Drive Shaft M.S.	1	LS.8		$\frac{3}{4}\times1\frac{7}{8}\times\frac{9}{16}$
Gearbox, Control Side ...	1	LS.5		$\frac{1}{2}\times1\frac{5}{16}\times\frac{3}{8}$
Gearbox, Clutch Side ...	1	6204		$20\times47\times14$

VILLIERS (Engines only)

1947. Model : MK. 3E and 5E Unit

Bearing Position	Per Set	FBC No.	Maker's No.	Dimensions
Drive Shaft D.S.	2	LS.8		$\frac{3}{4}\times1\frac{7}{8}\times\frac{9}{16}$
Drive Shaft M.S.	1	3204		$20\times47\times18$
Gearbox, Clutch Side ...	1	LS.9		$\frac{7}{8}\times2\times\frac{9}{16}$

1947. Model : MK. 10, "MARSTON" 4 STROKE

Drive Shaft	2	LS.8		$\frac{3}{4}\times1\frac{7}{8}\times\frac{9}{16}$

1947. Model : MK. 20 and 25, "MARSTON" 4 STROKE

Drive Shaft	2	MS.10		$1\times2\frac{1}{2}\times\frac{3}{4}$
Reduction Gear...	1	MS.10		$1\times2\frac{1}{2}\times\frac{3}{4}$
Reduction Gear...	1	LS.8		$\frac{3}{4}\times1\frac{7}{8}\times\frac{9}{16}$

1947. Model : "MARVIL" MK. 1

Drive Shaft	3	EE.6		$\frac{3}{4}\times1\frac{5}{8}\times\frac{5}{16}$

1947. Model : MARVIL MK. 2, "CENTURY" MK. 1 and 2

Drive Shaft	2	LS.8		$\frac{3}{4}\times1\frac{7}{8}\times\frac{9}{16}$
	1	EE.6		$\frac{3}{4}\times1\frac{5}{8}\times\frac{5}{16}$

1947. Model : W/C STATY

Drive Shaft	2	MS.11		$1\frac{1}{8}\times2\frac{13}{16}\times\frac{13}{16}$

1947. Model : IF, 2 SPEED

Drive Shaft	2	6205		$25\times52\times15$
Clutch Shaft	1	6004		$20\times42\times9$
Clutch Shaft	1	6005		$25\times52\times9$

1947. Model : 6E, 10D

Drive Shaft	3	6204		$20\times47\times14$
Gearbox	1	6205		$25\times52\times15$

1947. Model : 17A, 17B and 24B

Drive Shaft	2	MS.10		$1\times2\frac{1}{2}\times\frac{3}{4}$

1947. Model : 18A, 19A, 25A 7 27B

Drive Shaft	2	3305		$25\times62\times24$

1947. Model : 20c

Drive Shaft	4	LS.8		$\frac{3}{4}\times1\frac{7}{8}\times\frac{9}{16}$

1947. Model : 24C

Drive Shaft	2	MS.8		$\frac{3}{4}\times2\times\frac{11}{16}$

VINCENT H.R.D.

1946. Model : "RAPIDE" B, 1000 c.c.

Bearing Position	Per Set	FBC No.	Maker's No.	Dimensions
Head Lock	60	Balls		$\frac{1}{4}$" dia.
Crankshaft D.S.	1	MS.10		$1 \times 2\frac{1}{2} \times \frac{3}{4}$
Crankshaft T.S.	1	RLS.8		$\frac{3}{8} \times 1\frac{7}{8} \times \frac{9}{16}$
Footchange	2	EE.4		$\frac{1}{2} \times 1\frac{1}{8} \times \frac{1}{4}$
Gearbox	1	LS.12		$1\frac{1}{4} \times 2\frac{3}{4} \times \frac{11}{16}$
Gearbox	1	MS.10		$1 \times 2\frac{1}{2} \times \frac{3}{4}$
Gearbox	2	LS.9		$\frac{7}{8} \times 2 \times \frac{9}{16}$

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