

K&L-G

SPARK PLUG MANUAL

The Story behind K.L.G.	1
Comparison Chart	2
Symbol Explanation	3
Choosing the Right Plug	3
Gap Setting & Replacement	4
Installation	4
Heat Range	5
Trouble—Recognition & Cure	6 – 7
Projecting Nose Plugs	8
Sports Plugs	8
Heater Plugs	9
Heater Plug Recommendations	10
Plug Cover	11
Plug Cleaner & Tester	11
Publicity Material	12
Recommendations for European Cars	13 – 17
Recommendations for American Cars	18 – 19
Recommendations for Commercial Vehicles	20 – 21
Recommendations for Scooters & Mopeds	22 – 24
Recommendations for Motor Cycles	25 – 30
Recommendations for Marine—Outboard Engines	30 – 33
Recommendations for Marine—Inboard Engines	33 – 35
Recommendations for Farm Tractors	35 – 36
Recommendations for Farm—Garden Machinery, Lawn Mowers, Stationary & Miscellaneous Engines	36 – 39
Recommendations for Go-Karts	40
Discontinued Plugs and their replacements	40

The Story behind K.L.G.

In 1912 when the early racing cars were attaining higher and higher engine-speeds, Kenelm Lee Guinness, an enthusiastic amateur racing driver, found that development was handicapped by the inability of the plugs of those days to withstand the increasingly severe engine conditions. In his racing workshops at an old, disused inn called the "Bald Faced Stag" at Putney Vale, near London, he set out to design and build a sparking plug to satisfy his own needs. His first plugs proved so superior that Guinness was soon receiving insistent demands from his friends in the motor-racing world for "plugs like K.L.G.'s". So, in a very small way, production began in the cellars of the old inn.

The fame of the new plugs spread rapidly. More and more were made to satisfy a rapidly growing demand, and then special plugs were designed to meet the needs of the infant aircraft industry. 1914 brought war, and the little factory began to pour out an ever increasing supply of plugs for the services, including the Royal Flying Corps (forerunner of the R.A.F.) and the Royal Naval Air Service. By the end of the 1914-18 war, K.L.G. plugs were world-famed among flying men, and the "Bald Faced Stag" had been augmented by a modern factory employing over 1,500 people.

In 1919, S. Smith & Sons (M.A.) Ltd., acquired the world selling rights for K.L.G. products, and eight years later the company passed completely into Smiths hands, with Guinness himself remaining as consultant. From 1919 until World War II, K.L.G. plugs were used in almost every motoring, motor cycling and aeronautical achievement of note both in Great Britain and overseas. The factory also produced a number of special engines and two complete record-breaking cars—Sir Henry Segrave's "Golden Arrow" and Sir Malcolm Campbell's "Bluebird".

So to the present day; research and development continue apace, for the sparking plug industry must be ready to meet any demands that new engines, including jets, may make upon it. From small beginnings in a cellar to a large, well equipped and up-to-date factory where the memory of a man of outstanding ability is perpetuated in the famous initials "K.L.G."

COMPARISON CHART

Standard Plugs											
Thread		Heat Value	APPROXIMATE EQUIVALENT HEAT RANGE								
Size	Reach		K.L.G.	Lodge	A.C.	Autolite	Beru	Bosch	Champion	Marelli	N.G.K.
10MM	1/2"	HOT	T30								
			T70								
		COLD	T90	2HL10		PE3		U200T1	Z10, Z8		C7-HW, C7-HS, C9-H
12MM	1/2"	HOT	TW270	HB12		HE3					D8H
			TW275	H12		HE2, HE1			P7		D8HS, D9H, D10H
		COLD	TW280	2H12							D12H
14MM	3/8"	HOT	FS20	BAN	48	A11, AT10	95/14/5		UJ12		
			FS50	CAN	45, C45, VF9	A7, AT6	145/14/5	W145T3	J8J, J8	CW150P	B6
			FS75	HAN	43, C43, 43COM	A3, AT3	225/14/5	W225T3	J5, J6, J6J	CW175JC	B7
		COLD	FS100	3HAN	42				J4, J2, J4J		
14MM	1/2"	HOT	F20	BN	46FF		95/14	W95T1	L14	CW50N	
			F50	CN	45F, 45FF	AE6	145/14	W125T1	L10, L90	CW150N	B4H
			F70	HBN	44F, 44FF	AE4	175/14	W145T1		CW175N	B6H
			F75	HN	43F, 43FF, 43FO	AE3	225/14	W175T1 W225T1	L7, L85, L86	CW225N	B7H, B7HZ
			F80	2HN	42F	AE2	240/14	W240T1	L5, L81	CW240N	B8H
			F100	3HN	41F		260/14	W260T1		CW260N	
		COLD	F220								
14MM	3/4"	HOT	FE20	BL14		AG9	95/14/3		N21	CW50L	B-4E
			FE50	CLNH	46XL, 46N	AG5	175/14/3	W125T2 W145T2	N8	CW150L	B-6E
			FE70	HBLN	45XL, 45N	AG4, AG3		W160T2	N5, N6, N84	CW225LV	B-7E
			FE75	HLN	44XL, 44N	AG2	225/14/3	W175T2	N4		B-8E
			FE80	2HLN	43N, 43XL		240/14/3	W225T2 W240T2 W240T17	N3	CW250L	B-9E
			FE100	3HLN			260/14/3	W260T2 W270T17		CW275L	
		COLD	FE220								
18MM	1/2"	HOT	M30	BBL	87	BT8	95/18	M95T1	8COM, D16	CM100A	
			M50	CV	C85H	BT6	145/18	M145T1	7COM, D14	CM150A	
		COLD	M60	HV	83COM, C83H	BT4	175/18	M175T1	D10, UK10	CM200A	A-6
18MM	3/4"		ML30	CB3	88LCOM, 10COM	BT10, BR10		M45T2	9COM, 10COM		

Projecting Nose Plugs											
Thread		Heat Value	APPROXIMATE EQUIVALENT HEAT RANGE								
Size	Reach		K.L.G.	Lodge	A.C.	Autolite	Beru	Bosch	Champion	Marelli	N.G.K.
14MM	3/8"	HOT	FS35P	BBANY		A82			J18Y		
			FS45P	BANY	45S	A52			J14Y		BP-4
		COLD	FS55P	CANY	44S	AT42, A42			J10Y, J13Y, J12Y		BP-6
14MM	1/2"	HOT	F55P	CNY	43FS	AE52		W175T7	UL12Y, L92Y, L95Y		
			F65P	HNY		AE32		W200T35 W225T7	L87Y		
		COLD	F85P	2HNY	42FS	AE22			L82Y		
14MM	3/4"	HOT	FE45P	BLNY		AG52		W145T30	N14Y		BP-4E
			FE55P	CLNY	44XLS	AG42		W160T30 W175T30	UN12Y, N11Y		BP-6E
			FE65P	HLNY		AG32		W200T36 W225T30 W200T30 W200T27	N10Y, N9Y		BP-7E
			FE125P	2HLNY	42XLS	AG22		W230T30 W215P21 W225T27 W225T28 W215T28	N6Y, N64Y		
			FE135P	3HLNY				W235P21 W240T28	N63Y		
			FE145P	4HLNY				W240T21 W250P21	N62Y		
		COLD	FE155P	5HLNY					N60Y		
14MM	Taper		FT85P	2HTY	42TS						
18MM	TAPER	HOT	MT45P	BTNY	85TS	BF82		MA125T7	F14Y		AP-4F
			MT55P	CTNY	84TS	BF42		MA145T7	F11Y		AP-6F
		COLD	MT65P	HTNY	83TS	BF32		MA175T7	F9Y		

Symbol Explanation

The initials in K.L.G. type numbers have definite meanings; individual letters/numbers describing individual aspects of the spark plug.

The NUMERALS with these initials indicate heat value – see the comparison chart.

"M"	18 mm diameter thread.	"L"	Long reach 18 mm.
"F"	14 mm diameter thread.	"E"	Extra long reach 14 mm.
"TW"	12 mm diameter thread.	"T"	(Prefix) 2nd letter Taper seat.
"T" (Prefix)	10 mm diameter thread, small hexagon $\frac{5}{8}$ "	"P"	(Suffix) Projecting nose.
"S"	Short reach.		

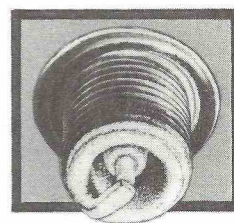
Choosing the right Plug

Selecting a plug would be a simple matter if size were the only consideration. Unfortunately, the running temperature, type of duty and general condition of the engine play equally big parts. A cool-running engine may develop insufficient heat to burn off the oil and fuel deposits which would form on a normal type of plug, in which case the plug will become fouled and cease to function. Cool engines, therefore, and also badly worn ones, using excessive quantities of oil,

may require a type with a lower heat value – i.e. a 'hotter' plug than the one recommended – to avoid fouling. Similarly a hot-running engine may overheat the plug and cause pre-ignition; abnormally severe duty and tuning for weaker mixture or higher power can produce this effect. In this instance a plug with a higher heat value – i.e. a 'colder' type – should be fitted to withstand the increased temperatures.

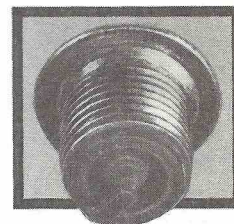
Too Hot

A plug which appears bleached, perhaps with a deposit like cigarette ash; this is too 'hot-running' for the performance of the engine and a cooler-running type should be substituted.



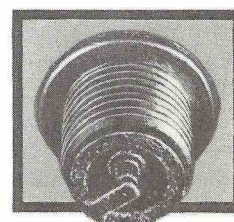
Normal

Light brown or grey coloured deposit on insulator. Greyish deposit on body.



Too Cold

This plug has been running too 'cold' and has not reached the self-cleaning temperature. There is oil on the base of the insulator and electrodes. It should be replaced by a hotter running plug that will burn off deposits and remove the possibility of a short-circuit.



Gap Setting and Replacement

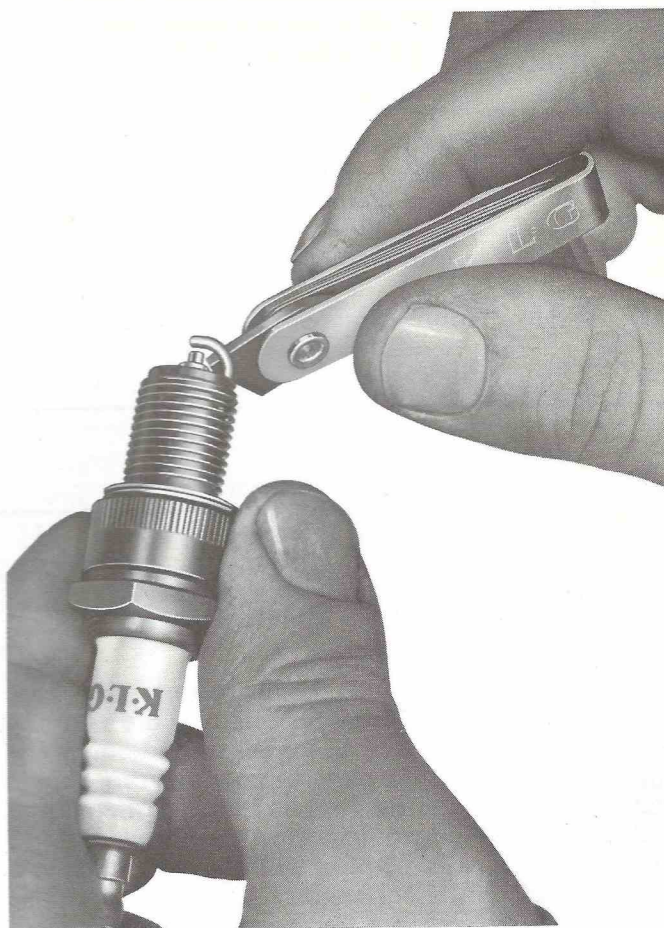
Incorrect setting of the gap between the electrodes can result in misfiring, loss of power, early fouling and poor idling. Plugs are normally supplied with a general setting which will not necessarily be correct for all engines. Electrode gaps should therefore be correctly set to the gap recommended by the engine manufacturer before initial installation, by bending the earth electrode only. The method of carrying out this setting is shown in the illustration on the right.

Electrical erosion of the electrodes gradually increases the gaps in service, and every spark contributes to this. The plugs should therefore be removed periodically and the gaps checked and reset as necessary.

Electrode erosion can be compensated for by resetting of the gaps only a limited number of times.

As the clean edges of the electrodes are eroded away a higher voltage is required to provide a satisfactory spark and the plug becomes progressively less efficient.

Plugs should be replaced after approximately 12,000 miles if full efficiency is to be maintained.



Installation

1. Make quite sure before you fit plugs that they are the correct type for the engine as quoted in the K.L.G. recommendation lists, or as determined by procedure described under "Choosing the right plug" (page 3) if abnormal conditions apply.

2. K.L.G. plugs are normally supplied with spark-gaps between the central and earth electrodes set at .025"-.028" (.65-.70 mm), with the following exceptions:—

	<i>Inches</i>	<i>Millimetres</i>
220 heat value	.015-.018	.40-.45
FS types	.028-.032	.70-.80
10/12 mm types	.019-.022	.50-.056

A slightly wider gap is permissible where a sports or other high-output coil is used. Where the engine manufacturers recommend a different gap from the K.L.G. setting, it is important that the appropriate adjustment be made before fitting.

When adjusting the gap, never move or lever on the centre firing point, but move only the side, or earth electrodes.

To ensure maximum efficiency and long life, care should be taken to see that the gap setting is maintained within the prescribed limits.

3. See that each plug is fitted with its external seating-washer, and that the body threads are quite clean.

4. Tighten each plug firmly, but do not over-tighten. All that is required is a gas-tight joint. If you use the strength that you can comfortably exert with your hands and wrists only, using a normal spanner and/or tommy bar, nothing more is needed. Over-tightening will cause damage. Where a torque-spanner is available, the tightening figures given below should not be exceeded.

TIGHTENING TORQUE

<i>Thread Size</i>	<i>lb./ft. (m./kg.)</i>
10 mm / 12 mm	10 (1.4)
14 mm	14 (1.9)
18 mm	25 (3.5)
18 mm Taper Seat	17 (2.4)

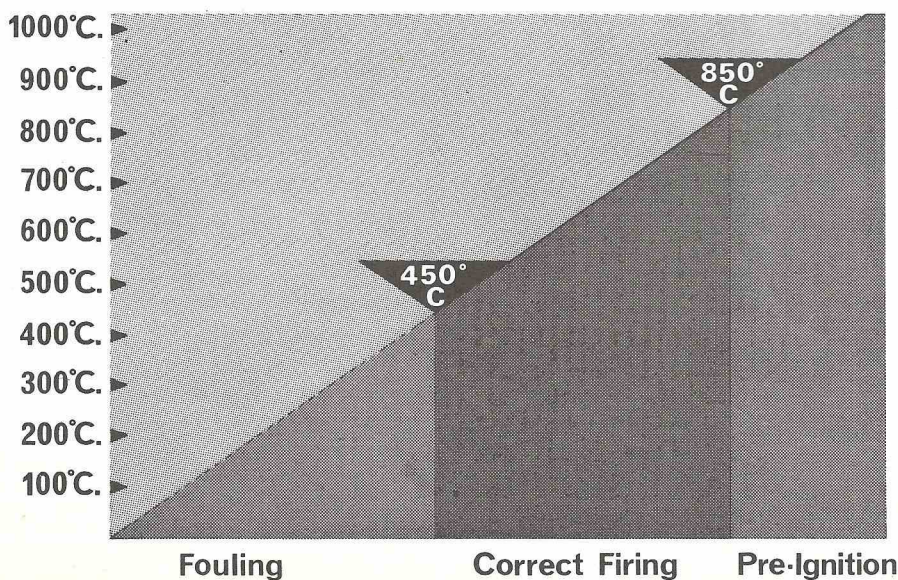
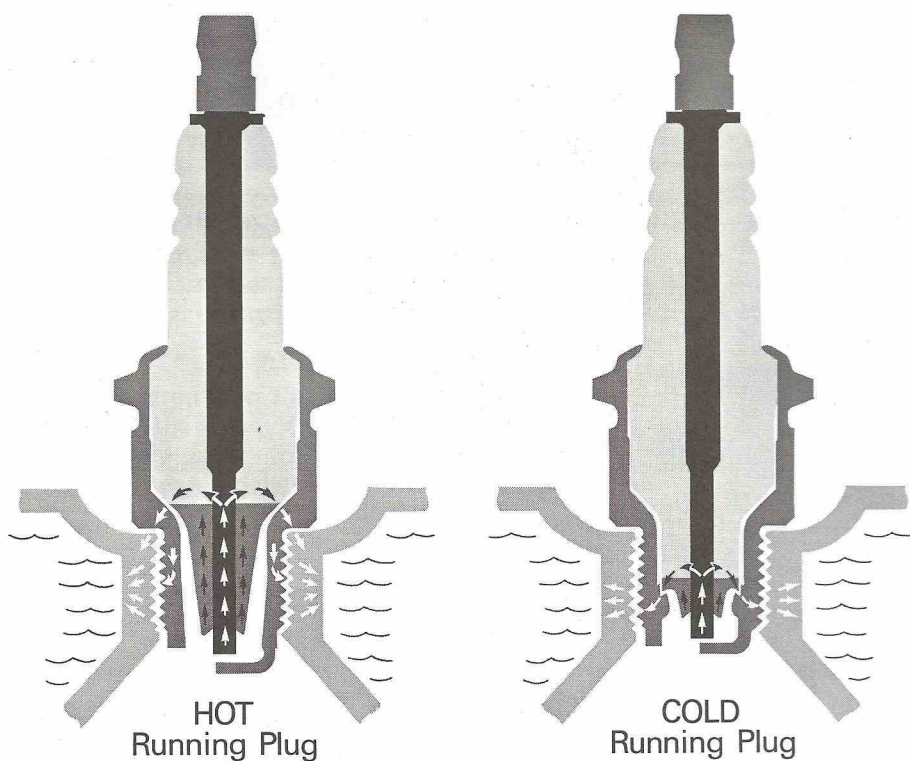
Heat Range

The design of a spark plug is complicated by the wide variation in operating conditions in different engines. A plug may be subjected at times to deposits of oil and carbon, and at other times to extreme heat. Under these conditions, the nose of the insulator must be sufficiently hot to burn off the oil and carbon fouling, but not so hot as to cause self-ignition.

Self-ignition can occur at or about the same time as the spark, in which case it is called auto-ignition; if it occurs earlier than the spark it is called pre-ignition. Continued running after switching off is called after-firing or running-on. Any of these forms of self-ignition can, however, be caused by hot spots other than plugs. This can easily be checked by temporarily fitting a very cold-running plug; if the cold running plug ends the trouble it is obviously caused by the

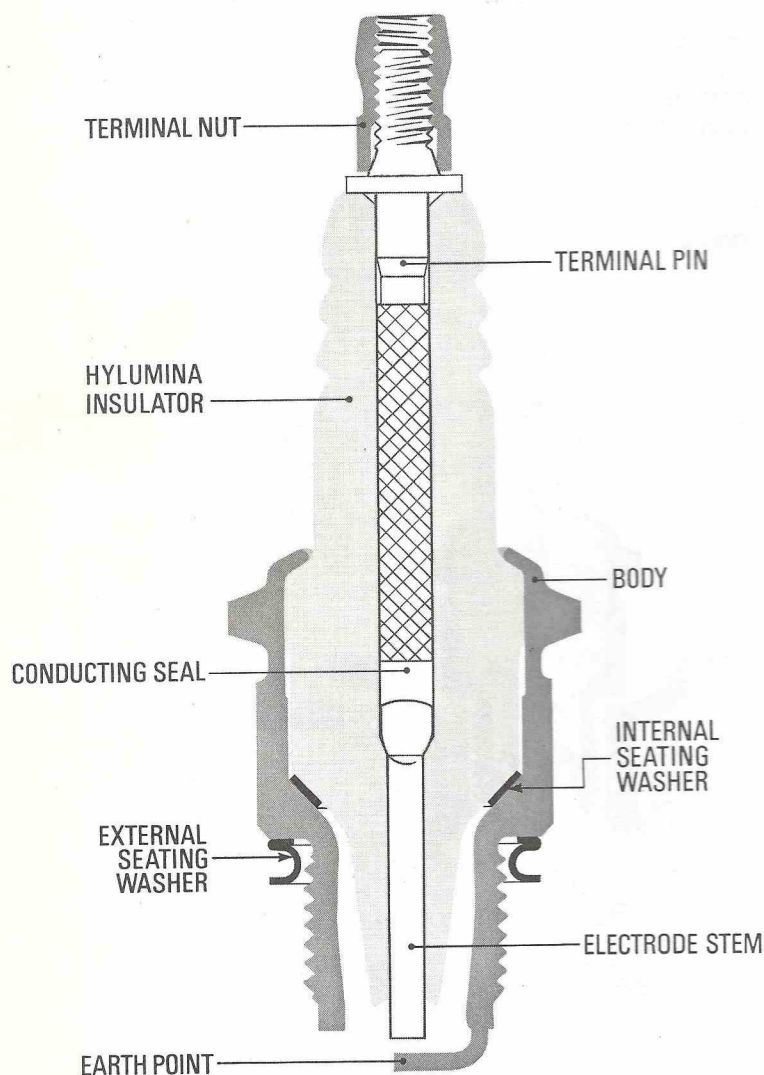
plugs and a different grade is required; if self-ignition still occurs, the cause will be found elsewhere.

Of the many features of design that control insulator temperature, the most important is the insulator nose length. The drawings below show the difference between 'hot' and 'cold' plugs. A cold running plug (below right) has a short insulator nose, permitting a faster dissipation of heat. Thus in a high compression, hot running engine the plug can operate within its correct temperature range, and self-ignition due to overheating is avoided. A hot running plug (below left) has a long insulator nose, providing a long path for the dissipation of heat. This means that the plug nose is maintained at a temperature high enough to burn off deposits of oil and carbon.



Trouble - Recognition and Cure

To save space under "Cause" and "Cure" it is assumed that the plugs are of the type recommended for the engine unless otherwise stated, and that all other aspects of the ignition system, such as coil, condenser, contact breakers, insulation of H.T. leads, etc., have been checked and proved satisfactory.



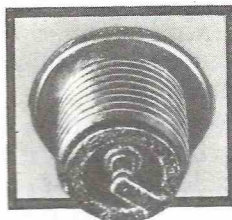
CORONA DISCHARGE AND FLASHOVER

Corona Discharge: This is a blue glow which appears around the plug insulator. It is more obvious in plugs that employ alumina based insulators and is caused by an intense electric field. This discharge has no effect on ignition performance and should not be confused with flashover. Flashover is generally caused by grit and moisture on the plug insulator.

Fault

Oiled Insulator.

Wet oil—possibly black—covers the insulator and may have bridged the gap.



Sooted Insulator.

The insulator nose, and mouth of the body, are covered with soft, black carbon—similar to lamp-black.

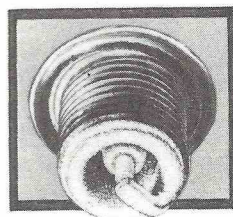


Dry Fouled Insulator.

The insulator nose, electrodes and mouth of the body are dirty and to some extent encrusted.

Overheated Insulator.

The insulator nose is clean and dry, with a bleached white look possibly stained with coloured "blisters". The mouth of the plug body is dry and grey, streaked with a yellowish tinge. The barrel may be "blued" by heat.



Top of Insulator Broken.

Difficult Starting.

Misfiring:

(a) At low speeds.

(b) At high speeds.

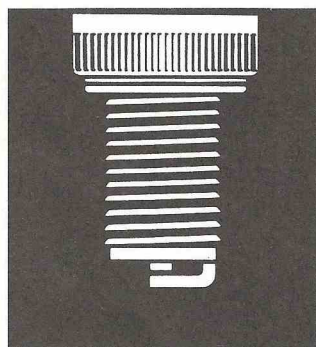
Cause	Cure
Certain: Oil is passing the pistons and rings and being thrown on the plug. Probable: Cylinder bores, pistons and rings are worn to a degree that calls for action.	A re-bore and new pistons and rings are needed. As an interim measure, plugs with lower heat rating than that recommended can be fitted (e.g., F20 instead of F50).
Probable: Too much oil in petrol/oil mixtures in 2-stroke petrol systems.	Reduce oil/petrol mixture to correct proportions.
Possible: In some engines, over-filling the sump with oil can produce the same effect.	If the dip-stick shows oil above the "full" mark, drain some oil from the sump.
Possible: Plug of much too high a heat value fitted.	Fit correct heat value plug.
Certain: The trouble is due to over-rich mixture. Probable: The choke is sticking and does not fully open when released on the dashboard.	Adjustment of choke mechanism.
Probable: The choke is being used for too long after engine has warmed up.	Close choke as soon as engine will run without it.
Probable: The slow running adjustment of the carburettor needs attention.	Adjustment of slow-running system.
Possible: The carburettor is flooding or maintaining too high a level in the float chamber.	Adjustment or renewal of float mechanism.
Possible: Plug of too high a heat value fitted.	Fit correct heat value plug.
Certain: Accumulation of products of combustion on insulation, due to too long an interval between cleaning.	Clean, adjust and refit plugs.
Probable: (All plugs over-heating). Weak mixture, caused by restriction of fuel supply.	Check over fuel supply from tank to engine. Attention to fuel pump, possible leaky joints in pipeline, and possibly choked jet in carburettor.
Probable: (One plug over-heating). Weak mixture, caused by:	
(1) leak in induction manifold gasket.	Fit new gasket.
(2) leaking cylinder head gasket.	Fit new gasket.
(3) sticking valve or tappets out of adjustment.	Valves must be freed and/or tappets adjusted.
Possible: (All plugs over-heating). Weak mixture caused by too small a main jet in carburettor.	Fit correct jet.
Possible: (All plugs over-heating). It is possible that a motor-cycle or car has been fitted by a previous owner with special high compression pistons and/or high compression head. This makes the recommended type of plug no longer suitable for the engine.	Fit new plugs with a higher heat rating (e.g., FE70 instead of FE50).
Possible: Plug of too low a heat value fitted.	Fit correct heat value plug.
Possible: Ignition badly out of adjustment which will show itself in engine performance.	Reset ignition timing.
Certain: Insulator has received a knock, possibly through the spanner slipping in fitting to, or removing from the engine.	A new plug of the correct type.
Certain: (Assuming battery, ignition and fuel systems O.K.). Gaps too wide and/or insulation fouled due, probably, to too long a period since last service.	Clean plug(s). Reset gap(s).
Certain: (Assuming carburettor correctly set). Gaps too narrow.	Clean plug(s). Reset gap(s).
Possible: Gaps too wide.	Clean plug(s). Reset gap(s).
Possible: Plugs over-heating.	See against "Overheated Insulator".

Projecting Nose Plugs

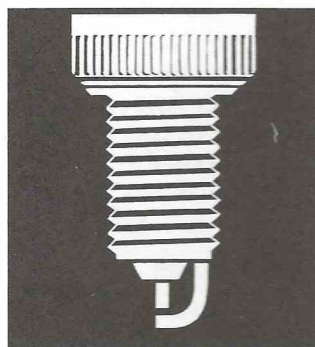
Modern driving conditions often result in cars capable of high performance running at low speed. This allows combustion deposits to build up on the spark plug insulators because of the lower engine temperatures and, when the high performance can be used, cause the engine to misfire.

Projecting nose plugs are designed so that the insulator tip, or 'Nose', is projected beyond the base of the plug body. The firing point of the plug is then penetrating deep in the mixture and subsequent flame in the combustion chamber. This promotes better combustion and more even firing under light loads.

A typical projecting nose plug is illustrated here. At wide-throttle openings the incoming charge cools the projecting insulator nose more effectively than with plugs of conventional design. These plugs should only be used in engines for which they are specifically recommended as the position of the inlet valve relative to the plug controls the effectiveness of the cooling, and the engine must accommodate the extra projection without danger of contact with piston or valves.



Normal Type



Extended Nose Type

Sports Plugs

When the power of an engine is increased by tuning, it will require a colder running plug due to the increase in combustion temperature. For most normal conversions FE125P should be satisfactory. The application of colder types will depend on additional tuning and driving conditions.

Sports Plug Cross Reference

Thread dia. and reach	K.L.G. Champion Lodge		
14 mm $\frac{3}{4}$ " (19 mm)	FE125P N64Y, N6Y 2HLNY		
	FE135P	N63Y	3HLNY
	FE145P	N62Y	4HLNY
	FE155P	N60Y	5HLNY

The following notes are intended for guidance to application according to the 'Stage' of tuning employed:

Tune	Compression Ratio	Recommended Plug
Stage 1	9:1	FE65P
Stage 2	9.5 to 10	FE125P
Stage 3	10 and higher	FE135P FE155P/FE145P depending on racing conditions

For racing (production car events, etc.) FE155P or FE145P are recommended: FE155P being the most likely choice due to the wide operating range.

N.B.—These notes are based on experience with B.M.C. "A" Series engines. Application in ALL engines depends mainly on compression ratio and power output achieved according to the state of tune, and essentially on experience under competitive conditions.

Projecting Nose Plugs

Thread		Heat Value	K.L.G.	APPROXIMATE EQUIVALENT HEAT RANGE			
Size	Reach			Champion	A.C.	Autolite	Lodge
14MM	$\frac{1}{2}$ "	HOT	F55P	UL12Y, L92Y, L95Y	43FS	AE52	CNY
			F65P	L87Y		AE32	HNY
		COLD	F85P	L82Y	42FS	AE22	2HNY
14MM	$\frac{3}{4}$ "	HOT	FE45P	N14Y		AG52	BLNY
			FE55P	UN12Y, N11Y	44XLS	AG42	CLNY
			FE65P	N9Y, N10Y		AG32	HLNY
		COLD	FE125P	N64Y, N6Y	42XLS	AG22	2HLNY
			FE135P	N63Y			3HLNY
			FE145P	N62Y			4HLNY
			FE155P	N60Y			5HLNY

Please note: For complete Cross Reference chart See Page 2.

Heater Plugs (for diesel engines)

Cold Starting

Diesel engines differ from petrol engines in not requiring spark ignition. Because of the very high compression ratios used, the air in the combustion chamber reaches a sufficiently high temperature to ignite the fuel.

Some types of diesel engine start readily from cold but in other cases it is necessary to pre-heat the air drawn into the cylinders before starting. In such cases K.L.G. heater plugs are used and are switched on for a short period immediately prior to and during starting. The K.L.G. heater plug functions by passing a current, the value of which varies with the plug type, through a coil of wire of the necessary resistance value, to obtain red heat. The time for which the heater plug is switched on is determined by the engine manufacturer and will vary between engine types.

K.L.G. heater plugs are made both in the single and double pole variety, i.e., for earth return or twin wire systems. For multi-cylinder engines it is usual to employ double pole plugs wired in series so that the total current drain on the battery is not excessive.

They consist of a heating element mounted within a plug body and are fitted either to the cylinder head or the induction manifold. When fitted directly into the cylinder head there is usually one heater plug for each cylinder whereas only one heater plug is commonly used when fitted in the manifold.

Unlike sparking plugs, K.L.G. heater plugs do not require cleaning but it is advisable to check the terminals for tightness at regular intervals and to make sure that wiring, where exposed, is not in contact with the engine or chassis.

These heater plugs are of extremely robust construction and if not misused have a very long life. It is important not to operate the heater plugs once the engine has been started as overheating and damage to the plugs will result.

K.L.G. Ballast Resistors

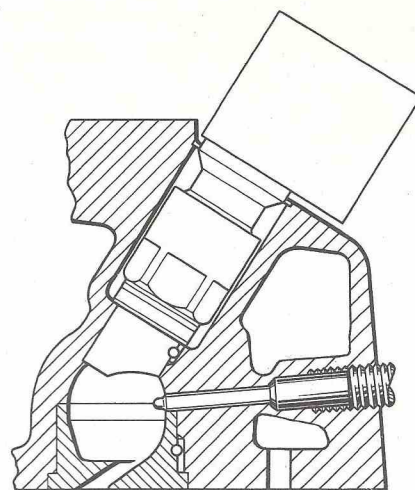
The shortest possible heavy leads are used from the plugs to the battery to minimise as far as possible the voltage drop that takes place throughout the circuit. A small drop is unavoidable and heater plugs are designed to work at specified voltages at their terminals which allow for the drop. If the combined terminal voltage of the plug due the number of cylinders is less than the optimum, a ballast resistor of suitable rating is connected between the plugs and the battery. A ballast resistor is also used in the circuit sometimes in conjunction with a cut-out switch, so that when the starter motor is brought into operation, the ballast resistor is automatically cut-out. This prevents a voltage drop and thus a heat drop in the plug elements during the actual starting operation.

K.L.G. Sheathed Element Heater Plugs

These provide an extra advantage over the open coil type heater plugs. The heated element is insulated from and enclosed within an 'Inconel' sheath which protects it from combustion gases and mechanical stresses resulting from engine vibration, assuring an even longer service life. The single pencil type sheathed element of these plugs requires a smaller clearance hole in the combustion chamber, allowing better cooling conditions and avoiding the loss of compression associated with the larger access holes required by conventional heater plugs.

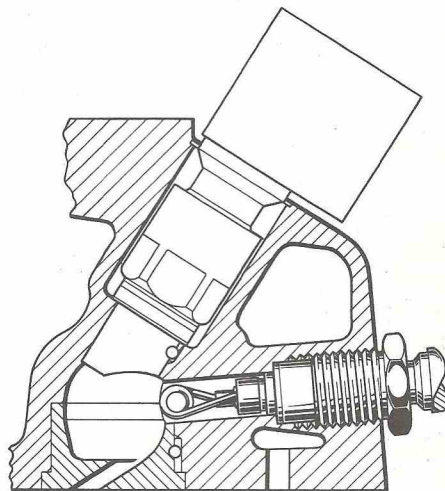
K.L.G. Heater Plug	Voltage	Description
GF210T	1.7 volts	Open coil, double pole, combustion chamber fitting
GS103L	12 volts	Sheathed element, single pole, combustion chamber fitting
GS104L	9 volts	Sheathed element, single pole, combustion chamber fitting.
K.L.G. Ballast Resistors Code BRQ3		

*B.M.C. 950 c.c. engines using GS103L replace with GS104L and Ballast Resistor BRQ3. (may require extra switch)



Typical arrangement using the sheathed element heater plug.

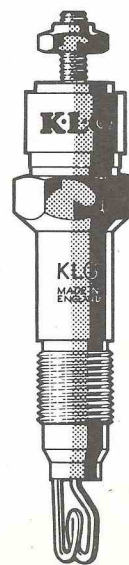
Note the potential increase in the cooling volume, plus the much reduced access hole, giving less compression ratio loss.



Typical arrangement showing the conventional coil type heater plug. Note the large clearance around the coils.



sheathed element type



double pole open coil type

Heater Plug Recommendations

Make and Model	Year	Heater Plug
AUSTIN		
with B.M.C.		
1.5 litre Diesel Engine		
A.60 Countryman Standard and Deluxe	May 1963 on	GS103L
10/12 cwt. Van	Sept. 1960 on	GS103L
A.152 16/18 cwt.	Nov. 1961 on	GS103L

B.M.C.

*Mini Tractor 950 c.c. ..	From Chassis No. 9T2412	GS104L
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*B.M.C. 950 c.c. engines using GS103L replace with GS104L and Ballast Resistor BRQ3. (May require extra switch).

COMMER

with Standard		
OE.138 Diesel Engine		
BFD.2011 1 ton F.C. Van	1960 on	GS103L
BFD.3023 1½ ton F.C. ..	Nov. 1960 on	GS103L
BD.3024 1½ ton Superpoise	Nov. 1960 on	GS103L
KAD.3023 1½ ton Walk-Thru	Oct. 1961 on	GS103L
KAD.4023 and 4035 2 ton Walk-Thru	Oct. 1961 on	GS103L

KARRIER

with Standard		
OE.138 Diesel Engine		
BFD.2011 1 ton F.C. Van	Nov. 1960 on	GS103L
FD Bantam 2 ton.. ..	1956 on	GS103L
FD Bantam 2/3 ton	Aug. 1957- Feb. 1964	GS103L
FAD Bantam 3 ton	Sept. 1963 on	GS103L

LEYLAND

with Standard		
OE.138 Diesel Engine		
20 cwt. Van and Pickup ..	Sept. 1963 on	GS103L
2 ton Van and Pickup F.C.	Sept. 1962 on	GS103L

MASSEY FERGUSON

with Standard		
23C Diesel Engine		
FE.35 Tractor		GF210T

Make and Model	Year	Heater Plug
MORRIS		
with B.M.C.		
1.5 litre Diesel Engine		
Oxford Traveller Series VI	May 1963 on	GS103L
J.4 10/12 cwt. Van	Sept. 1960 on	GS103L
J.2 16/18 cwt.	Nov. 1961 on	GS103L

ROVER

Landrover Diesel models		GF210T
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SCAMMELL

with Standard		
OE.160 Diesel Engine		
Townsmen 3 ton	Sept. 1964 on	GS103L

SCAMMELL

with Standard		
23CV Diesel Engine		
Scarab 3/4 ton	1962 on	GF210T

STANDARD

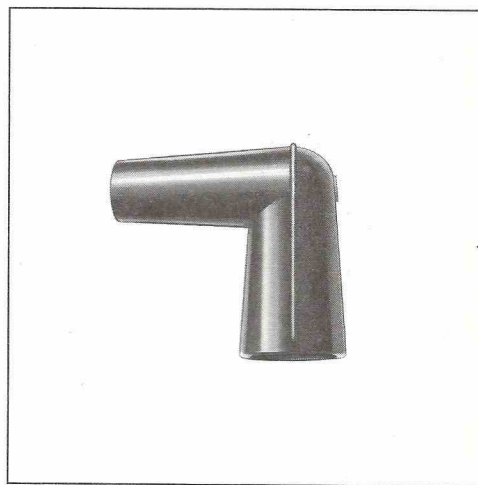
1 ton Van and Pickup ..	Feb. 1963- Aug. 1963	GS103L
OE.138 Engine		GS103L
OE.160 Engine		GS103L
23C and 23CV Engines ..		GF210T

Engine Application List ENGINE

B.M.C. 1.5 litre Diesel Engine	GS103L
B.M.C. 950 c.c. Diesel Engine	GS104L
Landrover Diesel Engines	GF210T
Standard 23C and 23CV..	GF210T
Standard OE138 and OE160	GS103L

K.L.G. Suppressed Plug Cover (code P.S.)

This right-angled plug cover complies with G.P.O. regulations covering the suppression of ignition interference. Made in one piece it is extremely easy to fit to existing H.T. leads and completely covers the top insulation of the plug. This protection from water, dirt or oil accumulation prevents shorting which would otherwise occur. It will also clip on to any sparking plug fitted with a standard terminal.

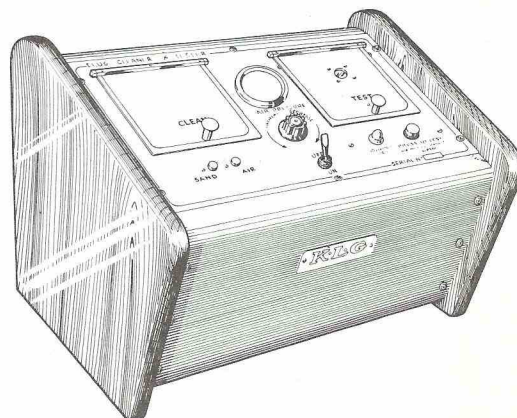


Mark 4 Spark Plug Cleaner and Tester

Both functionally efficient and attractive in appearance, the Spark Plug Cleaner and Tester Mk. 4 is designed to effect rapid removal of all fouling deposits from the firing end of any make of spark plug, and subsequently to test the plug effectively prior to its being refitted in an engine.

Encased in a compact cabinet of easily cleaned plastic covered metal with polished wooden end pieces, the equipment comprises a well proven sand blast cleaner with a testing machine which gives a clear visual indication as to the state of the plug.

Operation is extremely simple; the controls all being grouped on an inclined facia together with a large air pressure gauge, calibrated in spark gap sizes (0.015"–0.040"/ 4 mm.–1.0 mm), and a neon insulation tester. Compressed air and A.C. mains supply connections are at the rear of the unit.

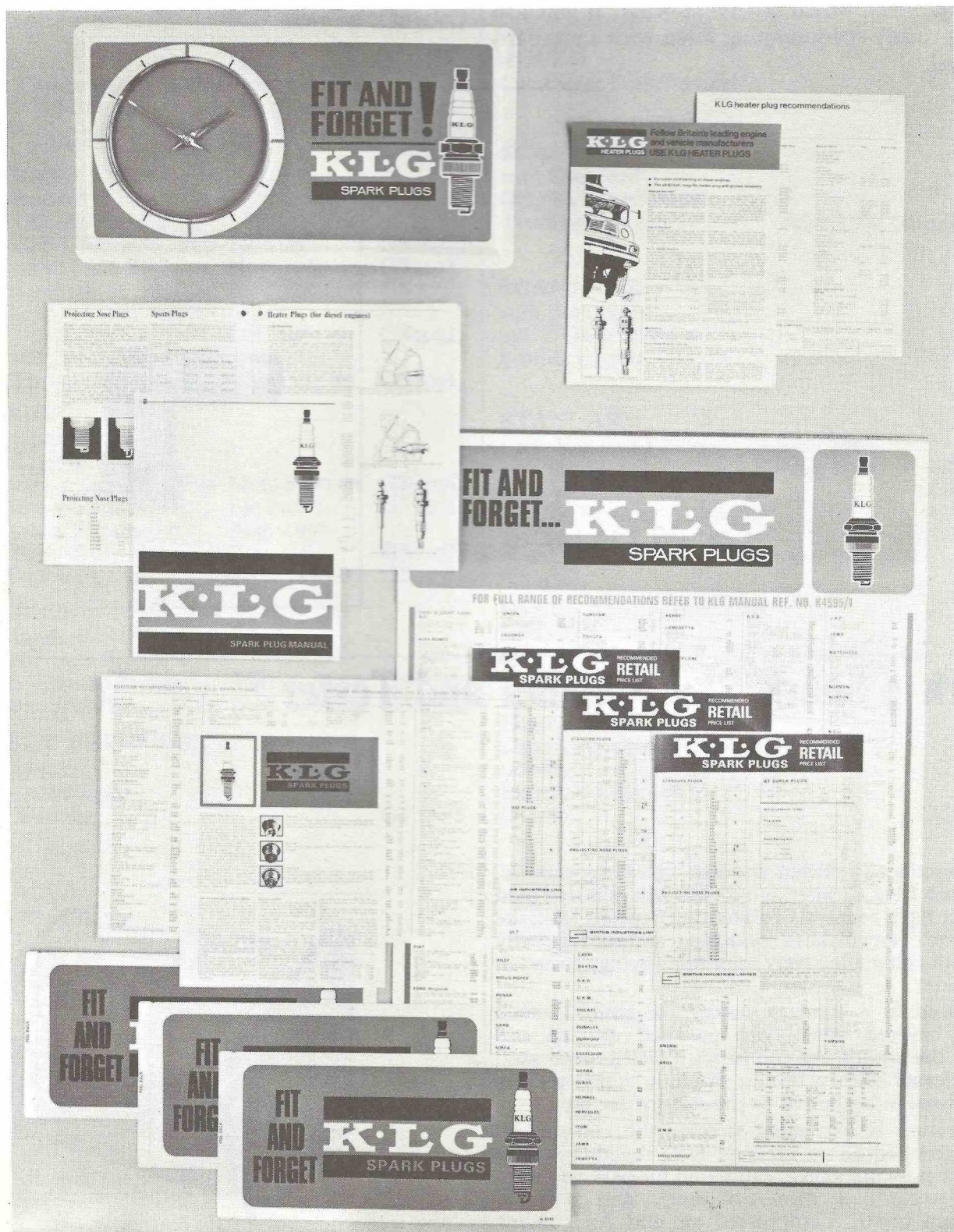


K.L.G. Promotional Material

1. **Display Clock**—Special promotional item—trade price 55/0d including purchase tax plus a covering order for 1 gross of K.L.G. Spark Plugs.
2. **Wall Chart**—Recommendations for cars, light vans, scooters, mopeds and motor cycles.
3. **Heater Plug Leaflet**—Recommendations for commercial vehicles and technical information.

4. **Price Lists.**
5. **Window Bill.**
6. **Hand-out Leaflet.**
7. **Popular Recommendation List**—For cars.

All the material detailed below (with the exception of the display clock) is obtainable from—
Smiths Industries Limited, Motor Accessory Division Advertising Department, 391, Edgware Road, LONDON, N.W.2



EUROPEAN CARS

MAKE AND MODEL

ABARTH

1000TC, 850 twin 8:1 c.r.	F75	—	·025
2200	F80	—	·025
695 SS	F65P	—	·025
2400, Coupé	FE65P	—	·025
595, 595SS, 695	F65P	—	·025
850 OT	FE75	—	·025
1000 OTS, OTR, OT	FE125P	—	·025
124/1300	FE125P	—	·025

A.C.

Ace, Aceca: A.C. engines	F75	—	·020
Ace, Aceca, Greyhound: Bristol engines	T90	—	·020
Ace, Aceca: Ford engines	FE70	—	·020
Cobra	MT55P	—	·035
Cobra 289, 427, 428	MT65P	—	·035

ALFA-ROMEO

Guilia Spider, Guilia T1, T1 Super	FE125P	—	·015
Guilia Sprint GT, Guilia 1600 T1, Guilia Super	FE80	—	·025
Guilietta T1, Guilietta Spider	FE80	—	·025
Guilietta Sprint Berlina	FE125P	—	·025
Guilietta Sprint Veloce	FE125P	—	·025
Guilietta Sprint Speciale	FE125P	—	·025
Guilietta Spider Veloce	FE80	—	·025
1300, 1900 Super Saloon	FE75	—	·025
1900 T1 Super, 1900C Super Sprint	FE75	—	·025
2000 Sprint, 2000 Spider	FE80	—	·025
2600 Sprint, 2600 Berlina	FE125P	—	·025
2600 Berlina OS1, 2600 SZ	FE125P	—	·025
1300 GT Junior	FE125P	—	·025
1700 Berlina, Coupé GT, Veloce & Spider	FE125P	—	·025

ALVIS

TE 21	FE75	—	·025
1960-63 TD 21	FE70	—	·025
1959 TD 21 ½" reach	F50	—	·025
¾" reach	FE70	—	·025
TF21, Graber Super	FE65P	—	·025

ARMSTRONG SIDDELEY

Sapphire, Sapphire 236, 346	FE50	—	·030
Sapphire 234, Star Sapphire	FE70	—	·030

ASTON MARTIN

DB6, DB5, Volante, DBS	FE65P	—	·025
DB4	FE65P	—	·025
DB4 G.T., DB2-4	T90	—	·025
DB Mk III, DB 2-4 Mk. III	F75	—	·025

AUSTIN

Mini 850 c.c., Mini Mk. II 850 c.c. & 1000 c.c.	FE70	FE55P	·025
Cooper, 110, 1100 Mk. II, 1800, A110	FE70	FE55P	·025
Cooper "S", 1300, 3 Litre	FE65P	—	·025
A30, A35, A40, A40 Mk. II, A55, A60	FE70	FE55P	·025
A90, A95, A99	FE70	FE55P	·025
Metropolitan, A40 Somerset, A50, A70	FE50	FE55P	·025
A125, A135	FE50	FE55P	·025
1800 (with Emission Control Valve)	FE65P	—	·025

AUSTIN HEALEY

100, 100M, 100/six, 3000	FE70	FE55P	·025
3000 Mk. III	FE70	FE55P	·025
1275 c.c. Sprite, Sprite	FE55P	—	·025
Sprite 1275 c.c. (with Emission Control Valve)	FE65P	—	·025

GAP
inch

MAKE AND MODEL

AUTO UNION D.K.W.

Junior F.11, F.12	M60	—	·025
Audi	FE220	—	·025
Audi 73PS, 70, 80, Super 90	FE125P	—	·025

BENTLEY

1946-66	FE50	FE55P	·025
T Series	FE45P	—	·025

BERKELEY

Anzanzi Engines	F75	—	·020
Excelsior Engines	FE70	—	·020
Ford Engine	FE70	—	·025
Royal Enfield Engine	FE70	—	·025

B.M.W.

700, 1500, 1600, 1800, 2000, 2000C	FE65P	—	·025
1800 T1, 2000 CS, 1600 T1, 1600 GT	FE125P	—	·025
1600-2, 2002	FE65P	—	·025
600 c.c. LS Luxus	FE80	FE65P	·028
90PS	F75	—	·030
1962-66 V8	FE75	—	·035
502, 502 S, 503, 505, 507 ½" Reach	F75	—	·025
502, 502 S, 503, 505, 507 ¾" Reach	FE75	—	·035
40PS	FE80	—	·025

BOND

250 c.c. 4T Twin	F80	—	·020
Equipe GT	F65P	—	·025
GT4S 1300 c.c., 875, Equipe 2 Litre GT	FE65P	—	·025

BORGWARD

Big Six, 1961-62	F75	—	·028
Isabella 75 (TS) 1956-62	F80	—	·028
Isabella 60, 1954-62, Hansa 2400, 1949-56	F75	—	·028
Hansa 2400, 1957-62	F80	—	·028

BRISTOL

409, 407, 408, 410	FS55P	—	·035
1946-61 all models	T90	—	·020

CITROEN

2CV and all Models 1956 on	F65P	—	·025
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D.A.F.

44, 33, 55, 55 Coupé	F65P	—	·035
Daffodil & Combi	F65P	—	·035
Daffodil De Luxe S	F125P	—	·035

DAIMLER (England)

1956-67, all models	FE50	FE55P	·025
Sovereign	FE55P	—	·025
Majestic Major, 2·5 V8	FE50	—	·025

FACEL VEGA

Facel III	F80	—	·025
Facel II	FS50	—	·025
Facel 6	FE55P	—	·025
Excellence HK 500	FS75	—	·035
Facelia 1·6	FE75	—	·030

FAIRTHORPE

Atom	F75	—	·020
Atomota	F80	—	·020
Atom Major, Electrina	FE70	—	·025
Electron	FE80	—	·025
Electron Minor 948 c.c.	FE70	—	·025
Electron Minor 997 c.c.	FE70	—	·025
Electron Minor 1200 c.c.	F55P	—	·025
Zeta Standard	FE50	—	·032
Zeta Tuned	FE70	—	·025
"EM" Three	F65P	—	·025
Rockette, TX1	FE65P	—	·025

EUROPEAN CARS

MAKE AND MODEL		GAP inch
FERRARI		
250 GT	*FE75	— .020
275 GTB, 275 GTC, 275 GT		
Spider	FE125P	— .020
500 Superfast	FE125P	— .020
330 GTS, 330 GTC, 330 GT,		
365 GT 2 +2	FE125P	— .020
*Continuous high speed FE80		

FIAT

500, 500D, 500F, 600, 600D,			
1100D, 1100 T.V., 1100 Berlina,			
1200, 1400, 1900, 1100F	F70	F55P	.025
124 Sport, 124 Spider	FE125P	—	.025
Dino Spider & Coupé	FE155P	—	.025
Giardiniera	F80	—	.022
850, 850 Idromatic	FE75	FE55P	.025
850 Coupé and Spider	FE80	—	.025
1300	FE65P	—	.025
1300 Berlina	FE65P	—	.025
1500	FE65P	—	.025
1500L, 1500 Berlina	FE65P	—	.025
1600S, 1800B	FE65P	—	.025
2300 Berlina, 2300S, 124, 125	FE65P	—	.025
1800, 2100	F75	—	.025
1100 R	F55P	—	.025

FORD (England)

Anglia 105E, 106E, Super Anglia			
123E, 124E	FE65P	—	.025
Cortina 113E, 114E, 118E, 119E,			
Capri, Capri GT	FE65P	—	.025
Classic, Cortina Super, Corsair	FE65P	—	.025
Cortina GT, Lotus Cortina,			
Corsair V4 and GT	FE125P	—	.025
Consul, Zephyr, Zodiac 1951-62	FE50	—	.032
Zephyr & Zodiac Mk. IV ("V" engines), Executive	FE125P	—	.025
Zephyr 4, Zephyr 6, and Zodiac Mk. III	FE55P	—	.025
Popular	F50	—	.022
Anglia S.V. models	F50	—	.022
Escort 1968, Escort GT, Escort Twin Cam	FE125P	—	.025
Capri Series 1969	FE125P	—	.025

FORD (Germany)

1962-67 All Models Low Compression	F65P	—	.020
1962-67 All Models High Compression	F85P	—	.030
1968 All Models Low Compression	FE65P	—	.030
1968 All Models High Compression	FE125P	—	.030

FRISKY

Villiers Engine	F80	—	.020
Excelsior Engine	FE70	—	.020

GLAS

T250, TS250, T300, T400, TS400	M60	—	.024
600, K600, 700, K700	F75	—	.024
S1004, TS1004, 1204, TS1204,			
S1204, 3000 V8	FE65P	—	.025
1300 GT, 1303, 1304 TS,			
1700 GT, 1700 TS	FE65P	—	.025

HEINKEL

14MM Models	F50	—	.025
18MM Models	M60	—	.025

MAKE AND MODEL		GAP inch
HILLMAN		
Imp, Super Imp, Imp Sport,		
Imp Californian	FE65P	— .025
Hunter, Husky 875 c.c.	FE65P	— .025
Minx, Super Minx (1500 c.c. & 1600 c.c. Engine) 1959-66	FE70	— .025
Minx 1498 c.c. & 1725 c.c.		
1967 on	FE65P	— .025
All 1725 c.c. Engines	FE65P	— .025
Husky Series I, II, III O.H.V.	*FE70	— .025
*In case of fouling fit FE50		

HINO

Contessa	FE70	—	.025
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HOLDEN

Model HR 1966	FE55P	—	.035
Model X2 (Twin Carb)	FE65P	—	.035
Models EH & HD 1963-66	FE45P	—	.035
All Models Including EJ 1948-63	FS35P	—	.030

HONDA

N360	FE80	—	.025
N600	FE75	—	.025

HUMBER

Imperial, Sceptre (Series II) 1725 c.c.	FE65P	—	.025
Hawk (Mk. IV, V, VI, Series I, Ia, II, III, IV)	FE55P	—	.030
Snipe, Super Snipe (Mk. I, II, III)	F50	—	.030
Snipe (Series V), Super Snipe (Series I, II, III, IV, V)	FE65P	—	.025
Super Snipe (Mk. IV, IVa, IVb)	FE50	—	.025
Sceptre (Series I) 1600 c.c.	FE70	—	.025

INNOCENTI

IM3, J4	FE70	FE55P	.025
A40S, Spider "S"	FE70	FE55P	.025

ISETTA

300	F80	—	.025
600	FE80	—	.028

ISUZU

Hillman, Bellel, 1500, Bellett 1500, 2000	FE70	—	.030
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JAGUAR

"E" Type 4-2, "E" Type 2 +2, Mk. 10 4-2, 420, 420G	FE55P	—	.025
"E" Type 3-8, Mk. 10 3-8, 340, 3-4 Mk. II, 3-8 Mk. II	FE55P	—	.025
"S" Type, XJ6 4-2	FE55P	—	.025
2-4 Mk. I 7:1 c.r. 1956-66	F75	—	.025
2-4 Mk. I & II, 240, 8:1 c.r.	FE70	—	.025
3-4 Mk. I 1957-66 7:1 c.r.	F75	—	.025
XK150, Mk. IX, Mk. VIII 7:1 c.r.	F75	—	.025
XK150, Mk. IX, Mk. VIII 8:1 & 9:1 c.r.	FE70	FE55P	.025
XK140 7:1 c.r.	F75	—	.025
XK140 8:1 c.r.	FE50	—	.025
XK140 8:1 "C" Type Head	FE70	—	.025
XK140 9:1 c.r. "D" Type Head	FE80	—	.025
XJ6 2-8	FE65P	—	.025

JENSEN

CV8 Mk. III	FS55P	—	.025
541, 541S, 541R Interceptor 4-litre	FE50	—	.025
Interceptor & F.F. Saloon 6-8 litre	FS55P	—	.035
V8 4475 c.c.	FE65P	—	.035

EUROPEAN CARS

MAKE AND MODEL

LAGONDA

Rapide 1962-66	—	FE75	FE65P	·025
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LANCIA

Fulvia Berlina, Fulvia Coupé,				
SL Fulvia	..	FE75	—	·025
Fulvia 2C	..	FE75	—	·025
Flavia 1	..	FE70	—	·025
Flavia 1500	..	FE75	FE65P	·025
Flavia 1800	..	FE220	—	·025
Flaminia 2800	..	FE65P	—	·025
Flaminia Super Sport Zagato	..	FE220	—	·025
Flaminia 7-8/1 c.r.	..	FE70	—	·025
9:1 c.r.	..	FE75	—	·025
Appia II, Appia III, Appia Sports,				
Aurelia 2nd Series Spyder	..	FE70	—	·025
Appia I, Aurelia B10, B12, B21,				
Ardea 4th Series	..	FE50	—	·025
Aurelia B20, B22, B24, GT				
2500	..	FE70	—	·025

LOTUS

Elan S2, Elan	..	FE80	FE65P	·025
Super Seven 1500	..	FE75	FE55P	·025
Lotus Cortina, Elan + 2	..	FE125P	—	·025
Seven Two A, Europa	..	FE75	—	·025
Seven Eleven Sports	..	F50	—	·025
Eleven Club, Elite	..	FE80	—	·025
Elan 1500, 1600, SE	..	FE125P	—	·025

MASERATI

5000 GT, 2 + 2 Sebring 3500,				
Sebring 3500 GTIS	..	FE125P	—	·025
2 Posti, Spider, Quattro Porte,				
Mistrala, Mexico & Ghibli	..	FE125P	—	·025

MERCEDES-BENZ

Short Reach 180A, 180B, 180C,				
190, 190B, 190C	..	F70	—	·030
Short Reach 219, 220, 220S,				
300, 300B, 300C	..	F70	—	·030
Short Reach 300S, 319B	..	F70	—	·030
Long Reach 190B, 190C,				
190SL, 220, 220SB	..	FE125P	—	·028
Long Reach 220B, 230, 230S,				
220SE, 220SEB	..	FE125P	—	·028
Long Reach 230SL, 250S,				
300SEB, 300SL, 300SLRO	..	FE125P	—	·028
200/8, 220/8, 230/S, 250/8,				
280S/8	..	FE125P	—	·028

M.G.

M.G.B., M.G.B. G.T., M.G.C.,				
1300	..	FE65P	—	·025
1100, Midget, 1100 Mk. II.	..	FE70	FE55P	·025
MGA 1600, MGA 1500	..	FE70	FE55P	·025
Magnette Mk. III, IV, ZB	..	FE70	FE55P	·025
Magnette ZA	..	FE50	FE55P	·025
1954-55 TF Midget	..	FE70	FE55P	·025
1275 c.c. Midget	..	FE55P	—	·025

MORGAN

4/4 Series V	..	FE65P	—	·025
4/4 Series III and IV	..	FE70	FE65P	·025
4/4 Aquaplane Head	..	FE70	—	·025
Triumph TR engines	..	F65P	—	·025
Plus 4, Plus 4 plus, Plus 4 Super				
Sports	..	F65P	—	·025

MORRIS

Mini 850 c.c., 1100, 1800,				
Cooper, 1100 Mk. II	..	FE70	FE55P	·025
Cooper "S", 1300, 1800S	..	FE65P	—	·025

MAKE AND MODEL

MORRIS (continued)

Minor 1000, Minor Series II	..	FE70	FE55P	·025
Oxford Series V and VI, Oxford &				
Cowley Series 1500, 1959-66	..	FE70	FE55P	·025
Oxford, Cowley 1500 to 1958,				
Isis	..	FE50	FE55P	·025
Oxford Series MO (s.v.) Six				
Series MS	..	F50	—	·020
Minor Series MM (s.v.)	..	F50	—	·020
Mini Mk. II 850 & 1000 c.c.	..	FE70	FE55P	·025

MOSKVITCH

400-420, 423, 1.1 litre to 1965	F50	—	·025
400-420, 423, 1.1 litre 1966-on	F70	—	·025

NISSAN

Cedric	..	FE70	FE55P	—
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N.S.U.

1000L, 1000S, Prinz 110, Prinz,				
Prinz Sport	..	FE65P	—	·025
Prinz 1000, 1200	..	FE65P	—	·025
110SC, 1000TT, 1000TTS,				
1200C, 1200TT	..	FE125P	—	·025

OPEL

All 4 Cyl. & 6 Cyl. Models 1957-				
67, Commodore	..	F65P	—	·028
Kadette, Olympia, Rekord 1968				
on (Std Models)	..	F65P	—	·028
Kadette, Olympia, Rekord S, SR,				
HL Models 1968 on	..	F85P	—	·028
Kadette, Rallye, Commodore GS,				
Kapitan 2-8 HL	..	F85P	—	·028
Admiral 2-8	..	F85P	—	·028
Kapitan 2-8S, Admiral 2-8S	..	F65P	—	·028
Kapitan 4-6, Admiral 4-6	..	FS75	—	·028
Diplomat	..	FS75	—	·020

PANHARD

1956-60 All Models	..	FE75	—	·025
24CT, 24C, GL, PL17, Super Lux				
Relmax	..	FE65P	—	·025

PEEL

50 c.c. Three Wheeler	..	F75	—	·025
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PEUGEOT

403 Models	..	F65P	—	·025
404 Carburettor Short Reach	..	F75	—	·025
404 Carburettor Long Reach	..	FE65P	—	·025
404 Injection 1/2" Reach	..	F75	—	·025
404 Injection 3/4" Reach	..	FE125P	—	·025
204, 204B	..	FE65P	—	·025

POBEDA

M20	..	M30	—	·025
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PORSCHE

356A, 356B, 356C, 356, 1100,				
1300, 1500	..	F75	—	·020
1600, Super 75, Super 90, Super				
95, 912	..	F85P	—	·020
911, 911L, 911T5	..	FE135P	—	·020
911S	..	FE145P	—	·020

POWER DRIVE

	..	F50	—	·025
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PRINCE

Skyline 1500, Gloria 6	..	FE70	FE55P	—
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EUROPEAN CARS

MAKE AND MODEL

RELIANT

MAKE AND MODEL	GAP	inch
Scimitar G.T.	FE65P	—
Rebel, Sabre 6	FE70	—
Sabre G.T.	FE75	—
Regal 3/25	FE70	—
Regal	F50	—
Sabre 4	FE50	—
Scimitar 3 Litre, Anadol . .	FE125P	—

RENAULT

MAKE AND MODEL	GAP	inch
Dauphine Gordini R3, R4, R4L	F70	F65P
Caravelle, Odine, Floride . .	F70	F65P
R8, R8 Major, R10, Floride "S"	F70	F65P
R16	FE70	—
Dauphine 1090	F50	—
Dauphine 1093	F70	—

RILEY

MAKE AND MODEL	GAP	inch
Elf, Kestrel 1100, Kestrel 1100 Mk. II	FE70	FE55P
1-5, 4-68, 4-72, Pathfinder . .	FE70	FE55P
2-6	FE70	FE55P
1300, 1300 Mk. II	FE65P	—

ROLLS-ROYCE

MAKE AND MODEL	GAP	inch
Phantom V, Silver Cloud Series II, III	FE45P	—
Silver Shadow	FE45P	—
Silver Cloud, Silver Wraith . .	FE55P	—

ROVER

MAKE AND MODEL	GAP	inch
2000	FE75	FE65P
2000 TC	FE125P	—
110	FE75	—
95, 100, 105R, 105S, Land-Rover 6-cyl.	FE70	—
60, 75, 90, Land-Rover 4-cyl.	FE50	—
80	FE50	—
3.5 Litre V8, Three Thousand Five	F65P	—
3 Litre Mk. I, II, III	FE70	—

SAAB

MAKE AND MODEL	GAP	inch
Monte Carlo 850, Sonnet II Normal	M60	—
V4 Short Reach	F85P	—
V4 Long Reach	FE65P	—
93, 93B, 95, 96 to 1964 . . .	M60	—
750 GT (Normal)	M60	—
92, 92B	F50	—

SCOOTACAR

MAKE AND MODEL	GAP	inch
80	F80	—

SIMCA

MAKE AND MODEL	GAP	inch
900, 1000L, 1000LS, 1100L, 1100LS	FE65P	—
1500, 1500 Auto, 1501	FE65P	—
1000 (Auto), 1000GL, 1000GLS, 1100GL	FE125P	—
1100GLS, 1200S	FE125P	—
1301, 1301GL, 1301LS	F65P	—
Monthery, Monaco, Speciale . .	F70	—
Etoile, Elysee, 1300, 1300GL . .	F70	—
"Flash" Special Engines	F70	—
"Rush" Super Engines 62CV . .	F70	—
"Rush" Super "M" Engines 70CV	F70	—

SINGER

MAKE AND MODEL	GAP	inch
Vogue 1600	FE70	FE55P
Chamois, Chamois Sport, Vogue 1725, Gazelle 1968 1496 c.c.	FE65P	—

MAKE AND MODEL

SINGER (continued)

MAKE AND MODEL	GAP	inch
Gazelle Mk. III, IIIA, IIIB, IIIC, V	FE70	—
Gazelle Mk. I & II	FE50	—
1500 Hunter Single Carburettor	FE50	—
1500 Hunter Twin Carburettor	FE70	—
Gazelle VI, Gazelle 1725 c.c. . .	FE65P	—

*In case of fouling fit FE50

SKODA

MAKE AND MODEL	GAP	inch
Octavia 440, 445, 450, 1101, 1102, 1200, 1201	F50	—
Felicia, Combi, 1202	F75	—
1202 STW	F70	—
1000MB, 1100MB	F65P	—

STANDARD

MAKE AND MODEL	GAP	inch
Ensign, Vanguard 1959, Vignale IV	F75	—
Vanguard Vignale VI 1960 on	FE70	—
8 & 10 h.p. 1953 on	FE70	—

STEYR PUCH

MAKE AND MODEL	GAP	inch
500, 650 TR2	F75	—

SUBARU

MAKE AND MODEL	GAP	inch
Custom & Sedan	F50	—

SUNBEAM

MAKE AND MODEL	GAP	inch
Alpine 1725, Rapier 1725	FE65P	—
Tiger V8 (260)	MT55P	—
Alpine 1600	FE70	—
Rapier 1600	FE70	—
Imp, Hunter, Hunter II	FE65P	—
Stilletto, Rapier H120	FE65P	—

TATRA

MAKE AND MODEL	GAP	inch
Tatrapian	F50	—
P50	M60	—

TOYOTA

MAKE AND MODEL	GAP	inch
Corona, Corolla	FE70	—
Crown 4 cyl. & 6 cyl.	FE70	—
Crown Eight	FE55P	—
Landcruiser	FS55P	—
Publica UP10	F75	—
Tiara RT20, RT30	FE70	—

TRIUMPH

MAKE AND MODEL	GAP	inch
1300, 2000, GT6, 13/60, 1300 T.C.,	FE65P	—
Herald 1200, 1250	F65P	—
Herald 1959-62	FE75	—
TR4, TR4A, Spitfire, TRS, TR3	F65P	—
Vitesse, TR5, Spitfire IV Mk. III	FE65P	—
Sedan, Estate Wagon (2088 c.c.)	F50	—
Cadet	FE75	—
Renown, Roadster	F50	—
Mayflower	FE50	—
GT6 Mk. II	FE55P	—
T2500 Fuel Injection	FE65P	—

TROJAN

MAKE AND MODEL	GAP	inch
Bubble Car	F75	—

TURNER

MAKE AND MODEL	GAP	inch
1500 c.c.	FE75	—
950 Sports	FE70	—
Coventry Climax Sports	FE80	—

MAKE AND MODEL

T.V.R.

Mk. III 1622 c.c.	..	..	FE70	—	·025
Mk. III 1798 c.c.	..	..	FE65P	—	·025
Mk. IV 1800S	..	..	FE65P	—	·025
Tuscan V8	..	..	MT55P	—	·035
Tuscan Special	..	..	MT65P	—	·035

VANDEN PLAS

4 litre	..	..	FE50	—	·025
Princess "R"	..	..	FE70	FE55P	·025
1100, 1100 Mk. II	..	..	FE70	FE55P	·025
1300	..	..	FE65P	—	·025

VAUXHALL

Viva, Viva SL, VX4/90, Velox 3294 c.c.	..	..	FE65P	—	·030
Cresta & Viscount 3294 c.c.	..	..	FE65P	—	·030
Viva 90, Viva SL90, Ventora	..	..	FE125P	—	·030
Victor 1962-64, Victor 101 1965-67	..	..	FS75	—	·030
Victor 1968 FD Models	..	..	FT85P	—	·030
1961 Velox & Cresta 2·2 litre	..	..	FS50	—	·030
1961 Victor	..	..	FS50	—	·030
1961-62 Velox & Cresta 2·6 Litre	FE50	—	·030
Brabham Viva	FE75	—	·030
Victor 3300	FE125P	—	·030

VOLGA

All models	F50	—	·025
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GAP
inch

MAKE AND MODEL

VOLKSWAGEN

All models excluding 411	F70	F55P	·028
411 1969	FE50	FE55P	·028

VOLVO

B18B 9·5:1 c.r.	..	..	F65P	—	·025
B18B 10:1 c.r.	..	..	F85P	—	·025
P1800S, 144S, 123 G.T.	..	..	F85P	—	·025
P1800, 122S/B18D, 142, 144	..	..	F65P	—	·025
121, 121/B18A, 121/B18D	..	..	F65P	—	·025
131, 132S, 221, 222, 223	F65P	—	·025
B14A, B16B, PV544	FS75	—	·025
B16A, PV444C	FS50	—	·025

WARTBURG

..	M60	—	·025
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WOLSELEY

Hornet, 1100, 1100 Mk. II	FE70	FE55P	·025
16/60, 18/85	FE70	FE55P	·025
6/99, 6/110	FE70	FE55P	·025
6/90	..	..	FE50	—	·025
15/60, 1500 1959 on	..	..	FE70	—	·025
15/50, 1500 to 1958, 4/44	FE50	—	·025
4/50, 6/80	F50	—	·020
1300	FE65P	—	·025

ZUNDAPP

Janus, 248 c.c.	F75	—	·029
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GAP
inch

AMERICAN CARS

MAKE AND MODEL

BUICK

1962-67 all V6 engines, 340 cu. in.	FS55P	·035
1965-67 300 cu. in.	FS55P	·035
1964 300 cu. in. al. head	F55P	·035
1966 V8, 400, 401 cu. in.	FS55P	·035
1963-66 425 cu. in.	FS55P	·035
1958-65 V8 364 & 401 cu. in.	FS55P	·033
1961-63 al. V8	FS55P	·033

CADILLAC

1957-67 all models	FS55P	·035
1949-56 all models	FS45P	·035

CHECKER

Marathon	FE50	·035
Aerobus	FS50	·035

CHEVROLET (including CHEVELLE and CHEVY II)

6-cyl. engines:—		
1963-68 $\frac{3}{4}$ " reach	FE55P	·035
1959-62	FS55P	·035
1951-58	FS55P	·035
V-8 engines:—		
1955-67 265 & 283 cu. in.	FS55P	·035
1962-68 327 cu. in. 250 & 275 h.p.	FS55P	·035
1966-68 396 & 427 cu. in. Std.	FE55P	·035
1961-65 409 cu. in. $\frac{3}{4}$ " reach	FE70	·035
1959-61 348 cu. in. $\frac{3}{8}$ " reach (early 1958 models only)	FS55P	·035
$\frac{3}{4}$ " reach (do not install in early 1958 engines)	FE55P	·035
V8 307 cu. in.	FS55P	·035

CHRYSLER

1966-68 440 cu. in.	FS55P	·035
1966-68 V8 383 cu. in. 4bbl	FS55P	·035
1959-68 383 cu. in. 2bbl	FS45P	·035
1959-66 413 cu. in.	FS45P	·035
1961-64 361 cu. in.	FS45P	·025
1958 C300	FE55P	·035
1957-58 Saratoga & Windsor	FS45P	·035
1956-58 Imperial & New Yorker	FE55P	·035
1955-57 C300	FE55P	·035
1955-56 Windsor	FS45P	·035
1955 Imperial & New Yorker	FE45P	·035
1954 V8	FE45P	·035

COMET

1966-68 V8 390 cu. in., 4bbl 350 h.p.	MT65P	·030
1964-68 6-cyl. 200 cu. in.	MT65P	·035
1964-67 V8 289 cu. in., 427 cu. in.	MT65P	·035
1964 V8 270 cu. in.	MT55P	·035
1960-65 6-cyl. 144 & 170 cu. in.	MT45P	·035
1968 V8 302 cu. in.	MT65P	·035

CONTINENTAL

1966-68	MT65P	·035
1958-65	MT55P	·035
1955-57	MT45P	·035

CORVETTE

1962-67 327 cu. in. Std.	FS55P	·035
300-375 h.p. Hi-perf.	FS75	·035
1961 283 cu. in.	FS75	·035
1959, 60, 62, 283 cu. in.	FS55P	·035

DESOTO

1960-61 V8 excl. RAM & Hi-perf.	FS45P	·035
RAM & Hi-perf.	FS55P	·035
1959 V8 excl. Adventurer	FS45P	·035
Adventurer	FS55P	·035
1957-58 V8	FS45P	·035
1956 V8	FS45P	·035
1946-54 6-cyl.	FS50	·035

MAKE AND MODEL

DODGE

1967 225, 170 cu. in.	FE45P	·035
1967-68 318 cu. in.	FE45P	·035
1967 363 cu. in.	FS45P	·035
1966 273 cu. in. 2bbl	FE45P	·035
1966 273 cu. in. 4bbl	FE65P	·035
1966 313, 318, 361, 383 cu. in.	FS45P	·035
1966-68 426 cu. in.	FE65P	·035
1966-68 440 cu. in.	FS55P	·035
1965-66 V8 413 cu. in. Std.	FS45P	·035
Hi-perf.	FS55P	·035
1964-68 273 cu. in. Std.	FE45P	·035
Hi-perf.	FE65P	·035
1960-68 6-cyl. o.h.v.	FE45P	·035
1960-68 383 cu. in. 4bbl	FS55P	·035
2bbl	FS45P	·035
Std.	FS45P	·035
1963-65 426 cu. in.	FS55P	·035
1959 all excl. D.500	FS45P	·035
D.500	FS55P	·035
1958 $\frac{3}{4}$ " reach	FE55P	·035
1957-58 $\frac{3}{8}$ " reach	FS45P	·035
1955-56 all models	FS55P	·035

EDSEL

1959-60 V8 332, 352, 361 cu. in.	MT55P	·035
1959-60 V8 282 cu. in.	MT45P	·035
1959-60 6-cyl.	MT45P	·035
1958 V8	MT55P	·035

FALCON

1965-68 V8 289 cu. in.	MT65P	·035
1963-68 6-cyl. 200 & 240 cu. in.	MT55P	·035
1960-68 6-cyl. 144 & 170 cu. in.	MT45P	·035
1964 V8 270 cu. in.	MT55P	·035

FORD

6-cyl. engines:—		
1965-68 240 cu. in.	MT55P	·035
1960-68 200 223 cu. in. Std.	MT55P	·035
Hi-perf.	MT65P	·035
1962-65 170 cu. in.	MT45P	·035
1955-59 223 cu. in.	MT55P	·035
V-8 engines:—		
1958-67 221, 260, 332, 352, 361, 390, 428 Cu. in. Std.	MT55P	·035
Hi-perf.	MT65P	·035
1964-67 289 cu. in.	MT65P	·035
1962-68 406 & 427 cu. in., 1968 302 cu. in.	MT65P	·035
1958-62 272 & 292 cu. in.	MT45P	·035
1955-59 all models	MT45P	·035

IMPERIAL

1966-68 440 cu. in.	FS55P	·035
1959-65	FS45P	·035
1956-58	FE55P	·035
1967 all models	FS55P	·035

JEEP

1966-68 V6 Engine	FS55P	·035
1965-68 V8 232 cu. in.	FE45P	·035
1963-68 Standard Engine	FS50	·035
1963-66 Tornado Engine	F55P	·035

LINCOLN

1966-68 462 cu. in.	MT65P	·035
1958-65	MT55P	·035
1955-57	MT45P	·035

MERCURY

1958-67 V8 352, 382, 390, 410, 428, 430 Std. 2bbl & 4bbl	MT55P	·035
Hi-perf.	MT65P	·035
1963-65 V8 406, 427 cu. in.	MT65P	·035
1961-65 6-cyl. 223-240 cu. in.	MT55P	·035
1955-62 V8 292, 312, 268 cu. in.	MT45P	·035
1954 o.h.v.	F50	·030

AMERICAN CARS

MAKE AND MODEL	GAP inch
METEOR	
1962-63 6-cyl. MT45P	·035
V8 MT55P	·035
METROPOLITAN	
1960-63 FE70	·025
1959 FE50	·025
MONARCH	
1959-61 MT55P	·025
1955-57 MT45P	·035
1954 o.h.v. F50	·030
MUSTANG	
1967 V8 390 cu. in. MT65P	·035
1964-68 V8 289 cu. in. MT65P	·035
1964-65 V8 260 cu. in. MT55P	·035
1965-68 6-cyl. 200 cu. in. MT55P	·035
1964 6-cyl. 170 cu. in. MT45P	·035
1968 V8 302, 427 cu. in. MT65P	·035
OLDSMOBILE	
1966-68 250 cu. in. 6-cyl. FE55P	·035
1964-65 V6 FS55P	·030
1959-68 V8 330, 371, 394, 400, 425 cu. in. FE55P	·035
1961-63 V8 Al. FS55P	·030
1957-58 V8 FS55P	·030
1949-56 FS45P	·030
PLYMOUTH	
1967 225, 318 cu. in. FE45P	·035
1967 440 cu. in. FS55P	·035
1967 426 cu. in. FE65P	·035
1966 426 cu. in. FE65P	·035
1966 440 cu. in. FS55P	·035
1965-68 V8 273 cu. in. Std. FE45P	·035
Hi-perf. FE65P	·035
1961 383 cu. in. 4bbl FS55P	·035
2bbl FS45P	·035
1960-66 313, 318, 361 cu. in. FS45P	·035
1963-65 426 cu. in. FS55P	·035
1960-68 6-cyl. o.h.v. FE45P	·035
1957-59 6-cyl. s.v. FS75	·035
1955-57 V8 FS45P	·035
1958-59 excl. Commando FS45P	·035
Commando FS55P	·035
PONTIAC	
1963-66 V8 421 cu. in. FS55P	·035
1959-66 V8 389 cu. in. FS55P	·035
1955-66 V8 265, 283, 327 cu. in. FS55P	·035
250-275 h.p., 1968 V8 350 cu. in. FS55P	·035
1963-66 6-cyl., 1968 250 cu. in. 6-cyl. FE55P	·035
1959-62 6-cyl. FS55P	·035
1967-68 V8 400, 428 cu. in. FS55P	·035
RAMBLER	
1966 V8 290 cu. in. FE45P	·035
1965-68 6-cyl. 199 cu. in. FE45P	·035
1964-68 6-cyl. 232 cu. in. FE45P	·035
1960-65 196 cu. in. F50	·035
1960-65 s.v. F50	·035
1960-64 6-cyl. 196 cu. in. F50	·035
1960-65 V8 F50	·035
1956-59 all F50	·035
1954-55 all FS50	·030
1967 V8 290, 343 cu. in. FE55P	·035
STUDEBAKER	
1965-67 6-cyl. 194 & 230 cu. in. FE55P	·035
1961-64 6-cyl. F50	·035
1958-60 6-cyl. FS75	·030
1965 V8 FS55P	·035

MAKE AND MODEL	GAP inch
STUDEBAKER (continued)	
1958-64 V8 259 cu. in. F50	·035
1965-67 V8 283 cu. in. FS55P	·035
1963-64 V8 289 cu. in. Std. engine F50	·035
Jet Thrust FS55P	·030
1964 V8 304 cu. in. FS55P	·030
1958-62 V8 289 cu. in. F50	·035
1951-57 V8 excl. Golden Hawk F50	·035
TEMPEST	
1966 230 cu. in. 6-cyl. o.h.c. FS55P	·030
1964-65 6-cyl. FE55P	·035
1963-66 V8 389, 326 & 421 cu. in. FS55P	·035
1962 V8 al. FS55P	·032
1961 V8 al. FS45P	·032
1961-63 4-cyl. FS55P	·035
1967 V8 400, 428 cu. in. FS55P	·035
THUNDERBIRD	
1967-68 V8 390 cu. in. MT65P	·035
1966-68 428 cu. in., 429 cu. in. MT55P	·035
1958-60 MT55P	·035
1955-57 MT45P	·035
1961-66 V8 390 cu. in. MT55P	·035
VALIANT & SIGNET	
1963-66 6-cyl. FE45P	·035
1966 V8 2bbl FE45P	·035
4bbl FE65P	·035
1960-65 V8 FE45P	·035
1967 170, 225, 273 cu. in. 2bbl FE45P	·035
273 cu. in. 4bbl FE65P	·035

COMMERCIAL VEHICLES

MAKE AND MODEL

ALBION

Models requiring 14 mm. plugs, normal ($\frac{1}{2}$ " reach)	F50
Models requiring 14 mm. plugs, long ($\frac{3}{4}$ " reach)	FE50
Models requiring 18 mm. plugs	M50

AUSTIN

A.30 Van, Pickup, Countryman	FE70
A.40, A.50, Van, Pickup, Countryman	FE50
A.55 Van, 1958	FE50
A.55 Van, 101, 152 Series, 1959-on	FE70
A.70 Van, Pickup, Countryman, Gipsy	FE50
Champ 5-cwt.	FE50
Taxi—Petrol	FE50
1-ton, 30-cwt., 2-ton, 3-ton, 5-ton	FE50
$\frac{1}{2}$ -ton Van, 10/12-cwt., J.4 Van, 1960-on	FE70

BEARDMORE

Taxi (Ford engine)	FE50
Taxi—Humber	F50

BEDFORD

All 14 mm. models to 1960	FS50
2-6, 3-3-litre models, 1960-on	FE70
Beagle, 6-cwt., 8-cwt. Vans	FE70
1596 c.c., 3507 c.c., 4917 c.c.	FS75
1159 c.c.	FE125P

BORGWARD

B1250, B1500	F75
B511, B611	F70

CITROEN

HZ850, H1200, T23, T45, HY1500	F70
2CV, Berline 425, H1400	F75

COMMER

25 cwt. $\frac{1}{2}$ " Reach	F50
25 cwt. $\frac{3}{4}$ " Reach	FE50
8 cwt. Van, Cob (s.v.)	F50
Express Delivery Van 1390 c.c.	FE55P
Cob	FE55P
2260 c.c., 2266 c.c., 2995 c.c.	FE55P
4140 c.c., 4250 c.c., 4750 c.c.	FE55P
1500 c.c., 1600 c.c.	FE70
Imp Van, 1725 c.c. models	FE65P

D.A.F.

A1100BA, A1300BA, A16BB, A1600BB, T13BA, T1300BA, G1300BA, G1600BA, B1300BA, B1600BB	F70
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DAIMLER (England)

DC27 Ambulance	FE50
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DAIMLER-BENZ

Models requiring 14 mm. plugs	F70
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DENNIS

F15, F24	FE70
F17, Fleet Special	FE50
Vendor Van	F50
Pax, s.v. models	M50
Other 4-cyl. s.v. engines	M50
Other 6-cyl. o.h.v. engines	M50
Dennis Fire Engine with Rolls-Royce B80 eng.	FE50
F15 Fire Pump	FE50

D.K.W.

All models	M60
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DODGE

203, 205, 223, 225, 264	FS50
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MAKE AND MODEL

FIAT

508M, 518C, 518L, 500C	FS50
100, 615 Campagnola	FS50
600, 600D, 1100, T600, T1000, T1300	F70

FORD and FORDSON

Thames 10/12, 15, 30-cwt., 2 & 3-ton (o.h.v.)	FE50
Thames 1 $\frac{1}{2}$, 2, 3 & 4-ton (o.h.v.) Cost Cutter	FE50
Thames 5, 7/10-cwt. & 2-ton (s.v.)	F50
Thames 5 & 7-cwt. Vans (o.h.v.)	FE70
Thames Traders 4 & 6-cyl., o.h.v.	FE50
Thames V8 engines	M50
Transit	FE65P

FORD (Germany)

FK1000/1, 5	F70
1952-63 Taunus 12M	F50
1957-63 Taunus 17M	F50
FK1250/1-5, 671	F50
1964-65 Taunus 17M	F75
1966 Transit 45, 60, 65PS	F55P

GOLIATH

Express 1100	F75
GP700, GP700E, GM700E, GP900E, GM900E	M60
Goli, GM500L, GV800A, GV800S	M60
GD750—1950-55	M60
1949	F70

GUTBROD

Heck 504	F50
Heck 604, Atlas 800 and 1000	M60

GUY

1945-57, Otter, Vixen, Wolf	FE50
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JENSEN

Jen-Tug (Ford 10 h.p.)	F50
Jen-Tug (Austin A.40), 1500 c.c. to 1959	FE50
1500 c.c. 1959-on	FE70

KARRIER

CK3, 6-cyl.	FE55P
QXM and Loadmaster	FE75
Bantam models, 14 mm. long reach plug	FE50
Bantam models, 14 mm. normal reach plug	F50
Other models, 14 mm. normal reach plug	F50
Ambulance	FE50
All models, 18 mm. normal reach plug	M50
Road Sweeper Collector, 1950-56	FE70
CK3 Municipal, 1946-51	F50
Gamecock, 1952-62 (Mks. I & II)	FE70
Loadmaster Compressor Refuse Collector, 1954-61	FE70
Gamecock WA, 1963	FE75

LAFFLY

BS, BSA, BSE (Hotchkiss 864 engine)	F50
BS, BSA, BSE (Hotchkiss 486 engine)	M50
BSS, BSSA, BSSR, BSSRA	M50
ACL5, ABL5, BS140	M50
S15T, V15T, S20TL	M50

LANCIA

Beta, Appia, Ardea, Jolly	FE75
Esaro	F50
Pentaiota, Eptaiota, Omicron, Triota and other models requiring 18 mm. plugs	M30

LATIL

Gazogene models	M50
Other models requiring 18 mm. plugs	M50
Models requiring 14 mm. plugs	F50

COMMERCIAL VEHICLES

MAKE AND MODEL

LAUBER

Coach using Chevrolet engine FS50

LEYLAND

Comet, 14 mm. plug FE50
Lion and Cub M50
Lynx, cast-iron head M50
Other models M50

LISTER AUTO TRUCK

.. .. M30

LLOYD

1955-61 LT, LTK600 F75

MANDERBACH

$\frac{3}{4}$ -ton (Ford "Taunus" engine) F70

MAUDSLAY

Marathon, (Mk. II o.h.v. engine) F75

MEADOWS ENGINES

EXA, ECA M50
EWB—14 mm. heads FE50
18 mm. heads M60
6PC, 630 M50
4EL/AV F50

MORRIS

J2, J4, JB, Oxford Van, 1959-on FE70
J2, $\frac{1}{2}$ -ton Van, 1956-58, LC5 FE50
5-cwt. Van & Pickup (o.h.v.) 1954-57 FE70
 $\frac{1}{4}$ -ton Mini Van 850 c.c., Minor $\frac{1}{4}$ -ton Van FE70
1000 c.c., Mini Moke, 6-cwt Van FE50
2, 3 & 5-ton B.M.C. eng. 3995 c.c., 1955 FE70
All models 1959-66, Minibus FE70
Morris GPO $\frac{1}{2}$ -ton detector van FE70

OPEL

1955-65 Olympia F70
Blitz 3-6L, 3-6L, 6-cyl., 3LA, S F75

PEUGEOT

1956-63 F70

PRAGA

LTM F50
SND, RND, ND (Producer gas) M60
Other models requiring 14 mm. plugs F20
Other models requiring 18 mm. plugs M30

RELIANT

S.V. models F50
O.H.V. models FE70

RENAULT

Fourgon 2102, 2104, 2106 F70 — F55P
Estafette 2130 12 cwt., 2132 15 cwt., 2134 20 cwt. F70 — F55P

ROVER

See cars.

SCAMMELL

Scarab Mechanical Horse, 1932-57 (3 & 6-ton) M50
Oilfields 4x2 models M50

SCANIA-VABIS

6 and 8-cyl. requiring 14 mm. plugs F50
Other models requiring 18 mm. plugs M60

SIMCA

1954-63, 90K, 90R, AM-AN, AP F70

MAKE AND MODEL

SKODA

1957-60, 1201 F70
1961-65 Combi F75

STANDARD

6-cwt. Van, Pickup & Utilecon FE70
7-cwt. Van F75
15x20-cwt. Vans F50
Atlas, 10-cwt. Van & Pickup, 948 c.c. FE70
Atlas Major, 1670 c.c. F50

TEMPO VIDAL

1959-on (B.M.C. Engine) FE70
To 1959 (B.M.C. engine) FE50
Matador 1400 F75
A400, Matador (WV engine) F70

THORNYCROFT

Using ER4 engine (Nippy Star, Sturdy Star etc.) M30
Other Nippy and Sturdy models M30

TRIUMPH

Courier F65P

VOLKSWAGEN

All models F70

VOLVO

B36AV FS50
B18, B18A, B18D F70

SCOOTERS & MOPEDS

MAKE AND MODEL

ACHILLES

Lido F70

ALCYON

Models 20, 22 and 23Z F70
125 c.c., Model 21, 175 c.c., Model 19 (using
A.M.C. engines) F75
250 c.c., o.h.v., A.M.C. engine F80
Cyclomoteur using 98 c.c. V.A.P. engine F50
Models using 175 c.c. Surcher engine F80
S.V. models requiring 18 mm. plugs M50
350 and 550 c.c. F80
Velomoteurs 62 and 63 F50

ALMA

125 and 175 c.c. F50

ALPINO

98 c.c. model F75
Models 'F', 'T' and 'R', 48 c.c. F75
Scooters, 75 and 125 c.c. F75
75 and 200 c.c. FE75

AMSTEL

.. .. . F75

ANKER

Ankermatic F75

AVADA

.. .. . F70

AVAROS

.. .. . F70

BATAVUS

.. .. . F70

BERINI

M35 F80
M36 F80
M23 F50
M19, M21, M22 F70
M13, 32 c.c., 48 c.c. F50

BIANCHI

45 Aquilotto F50
Falco F75
78 c.c. Scooter, Berina 125 c.c. Scooter F75
Orsetto, 50 c.c. F80

BOND

P1, P2, P3, P4 Scooter F80

B.S.A.

Beagle T90
Sunbeam B1, 172 c.c. F80
Sunbeam B2, 249 c.c., B3 F75
Dandy 70 c.c. F75

CAPRI

50, 70, 80, 98, 125 F75

CAPRIOLO

124 F75
Capriolo 75—Normal F75
Sport F80
Capriolo 'Centro-50' F70
Capriolo F80

CAPRONI

Vizzola 'Cavilux', 'Cavimax' F80

CECCATO

48 Romoe, 75, 98 F70

CENTRO

.. .. . F70

MAKE AND MODEL

CIMATTI F70

CYCLONETTE F70

CYRUS F70

DAYTON

'Albatross' 224, 248 and 249 c.c. F80
'Flamenco' 174 c.c. F80

DELIUS

YM100S-K Scooter M60
Cityfix (Famo 98 M50 engine) M50
Cityfix (Famo 98 engine) M30
Elite and Standard (Lutz M58 engine) F20
VM150 M50

DEMM F75

D.K.R.

148 F70
173, 197 F80
Dove, Pegasus, Defiant, Manx, Capella F75

D.K.W.

Hobby 74 c.c., 50 c.c. F75

DUCATI

55E F75
250 Daytona, 200 Super Sport, 200 Gran
Turismo, 80 c.c., 48 c.c. F80

DUCBOCK F75

DUNKLEY

Whippet, Sports, Popular, S65 F50

DURKOPP

Diana, Diana Sports, Durkopp F80
Dianette Moped F75

EMPO F70

EXCELSIOR

98 c.c. (Villiers) Autobyk, Universal Skutobyke,
and Consort F75
98 c.c. (Excelsior) Autobyk and Minor FE75

EYSINK F70

FLANDRIA

Majestic, King Sporta F80
Vedette, Velocette F50

F.N.

T52, 49 c.c. F75
125T, 50 Scooter F75

FONGERS F70

GAZELLE F70

GERMAAN F70

GILERA

49 c.c., G50 Scooter F75

GILLET

Rene 100, 125 c.c. F50

SCOOTERS & MOPEDS

MAKE AND MODEL

GLASS

Goggo 123 c.c. (Ilo MG 125V engine)	..	M60
Goggo 147 c.c. (Ilo MG 150V engine)	..	M60

HEINKEL

'Tourist' Scooter, 149 and 174 c.c.	..	F75
'Perle' 48 c.c.	..	F80

HERCULES

Grey Wolf 49 c.c., Corvette	..	F75
Her-cu-motor Mk. I, II	..	F50

HERVO

..	..	F70
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HOFMANN

Vespa Scooter	..	F70
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HUSQVARNA

Novelette	..	F50
50 c.c. H.V.A.	..	F75

ITOM

Astor Competizione	..	F75
Scooter, Junior	..	F50
'Idial', 48 c.c., Astor, Astor Sport, Esperia	..	F50

JAWA

Robot 99 c.c., Ceseta 172 c.c.	..	F50
Model 550 49 c.c., O5 Manet	..	F75

JAWETTA

..	..	F75
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JUNCKER

..	..	F70
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KERRY

Capitano 49 c.c.	..	F75
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LAMBRETTA

1946-47 Model A	..	F50
1948-51 Models B, C, LC	..	F75
1952-on Models D, FD, LD, E, LDA, LDB and Moped	..	F80
TV175, TV200	..	FE75
1959-on Li Models—Standard 150	..	FE75
Slimstyle 125, 150, 175, Pacemaker	..	FE75
G.T.200, Cento, J50, J125, L100	..	FE75

LAVERDA

200 c.c. o.h.v. twin	..	FE80
49, 60	..	F80
199 Twin	..	F100
75T, 100T	..	F80
75S, 100S	..	F100

LOCOMOTIEF

B10, B11, B12	..	F50
B8, B9	..	F70
Sachs motor	..	F70
Berini M23 motor	..	F50

MAGNEET

..	..	F70
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MAICO

Wiesel Moped	..	F75
Maicomobil, Maicoletta	..	F80

MANURHIN

Hobby 74 c.c.	..	F75
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MAKE AND MODEL

MARS

50 c.c. Sachs	..	F75
Stella 175	..	M60
98S, 98J (Famo 98 engine)	..	M30
98S, 98J (Famo 98 M50 engine)	..	M50

M.A.S.

175 Zenith, 125 Stella Alpina	..	F70
175 Sport	..	F80
125S	..	FE75

MI-VIAL

125T, N125, NA125, GSa125, GSr125	..	F75
M5L125, 125S, 175L, 200, Motocarro	..	F80
150	..	F50
175, S.30 Sport	..	F100

MONARK

M50, M55, M57	..	FS20
M10, M20, M40, M41, M45, (JB), M56, M56F	..	F50
M24, M31, M32, M33, M34, M34F, M35, M36, M38, M60, M61, M62	..	F75

MOTOBECANE

Mobylette, Moby Scooter 125 c.c., D45 Moby-matic, Standamatic, Luxamatic and all 49 c.c. models, 1.5 h.p., 2.5 h.p.	..	F75
Z22, Z23, Z46, Z56	..	F75
L4C, 147 c.c.	..	FE70

M.V.

425 (13M) 4M Scooter	..	F75
Chicco 150 c.c. Scooter	..	FE70
Autobyk 14 mm.	..	F75

N.S.U.

Prima 150 c.c., 175 c.c.	..	F80
Quickly, Quick 50	..	F75
Lambretta	..	F80

N.V.

5, 31 c.c. Autoped, Mopedscouter	..	F50
70 Hobby	..	F75
80 Progress	..	M60

PALOMA

49 c.c.—Minor, Dasi, Pal	..	F75
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PANTHER

Princess	..	F75
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PARILLA

125 c.c.	..	FE70
48 c.c.	..	F50
150 c.c.	..	FE80

PEUGEOT

Scooter S57C, 125 c.c.	..	F75
Bima, Leopard, 49 c.c.	..	F50

PHANOMEN

Bob, 100 c.c. Ahoi, 125 c.c.	..	M50
Model 71, 123 c.c.	..	M60
Model 72, 98 c.c.	..	M50
Model 78, 173 c.c.	..	F80

PONETTE

..	..	F50
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PUCH

Scooter and Moped	..	F75
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MOTOR CYCLES

MAKE AND MODEL

ADLER

M100, M125, M150, MB150, Junior	F80
M200, MB200, MB201, M2011, M250, MB250,	
Favorit	F80
MB250S	F220

A.M.C. ENGINES

AERO CAPRONI

Capriolo 75 c.c.	F50
Capriolo 75 c.c. Sport	F80
Capriolo 150 c.c.	F75

AERMACCHI

175 c.c. Ala, Bianci, Ala Rossa Sport, Ala D'Or	
Chimera	FE75
250 c.c. Ala D'Or 4T	FE80
250 c.c. Ala Azzurra, Ala Verde, Chimera	FE75

AJAX

98 c.c. N.S.U. engine	M60
350 c.c. model 8	FE75
250 c.c. model 14	FE75
650 c.c. Twin model 31	FE75

A.J.S.

248 c.c. model 14, Tourist, 14 CSR	FE80
248 c.c. model 14SC, Scrambles	FE100
250 c.c. model 14	FE75
348 c.c. model 8, Light	FE80
347 c.c. models 16, Trials, 16 Sceptre	FE80
349 c.c. model 7R, Racing	on request
489 c.c. model 18	FE80
497 c.c. model 18SC, Scrambles	FE100
498 c.c. model 20	FE80
646 c.c. models 31, 31 DL De Luxe, 31 CSR	FE80
646 c.c. models 31 CS, Scrambles	FE100
350 c.c. models 16M, 16MS, to 1950	F75
350 c.c. models 16M, 16MS from 1951	FE75
350 c.c. Comp. models 16MC, 16MCS from	
1949, 18 Statesman, 16 C, 33, Experts	FE75
350 c.c. 7R	on request
350 c.c. model 8	FE75
500 c.c. models 18, 18S to 1950	F75
500 c.c. models 18, 18S from 1951	FE75
500 c.c. Comp. models 18C, 18CS from 1949	FE75
500 c.c. Twin, model 20	FE80
592 c.c. model 30	FE80
650 c.c. Twin model 31, 31 Swift, 33 SCR	FE75
Other o.h.v. models, 14 mm. plug	F75
Other o.h.v. models, 18 mm. plug	M60
Other s.v. models, 14 mm. plug	F50

ALDBERT

160T, 175T	F70
160S	F80

ALLSTATE (SEARS)

810. 94150, 810. 94151 125 c.c.	F50
810. 94190, 810. 94141 125 c.c.	F50
810. 94160, 810. 94161 175 c.c.	F50
810. 94170, 810. 94171 175 c.c.	F50
810. 84180, 810. 94181 250 c.c.	F50
810. 94182, 810. 94220 250 c.c.	F50
810. 94200, 810. 94221 250 c.c.	F75
810. 9422 250 c.c.	F75
810 8952, 810. 9409 250 c.c.	F50
810. 9439 250 c.c.	F50
810. 8951 250 c.c.	F80

AMBASSADOR

A.M.C. (France)

125, 150, 175 o.h.v.	F75
150, 175, 250 c.c. Sport	F80

MAKE AND MODEL

ANZANI

242 c.c. Twin 2-stroke	F75
150 c.c. and 200 c.c.	F75
322 c.c. Twin 2-stroke	F75

ARIEL

Leader TS Twin Arrow	FE80
197 c.c. L.H. Colt	FE75
347 c.c. 'N.H.' Red Hunter to 1955	F75
347 c.c. 'N.H.' Red Hunter from 1956	FE75
497 c.c. 'V.H.' Red Hunter to 1952	F50
347 c.c. 'H.T3.' Red Hunter from 1957	FE75
497 c.c. 'V.H.' Red Hunter H.T. and H.S.	
1953-58	FE75
497 c.c. 'K.H.' Red Hunter Twin Cyl. to 1952	F50
498 c.c. 'K.H.' Red Hunter 1953-58	FE75
497 c.c. 'K.H.A.' Twin cyl. with Alloy Head	FE75
498 c.c. H.T. and H.S.*	FE75
498 c.c. 'K.G.' Fieldmaster	FE75
598 c.c. s.v. 1936-51	F50
598 c.c. s.v. 1952-54	FE50
598 c.c. s.v. with Alloy Head, 1955-56 model	
VB	FE75
600 c.c. o.h.c. 4-cyl. 1934-36	F75
646 c.c. F.H. Huntmaster Twin	F75
997 c.c. Square Four to 1952	F50
997 c.c. Square Four 4G, 1953-58	FE75
O.H.V. Single cyl. models 18 mm. plug	M60
Pixie	T90

*For competitions apply for special recommendations.

BENELLI

1950, 250 c.c. and 500 c.c., Normal	M60
Leoncino 125 c.c., Letizia 98 c.c.	F70
Two-stroke requiring 18 mm. plug	M60
Model 125S	F70
Leonesa 250 c.c.	FE80

BIANCHI

125 and 250 c.c.	FS50
250 c.c. Sports model	FS75
500 c.c.	M60
71 c.c. Gardina, 125 c.c. Mendola	F75
Bernina 123 c.c., Tonale 175 c.c.	F75
48 c.c. Aquilotto Normale	F75
48 c.c. Falco Sports	F80

B.M.W.

R24, R25, R25/1, R25/2, R25/3, R26, R27, R50,	
R50S, R51, R51/2, R51/3, R60, R66, R67,	
R67/1, R67/2, R68, R69, R69s	F80
R4, R11, R16	M60
R2, R3, R6, R12, R20, R23, R25, R35, R36, R37,	
R61, R71, R75	F75

BRIDGESTONE

All Models	F80
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BROCKHOUSE

Indian 'Brave', Corgi	FE70
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B.S.A.

B40, 350 Star	FE70
Rocket Gold Star	FE80
D1 Bantam—to 1954 (Iron Heads)	F50
1954-61 (Alloy Heads)	F70
D3 Bantam Major, D5, D7, Bantam Super	F75
C10, 250 c.c. s.v.—to ZC101377 (Iron Heads)	F50
From ZC101378 (Alloy Heads)	FE50
C11, C11G, C12, 250 c.c. o.h.v.	F75
C15, 250 Star	FE70
B31, 350 c.c. o.h.v., B33, 500 c.c. o.h.v.	F75

MOTOR CYCLES

MAKE AND MODEL

B.S.A. (continued)

M20, 500 c.c. s.v.—To ZM106000 (Iron Heads)	F50
From ZM206001 (Alloy Heads)	FE50
M21, 600 c.c. s.v.—To ZM21800 (Iron Heads)	F50
From ZM218001 (Alloy Heads)	FE50
M33, 500 c.c., o.h.v.	F75
A7, 500 c.c., Twin, Star Twin, A10 Golden Flash 650 c.c.	F70
SS80 250 Sports Star, D10 Bushman	FE75
C15S 250 Scrambles	FE80
B40, SS90 350 Sports Star, A65R	FE75
A50C, 500 Cyclone, A65 Star	FE75
B44 VE & GP Victor	FE125P
A7, Shooting Star, A10 Cast-iron	F75
A10, A7 Alloy, Bantam D10 Models, D14/4	FE75
Royal Star, A50, A50C, A65	FE75
Wasp A50W, A65L 1966–67	FE80
Lightning A65L to 1965, Victor Roadster	FE75
Thunderbolt A65T, S15S Sportsman	FE75
Hornet A65H	FE80

Competition Models:

Spitfire Mk. II Special A65SS	FE80
125 c.c. Bantam; 150 c.c. Bantam Major	F70
B32, 350 c.c.; B34, 500 c.c. (Alloy Heads)	FE75
Earlier B32 and B34 (Iron Heads)	F75
C15T, Barracuda	FE70
350 and 500 c.c. Gold Star:—	
Recommendations on request according to tune and Fuel.	

BUCKER

TZ 175, Ilona II	F75
TZ 200, Ilona I—to 1952	F80
TZ 125, TR 125 H	F80
Mofa	M60

BUYDENS

175 c.c. two-stroke (Ydral engine)	F80
250 c.c. (Ilo M2×125 engine)	F80

BULTACO

200, Sherpa "N", Sherpa "T", Sherpa "S"	FE65P
Compera, Mercurio	F75
Tralla 102	F80
Metralla 62	FE75
Senior 200	FE70
Matador	FE65P
Junior 74 c.c.	F80
250	FE75

CECCATO

125 and 175 Tourer, 200 c.c. Sport	F70
100 Lusso, 175 Sport	F80
75 and 125 Super Sport	F100

CSEPEL

100 and 125 c.c., 250 and 350 c.c.	F50
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D.K.W.

18 mm.	M60
RT3, RT100, RT125, NZ350	F75
RT200VS, RT127, RT200/2, RT250/2 RT350	F80

DOUGLAS

150 c.c.	M30
250 c.c. 14 mm.	F50
350 c.c. Mark V, Dragonfly	F75
350 c.c. Comp. model	F75
350 c.c., 80 plus; 90 plus	F80

MAKE AND MODEL

DUCATI

Puma	F75
100 Sport, 200 Elite, 125 Monza, 200 Super Sports, 200 Grand Sports	F80
55E, 55R, M55	F75
T50, T3, 65T, 65TL, 65TS, 65S	F70
98T, 98TL	F75
98S	F80
125 T	F75
125 TV, 175 Silverstone Super	F80
125S	F100
175T	F75
175S, Cruiser Muletto	F80

DURKOPP

MF100	M30
M125, MD150, MD200	FS75

E.M.C.

350 c.c. 'Split-Single' two-stroke	FE75
250 c.c. E.M.C.—Puch, Touring	F75
125 c.c. E.M.C.—Puch, Racing model:—	
Recommendation on request according to tune and fuel.	

EXCELSIOR

122 c.c. Villiers eng. Universal 18 mm. plug	M60
122 c.c. Villiers eng. Universal & Condor	F75
147 c.c. Villiers eng. Pioneer Courier & Condex	F75
148 c.c. Excelsior eng. Courier & Convoy	FE75
197 c.c. Villiers eng. Roadmaster & Autocrat	F80
244 c.c. and 246 c.c. Excelsior eng. Talisman	
Twin and Talisman Sports	FE75
Super Talisman Twin	FE75

FICHTEL & SACHS

Sachs 150, 175	M60
Sachs 100	M50
Sachs 50	F70
Famo 98—14 mm. heads	F50
18 mm. heads	M30
Famo 98 M50	M50
Stamo 98, 120, 160, 250, 300, 360	M50

FLANDRIA

125, 175, 200, 250 c.c.	F75
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F.N.

M60, M67, M70	M60
M90	M30
Model 20 and Series III Luxus	F75
450 c.c. model	M60
250 Twin	F75

FRANCIS BARNETT

175 c.c. model 79 Light Cruiser	FE75
148 c.c. Villiers eng. Plover H40, H41, J40, J41, K40 and K41	ML30
98 c.c. Villiers eng. Snipe and Powerbike J49	
K49 and J50	M50
122 c.c. Villiers eng. Snipe and Merlin J48, K48 and L51	M60
122 c.c. Villiers eng. Merlin and Kestrel N51, O52, 53, 57, 59, 61, 63, 66 and 69	F70
197 c.c. Villiers eng. Falcon O54, 55, 58, 60, 62, 64, 65, 67, 70 and 72	F80
147 c.c. Villiers eng. Kestrel and Plover 69, 73 and 78	F80
225 c.c. Villiers eng. Cruiser 68, 71 and 75	F80
249 c.c. A.M.C. eng. Cruiser 80	FE75
Falcon, Villiers 10E engine	F80
Falcon Model 87 (199 c.c. A.M.C.)	FE75
Cruiser Model 84 (249 c.c. A.M.C.)	FE75
Trials Model 85 (249 c.c. A.M.C.)	FE75

MOTOR CYCLES

MAKE AND MODEL

FRANCIS BARNETT (continued)

Plover Model 86	FE75
Fulmar	FE75
New 150 Model 96 (149 c.c. A.M.C. 15T)	FE75
Plover Model 95 (149 c.c. A.M.C. 15T)	FE75
Fulmar Model 88 (149 c.c. A.M.C. 15T)	FE75
Sports Fulmar Model 90 (149 c.c. A.M.C. 15T)	FE75
Cruiser Twin Model 89 (250 c.c. Villiers 4T Twin)	F80
Sports Cruiser Twin Model 91 (250 c.c. Villiers 4T Twin)	F80
Trials Model 92 (246 c.c. Villiers 32A)	F80

GARELLI

94 c.c.	F75
49 c.c.	F75

GEIER

125 c.c. and 175 c.c.	F75
100K (Ilo FM100 engine)	M60
100K (Famo 98 engine)	M30
100K, VM100 (Famo 98 M50 engine)	M50
200 (Ilo M200 engine)—up to 1952	F75

GILERA

124 c.c., 125 c.c., 150 c.c., 175 c.c., B300,	
Jubilee 500VT	F75
Mercurio $\frac{1}{2}$ " reach	F75
Mercurio $\frac{3}{4}$ " reach	FE75
250, 500 Standard	M60
500 Sports	FS75
G150 Sports, Cast Iron Head	F75
G150 Sports, Alloy Head	FE75
B300 Short reach	F75
B300 Long reach	FE80
98 c.c. Long reach	FE75

GILLET

125 c.c. Utilitaire; 150 c.c. Standard	F75
250 c.c., two-stroke	F50
250 c.c., four-stroke	F75
300 c.c.	F50
350 and 500 c.c.	M60
125 c.c. two-stroke	F70

GNOME ET RHONE

350 c.c., o.h.v., 100 c.c.	M50
R3, R4, 125 c.c.	F80
L53, 175 c.c.	F75
R1, R2	F75

GORICKE-WERKE

Go 98 (Famo 98 engine)	M30
Go 98 (Famo 98 M50 engine)	M50
Go 100K, Go 100TN	M60
Go 125K	F80
Go 175	F80

Also see engine make.

GREEVES .. Recommendations on request

HARLEY-DAVIDSON

Model K	F80
Model S, 125 c.c.	F50
1952 models requiring 14 mm. plugs	F50
E, EL, F, FL, requiring 18 mm. plugs—Front	
FLHF, FLH, FL	FS75
G, GA, WL, U, UL	M50

HECKER

K125, K175K	F75
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MAKE AND MODEL

HERCULES

Corvette	FS75
Prior, 47 c.c., 215, 216, 217, 218	F70
312, 314, 322	F50
317, 321, (Ilo M200 engine) 1952	F80
316	M50
315	M60
350, S204, S35/4, K125, K125/7	F50
S5.500, S125	M50
MF2 (Famo 98 engine)	M30
MF2 (Famo 98 M50 engine)	M50

Also see Sachs Engines.

H.M.W.

	F50
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HOFFMAN

MF10/98 (Famo 98 engine)	M30
MF10/98 (Famo 98 M50 engine)	M50
175 Krad, MR125, HWL125	F80
MHF125	F75
MR120-2 Krad	M60
Gouveneur 250 and 300 c.c.	F80
200 (Ilo M200 engine)—1952	F80

HONDA

P50, C50, C100, C102, C110, C114	T90
C105, CD105, S65, C65, CR93, PC50	T90
Monkey and Trials Bike	T90
C200	TW270
S90, CM90, C92, CB92, C95, CB160, C72,	
CE90, CS125 Twin	TW275
CB72, CS72, CL72, C77, CB77, CS77, CD175	TW275
CB450, CB250	FE80
CA77, CAS77, CA72, CAS72	TW275
CA95, CS92, CT200	TW275
C111	T90

HOREX

Resident 250 and 350	FE100
Rebel 50	F75
1954-55, Imperator, Regina 250, 350, 400	FE80
1951-53, Imperator	F80
1952-53, Regina	F75
Regina Sport	F100
1948-51 SB.35 Regina	FE80
S2, S3	M60

HUMMEL

Sitta 100, 120	M60
Sitta 125	F75
Sitta 200 1952	F80

HUSQVARNA

Appollo, two-stroke	M50
170SV, 180SV, 190SV, 25SV, 30SV, 31SV,	
35SV, 50SV, 61SV, 110SV, 112SV, 120SV,	
130SV, 36SV, 40SV	M50
30TV, 50TV, 50TVA, 50TVB, 50TVX	M50
35TV, 110TV, 112TV	M60
Silverpiller	FE70

INDIAN

Arrow, Scout, "Chief 74", "Chief 80"	FS75
Blackhawk	FS75
Brave, Pinto G1, Scooter SC1, Pathfinder G2	FE70
Mohawk G80, Trials G3C, Forty Five G15	FE70
Woodman, Arrow G2CS, Westerner G80CS	FE80
Typhoon G80 TCS, Apache G12CS	FE80
Apache $\frac{1}{2}$ " Reach	F80
Apache $\frac{3}{4}$ " Reach	FE80
Trailblazer, Tomahawk, Fire Arrow	F75
Fire Arrow Hound	F75

MAKE AND MODEL

I.L.O.

F48	F75
F60 Famo, F60H, F60R, 80, 33/80, 33/100	M30
FM48	M30
FM100, FM100V, FM100KV, FM120V,	
FM120KV, FM100/120	M60
FP50, G50	F70
L200V	M30
LSu100	M60
LE145, LE175, LE200(BK)	M50
LE2×200(BK), LE250G3R, LE250DS	M60
LEGR200	M50
LEGR2×200, LEGR250, LEGR2×250	M60
M125V, M175, M175V	F75
M200—1952	F80
M250, M2×125	F80
MG100, MG125, MG125E, MG125EF,	
MG125VF	F75
MG125ER, MG125E/H, MG125EL, MG125V,	
MG150V	M60
MG150, MG175, MG175F, MG175S, MG175T,	
MG175TF, MG175V	F75
MGDY200, MGT200, MGT250	M60
MSL123	M30
MSL145	M50

JAMES

98 c.c. Villiers eng. Comet, Commodore, Comet Mk. II, Comet De Luxe and Comet 100	F75
122 c.c. Villiers eng. Cadet Comp. and Cadet Mk. II	F75
147 c.c. Villiers eng. Cadet and Cadet 150	F80
149 c.c. A.M.C. eng. Flying Cadet	FE75
172 c.c. A.M.C. eng. Cavalier	FE75
197 c.c. Villiers eng. Captain, Captain Comp., Colonel Commando, Cotswold, Captain 200, Commando 200 and Cotswold 200	F80
224 c.c. Villiers eng. Colonel and Colonel 225	F80
249 c.c. A.M.C. eng. Commodore, Cavalier	FE75
249 c.c. A.M.C. eng. Commodore Trials	FE80
250 c.c. Villiers twin	F80
New 150, Model M16, 149 c.c., A.M.C. 15T eng.	FE75
Captain Model L20, 199 c.c. A.M.C. 20T eng.	FE75
Captain from Sept. 1959—on, 199 c.c. A.M.C. eng.	FE75
Captain Model L20S, 199 c.c. A.M.C. 20S eng.	FE75
Sports Super Swift Model M25S, 250 c.c.	
Villiers 4T Twin-eng.	F80
Trials Commando Model M25T, 246 c.c. Villiers 32A eng.	F80

J.A.P.

S.V. to 1350 c.c. except 500 c.c. Twin	M50
O.H.V. models, 14 mm.	F75
O.H.V. models, 18 mm.	M60

JAWA

500 c.c.	FS50
1954—on 125 c.c., 150 c.c., 200 c.c., 250 c.c., 350 c.c.	F75
Other models—14 mm.	F50

KAWASAKI

85J1, 85J1T, 85J1TR, 125B8	FS75
120C, 125BSM, 150B8S, 175F1TR, 175F1	F75
175F2, 85J1	F75
250A1, 250A1SS, 350A7 Avenger	F80
650 W1 Commander	FE75

AER MACCHI

Corsaro 150, Zeffiro 125 and 150, Monsone 125	F75
125 U, C, M, N, S	F75
Chimera 175	FE80
250 c.c. 2-cylinder	F75
Autocarro MB1, Motofurgoncino MB8	F75

MAKE AND MODEL

MAICO

M125, M126, M150, M151, M153, M175, M175-1, M200	F75
M175-S11, M200-S11, MB200, M250-S	F80
M175-SS	F220
Blizzard M250-S1, M250-S11, M277-S	F75
Taifun -350 and -400	F80
Gelande-Sp (trials) -175, -250, -277	F220
Mobil MB-151, MB-175	F70
Mobil MB-200	F80
Maicoletta -175, -250, -277	F80
Wiesel -50	F75
F100 (Famo 98 engine)	M30
F100 (Famo 98 M50 engine)	M50
Typhoon Scrambler	F80

MATCHLESS

S.V. Models 14 mm.	F50
1946 350 c.c.	F50
1946 500 c.c.	F75
1947-49 All models Cast-Iron Heads	F75
1950-64 all models Alloy Heads except Scramblers and Racers	FE70
1964 on G3C, Maestro, G80 Major	FE75
1964 on G12 Majestic, G15, G15CSR, G3C Trials	FE75
1964 on G3 Mercury, G12CSR Monarch	FE80
1964 on G2CSR Monitor Super Sports	FE80

M.M.

51AS, 54A, CTS Spinta	FE80
51AS Spinta	FE100
500VL, CT, 51A	FE75
Motocarro	F80
47D	F80
47A, 47C	F70
47AS	F100

MONDIAL

48, 125, 160, 175	F75
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MONTESA

D51	F50
Brio 80, Sports 125 c.c.	F80
Brio 80, 125 c.c.	F75
Brio 90, 125 c.c.	F80
Impala Sport	F80

MORINI

125T & S, 175T, Briscola	F80
175 G.T., 98 4T	FE80
175 Settebello, Re Bello	FE100

MOTOBECANE

Velomoteur	F50
S.V. 14 mm.	F50
Other models 14 mm.	F75
350 c.c. 2-cyl. long reach plug	FE80

MOTO-GUZZI

Galletto-Airone N	FS50
Airone Sports, Falcone	F80
Astorre, Super Alce	FS50
Aldetta Egretta Airone PE250S, V, GTV	M60
Zigolo, Cardellino	F75
Lodola, Stornello	FE70
Galetto 175	FE50

M.V. AUGUSTA

83 c.c., 99 c.c.	F80
125T, 150T	F70
125S, 150S, 175, CS	F80
175CST, L	FE50
235 c.c.	FE75

MAKE AND MODEL

NORMAN

See Villiers

NORTON

Model 16H, 500 c.c. s.v.	FE70
Big Four 596 c.c. s.v.	FE70
Model 18 490 c.c. o.h.v.—30, 40 Cast-Iron	F75
30, 40 Alloy	FE80
	F75
ES2, 88, 7, Cast-Iron	FE70
ES2, 88, 7, 99 Alloy	FE70
19R, 19S, 50, 77, 500T	FE75
650 Dominator	FE75
1964—on, all models except Atlas	FE80
Atlas 750 c.c.	

N.S.U.

25 10SL	F75
Fox, Super Fox 125 c.c., Super Lux 200 c.c.,	
Max 250 c.c., Super Max 250 c.c., 300 c.c.	F75
(o.h.c.)	

PANTHER

65, 75, 100, 100S and 120S	F70
60, 70 and 100	F70
Stroud, Mk. II and Mk. III	F70
10/3, 10/4, 25, 35, 45, 50, 120	F75

PARILLA

125, 150	F75
125S, 175S, 250S	F80
98, 250T	F75
250C	FE80

PEUGEOT

150 c.c., P155, P156	F70
175 c.c.	F50
250 c.c. 2-cyl. 256	F75
175 c.c. 176 Grand Sport	FE80

PUCH

60 c.c., 125 c.c., 175 c.c., 250 c.c.	F75
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RABENEICK

LM100E (Famo 98 engine)	M30
LM100E (Famo 98 M50 engine)	M50
KM100	M60
SM125, SM175	F75
SM500	F70
Binetta (47 c.c. Sachs engine)	F75

Also see Ilo Engines.

ROYAL ENFIELD

350 c.c. Clipper and G, 248 c.c. Clipper and	
Crusader and J2 500 c.c., 248 c.c. Olympic	F75
Continental, Continental G.T.	F80
Ensign, R.E., Prince	F50
350 c.c. Bullet, 500 c.c. Bullet, $\frac{1}{2}$ " reach	F75
$\frac{3}{4}$ " reach	FE70
Meteor Minor Sports	FE70
Super Meteor, Meteor Minor to Engine No.	
SMCA7027	F75
From Engine No. SMCA7028—on	FE70
700 c.c. Meteor Twin, 500 c.c. Twin $\frac{1}{2}$ " reach	F75
700 c.c. Constellation	FE70
Trials Works Replica	F75
249 c.c. Turbo Twin	F80
736 c.c. Interceptor	FE75

SAROLEA

Simoun	F80
Model AS, 350 c.c. s.v.	F50
T. Shoco, 500 c.c.	M50
B35, 50BL, Sports and Vedette, 350 c.c. o.h.v.	F80
T6 Tourist, 50T6, 50TL6	F50
S6 Super Sport 50, SL6, 600 c.c., o.h.v. & s.v.	F70
50LW Bluebird, 125 c.c.	F75

MAKE AND MODEL

SUZUKI

50 c.c. M15, M15D, M30, M31	FS100
M12 Super Sport	FS100
80 c.c. K10, K11 Sport, K15	FS100
125 c.c. S31	FS100
125/150 c.c., S30/S32	FS100
250 c.c. T10 Twin	FS100
250 Super Six	F100
U50	F80

TRIUMPH

Bonneville (T120), T120R, TR7A	FE75
Speed Twin (5TA)	FE75
Twenty-One (T21)	FE75
1956-62 Tiger 110 (Alloy Heads)	FE75
1954-55 Tiger 110 (Iron Heads)—Without air-	
filter	F100
With air-filter	F80
Thunderbird (6T), Speed Twin (5T), Tiger Cub	
(T20), Terrier (T15), Super Cub, Sports Cub, 3T	F75
1951-62 Thunderbird 6T (Alloy Heads)	FE75
1951-62 Tiger 100 (Alloy engines), Tiger T90	FE75
1946-50 Tiger 100 (Iron engines), TS20	F80
1956-66 Trophy (TR6)	FE75
1955-58 Trophy (TR5) Alloy	FE80
1951-54 Trophy (TR5) Alloy	FE80
1949-50 Trophy (TR5) Cast Iron	F75
350 c.c. De Luxe (3T) Tiger 85	F70

Grand Prix and T100C racing models:—

Recommendations on request according to tune and fuel.

VELOCETTE

350 and 500 Scrambler, Endurance	FE80
Valiant, Vogue	T90
LE200 and LE149	T90
Viper 350 c.c., Venom 500 c.c.	FE80
1954-66 MSS Alloy Head	FE70
1951-60 MAC Alloy Head	FE70
Viper-Special, Veeline	FE80
Viper-Sports, Clubman	FE75
Venom-Sports, Special	FE75
Venom-Veeline, Clubman	FE80

VILLIERS ENGINES

75 c.c. Mk. 7	F20
75 c.c. Mk. 7/1	F50
98 c.c. Junior	F50
98 c.c. Mk. 1F	F75
98 c.c. Mk. 2F	F75
98 c.c. Mk. 4F	F75
98 c.c. Mk. 6F	F75
122 c.c. Mk. 10D	F75
122 c.c. Mk. 11D Comp.	F75
122 c.c. Mk. 12D	F75
122 c.c. Mk. 13D	F75
122 c.c. Mk. 8D, 9D	F75
147 c.c. Mk. 8C	M50
147 c.c. Mk. 24C	M60
147 c.c. (Mk. 24C) Invalid Chair	M60
147 c.c. (Mk. 26C) Invalid Chair	M60
147 c.c. Mk. 29C	F80
147 c.c. Mk. 30C Fan cooled	F80
148 c.c. Mk. 31C	F80
148 c.c. Mk. 12C	ML30
172 c.c. Sports	ML30
173 c.c. Mk. 2L, 3L	F80
197 c.c. Mk. 6E	F80
197 c.c. Mk. 7E	F80
197 c.c. Mk. 8E, 10E, 11E	F80
197 c.c. Mk. 9E and 35F, 45F	F80
225 c.c. Mk. 1H	F80
246 c.c. Mk. 2H	F75
246 c.c. Mk. 31A, 32A, 31A/3S, 31A/4S	F80
246 c.c. Mk. 33A, 34A, 36A	FE80

MOTOR CYCLES

MAKE AND MODEL

VILLIERS ENGINES (continued)

249 c.c. Mk. 2T Twin, 35A, 37A	..	..	F80
249 c.c. Mk. 14A, 17A, 18A	..	..	ML30
324 c.c. Mk. 3T Twin 4T Twin	..	..	F80
353 c.c. Mk. 28B	..	..	F80

YAMAHA

YE, YDS1, YL-1E, YA-5	..	..	F75
YA1	..	..	FS50
YA-2, YA-3	..	..	F50
MF2K, MF3D, U-5, YF1, YG-1, YA-6	..	..	F80
YG-1K, YDT-1, YL-1, YGS-1, YL-2, YL2-C	..	..	F80
YCS-1, YJ1, U7, YG-1TK, YG-1SK, YGS-1T	..	..	F80
YD3, YM-2C, YR-1, YJ-2, YDS-3, YM-1	..	..	F80
YDS-2, YDS-3C, YDS-5	..	..	F80

ZUNDAPP

Comfort	..	..	F75
KS601, KS600, DB200, DB201, DB202	..	..	F70
Combinette	..	..	F70
175S, 200S, 201S, 250S	..	..	F80

MARINE—OUTBOARD ENGINES

AMANDA

100 c.c., 200 c.c. $\frac{1}{2}$ " reach	..	..	F50
$\frac{3}{4}$ " reach	..	..	FE70

APEX

J.A.P. Engines	..	..	F50
R.C.A. Engines	F75
50, 75, 80, 85	F50

AEROJET ..

AILSA CRAIG

59-6 c.c. 2 stroke engine	F80
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AIRBOY

Model 20 and 40	FS50
Model 50	FS75

ALBIN-HUSQVARNA

3-5 h.p.	F50
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A.P.

Minor	F50
Plus	F50
Compact	F50

ATCO—Boat-impeller

AB 2 $\frac{1}{2}$	F50
AB 5 $\frac{1}{2}$	M60
79	M60
147	..	..	M60

AQUAJET

Mk. IV	..	..	F50
Minor	..	..	F50
Super Minor	..	..	F50

AQUAPLANE

105 Super Sports	..	..	FE75
105 Competitor	..	..	FE80
105 Utility Sports	..	..	FE75
204 Super Sports	..	..	FE75
204 Competitor	..	..	FE80

MAKE AND MODEL

ARCHIMEDES

A1, A2, A3, B1, BSL, BSP, BSMM, B2, B3, B6	..	..	M60
B20, S20	..	..	F50
B22, B23, M1, S35, S50, S80	F50
A30A	F50
A60A	F75
A4	M30
AB20, AB35, AB40, AB50	F50

ASPIN

5-5 h.p.	F50
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ATLAS

Skipper	FS50
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BERMUDA

2/40	FE70
2/40 Military version	FE75
Sportsman Skeeman	FE75

BROOKLURE

..	FS75
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BUNDY

500 c.c.	F75
300 c.c.	FS50

BUCCANEER

All models to 1959	FS75
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BIANCHI

125 c.c.	FS50
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BRIT

Minor BM	F50
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BRITISH ANZANI

Minor	F50
Pilot, 1, 2, 3, 4	F50
Seamaid Jet 3	F50
Super Single	M30
Seasprite, Supertwin	..	..	F75
65	..	..	FS50
400	..	..	F75
Magnatwin, Fleetwin	..	..	F75
Unitwin	..	..	F75
Triton	..	..	FE70
18 h.p.	..	..	F70

BRIGGS & STRATTEN

Series 601, 603, 801, 605, 607, 805, 807, 6B,
8B	FS50
18 mm. Plug	M50

BRITISH SEAGULL

All Models	M50
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BROCKHOUSE ENGINEERING

Swordfish 14 mm.	FE50
Swordfish Britannia 18 mm.	M60

CAL-JET

Econjet, Ramjet	FS50
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COVENTRY CLIMAX

FWM 750 c.c.	FE70
FWA Mk. IIIF.P.F. Vertical Outboard	FE80

CHAMPION

A, 1B, R1C, S1C, S1D	..	..	M30
2B, 3B, D1C, D1D, D3D, S2C, S2D	..	..	M30
D2C, D2D, D1E, 1J, 2J, 1K, 2K, 4K, 1L, 4L,	..	..	..
2M, 2L—HD, B1F, D1F, S1F, 2G, M2G, 2H	..	..	M30
2MM, 2N	..	..	M30
3G, 1H, M1G, D1G, S1G	..	..	F50
D4G, M4G, S4G	..	..	F70

MAKE AND MODEL

CHAMPION (continued)

3M-GS, 4M-GS, 3MM-GS, 4MM-GS, 3N-S, N-D	FS50
6M-GS, 6M-HD, 6MS-GS, 6MM-GS, 6M-D, 6N-MS	FS50

COVENTRY VICTOR

14 mm. $\frac{3}{4}$ " reach	FE50
14 mm. $\frac{1}{2}$ " reach	F50
18 mm.	M50

COMMODORE

2 h.p.	F50
7 $\frac{1}{2}$, 10 h.p.	F70
18, 40 h.p.	FS100

CORSAIR

All 3-6, 4, 5, 7 $\frac{1}{2}$ h.p. models	F50
1953-56 10 h.p.	F50
1956 30 h.p.	FS75

CRESCENT

Marin 4, 18 h.p., 25 h.p.	F80
Marin 8, Marin 9	F75
15 h.p., 22 h.p., 45 unit	F80

DUSELLA

70 c.c., 3 h.p.	F50
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EXCELSIOR

.. .. .	FE70
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ELCO

14 mm.	FS50
18 mm.	M50

ELGIN

58321, 58241, 58331, 58241 and 59241, (2 h.p.) 6001, 58563, 59501, 59521, 59541, (5-5 h.p.) 6002, 6003, (3 $\frac{1}{2}$ h.p.) 6006, (6 h.p.) 6009, 6010 (7 $\frac{1}{2}$ h.p.)	F50
59701, 59721, 59731, 58741, 59741, 59751, 58791, 58341, 59791, (7 $\frac{1}{2}$ h.p.) 59011, (8 h.p.) 59891, (10 h.p.) 58902, 58912, 58941, 58961, 58971, 18951, 18801, 58891, 59561, 59881, 58991, (12 h.p.) 59601, 59861, 59871, (25 h.p.) 59421, 59431, 59621, 59631, 59801, 59811, (30 h.p.) 59402, 59403, 59412, 59413, 59441, 59451, 59831, 59821, 59901, 59911 (35 h.p.) 6012, (12 h.p.) 6025, 6028, 6032, (25 h.p.) 6040, 6043-6047, (40 h.p.) 6060-6063, (60 h.p.) 6013, 6014, 6015, (14 h.p.) 6033, 6035, (27-7 h.p.) 6034, 6036, 6037, 6038 (28 h.p.)	F70
59661, 59671, (18 h.p.) 594001, 594011, 594021, 594031, 59461, 59471 (40 h.p.)	FS75
6005 (6 h.p.), 6008 (7 $\frac{1}{2}$ h.p.)	FS100
6052, 6053, (43-7 h.p.) 6072, 6073, (75-2 h.p.) 6054, 6055, 6057, 6056, (45 h.p.) 6074, 6075, 6076, 6077 (75 h.p.)	F50
.. .. .	FS100

ELGIN (Canada)

3 $\frac{1}{2}$, 7 $\frac{1}{2}$, 12, 30 h.p.	F70
20, 45, 80 h.p., 9-2, 50	FS100
6 h.p.	F50

ELTO

Foldlight, (2 $\frac{3}{4}$ h.p. Fisherman, Lightwin, Imperial Service "A", Super "A", Fifetwin, (8-5 h.p.) Senior Speedster, (13-7 h.p.) Single, Supersingle (2-2 h.p.)	M50
Special Speedster (9 h.p.)	M30
Speedster 1949 (12 h.p.), Sportster (5 h.p.)	FS75

EVINRUDE

Big Twin 1951-55 (25 h.p.), Fleetwin 1950-58 (7 $\frac{1}{2}$ h.p.), Fastwin 1950-52 (14 h.p.), 1955-57 (15 h.p. Super Fastwin 1953-54, Lightwin 1952 (5-2 h.p.), Sportsman 1958-51 (1 $\frac{1}{2}$ h.p.), Sportwin 1948-51 (3-3 h.p.)	FS75
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MAKE AND MODEL

EVINRUDE (continued)

Big Twin 1956-67 (30-40 h.p.), Speeditwin 1962-64 (28 h.p.), Lark 1956-67 (30-40 h.p.), Four-Fifty (50 h.p.), Starflite (70-90 h.p.), Speedifour 1964-67 (75 h.p.), Yachtwin 1964-67 (3 h.p.), Sportfour 1964-67 (60 h.p.), Skitwin 1965 (33 h.p.)	FS100
Fastwin 1958-67 (18 h.p.), Ducktwin (3 h.p.), Lightwin 1953-67 (3 h.p.), Fisherman 1964-67 (5 $\frac{1}{2}$ h.p.), Sportwin 1956-67 (10 h.p.), Angler 1965-67 (5 h.p.)	FS100 or FS75
Ranger (1-1 h.p.)	F50
Zephyr (5-5 h.p.)	FS75

FIRESTONE

All 3-6, 4, 5, 7 $\frac{1}{2}$ h.p. models	F50
1953-56 10 h.p.	F50
1956 30 h.p.	FS75
1960-62 models (2 h.p.)	F50
7 $\frac{1}{2}$, 8 and 12 h.p., 25, 30 h.p.	F70
40 h.p.	FS100
Featherweight V 1966	FS20

FERRIER

.. .. .	F50
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FLAGSHIP

150, 220, 240, 310	FS75
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FORD & LINCOLN

Consul & Zephyr models	FE50
8 & 10 h.p. Units	F50
V8 14 mm. plug	F50
V8 18 mm. plug	M30

GARELLI

Garijet	F75
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GARDNER

.. .. .	M30
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GALE

Buccaneer 3, 5, 15, 25 h.p.	FS75
Buccaneer 35, 40, 60 h.p., Sovereigns 35, 40, 60 h.p.	FS100

GUPPY

.. .. .	FS50
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HUSQVARNA

.. .. .	F75
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J.L.O.

Nautilo 75 (3 h.p.)	F80
Nautilo 100 (5 h.p.)	M60

JOHNSON

AD series (7 $\frac{1}{2}$ h.p.), CD series (5 $\frac{1}{2}$ -6 h.p.), FD, FDE, FDEL, FDL series (15-18 h.p.), HD series (2 $\frac{1}{2}$ h.p.), JH & JW series (3 h.p.), LD (5 h.p.), MD20, MS20 (1 $\frac{1}{2}$ h.p.), MQ series (9 $\frac{1}{2}$ h.p.), QD, QDL series (10 h.p.), TD, TN, TS series (5 h.p.)	FS75
RD, RDE, RDL, RDSL, RDS, RJ, RJE, RJEL, RK, RKL, RX series (25-40 h.p.), V4, V4H, V4A, V4AL, V4S, V4M, VX, VXH, VXL series (50-90 h.p.)	FS100
AT10 to AT39 (5 h.p.), DS37, DS38 (2 h.p.), DT10 to DT39 (5 h.p.), HA10, HA39 (2 $\frac{1}{2}$ h.p.), HD, HS series (2 $\frac{1}{2}$ h.p.), J80 (1-7 h.p.), LS37, LS38 (2 h.p.), LT10 to LT39 (5 h.p.), MD, MS series (1 $\frac{1}{2}$ h.p.), 100, 110 (1-7 h.p.), 300 (3-7 h.p.)	FS50
V4 1966, ML, V100, Golden Meteor	FS100

KELSTON

100 c.c.	F75
125 c.c.	FE70

MAKE AND MODEL

K.S.

KS 34B Canoe Motor	F50
Dinghy Motors A & B	F50

LAUSON

75 c.c., 104 c.c.	FE50
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MALLARD

7.5 h.p.	F75
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MAJESTIC

1952 M-2-L, M-4, LGS, M-2-LL, M-2-N	M30
M-6-LLGS, M-6-NGS	FS50

MARINER

M1G, M4G	F50
M2G	..	..	..	M30

MARTIN

20 (2½ h.p.), 100 (10 h.p.)	..	..	..	FS75
60 (7.2 h.p.), 66 (7.2 h.p.), 75 (7½ h.p.)	..	..	..	FS50
60 High-Speed (7½ h.p.), gasoline	..	..	..	FS75

McCULLOCH

1964-67 Models 3½, 7½ h.p.	..	..	..	F50
Manual: 28, 45 h.p., OX 450 (45 h.p.)	..	..	..	FS100
590/630	..	..	..	FS100

MERCURY

K1 (2.5 h.p.), K2, K3 (3 h.p.), K4, K5 (6 h.p.), KB1 (2.9 h.p.), KB1A (3.1 h.p.), KB2, KB3, (3.2 h.p.), KB4 (5.8 h.p.), KB5 (6 h.p.), KB4-1 (5.8 h.p.), KD3 (3.2 h.p.), KD3S (3-2 h.p.)	..	..	..	FS50
MERC.39 (3-9 h.p.)	..	..	..	FS50
KG7, KH7, KG7H (10 h.p.), KG4H (7.5 h.p.), KG9, KG9H (25 h.p.)	..	..	..	FS75
MARK SERIES 20 (16 h.p.), 25 (25 h.p.), 28 ((22 h.p.), 58 (45 h.p.), 30, 30H (31 h.p.), 35A (35 h.p.), 50, 50H (25 h.p.), 50, 55 (40 h.p.), 75 (60 h.p.), 78 (70 h.p.)	..	..	..	FS75
MERC Series 200 (20-22 h.p.), 250 (25 h.p.), 300 (35 h.p.), 350 (35-40 h.p.), 400 (45 h.p.), 450 (45 h.p.), 600 (60 h.p.), 700 (70 h.p.)	..	..	..	FS75
MERC 500 (50 h.p.), 600 (60 h.p.), 850 (85 h.p.), 1000 (100 h.p.)	..	..	..	FS100
MERC 800E (80 h.p.)	..	..	..	FS100
MERC 800 EL (80 h.p.)	..	..	..	FS100

NEPTUNE

OB1, 2, 2C, 3, 4, 5, 31, 32, 51, 63	..	..	..	M30
101, 189, 139, 1A39, 10A1 (1½ h.p.)	..	..	..	FS50
111, 11A1, 15A1 (1½ h.p.)	..	..	..	FS20
104, 106, 113, 114, 116, 539, 938, 1010, 1110, 4A39, 5A39, 9A39, 10A4, 10A6, 11A3, 11AA3, 11AA10, 10A10 (9½ h.p.), 11A6, 11AA6 (6 h.p.), 15A3, 15AA3 (3½ h.p.), 15A6, 15AA6 (6 h.p.), 15A9, 15AA9 (9½ h.p.), 17A1, 17A2, 17A3, A1, AA1, AA1a, A2, AA2, AA4, AA6, AA10 (10 h.p.)	..	..	..	FS75

PERKINS

6 h.p.	..	..	..	FS50
16 h.p.	..	..	..	F70
40 h.p.	..	..	..	F75
1961 35 h.p. (14 mm. head)	..	..	..	F75
1962 4½ h.p.—6½ h.p.	..	..	..	FS50
18 h.p.	..	..	..	F70
30 h.p.—40 h.p.	..	..	..	F75

PENTA

U2, U2M, U21, U21F, U21S, 3 h.p., 7 h.p.	..	..	..	M30
U21 Racer, U22, S2, 1-2	..	..	..	M30
Z2	..	..	..	FS50
PA20	..	..	..	F50

MAKE AND MODEL

PENTA (continued)

PA80, PA120, PA120B	..	..	..	F50
PB200, PB250	..	..	..	F50
PB400, PB500	..	..	..	F50
P200A, P300A, P600A	..	..	..	F75
PA120, PA120C, PL150	..	..	..	F75
BB30B, MB18B, BB100	..	..	..	F75
MB16, MB36, BB25, BB30, BB70	..	..	..	FS75
30 h.p. 18 mm.	..	..	..	M60
Aquamatic 80, 90	..	..	..	FS75
Aquamatic 100, 95	..	..	..	F55P
Aquamatic 110—Normal	F55P
Ski-ing	F80
BB30F, MB18F, AQ60F, all paraffin	F50

PETER PAN

1.5 h.p.	FS20
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PUFFIN

75 (2½ h.p.)	FE50
105	FE50
105 De Luxe (5 h.p.)	FE50

SCOTT (McCULLOCH)

1959-60 12, 25, 40 & 60 h.p.	FS75
3-6, 6, 7½ & 10 h.p.	..	..	..	F50
1961, 43-7, 75-2 h.p.	..	..	..	FS100
14-1, 27-7 h.p.	..	..	..	FS75
7-5 h.p.	..	..	..	F50
1961-62 Scotty (3-5 h.p.)	..	..	..	F50
Royal Scott Manual (45 h.p.)	..	..	..	FS100
Sports Scott (28 h.p.)	..	..	..	FS75
Fleet Scott & Power Scott (14 h.p.)	..	..	..	FS75
Fishing Scott (7-5 h.p.)	..	..	..	F50

SCOTT-ATWATER

All 3-6, 4, 5, 7½ h.p. models, 1953-58	..	..	..	FS50
10 h.p. models	..	..	..	FS75
1955, 30 h.p., 1956, 33 h.p.	..	..	..	FS75
1958, 22-25 h.p., 40 h.p., 60 h.p.	..	..	..	FS75

SEA-BEE

Tempest, Hurricane	..	..	..	FS50
Minor 80, 5	..	..	..	F50

SEA KING

1950-63, all 1½-25 h.p. models	..	..	..	FS100
All 35-60 h.p. models	..	..	..	FS100
1964-66 3½, 5, 8, 9 h.p.	..	..	..	F70
20-80 h.p. 1966	..	..	..	FS100

SEARS

1964-65 6003 (3½ h.p.), 6010, 6012 (7½ h.p.), 6004 (6 h.p.)	..	..	..	F50
6015 (14 h.p.), 6037, 6038 (28 h.p.)	..	..	..	FS75
6056, 6057, 6058 (45 h.p.), 6076, 6077, 6078 (75 h.p.)	..	..	..	FS100
5927 (12 h.p.)	..	..	..	F70
5941 (35 h.p.)	..	..	..	FS100

SEA CHIEF (ELK)

J.A.P. Engines	F50
R.C.A. Engines	F75
Excelsior Engines	FE70

TIDEMASTER

..	F50
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VIKING

3	FS75
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VINCENT

75 c.c., 100 c.c., 200 c.c. Twin	F75
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MARINE—OUTBOARD ENGINES

MAKE AND MODEL

WEST BEND

1955 5 h.p.	FS20
1955 7½ h.p.	FS20
1956-58 2 h.p., 1956 5½ h.p.	F50
1956-57 12 h.p., 1956-63 7½, 25, 30 h.p.	F70
1957-59 6 h.p.	F50
1957 8 h.p.	F70
1958-63 12 h.p.	F70
1959-61 2 h.p.	F50
1960-62 18 h.p.	FS100
1961 6 h.p.	F70
1961-62 40 h.p.	FS100
1961-65 20, 45, 80 h.p.	FS100
1962-65 3½, 9, 10 h.p.	F70
1963-65 6 h.p.	F50
1964-65 35, 50 h.p.	FS100

WIZARD

WD3, WD3S (3.2 h.p.), WF4, WG4 (6 h.p.),	FS50
WN7, WN7A (12 h.p.), WH6A (5 h.p.),	
WA25, WA25E (25 h.p.)	FS75
OC575, OC585 (5.5 h.p.)	FS50
OC1575, OC1585 (15 h.p.)	F70
1959-64, 3½, 6, 7½ h.p.	F50
12, 14, 25 h.p.	F75
40, 60 h.p.	FS100
1965 3½, 9 h.p.	F70
6 h.p.	F50
20 h.p.	FS100

YAMAHA

4½, 8, 25	F80
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MARINE—INBOARD ENGINES

AJAX

Ariel	F75
Amethyst	F75

ALBINCO

O-4, Commander, A-6 Admiral	F50
O-4111 Mate	M50
O-41 Mate	M50
O-41 Mate, AL-23 Boarswain	M30
Fisherman, O-21 Cadet	M30
O-11 Seaman, E4, E6	M30
O-4 Special, O-41 Special	M50
O-4 (1959-on)	M30

AUSTIN

To 1948 Sea Sprite	F50
1948 on Skipper, Chief, Austin Healey 35, 55, 75, 3000	FE50

ALBATROSS

Rapier engine	FE80
Climax Engine	FE80
Ford o.h.v. engine	FE70
Ford s.v. engine	F50

AEROJET

All models	FS75
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ALLIS-CHALMERS

H, HP, HM, KM, LM	M30
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BRIT

Minor	F20
Skipper, 12/55	F50
E10, F20 (Petrol & VO)	M50
Imp	FE70

MAKE AND MODEL

B.M.C. NEWAGE

950 c.c. Vedette	FE70
1500 c.c. Navigator to 1959	FE50
1959 onwards	FE70
950 c.c., 1622 c.c., 3000 c.c., High-speed models	FE70
Sea Prince 2912 c.c.	FE55P

B.P.M.

1800 L-R, 1800 M-MR, 3500 LR-MR	FS50
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CHRIS-CRAFT

Regular heads	FS50
A70, A-120, A120-0	M30
Series 283, V8	FS75
283F, 327F, V8	FS75

CHRYSLER

M170, M225A	FE50
M45, M45S, M45-3, M45S-3, M45SP3, M81, M413E, M426B, M426D, M273A, M273B	FE70
M80, M318A, M318B, M318C, M413B, M413D	FS55P
M426S	FE65P

CLINTON

	FS50
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CRUSADER

Mark 140, 200, 170, 225, CS180, 220	FS75
Models 185, 230, 170J, 200J, 230J, 250CM	FS75
Mark 275, 300, 325	FS100
Mark 240, Model 280, CS320	FE70

COVENTRY CLIMAX

F.W.E., F.W.A.	FE100
82 h.p.	FE75

COVENTRY VICTOR

MW2 (3.5, 6.5 h.p.)	F50
WN4 (9/16 h.p.), Neptune (18/26 h.p.), N.	
Viking	FE50
"K" Type	FE70

DAYTONA

Models 100, 150	FE70
Models 200, 300	FS75
Model 400, 427 Heavy Duty	FE80
CS100, 150, 165, 280	FE70
CS180, 220, 250	FS75
427 Light Duty	FE75

DOLPHIN

25 Mark II	FE75
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DORMAN

	M30
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DOWTY TURBOCRAFT

Ford Engine	FE50
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ELGIN (Canada)

Inboard Stern Drive	FS100
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EMPEROR

4-15, 4-25, 5-55, 4-70, 6-70, 6-90, 6-95, 6-145	FS50
V8 Mercury Conversion	F50
V8-215, 235, 280, 300, 315, 345	FS55P
Jeep	FS50
Chevrolet 283, 327, 409	FS75
Buick 300 & V6	FS75
Ford Engines	MT65P
Chrysler 6-cyl. 170	FE45P

MARINE—INBOARD ENGINES

MAKE AND MODEL

EVINRUDE

DU series	FS100
CU, SU series	FE70
HU series	FS55P
KU Series	FS75

EXCELSIOR	FE50
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FELTHAM

SMI, TMI	M50
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FENN & WOOD

F.W. 4 60	F50
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FLAGSHIP

85, 90, 100, 118, 145, 150, 185, 220, 240, 283, 310, 327	FS75
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FORD

14 mm. $\frac{1}{2}$ " reach	F50
Consul, Zephyr	FE50
105E, 109E, 112E, 115E, 122E	FE70
122E, G.T.	FE75

GYRO

350, 700	M60
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GARDNER

	M30
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GRAY

Lugger Light Four-69, Sea Scout Four-91, Four-45	FS20
Lugger Four-22, Four-52, Four-112, Six-51, Six-121, Six-186, Six-330	M30
Lugger Four-40, Four-75, Four-85, Four-85td, Four-140, Four-162, Six-91, Six-244	M30
Six-226, Six-330	M30
Express Sea Scout-91	FS30
Express Four-112	M30
Express Four-52, Six-427, Super Six-427, Super Six-363, Six-71, Six-77, Compact 80, Six-111	M30
Phantom Four-75, Four-86, Four-85, Four-162	M30
Model 70, 100, 109, 109TD, 110, 116, 118, 120, 122, 135, 150, 136, 165, 175, 185, 205, 620, 750	M30
Fireball Four-50	FS50
Fireball Four-90	M30
Fireball V8, models 135, 160, 170, 175, 188, 195, 215, 220, 225, 238	FS75
Fireball V8C, 138, 138B, 178, 178B, 188, 215, 225, 238, 280, 310	FS75
Fireball V8CF & V8CH, 175, 195, 220, 238, 260	FS75
Fireball V8A-136, V8A-160	F75
Rolls-Royce	FE70

HALL SCOTT

LM-6A	M30
170, 171, 112, 114-2, 123-2, 129-2, 132-1, 133-5, 157, 158DD	M30
Explorer 200-0, 231-3, 230, 231	M30
Fisher Jr. 178-1, 179	M30
Invader 168, 169	M30
Invader 183, 184, 186, 187-3	M30
Navigator 115-2, 117-2, 164-5, 163S	M30

HIRTH

5 h.p.	M60
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INTERCEPTOR

Normal operation	MT55P
Continuous (Hi-Speed)	MT65P
390	MT65P

MAKE AND MODEL

J.A.P.

34 c.c. two-stroke air and water-cooled	F50
Petrol models 2A, 2S, 4F, 4/2, 4, 3, 5, 6, 55	FE50
1950-on	F50

JOHNSON

DU Series	FS100
CU, SU Series	FE50
HU Series, TU Series	FS55P
KU Series	FS75

KERMATH (U.S.A. and Canada)

Sea Chief 4 Fisherman, Cub, Flyer, Sea Cub, Sea Flyer	FS50
Sea Chief 4 High-Speed, Sea Chief 6 & 8, Victor	FS75
Sea Chief 4 Super Speed, Mercury, Zephyr	F50
Canadian	M30
Sea Farer 14 mm. heads	FS50
Sea Farer Special, Sea Rover Special	FS75
Sea King—U.S.A. models	FS50
Sea Captain: 14 mm. heads	FS50
Model V8—14 mm. heads	F50
18 mm. heads	M30
Sea Mate, Sea Prince, Sea Prince Special, Sea Mate Special, U.S.A. models	FS75
Canadian models	FS50
Sea Master, Sea Hawk, Sea Wolf (Canadian)	M30
Sea Pup One-18, Two-34, Sea Twin (10 h.p.)	FS50

KOHLER

Model L60	FS50
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KELVIN BERGIUS

33 h.p. Twin Screw	M60
Poppet Valve models	M30
Ricardo range	M30

LEHMAN ECON-O-POWER

Ford, Edsel, Lincoln, Mercury—14 mm. heads	F50
Chevrolet eng. & Series J	FS50
Falcon/Comet eng.	MT45P
Willys eng.	FS50
Buick 340-401, 425	FS55P
80	FE65P

MEADOWS

Kittiwake 12/22 h.p.	M30
Kingfisher 9-5/33 h.p.	F50
Shearwater, Cormorant	M60
Other 14 mm. models	F50
Other 18 mm. models	M60

MORRIS

Vedette Mks. I, II, III	M30
Vedette Mks. IV and V	F50
Navigator Mk. I	M30
Navigator Mks. II and III	F50
Commodore Mks. I and II	M30
Commodore Mk. III	F50
1957-on see Newage B.M.C.	

MANGOLETSI

70	FE70
90, 100	FE75
89, 110, 120, 150	FE65P

MERCUISER

110 h.p., 120 h.p., 140 h.p., 150 h.p., 160 h.p.	FE70
190, 225 h.p.	FS75
Model 310, 315	FE80
MCM 170 292 cu. in.	FE75
80	FE65P

NORMAN

Models requiring 14 mm. plugs	F75
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MAKE AND MODEL

NORSEMAN

Colt, Elf, Z-drive FS50

ONAN

MCK, MKH, MAJ F70
MUK, MGO FS75
MPG FS75

PARSONS

Prawn, Scampi F50
Sea Consul, Sea Zephyr FE50
Models requiring 18 mm. Plugs M30
Sea Zephyr (high compression version) FE75
Sea Urchin FE70

PETTERS

950RMR FE70

PACEMAKER

Models 185, 230 FS75
Model 280 FE70

PALMER

PB, PAL, LH, PH45, PH75, PH120, PH135, PH150 M30
SK, GW, LLH, ZR, PNR, PH134, 1H160 M30
YT, HH, BH, BHT, BHW, 25 M30
134, 230, 339, 404, 240, 264, 308, 461, V 345
V549—Normal Service FS75
Light Service FS50
PW27 M30
PB—V—215, V8 model F75

R.C.A.

Dolphin Mk. III, IIISA, IV, V FE75
V8 Marine engine FE70

RENAULT

Peche F50
Sporte F75

ROOTES

Alpine, Super Snipe, Imp FE65P

SABENA

Jaguar engine FE55P

STUART-TURNER

1-5 h.p., 4 h.p., 8 h.p., 14 mm. heads F50
1-5 h.p., 4 h.p., 8 h.p., 18 mm. heads M30

SEAFARER

Mk. II, Mk. III FE70

SOLO

2½ h.p. F75

TAUNUS (FORD—Germany)

17M F55P
20MTS F65P

THORNEYCROFT

18 mm. M30

UNIVERSAL

N, NB, GLS M30
AFT, AFTL, Twin Blue Jacket, AM, Blue Jacket Six, AMS, AMSR, All American Six, BFA, BFAM, BFAR, BFMR, Blue Jacket, Flexifour, BF, CE, CERGC, GCE, GCER, Cruiser-eight, FA, FAM, FAR, FAMR, Flexifour; HC, HCS, HCSR, Cruiser Six, LC, LCE, LCER, Sea Lion Eight, LH, LHS, LHSR, Sea Lion Six, LSG, LSGM, LSGMR, LSGR, Super Four; WM, WMG, WMGR, Fisherman M30
BN, BNM, BNR, BNMR, Utility Four M30

MAKE AND MODEL

UNIVERSAL (continued)

UJ, UJ4 (after Aug. 1959) FS50
HF, HFR, HFVD FS50
OK, OKR, OKH, OKHR, OKVD, OKHVD, Explorer Six; OL, OLH, OLR, OLHR, OLVD, OLHVD, Master Six (after Aug. 1959) FS50
Z, ZH, ZHR, ZR, ZVD, ZHVD, Super Six, Commodore, ZS, ZSH, ZSR, ZSHR, ZSVD, ZSHVD, Super Six Stevedore, Z, Super Six Express FS75
V8EV, EV15, EV20, EV25, EV30 F50
V8 NKEV, 277 h.p., Big King MT65P
V8 LEV, LEVH, 188 h.p., Little King FS75
Colt, Z drive, Elf FS50
Super Sabre FS55P

VIKING

.. .. . FE50

VIRE

BV, BVK, BVR F75

VOLKSWAGEN

.. .. . F70

VOLVO PENTA

C5, C10, C23 M30
BB30B, MB18B, BB100, V8 F75
BB25, BB70, MB16, MB36, AQ80, AQ90 FS75
AQ95, AQ100 F55P
AQ150 FS55P
B16A, B16C FS50

WEST BEND

Shark-O-Matic FS100

WILLIAMS

Trollabout, Mk. 1, Mk. 2 FS20
Trollking Mk. 3, Trollcruiser Mk. 4, Trollmaster Mk. 2, Mk. 12 FS50

WORTHAM BLAKE

Fisherboy Mk. 2 F50
Fisherboy Mk. 3 FE70
Classic Fisherboy FE70
Dolphin Sprite FE50

WATERMOTA

18 mm. K1, K2 M50
Ford s.v. engine, Villiers Mk. 15 engine F50
Ford 105E, 109E engine FE70
Triumph TR2, TRF engine F75
Excelsior engine FE70

FARM TRACTORS

ALLIS-CHALMERS

D-19 Petrol FE50
H3 D-10, D-12, D17 FS50
D-17¾" reach FE50
WD45 FS55P
B, C, CA, D14, 1B FS50
RC, S, WC, WD, WF FS50

BOLINDER-MUNKTELL

1954-56, MST-121 FS50
1954-59, MST-721 FS50
ST-247 Penta B18C F70

BREDA

8T F75

CASE

AB, S, SC, SO, S1 FS50
18 mm. engines M50

FARM TRACTORS

MAKE AND MODEL

FERGUSON

TEK20, TEP20, Model 35	..	..	..	F50
T.V.O., TED20, TEE20	..	..	..	FE20
TEL20, TER20, Model 35 VO & LO	..	..	..	FE20
TEH20, TEJ20, TEM20, TES20	..	..	..	FE20

FIAT

600, 601, 602	M30
25C, 25R	M30

FORDSON

8N Petrol	F20
8N Kerosene	FS50

FRAZER

Crawler	M30
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GUTBROD

R3, RR4	M60
Terra-Clinton	F50
Terra-T-110	F70

INTERNATIONAL

Model 3414, B44	F50
Cadet	..	..	..	FS50

IRUS-WERKE

U1200	..	..	..	M60
U600, U900, U1200, U300	..	..	..	M50
F1, F2, F3, Solo	..	..	..	F50

JOHN DEERE

3010, 4010 (Petrol), A, AH, AI, AN, ANH, AO, AR, AW, AWH, B, BN, BW, BNH, BWH, G, GH, GN, GW, H, HN, HNH, HWH, 50, 60, 70, 520, 620, 720, 530, 630, 730	..	..	..	M30
Petrol starting engs.: 70D, 80, 720D, 730D, 820, 830, 840	FS50
Series 420, 430, 440, 1010, 2010	F50

KENT

10 h.p. Ford eng.	F50
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KOCH, HANS

HAKO-HAMSTER, BOSS, TRAC	M50
REKORD, BOY	M50

LATIL

..	M30
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MASSEY-HARRIS

780	FE50
750	F50
Austin eng.	FE50
Morris eng.	M50
Ferguson eng.	FE20
20, 20K, 21, 22, 22K, 23, 30, 30K, 33, 44, 44K	..	..	..	M30
55	..	..	..	M30
55K, 81, 82, F124, F140, 162, 202, 203, M290, M330	..	..	..	M30
101, 201 requiring 18 mm. plugs	..	..	..	M60
101, 201 requiring 14 mm. plugs	..	..	..	FS50
101 Junior, 102 Junior & Pony models	..	..	..	M30
101 Super, 102 Super & Model S Power Unit	..	..	..	FS50
Models using Chrysler engine	..	..	..	FS50

NUFFIELD

ETD, ETC, M4, PM4, M3V	..	..	..	FE20
Mini Tractor	..	..	..	FE50

SOLO

1962-64 140 c.c.	..	..	..	F75
70 c.c., 125 c.c., 98 c.c.	..	..	..	F70

VOLVO

T22, T24, T25, T31, T32, T33, T34	..	..	..	F50
C43-T23, D4B-T32	..	..	..	FS50
C4F-T21, T22, D4F-T31	..	..	..	FS20

FARM—GARDEN MACHINERY, LAWN MOWERS, STATIONARY AND MISCELLANEOUS ENGINES

MAKE AND MODEL

AGRICAT

Type B	..	..	..	..	M30
Type C	FS50

ALLEN

See under engine used.

ALLEN & SIMMONDS

Horticulto Mk. 7	F20
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ALLIS-CHALMERS

Power Units: B15 & W15	FS20
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ASPERA

AH47, AH58	FS75
AH51, Lawson 4 cycle Engine, AH81	FS50
Power 2 cycle Engine	FS50

ATCO

Cylinder Mowers:—					
All 2 Stroke Models except 34 c.c. eng.	..	..	..	..	M30
34 c.c. engine	..	..	..	..	F50
All 4 Stroke Models to 1961 (Villiers eng.)	..	..	..	..	F20
All 4 Stroke Models from 1961 (Suffolk eng.)	FS50
Rotary Mowers:—					
W2, W3, W4	F50
W6, W7	F50
W8, W9	FS50

AUTOCULTO

Mk. 5	F50
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AUTOGARDENER

..	F50
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AUTOSCYTHE

1½ h.p., 2½ h.p.	M30
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AVELING BARFORD

See under engine used.

AUSTIN

14 mm. plugs—¾" reach	FE50
1½" reach	F50

BACOR

Roller Mower 34 c.c.	F55P
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BAMFORD

Petrol & Paraffin engines	M30
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BARFORD

See under engine used.

BEAVER

Motorscythe	F55P
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B.M.C. (INDUSTRIAL)

4 Litre	FE50
1500 c.c. to 1958	FE50
1500 c.c. 1959 on	FE70

BOLENS

Garden Tillers:—					
1941-42 models 6B, 8B, 9A, 9B, 10B, 11A, 12A	FS75
Other models, 18 mm. plugs	M60

BOWDEN REFRIGERATING PLANT

..	M30
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BRIGGS & STRATTEN

All Models	FS50
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BROCKHOUSE (B.M.B.)

See under engine used.

MAKE AND MODEL
BROOMWADE

Compressor—14 mm. plug	F50
18 mm. plug	M30

B.S.A.

2-stroke 80 c.c.	F50
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O.H.V. engines

120 c.c., 200 c.c.	F50
250 c.c. Twin	F75

Calor Gas

120 c.c., 220 c.c.	FE70
320 c.c., 420 c.c.	M60

Petrol

120 c.c., 150 c.c., 220 c.c.	FE50
119 c.c.	FE50
50 c.c., 65 c.c., 80 c.c., 90 c.c.	F50
Chore Horse	FS50

BUDA

4B-153, 4B-182, 6B-273, M-707, M-766 ..	FS20
6B-230 (Petrol)	FS20
GF-6, GF638, GL-6, K Series 325, 369, 381, 393, 428, L-468, L-525 (Petrol), H Series 173, 119, 205, 217, 260, 298, 326, HP Series 205, 217, 234, 360, 298, 326, 351; J-214 ..	M30
LO-468, LO-525	FS75
2MO-323, 3MO-485, 4MO-645, 6MO-779, 6MO-893, 6MO-672, 6MO-970, 8MO-1125, 8MO-1290, 8MOS-1290	M30

CATCHPOLE

See under engine used.

CASE COMBINES

K & M Series	M30
V Series, SP-9, and w/SE Eng.	FS50
SP-12 and DE Eng. 18 mm. heads	M30
Models: 75, 77, 88, 100, 120, 150, 301, 302, 600, 800, 1010	M30
Model 1000	FS75
Balers NL, NCM, NC, MT & NT, 130, 135, 140, 160, 177, 200	M30
NAP-2	FS50
E. Elevator & C. Forage Harvester	M30
Windrowers 820, 840, 850	M30

CHRYSLER
8-cylinder engines

IND12A, IND19B, IND52	FS50
IND18A, IND19A, IND20A	FS20
IND23A, IND24A	FE20
IND53	FE50
IND54	FS75
IND56, IND56A	FE50
H318, HB318, HC318, HT318	FS55P
H361, H383, H413	FS55P
HB413, HC413, HT413	FE70

6-cylinder engines:

IND5A, IND6A, IND7A, IND8A, IND13, IND13A, IND14, IND14A, IND15, IND15A, IND16A, IND30, IND31, IND32, IND33, IND38, IND908A, IND931—Normal Service ..	FS20
Heavy Service	FS50
H170, HB170, HC170, H225, HB225, HC225 Normal Service	FE70
Light Service	FE45P

CLINTON

2-cycle models	FS20
D35, D55, D65 and other 4-cycle models ..	FS50
100, 190, 400, 401, 404-409, 411, 414, 415, 426, 429, 435, 1600, 1690, 2100, 2190, 2500, 2590, 2790, 3100, 3190, 4100, 4190 ..	F50
VS41	FS50

MAKE AND MODEL
COVENTRY CLIMAX

F, FF, FP	F50
FW, FSM, SM, Z, FTD, TSM	FE50
FWA, FWB	FE80
FWE, Imp	FE75
FWMP	FE70

CONVEYANCER

Industrial trucks:—

G4-24, 16 h.p. Morris engine	F50
TC6 Standard engine	F50
Other models, 18 mm. plug	M50
Models 1, 1B, 11, 1V, G4-15, G5-16 ..	FE50

COVENTRY VICTOR

Industrial engines:—

Midget models MA1, MW1, MA2, MW2 ..	F50
'N Type', models AN2, WN2, AN3, WN3, AN4, WN4	F50
'Neptune', AC2, WC2, AC3, WC3, AC4, WC4 ..	F50
Models using 18 mm. plug	M30
K Type	FE80

DANARM

See Villiers & J.A.P. Engines

Own Engine	FS50
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DENNIS

Lawnmower 14 mm.	F50
Lawnmower 18 mm.	M30

DISSTON CHAIN SAWS

.. .. .	FS75
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DORMAN

4JORX, 4JUL	M30
4MRM, 5MRWM, etc.	M30

DOUGLAS

450, 540 and 630 c.c. Single Cylinder s.v. (Alloy Heads)	FE50
450, 540 and 630 c.c. Single Cylinder s.v. (Iron Heads)	F50
Industrial trucks:— 600 c.c. s.v. twin ..	F20

FICHTEL & SACHS

Stamo 30, 50, 75, 76	F75
Sachs Lawnmower engine	F75
Stamo 100, 161, 201, 281, 400, 100/3 ..	M60

FORD

Models:

91, 120, 134, 172	F50
144, 170	MT45P

HIRST

Hand truck, Power Pak, B.S.A. Engine ..	FE50
Works truck, Ford engine	F50
Forager '10' and '20'	F50

HOME-LITE

Lighting Plants:

8, 15, 20, 23, 24, 32, 34, 35	FS75
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Motor Mowers:

'Yard Trac'	FS50
M26	FS75

HONDA

G20, G30, G45	F75
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ILO

L77, RM77, 1958-64	F70
LH60, 1962-64	F20
L101, L151, L152, L252, L375, 1958-64 ..	M60
FP50, G50, G50 Piano, 1963-64	F70
V50 Piano, 2,5 PS, 1962-64	F80

MAKE AND MODEL
ILO (*continued*)

M50, 1,8 3,6 PS, 1960-62 MM25, MM40	..	F75
TS 50 4,3 PS, 1960-62	..	F80
R49 1,3 PS; Ilomatic 1-2,7 PS 1962-64	..	F75

INTERNATIONAL

Power Units:—

U1, 1U4, 1U6, U2, U2-A, U2-4, U6	..	M50
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J.A.P.

Models 2A, 2S, 4F, 4/2, 4/3, 5, 6 and 55, 34 c.c.

80 c.c., 125 c.c. petrol engines from 1950	..	F50
Before 1950	..	FE50
Models on previous page using paraffin	..	F75
Before 1950	..	FE75
Other models using 18 mm. plugs	..	M50
Model 0, 34 c.c.	..	F55P
Model 34, 34 c.c.	..	F55P
Model 89, 80 c.c.	..	F55P
Model 80, Type 2, 80 c.c.	..	F55P
Model C80B, 80 c.c.	..	F55P
Model RS80, 80 c.c.	..	F55P
Model S80, Type 2HC, 80 c.c.	..	F55P
Model S80, Type 33, 80 c.c.	..	F55P
Model S80, Type 35, 80 c.c.	..	F55P
Model 16V, 160 c.c.	..	F55P
Model 16H, 160 c.c.	..	F55P
Model 2S, 98 c.c.	..	F50
Model 2SB, 98 c.c.	..	F50
Model 3, 150 c.c.	..	F50
Model 38, 150 c.c.	..	F50
Model 4F, 186 c.c.	..	F50
Model 4/2, 245 c.c.	..	F50
Model 4/3, 288 c.c.	..	F50
Model 5, 412 c.c.	..	F50
150 c.c. Cultivator	..	F75
550 c.c. OHV	..	FE70
2 Stroke engines	..	F50 or F55P
4 Stroke engines	..	F50
Also see Villiers		

JO-BU

Senior, Junior, Scrub Saw	..	F20
Viking, "93" Super	..	F50
"93", "D94"	..	F70

JOHN DEERE

Combines 11A, 12A, 25, 30, 40, 45, 18 mm. head	M30
14 mm. head Hercules eng.	FS50
14 mm. head, Own eng.	F50
55 using Hercules eng., 14 mm. heads	FS50
using Own eng. (Petrol)	F50
65 using Hercules eng.	FS50
using Own eng.	F50
95	F50
Forage Harvester 8, 12, 62, 64, 72, 74	M30
Beet Harvesters 200, 200A	F50
Balers 14T, 114, 116, 214, 323:	
Using Wisconsin eng.	M30
Using Continental eng.	M50
Using Own eng.	F50
Cotton Picker, Model 8	FS50
Model 99 (Petrol)	F50
Windrowers—Wisconsin eng.	M30
Own eng.	F50
105 Combine	F70

JOHNSON

Utilimotor	..	M50
1½" Pump Unit, model 2, J.A.P. eng.	..	F50
1½" Pump Unit, model 2A, J.A.P. eng	..	FE50
2" and 3" Pump Unit	..	M50
4" Pump Unit (Ford engine)	..	F50
Iron Horse	..	FS50
3" Pump model 3L, Mud Pump, Lister eng.	..	M30
Electrical unit	..	FS70

MAKE AND MODEL
K.E.F.

See under engine used.

LANDMASTER

See under engine used.

LAWNBOY

Mower B & S engine	..	FS50
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LISTER

G1, GK1, G2, GK2 and F, Types A 3½ h.p., B 5½ h.p., D 1½ h.p.	..	M30
Trucks using 18 mm. plugs (J.A.P. eng.)	..	M30
Trucks using 14 mm. plugs (J.A.P. eng.)	..	F20
Models G1, GK2, G2, ACL, C3	..	M50
Models ABL, ACL, AFL, AGL, AHL, and all other models using 18 mm. plugs	..	M30
Monarch Pump	..	F20
Elevator (B & S Eng.), Mounthill Geared Eng.	..	FS50
Shearer	..	F50

LLOYD

See under engine used.

MASSEY-FERGUSON

S.P. combines 20, 21, 26, 27, Super 26, Super 27	FS50
60, 70, 80, 90	FS50
Combine 890, Chrysler engine	FS50
S.P. Corn Picker & Clipper combines.	M30
Combine 222	M30
Combine 750	FE20
Baler 701 (Standard Motors V.O. engine)	FE20
Baler (4-cyl. Coventry Victor engine)	F50
Combine 1.5 & 4 litre Austin engine	FE50

MEADOWS

12 h.p.	..	M30
22 h.p., 12/40	..	F50
30/100	..	M30
100 h.p.	..	M30

MORRIS

MEB/4A, MEB/5A	..	FE20
16 h.p.	..	F50
T.V.O.	..	F20

PEGSON

Rammer	..	M30
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PENTA

Portable Compressor	..	M50
Models using 18 mm. plug	..	M30
Models using 14 mm. plug	..	F50

Engines and Compressors:

A2, A4, C, DC6, E, F, K11, K21, L2, L4, L6	..	M60
F1, Portable Compressor	..	M50
Other models requiring 18 mm. plugs	..	M30
Models requiring 14 mm. plugs	..	F50

PETTER

1948-on	..	FE50
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PINNOCK

Rotary Mowers	..	FS50
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QUALCAST MOWERS

12" Powered Panther 34 c.c.	..	F55P
18" Rotacut	..	F55P
16" Commando	..	F55P
14" Royal Blade	..	F55P
¾" Reach Plug models	..	FS50
Also see under Suffolk & engine used.		

MAKE AND MODEL
RANGER

16" and 24" Easimow M30

RANSOMES (SIMMS & JEFFRIES)

M.G5, 6, 7 M30

Also see under engine used.

RENAULT

1950-51, R3042, R3043 F50

1957-61, E30 F50

1963, Super 7 F70

ROLLS-ROYCE

 Nat. Gas Engine $\frac{3}{4}$ " reach FE30

B40, B60, B80 FE50

ROTARY HOE

See under engine used.

ROYAL ENFIELD MOWER

14 mm. plug F20

18 mm. plug M30

98 c.c. to 1953, 148 c.c. and 225 c.c. T/S models M30

98 c.c. models, 1953-on F55P

125 c.c. T/S model F55P

SCAMMELL

Trailer Pump, 14 mm. plug FS75

Trailer Pump, 18 mm. plug M50

Wheelbarrow Fire Pump M30

SCOTT

98 c.c. single-cylinder F20

300 c.c. single-cylinder M30

SHAY (ROTOSCYTHE)

All 2 Stroke engines F50 or F55P

Also see under engine used.

SOLO

Motor Mower, Sprayer Port 70, Chain Saw 626 F75

STIHL

Chain Saw F55P

STUART-TURNER

Lighting Plants & Industrial Engines:—

Using 18 mm. plugs M30

Using 14 mm. plugs F50

SUFFOLK

Lawnmower Pony F20

Also see under Qualcast & engine used.

SUNBEAM

Hedge Trimmer F50

Sheepshearer F50

TEAGLE

49 c.c. Hedgecutter FS20

Also see under engine used.

TANGYE

Engines M60

TELES

See under engine used.

VALOR

See under engine used.

MAKE AND MODEL
VICTA

See under engine used.

VILLIERS

Marvil, 11C, 25C, 28C, Midget Mk. I. . . M30

Mk. 15, 15/2, 15HS, 50 c.c., 75 c.c., 150 c.c. F50

507H-1, 515V, 515H, 4/44, J8, J34, L34 .. F50

2 Stroke Engines:—

Midget 2, 3, 4, 5 M30

7F/1, 8F/1, 8F/2, 8F/3 M30

11C, 25A, 25C, 26A, 27B, 28B, 28C .. M30

4 Stroke Engines:—

7, 7/1, 9, 10, 10/1, 10/2 F50

12, 12/1, 12/2, 15, 15/2 F50

20, 25, 40 F50

VINCENT

Power Units F50

VOLKSWAGEN

1192 c.c. F70

1131 c.c. F50

WACKER

Road Rammer F75

WARSOP

Road Breaker M50

Road Drill M30

Road Rammer M30

WAUKESHA

6BA, 6BL, 6BM, 6BK, 6BZ M50

6BZ 14 mm. Heads FS50

Severe Service FS75

CFR (Fuel Testing) M30

6EK, 6EL M50

FC 14 mm. heads FS50

18 mm. heads M30

Severe Service FS75

FCL, FCS 18 mm. heads M50

14 mm. heads FS50

Severe Service FS75

FL, FLJ, FS (18 mm.) M50

6GAK, 6GAL, 130GL, 130GS M30

135GKB, 135GSB, 135G, 140G, 141G, 145G,

135GK, 135GZ F70

140GK, 145GK, 140CZ, 145CZ, 18 mm. heads M30

140GK, 145GK, 140CZ, 145CZ, 14 mm. heads F70

140GZB, 140GKB, 145GZB, 145GKB, 14 mm.

heads F70

140GS, 145GS, 180-GKB, 195-GKA, LRORB M30

180GL, 185GL, 190GL, 190GLB, WAKC .. M50

185GLB, 195GL, 195G, 195GK, 180GS, 185GS M50

H-540, H-570, H-844, H-884 FS75

ICK 18 mm. heads M50

14 mm. heads F70

6LRO 18 mm. heads M50

6MK, 6ML, 6MS, 6MZ Series 61000: 18 mm.

heads M50

6MKR, 6MZA, 6MZR M50

6MZA 14 mm. heads FS50

6NK, 6NKR M50

6QB, 6QL, 6RB, 6GRBR, 6SRKR, 18 mm. heads M50

6SRKR 14 mm. heads FS50

6SRL before eng. No. 268868 M50

6SRS 18 mm. heads M50

6TL, 6TS, VLRO, VRZ, VRZG, 6WAK, 6WAL M50

6WAK 14 mm. heads FS50

6ZKA, 6-90, 6-110, 6-125 M50

WEBB

See under engine used.

WOLSELEY

See under engine used.

GO-KARTS

MAKE AND MODEL

ASPERA

AH58, AH81 FS75

BRIGGS & STRATTEN

6BS FS75

CLINTON

A40, E65, A400, A490, GK590, 990 FS50

GARELLI

38-49 c.c.m. F75

KOMET

K77 Magnum on request

LAUSON

H25 FS75

LAVALETTE

.. .. . F80

LIBERIA

.. .. . FS75

McCULLOCH

MC6, MC10 FS75

PARILLA

BA13 on request

PEUGEOT

BB F80

MAKE AND MODEL

POWER PRODUCTS

AH51, AH82 FS100

Super AH58, Type 1297, 1298, 1300, 1301 .. F100

AH58, Type 1290, 1291, 1292, 1293 .. F100

AH58 FS100

AH61 type 1299 FS75

RUMI

100, 125 c.c. TT FE80

SOLO

.. .. . FS100

STIHL

.. .. . F80

VAP

.. .. . F80

VILLIERS

6F, 2L, 3L F80

WEST BEND

Series 390 F70

Series 510, 580, 645, 700 FS75

WISCONSIN

.. .. . FS75

YDRAL

.. .. . F75

ZURCHER

.. .. . F75

Discontinued Plugs and their Replacements

Discontinued — Replacement

DF50	—	F50
DF75	—	F75
DF80	—	F80
DFE50	—	FE50
DFE75	—	FE75
FA50	—	F50
FA50H	—	F50
FA70	—	F70
F50H	—	F50
F75H	—	F75
FE30	—	FE20
FE70A	—	FE70
FE75H	—	FE75
FE100 3pt	—	FE100
F80 3pt	—	F80

Discontinued — Replacement

F100 3pt	—	F100
FE50H	—	FE50
FS70	—	FS50
FS75H	—	FS75
FS100H	—	FS100
TENL50	—	T70
TFS20	—	FS20
TFS30	—	FS30
TFS50	—	FS50
M30H	—	M30
M60H	—	M60
TENL30	—	T30
TENL70	—	T70
TENL100	—	T90

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FS75	J5, J6, J6J	A3, AT3	HAN
F50	L10, L90	AE6	CN
*F65P	L87Y	AE32	HNY
F75	L7, L85, L86	AE3	HN
FE50	N8	AG5	CLNH
*FE55P	N11Y, UN12Y	AG42	CLNY
FE70	N6, N5, N84	AG3, AG4	HBLN
FE75	N4	AG2	HLN
*FE65P	N9Y, N10Y	AG32	HLNY
*FE125P	N6Y, N64Y	AG22	2HLNY

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