

LODGE

SPARK PLUG INFORMATION



By Appointment to
Her Majesty The Queen



Suppliers of Sparking Plugs
Lodge Plugs Limited

LODGE PLUGS LIMITED
RUGBY • ENGLAND

**FOR EASY STOCKING, SWIFT SELLING
AND FAST TURNOVER, ORDER THESE
4 POPULAR TYPES of
LODGE SPARK PLUGS**

14 mm.	LODGE TYPE	to replace Champion
$\frac{3}{4}$ "	HBLN	N 5
$\frac{3}{4}$ "	CLNH	N 8
$\frac{1}{2}$ "	CN	L 10
$\frac{3}{8}$ "	CANY	J 8, J 11, J 12, J 14

and for the two-stroke market—

**ORDER THE 3-DOZEN DISPLAY CARTON
CONTAINING A RANGE OF PLUGS FOR
ALL POPULAR MOTOR CYCLES & SCOOTERS**



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Suppliers of Sparking Plugs
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LODGE

SPARK PLUGS

INFORMATION AND RECOMMENDATIONS

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LODGE PLUGS LIMITED · RUGBY · ENGLAND

Ref. RB60/1/H

RANGE OF MODELS AND PRICES

THREAD SIZES				Price Each
14 mm.		18 mm.	Other Sizes	
BAN BL14 BSN BN CAN CSN CN, C14 CLNH HBLN HAN HN	H14 HLN 2HN 2HLN CANY CNY CLNY CLNY 3HN 3HLN 2HAN 3HAN	3BL BBL SC C1 C3 CB3 CV CVN CVL H1 HLN18 CTN18 HTN18 CTNY	AF ($\frac{1}{2}$ " taper) CT ST CVT } $\frac{3}{8}$ " American C10 CL10 HL10 } 10 mm. C12 (12 mm.)	5/-
CCAN CC14 CCL14 HH14 CANX CNX CLNX HNX HLNX	Silver-electrode models Suppressor types	CC1 HH1 } Silver-electrode models		6/6
PLATINUM POINTED PLUGS (Page 8)				
14 mm.	18 mm.	10 mm.		15/-
BANP CANP HANP BSNP	CSNP HSNP HNP CLNP HLNP	HN18P HLN18P BTN18P CTN18P HTN18P } Taper Seat	CL10P HL10P	
RACING PLUGS (Page 12)				15/-
R47, RL47 (Platinum)				
R49 R50 R51 R52 R53	RL49 RL50 RL51 RL52 RL53	18-51 18-53 18L-49 18L-51 18L-53	10R-49 10RL-49 10R-51 10RL-51 10R-53 10RL-53	10/6

HEATER PLUGS (Page 13)

D18—1.2v. (DD2/3) S18—1.7v. (SD18/1)
DT18—0.9v. (646/2) S18—1.2v. (SD18A)
DT14L—1.7v. (DPR2)

SM05—12v. (320/3)

DM05—12v. (707)

DT075L—1.7v. (679)

Resistances for use with Double-Pole Heater Plugs
12R2/1, 12R4/3, 12R6/1, 12R4/1

Special Plugs for Diesel Engines using spark ignition
18 mm.—CBX
 $\frac{3}{8}$ "—STX

RADIO SCREENED PLUGS (Page 14)

14 mm. 18 mm.
SR14 SR1
SRL14 SR2
SRL14PC (Platinum Points)
RS5/7 (" ")

CABLE CONNECTORS—complete with fittings
WS (Straight type)
C2 (Elbow type)

RUBBER PLUG COVERS (Page 15)

Elbow types R90, R90/10
Straight type—R180

INSULATED SHOCKPROOF PLUG COVERS (Page 15)

Elbow type —M90
Straight type—M180

Elbow type with suppressor—M90X

(The M90X cover is now available on display cards each holding twenty-four)

GAP GAUGES (Page 16)

Set of five, with adjusting tool

Price
Each

15/-

7/6

21/-

25/-

12/6

6/6

10/6

25/-

21/-

4/-

10/-

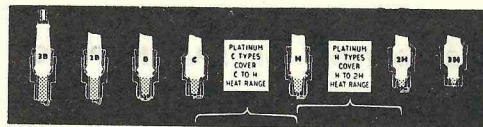
3/6

1/6

2/6

2/-

CROSS REFERENCES AND HEAT RANGE



GAP SETTINGS. The standard gap setting of Lodge single and three-pointed plugs is 0.018"-0.022". Overhead gaps are set to 0.025"-0.028", except 3HN, 3HAN and 3HLN, 0.019"-0.022", and ST and CT, 0.028"-0.032". These are factory gap settings and should be adjusted if necessary to the individual engine manufacturer's recommendations.

Thread Dia. & Reach	LODGE						CHAMPION	A.C.	AUTOLITE	BOSCH	K.L.G.	
	Screened	Resistor	Ext. Nose	Silver	Platinum	Standard						
10 mm. 1"							C10	Y6, UY6	104, 106, 103, 103S	U14PR4	U145T3, U175T3	TEN50S, TEN50
10 mm. 1 1/4"	HOT ↑ COLD						CL10P HL10P	U7	—	—	—	TEN L30 TEN L50, PTEN L50
14 mm. 1 1/2"	HOT ↑ COLD						BAN CAN HAN 2HAN 3HAN	J12Y, UN12Y J12J, UJ12 (J12, J14) J18Y, XJ18Y J8, J8J, J11, J11J, J9Y J6, J6J, J7 J5, J5J, J63R, J63T (J3, K3) J58R, J58T, (J2, K2)	48, 48X, 47 COM, 47 44-5, 44-5X, 45, 46-5, 46, 46 COM, 46X, VEP 44, 44 COM 43 COM, 42 COM, 42	U11, AT10, A9 U7, AT8, AR8, AR52 U16, A5, 45165, AR82 U14, AT4, 45250, A3	W45T3, W95T6 W125T3 W145T3, W175R7, W175T3, W125T3 W23T3	TF520 TF530, TF550 F570
14 mm. 1 3/4"	HOT ↑ COLD						BSNP CSN	H11, H11L, H12, H12L, H4Y H9, H10, H10J, H8	46L, 47L 43L COM, 45L, 43L	U11 U7, AL9, AR8	W125T4	FA50 FA70
14 mm. 1 1/2"	HOT ↑ COLD						BB14 BN CN, C14	L14 (L8) L10, L90	—	—	W95T1, W145T1	F20 F50, PF50
14 mm. 1 3/4"	HOT ↑ COLD						HN, H14 2HN 3HN	L7, L85, 730, (L105), L86 L5, L63R (L115), L81 L58R (LA11)	F9, F10, F10T, F10H 45F, 45FG, 45FGQ, 41F 45FOPEL, 45F70 F8, 44F, 44F8, 44F 42L COM, 43F, 41, 44 42F, 41F	U6, AER6 U6, AER4	W175T1, W190M115 W145T2, W175T7, W225T7, W145R11, W175R11, W175R17 W225T1 or P115 W225R17, W225R17 W240T1 or T11 or P115	F70, F75, PF70 F80 F100
14 mm. 2"	HOT ↑ COLD						BLN, BL14 CLNH HBLN HLN 2HLN 3HLN	N21, (N7) N8, N18, (N8B) UN12Y, N12Y N5 (NAB), N63R, N5M, N84 N3 (NA10)	FL9, 46XL, 47XL 44X6, (45XL), 44XL 44XL-RCOM, 47XL FL7, 43XL	GS-125 G7, GS-150, AGR42, G4 GS-175, AGR52 — GS-200, AGR41 G3, AGR3	W95T2, W125T2 W175T2, W145T2, W175T7, W175R2, W175R7 W225T2 W225T27, W225R27, W225R27 W240T2 W240T2	FE20 FE50, FE30, PF50 FE70, FE75, PF70 FE80 FE100
18 mm. 1"	HOT ↑ COLD						3BL BBL SC C1, C3 CV, CVN H3	11COM, D21, 10COM (9, C15) 8 COM 15, (15A) 8COM, D16, UD16, 7COM, 7 4COM, 8HJ K11, 17, 5COM, 4COM, SMJ, UK10, K9, 16	88, C8BL 86, 86 COM (87 COM) 85, 85 COM 84, 83 COM 825 COM	U1, BT10, BR10 B, BR8, BT8 B, BR8, BT6 B, BR4 B, BR3	M35T1, M45T1 DM95T2 M95T1 M145T1 M175T1, M175T5 M225T1 or P115 M240 P115	M30 SP30 M50 TM850 M60 M80
18 mm. 1 1/4"	HOT ↑ COLD						BTN18P CTN18P HTN18P	860, 870, F4Y F10, F11Y, F2J, XF11Y	85T5 84T5	U6, BRP42	—	MT50 TMT50
18 mm. 1 1/2"	HOT ↑ COLD						CB3 CVL HLN18P	10COM (9 COM) 7COML R15	88L COM, C8ML —	U10, BR10	M45T2 DM250T3	ML30, ML50 ML60
18 mm. 1 3/4"	HOT ↑ COLD						ST CT CVT CVTN	20, 1COM, 3COM CALC, W8BN, HW8BN, O COM	78, 77COM 785 77 COM	U10, T7, TT8, T9 U4	Z45T4 Z145T1 Z145T1	A20 A5 A30, TAB60

LODGE HEAT-RANGE SYMBOLS

The shaded portion of the insulators in the above diagram indicates the area of heat dissipation.

Platinum 'C' types cover 'C' to 'H' normal heat range.

Platinum 'H' types cover 'H' to '2H' normal heat range.

PLUG REFERENCE LETTERS

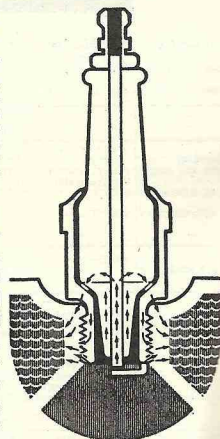
The first letter in the Lodge code refers to the plugs' heat grade (see above). Subsequent letters have the following meaning:—

- A. $\frac{3}{8}$ " Reach.
- L. Long Reach ($\frac{3}{4}$ ").
- N. Non-detachable.
- P. Platinum.
- R. Racing (All non-detachable).
- S. $\frac{7}{8}$ " Reach.
- T. Taper Seat.
- V. Heavy Duty.
- Y. Extended Nose.
- X. Suppressor.

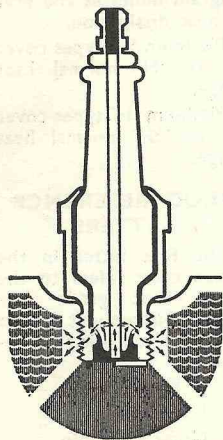
THE SELECTION OF SPARK PLUGS

A vehicle which is used mainly for long distance touring at high speeds requires a 'cooler' running plug than one which is used mainly for short local trips. These illustrations show the difference between 'hot' and 'cool' running plugs. A hot-running plug (A) has a long insulator nose, providing

a long path for heat dissipation. This means that the plug nose is maintained at a temperature high enough to resist deposits of oil and carbon. A cool-running plug (B) has a short insulator nose, facilitating the speedy dissipation of heat in order to keep the plug temperature low enough in a hot running, high-compression engine, to avoid overheating or pre-ignition.



A. A hot-running plug.



B. A cool-running plug.

The wide range of plug types available makes allowance for the varying operating conditions encountered in different engines.

PRE-IGNITION OR OVERHEATING

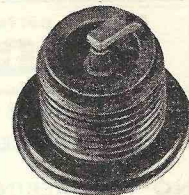
White appearance of the 'Nose' and electrode points. The symptoms are slowing of engine under load, spitting back through carburettor, continuous knocking or pinking. If they occur:

- Check gap setting
- Check carburation for weak mixture
- Check water circulation
- Check operation of fan belt
- Check exhaust valves not badly carbonized

If all the above are in order and pre-ignition continues fit a cooler running plug e.g. HN instead of CN, etc.

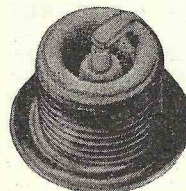
PLUG DIAGNOSIS—AN EASY GUIDE

A. Correct. Light flaky deposit, and insulator and electrodes light brown in colour.



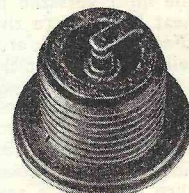
- A -

B. Too hot running. Bleached appearance, with deposit like cigarette ash. Cooler running type should be substituted.



- B -

C. Too 'cold'. Oil deposits. Should be replaced by a 'hotter' plug to burn off deposits.



- C -

D. Heavily sooted. Indicates mixture too rich, and carburation check should be made.



- D -

E. Worn out, and badly in need of replacement.



- E -

PLUG FOULING

Oily or Sooty Insulators.

This is likely to occur if the plug 'Nose' is not hot enough to burn off surplus oil and/or carbon.

The symptoms are misfiring and sluggish performance.

If they occur:

- Check petrol for rich mixture
- Check gap setting.

If both are in order and plug fouling continues fit a hotter running plug, e.g. BN instead of CN, etc.

For high performance—

LODGE PLATINUM POINTED PLUGS

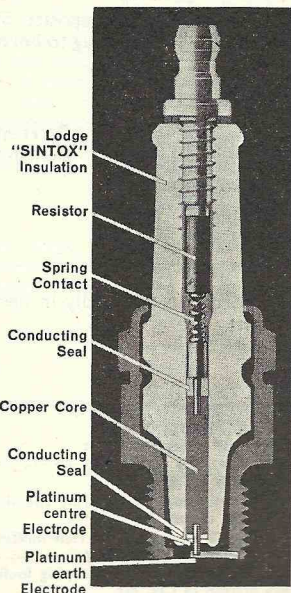
LONG LIFE · EASY STARTING IN ALL WEATHERS
NO WHISKERING IN TWO-STROKES · PETROL
ECONOMY · NO FOULING · NO PRE-IGNITION

Developed especially for modern high-powered engines, this is the most versatile plug in the world, operating perfectly over a heat range more than twice that of any ordinary plug. It is less affected by spark erosion or chemical corrosion and the electrodes will hold their gap three to four times as long as conventional types.

The centre platinum electrode is gold-soldered into a massive copper core. This core is furnace-fused into the insulator, which in turn is pressure sealed into the plug body. The gold alloys with the other metals, making a perfect, vibration-proof bond. Thus a very efficient heat-transfer is provided, and it is this characteristic coupled with the other design advantages made possible as a consequence, that makes the Lodge platinum pointed plug equal in performance to three or four normal plugs, each of a different heat grade.

GAP SETTING. These plugs are factory gap set at 0.025"-0.028". Resetting is done in the usual manner by *carefully* bending the earth electrode.

CLEANING. Platinum pointed plugs can be sandblasted, but not for any longer than is absolutely necessary. After cleaning re-set the spark gap as above.



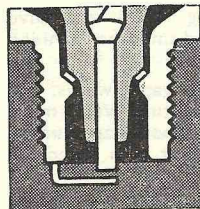
Specially designed for two-strokes—

LODGE SILVER ELECTRODE PLUGS

NO WHISKERING

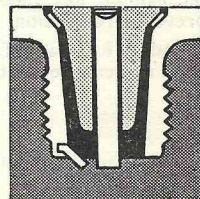
NO FOULING

NO PRE-IGNITION



NORMAL PLUG

the conditions which are peculiar to two-strokes—i.e. fouling, whiskering, pre-ignition.



LODGE SILVER-ELECTRODE PLUG

Two-stroke Silver-electrode Plugs	Normal Types	Normal Types—Other makes		
		Champion	KLG	Bosch
(14 mm. Thread)				
CC14	{	{	{	{
HH14				
CCL14	{	{	{	{
(18 mm. Thread)				
HH1	{	{	{	{

To find the correct silver-electrode plug, obtain the standard recommendation and use the cross-reference above.

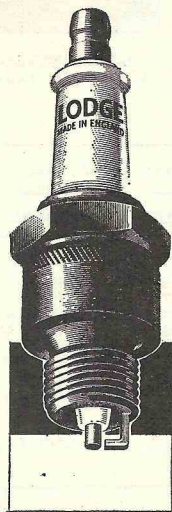
LODGE ROAD & TOWN SPARK PLUGS

EXTENDED NOSE MAKES THE BIG DIFFERENCE

Lodge 'Road and Town' plugs reduce fouling in overhead valve car engines, give improved mileage per gallon and smoother running under all conditions at all speeds.

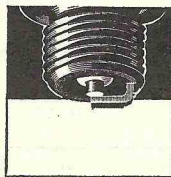
The extended insulator nose takes the spark gap inwards, and gives ignition closer to the heart of the fuel mixture. With more even and complete combustion carbon and oil deposits are burned off, even at low speeds. Yet the tip stays cool at high speeds to prevent pre-ignition.

Lodge 'Road and Town' plugs are the complete answer for today's extremes of motoring conditions.



CANY	....	....	14 mm. $\frac{3}{8}$ " reach
CNY	....	....	14 mm. $\frac{1}{2}$ " reach
CLNY	....	....	14 mm. $\frac{3}{4}$ " reach
CTNY	....	....	18 mm. $\frac{1}{2}$ " reach tapered seating
HLNY	....	....	14 mm. $\frac{3}{4}$ " reach

See also cross references on Pages 4/5.



A special leaflet is available on request.

AMERICAN CARS TO WHICH LODGE ROAD AND TOWN PLUGS MAY BE FITTED

LODGE TYPE CANY

BUICK	1946-'53, Straight 8 1953-'60 V8
CADILLAC	1949-'60 All models
CHEVROLET	1949-'60 V8 except W series
CHRYSLER	1955-'60 Windsor and Saratoga 1959-'60 C300 series
DE SOTO	1956-'60 V8, All models
DODGE	1956-'60 V8, $\frac{3}{8}$ " reach
HUDSON	1956-'60 All $\frac{3}{8}$ " models
NASH	1956-'60 Rambler and Statesman 1957-'60 Ambassador
OLDSMOBILE	1949-'60 V8
PACKARD	All $\frac{5}{16}$ " models 1955 on
PLYMOUTH	1956-'60 V8 except Valiant
PONTIAC	1955-'60 All models $\frac{3}{8}$ " reach
RAMBLER	1959 6 cyl. All models

LODGE TYPE CLNY

CHRYSLER	1955 V8, except Windsor 1956-'9 New Yorker, Imperial 1955-'8 C300, C300B
DODGE	1958 on, $\frac{3}{4}$ " reach
HUDSON	1955-'6 $\frac{3}{4}$ " reach Hornet V8 1955-'7 Metropolitan
IMPERIAL	1957 All V8 models
NASH	1954-'7 Metropolitan 1955-'6 Ambassador
PACKARD	1955-'6 V8, $\frac{3}{4}$ " reach
PLYMOUTH	Valiant (6-cyl., $\frac{3}{4}$ " reach)
STUDEBAKER	1956 V8, Golden Hawk

CTNY

CONTINENTAL	1956-'60 All models
EDEL	All models
FORD	1955-'60 All models
LINCOLN	1955-'60 All models
MERCURY	1955-'60 All models
METEOR	1955-'60 All models
MONARCH	1955-'60 All models

LODGE RACING PLUGS



Lodge racing plugs have an unusually wide heat range. This is due to both the high conductivity of the centre electrode material embedded in the 'Sintox' insulation between two gas-tight seals, and to the use of 'Sintox' itself—a high quality alumina ceramic with exceptional thermal conductivity. Thus it is possible to expose the insulator to the combustion flame both to obtain even more efficient heat dissipation and to prevent the deposit of carbon by the process of 'burning'-off.

Advice and recommendations are readily obtainable from the Competitions Department at Rugby.

Plugs are listed in order of heat value within each division of reach—i.e. R47 is hot, R53 is cold. Lodge Racing plugs are all non-detachable, single point.

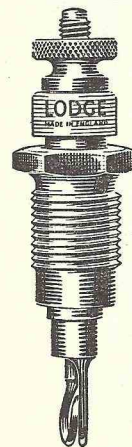
THREAD DIAMETER	PLUG	REACH	HEXAGON	GAP
10 mm.	10R47 10R49 10R51 10R53	12 mm.	$\frac{3}{8}$ "	-012"—015"
10 mm.	10RL47 10RL49 10RL50 10RL51 10RL52 10RL53	18 mm.	$\frac{3}{8}$ "	-012"—015"
14 mm.	R47 R49 R50 R51 R53	12.5 mm.	$\frac{7}{16}$ "	Set between the limits -012"—015" except R47 and RL47 which are -015"—018"
14 mm.	RL47 RL49 RL50 RL51 RL52 RL53	18 mm.	$\frac{7}{16}$ "	
18 mm.	18M-49 18M-51 18M-53	15.6 mm.	$\frac{1}{2}$ "	-012"—015"
18 mm.	18L-49 18L-51 18L-53	18 mm.	$\frac{1}{2}$ "	-012"—015"

LODGE HEATER PLUGS

FOR STARTING COMPRESSION IGNITION ENGINES

Heater plugs consist of a heating element mounted in a plug body for fitting to the cylinder head or induction manifold. When heater plugs are fitted directly in the cylinder head it is usual to provide one for each cylinder: with the manifold type a single plug is commonly used in conjunction with a hand-operated pump providing a spray of atomized fuel.

Advice and recommendations for the fitting of heater plugs are available on request.



LODGE MODELS

(Old reference)

D18—1.2v.
DT18—0.9v.
DT075L—1.7v.
*DT14L—1.7v.
DT145—1.7v.
S18—1.7v.
S18—1.2v.
SM05—12v.
DM05—12v.
SM18L—6v.

DD2-3
646-2
679
DPR2
631/1
SD18/1
SD18A
320/3
707
905

PRINCIPAL APPLICATIONS

B.M.C., Dorman
Int. Harvester, Mercedes
Int. Harvester
Rover, Standard
Alfa Romeo
A.E.C., Waukesha
Perkins, Standard
Perkins
Cummins

* The maximum safe torque for this heater plug is 15 lb./foot.

LODGE CODE REFERENCES

S (Prefix)	Single Pole	14	14 mm. thread
D	Double Pole	O5	$\frac{1}{2}$ " BSP thread
M	Manifold type	075	$\frac{3}{8}$ " 16 ANF thread
T	Taper seat	L	Long Reach
18	18 mm. thread	S (Suffix)	Short Reach

BALLAST RESISTANCES for use with Double-pole Heater Plugs

12R2/1	12 volt for 2-cylinder engines	12R6/1	12 volt for 6-cylinder engines
12R4/3	12 volt for 4-cylinder engines	24R4/1	24 volt for 4-cylinder engines

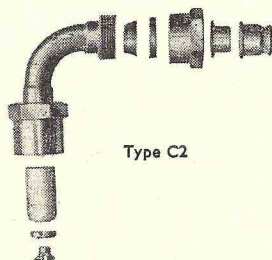
LODGE RADIO SCREENED PLUGS

Apart from their properties of complete radio screening, these types also prove valuable where plugs are subjected to wet conditions. Principal applications are in lifeboats and generating plant, and owners of Jowett Javelin cars have also found these plugs valuable as a protection against the water spray experienced by their engines in wet weather. SR14 is recommended for normal town work, but for other driving the platinum pointed RS5/7 should be used.

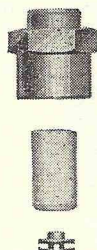


	$\frac{1}{2}$ " Reach	$\frac{3}{4}$ " Reach
14 mm. Thread	SR14	SRL14
		SRL14PC (Platinum)
18 mm. Thread	SR1	SR2

Cable Connectors complete with fittings



Type C2

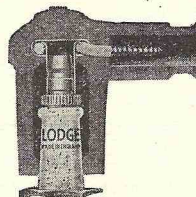


Type WS

LODGE SUPPRESSOR PLUGS

These are available to replace standard types where radio suppression is required. They are designated by the letter X. Cross references for comparative types in the standard range are given on page 4.

LODGE SPARK PLUG COVERS



The rubber covers make an ordinary plug watertight, and such troubles as shorting, irregular firing or weak firing caused by rain, damp or condensation are avoided. For normal use there is the bakelite type of cover, which is quickly detachable and shockproof.

Watertight Rubber Plug Covers

Elbow types—45° connection:—

R135 (for 14 mm. plugs)	3/6
-------------------------	------	------	------	-----

Elbow types—90° connections:—

R90 (for 14 & 18 mm. plugs)	3/6
R90/10 for 10 mm. plugs)	3/6

Straight type:—

R180 (for 14 & 18 mm. plugs)	3/6
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Insulated Shockproof Plug Covers (Bakelite moulded)

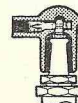
Elbow types—90° connection:—

M90 (for 14 & 18 mm. plugs)	1/6
M90X (with built-in suppressor)	2/6

Straight type:—

M180 (for 14 & 18 mm. plugs)	1/6
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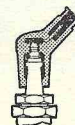
Connections



90°



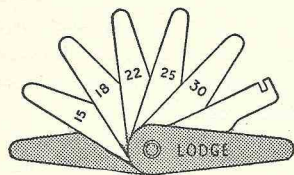
Straight



45°

LODGE SPARK PLUG ACCESSORIES

Set of Gap Gauges with adjusting tool



Set of Gap Gauges with adjusting tool. Feeler gauges are provided for 0.015", 0.018", 0.022", 0.025" and 0.030" and these, with the steel adjusting tool, are enclosed between two plastic covers. Available mounted on 1-dozen display cards.

Washers and Terminal Nuts



This spark plug accessory box enables garages to sell such essential items as washers and plug terminal nuts either individually or in numbers. There is assortment of washers and nuts in various sizes packed in an attractive metal box for counter display.

Spare washers are available in quantities of 1 gross packed in polythene bags.

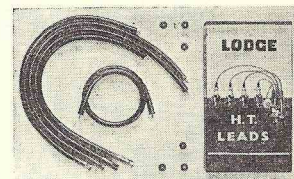
LODGE H.T. IGNITION LEADS

(A special leaflet is available on these sets)

If a car is difficult to start, or does not pull as it did, or taking more petrol than it should—the cause may be faulty ignition leads.

Lodge H.T. leads, manufactured to high quality standards, have a special sheath for super resistance to oil, petrol, moisture. They improve starting, pep up performance, and save petrol.

The leads are available in four sets to cover most makes and types of cars and commercial vehicles. Each set contains the necessary pre-cut cables with terminations attached, in a convenient carton for easy storage, handling, and fitting.



SUPPRESSOR TYPE PLUG COVERS

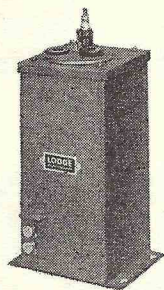
(See Page 15)

The M90X Suppressor Cover is now available on an attractive red, yellow and black display card holding two dozen.



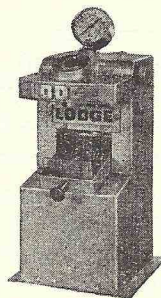
LODGE SERVICING EQUIPMENT

The bench-type machines illustrated below represent the latest advance in the simple and efficient cleaning and testing of all types of spark plugs. Full details are available from Lodge Plugs Limited, Rugby.



LODGE SPARK
PLUG CLEANER

LODGE SPARK
PLUG TESTER



New range of

LODGE SPARK PLUGS for mowers and garden engines

These plugs have been designed to give relief to conditions encountered in garden engines. They resist fouling and give easier starting whether the engine is cold or hot.

For the best possible service customers should be recommended to **KEEP A SPARE PLUG**, and to observe the following points.

1. Fit the correct Lodge Lawn Mower plug.
2. Always use the exact ratio of oil to petrol.
3. Thoroughly mix the oil and petrol before adding to the tank, and always agitate before re-using the mower.
4. Turn off petrol and run carburettor dry.
5. Always have a **CLEAN DRY SPARE**.

*Recommendations for Mower and Garden engines are given on
Pages 52-59*

MOTOR CARS

	Standard	Road & Town	Gap		Standard	Road & Town	Gap
ASTRA				† BENTLEY			
322 c.c. Anzani engine 4-wheeler	HH14	CNY	·020"	S2 V8 CLNH or CLNP	CLNY	·025"	
				'S' series & 'S' Continental (8 : 1 c.r.)			
AUSTIN				HLN or HLNP	HLNY	·025"	
*A30	HBLN	HLNY	·020"	'S' series (6-6 : 1 c.r.) & 'S' Continental (7-25 : c.r.)			
A35 and Metropolitan	HBLN	HLNY	·025"	CLNH or CLNP	CLNY	·025"	
Princess 1957 onwards	HBLN	HLNY	·025"	Mark VI series & 'R' type			
A40, A70, A90, Westminster A125 and A135 to 1958	CLNH	HLNY	·025"	CLNH or CLNP	CLNY	·020"	
A40 Sports	HBLN	HLNY	·018"	1931-'36 4, 6½ & 8 litre, 18 mm.	C3	—	·020"
A40 from 1959, Atlantic, A95, A99 and A105				1934-'39 3½ & 4½ litre	CNP	—	·025"
A50 to 1956	HBLN	HLNY	·025"	BERKLEY			
A50 and A55, 1957 onwards	CLNH	HLNY	·020"	B65 & Bandit	HBLN	HLNY	·020"
Seven from 1959	HBLN	HLNY	·025"	B95 692 c.c.	H14	—	·020"
Seven from 1937 to 1940	HBLN	HLNY	·025"	B105	2HLN	—	·020"
BN or B14	—	—	·018"	2 seater Anzani engine	HH14	CNY	·020"
Seven to 1936	BBL	—	·018"	Excelsior engine	HBLN	—	·020"
Seven Sports	C3	—	·018"	Royal Enfield 700 c.c. twin	2HLN	—	·020"
Eight from 1939 to 1947	CN	—	·018"	† B.M.W.			
Ten from 1937 to 1947	BN	—	·018"	Models 503 & 507	2HN	CNY	·030"
Ten to 1936	C3	—	·018"	Models 505, 501, 502, 320, 325, 326, 328, 329, 340, 342, & 343	HN or HNP	CNY	·030"
Twelve 4-cyl., 1937-47	C3	—	·018"	All models requiring 18 mm.	H3 or HN18P	—	·030"
Twelve 4-cyl., to 1936	C3	—	·018"	Isetta Motocoupe	HH14	CNY	·020"
Twelve 6-cyl., 1937	CN	—	·018"	Isetta 300 c.c. 3-wheeler	2HN	CNY	·020"
Twelve 6-cyl., to 1936	C3	—	·018"	Spatz	HH14	CNY	·020"
Fourteen 1938-'40	CN	—	·018"	† BOND			
Fourteen 1937	C3	—	·018"	197 c.c. 250 c.c. twin			
Sixteen 1945-'48	CLNH	CLNY	·018"	Villiers engined Minicar	HH14	CNY	·018"
Sixteen to 1936	C3	—	·018"	BORGWARD			
Eighteen from 1938	CN	—	·018"	Isabella 60, 70 & 75, Hansa 2400, 1800 & 1500	HN	CNY	·025"
Eighteen 1937	BBL	—	·018"	Hansa 1100 & Hansa 2000	CN	—	·025"
Twenty to 1938	C3	—	·018"	BRISTOL			
Twenty-eight 1939-'40	CN	—	·018"	* Models 403, 404, 405 & 406	HL10P	—	·020"
K4 engines	CLNH	—	·018"	Models 400, 401, 402 & 406	CL10 or CL10P	—	·020"
FX3 Taxi & hire car	CLNH	—	·018"	* For competition work a special recommendation should be requested.			
Gypsy	CLNH	—	·025"				
* If overheating occurs fit	HLN	—	·020"				
AUSTIN HEALEY							
3000	HLN	HLNY	·025"				
Model 100 or 100 Six	HBLN or HLNP	HLNY	·025"				
Model 100M & 100S	RL47	—	·025"				
Sprite	HLN	HLNY	·025"				

	Standard	Road & Town	Gap		Standard	Road & Town	Gap
† BRUTETSCH				CITROEN (British)			
(German) 191 c.c. & 250 c.c. Sachs engined & 249 c.c. Villiers engined 4-wheeler	HH14	—	·018"	Light 15, Big 15, & 6 cyl. models, 1946-'56	CSN	CANY	·025"
14 mm. plug	HH14	—	·018"	Light 15, Big 15, & 6 cyl. models, 1934-'39	CAN	CANY	·025"
18 mm. plug	H3 or HN18P	—	·018"	2 C.V. model	CSN	CANY	·025"
				DS19, 1D19 & Bijou	CSN	CANY	·025"
B.S.A.				CITROEN (French)			
Light Six, 1935	C3	—	·022"	2 C.V. model	CSN	CANY	·025"
Light Six, 1936	BN	—	·022"	Taxi, 14 mm.	CAN	—	·025"
8-9 h.p. 3-wheeler, 4-cyl.	CN	—	·022"	Taxi, 18 mm.	C3	—	·025"
8-9 h.p. 3-wheeler, 2-cyl.	C3	—	·022"	15 h.p., 4-cyl. to 1956	CSN	CANY	·025"
8-9 h.p. 4 wheeler	CB3	—	·022"	7, 9, 11 & 15 h.p. (6-cyl.)	CAN	CANY	·025"
Ten, 1936 4-wheeler	C3	—	·022"	DS19	CSN	CANY	·025"
10 h.p. from 1937	BLN or BL14	—	·022"	CORONET	HBLN	HLNY	·020"
Other models to 1939	C3	—	·022"	CROSSLEY			
BUGATTI				10 h.p. models	CB3	—	·022"
Models, 14 mm.	HN or HNP	—	·022"	Other models	C3	—	·022"
Models, 18 mm.	H3 or HN18P	—	·022"	D.A.F.			
				600	HN	CNY	·025"
BUICK				DAIHATSU			
1941, 10 mm.	C10	—	·025"	Vesta Micro Bus	CLNH	CLNY	·025"
1938-'46	BAN	—	·025"	DAIMLER			
1946 on, ¾" reach	CANY	CANY	·035"	SP250 Sports V8	CLNH	CLNY	·025"
CABALL (Nissan)				DK400 Limousine	CLNH	CLNY	·025"
KC42, Micro Bus 1500 c.c.	CLNH	CLNY	·025"	Majestic	CLNH	CLNY	·025"
CADILLAC				One-O-Four 3½ litre, One-O-Four 4½ litre Sportsman Saloon & DK400	CLNH	CLNY	·025"
All models 1949 on, ¾" reach	CANY	CANY	·025"	Consort, Conquest, Century, Regency, Sportsman, Regina, Roadster & Empress models	CLNH	CLNY	·025"
All models 1939-'48	C10	—	·028"	1936-'50, DB18, DE27, DE36 & Straight Eight	CLNH	CLNY	·025"
8, 16 cyl., 1936-'48	BAN	—	·025"	1933 early, 1936 15 h.p.	BN	—	·022"
8, 12 & 16 cyl., 18 mm.	BBL	—	·025"	Late 1936 15 h.p.	BLN or BL14	—	·022"
CHEVROLET				1934 '36 25 h.p. 8 cyl. or 6 cyl.	BN	—	·022"
1941-'48 10 mm.	C10	—	·025"	Other models, 14 mm. plug	BN	—	·022"
1933-'49, 14 mm.	BAN	—	·035"	Other models, 18 mm. plug	C3	—	·022"
1949 on, incl. Corvette	CANY	CANY	·035"	DATSON (Nissan)			
Corvaire	HN	—	·035"	860 c.c. models	CAN	CANY	·025"
CHRYSLER				100 c.c., 1200 c.c. & Blue-bird	CLNH	CLNY	·025"
1951-43, V8	CAN	CANY	·035"				
1954 on, ¾" reach	CANY	CANY	·035"				
1954 on, ¾" reach	CLNY	CLNY	·035"				
C 300 Series (Racing)	HLN	HLNY	·035"				
CISITALIA							
1100 c.c. Standard	CN	CNY	·030"				

	Standard	Road & Town	Gap		Standard	Road & Town	Gap
DELAHAYE				FIAT (continued)			
175, 178 180 4.5 litre	HN	—	·022"	1939-'55 500C, 500B, 500	CN	—	·028"
135 MS 3.5 litre & 135	2HN	—	·022"	1957-'60 1900B	HN	—	·028"
special ACF	2HN	—	·022"	1939, model 500	C12	—	·020"
165 12 cyl. sport	HLN	—	·022"	1936-'39 Models	508,	—	·022"
				Ardita, 1500, 2800	CN	—	·022"
DELOW				1960 models, 1200, 1800,	HN	—	·028"
Mk. IIC, IIE, VI	CN	—	·022"	2100	HN	—	·022"
				Earlier models 18 mm.	C3	—	·022"
DE SOTO				FORD (American & Canadian)			
1932-'54	BAN	CANY	·025"	1933-'37, 18 mm.	C3	—	·025"
1954 on	CANY	CANY	·035"	1938-'48	BSN	—	·025"
				1949-'54, 6 cyl.	BSN	—	·032"
D.K.W.				1949-'54, V8	CSN	CANY	·035"
All models	CV or HN18P	—	·020"	1955 onwards	CTNY	CTNY	·032"
				FORD (England)			
DODGE				Anglia 105E & Prefect			
1932-'56, 6 cyl.	BAN	—	·030"	107E	HBLN	—	·028"
1953-'57, V8	CAN	CANY	·035"	8 h.p. from 1935	CN	—	·025"
1958, 3" reach	CLNY	CLNY	·035"	8 h.p. to 1934	C3	—	·020"
1953 on, 3" reach	CAN	CANY	·035"	Anglia, Popular, Prefect,			
				De Luxe 22 h.p., and			
EDSEL	CTNY	CTNY	·035"	Estate	CN	—	·025"
				Consul, Zephyr & Zodiac	CLNH	CLNY	·032"
FAIRTHORPE				Squire, Escort	CN	—	·025"
Electron Minor	HLN	—	·025"	V8 & V8 Pilot, 18 mm.	C3	—	·025"
Zeta	3HLN	—	·022"				
Atomota	2HN	—	·025"	FORD (French) See SIMCA			
Electron	3HLN	—	·022"				
				FORD (German)			
FIAT				Taurus & MU other			
508C (1100A Series 1),	CN	—	·030"	models	CSN	CANY	·030"
500A	CN	—	·030"	18 mm.plug	C3	—	·030"
500 B & C	CN	—	·030"	14 mm.plug	CN	—	·030"
New 500	HN	—	·030"				
500 Giardiniera & Sport	2HN	—	·030"	FRAZER-NASH			
600 Veturra & Multipla	HN	—	·030"	1957-'60 Continental	HN	—	·020"
110B, E & ALR	CN	—	·030"	Mk. II Competition model,			
1100/103 (New 1100),	CN	—	·030"	Targa Floria, Mille Miglia,			
1100/103E (1956)	CN	—	·030"	Le Mans Coupe, Turismo			
1100/103H, 1100/103TV,	HN	—	·030"	& Sebring	HL10P	—	·020"
1100/103E TV	HN	—	·030"	For competition work a			
1200 Gran Luce, 1400	HN	—	·030"	special recommendation			
1900 & Campagnola	HN	—	·030"	should be requested.			
1500 Cabriolet	2HLN or RL47	—	·030"	GILL GADABOUT			
1800, 2100	HN	—	·030"	HH14	—	·020"	
1947-'60, 1100, 1100S,	CN	—	·028"	GOGGOMOBIL			
1100B, 1100L, 1100E,	CN	—	·028"	700 c.c.	HN	—	·025"
1100EL, 1100ES	CN	—	·028"	Isard R400 c.c.	HN18P	—	·020"
1955-'60, 1100TV &	HN	—	·088"	300 c.c.	HH1	—	·020"
1400B	HN	—	·088"	T400 & TS400	CV or HN18P	—	·020"
1953-'58, 1400A, 1400,	CN	—	·022"				
1900 & 1900A	CN	—	·022"				

	Standard	Road & Town	Gap		Standard	Road & Town	Gap
GOLIATH				HUDDSON			
14 mm. types				1933-42	BAN	—	-030"
900E, GP900, GP700E,	HN	—	-028"	1946-'48	CAN	CANY	-032"
GP850, GP900E	H1	—	-022"	1949 on, $\frac{1}{2}$ " reach	CLN	CANY	-032"
				1949 on, $\frac{3}{4}$ " reach	CLNH	CLNY	-035"
† GORDON				HUMBER			
197 c.c. Villiers engined				Hawk 1951 onwards	CLNH	CLNY	-030"
3-wheeler	HH14	—	-018"		CN	—	-030"
† HARPER				Hawk to 1950	CN	—	-030"
Mk. VI invalid 3-wheeler	HN	—	-020"	Super Snipe Series II & III	HBLN	HLNY	-028"
				Super Snipe 1953-'57	CLNH	CLNY	-030"
HEALEY				Super Snipe to 1952	CN	—	-030"
16 h.p., 2½, 2-4 litre to				Super Snipe, 2-6 litre 1958	HLN	HLNY	-025"
1955	HLNP	—	-025"	on	CN	—	-030"
3 litre, 1954 HN or HNP	—	—	-025"	Pullman & Imperial to	CN	—	-030"
'Hundred' 1953-'55				1954	CN	—	-030"
HBLN or HLNP	HLNY	-025"		Snipe to 1948, except	CN	—	-030"
Nash-Healey	CSN	CANY	-030"	1940-'41	CN	—	-030"
† HEINKEL				Snipe 1940-'41	CLNH	—	-030"
174 c.c. Cabin Cruiser &				12 h.p. from 1936	CN	—	-030"
Tourist 3-wheelers	HN	CNY	-020"	12 h.p. to 1935	C3	—	-022"
				16 h.p. from 1938	CN	—	-030"
HILLMAN				18 h.p. 1936 & 1937	CN	—	-030"
1961 Husky	HBLN	HLNY	-030"	20 h.p. from 1938	CN	—	-030"
Husky S.V.	CN	—	-030"	27 h.p. from 1936	CN	—	-030"
Husky O.H.V.	CLNH	CLNY	-030"				
Minx Mk. VIII 1955-'58				ISETTA			
	CLNH	CLNY	-030"	300 & 700	HH14	CNY	-020"
Minx, Californian & Con-				JAGUAR			
vertible, 1936-'58 S.V.				*XK140 } HBLN or			
	CN	—	-030"	XK150 } HLNP			-022"
Minx from 1932-'35	C3	—	-020"	XK105S	HBLN	—	-025"
Minx 1½ litre	HBLN	HLNY	-025"	D Type: for competition			
Aero Minx 1935	CN	—	-022"	work a special recom-			
Aero Minx, 1933-'34	C3	—	-022"	mendation should be re-			
Fourteen from 1938	CN	—	-022"	quested			
Sixteen, 1936-'37	CN	—	-022"	XK120C 9 : 1 c.r.)	RL49	—	-013"
20, Hawk, 80 from 1936	CN	—	-022"	XK120C (8 : 1 c.r.)	RL47	—	-016"
	CN	—	-022"	XK120 (8 : 1 c.r.)		—	-022"
16, 20, Hawk to 1935	C3	—	-022"	HBLN or HLNP			
				XK120 (7 : 1 c.r.)	CN or CNP	—	-022"
HOLDEN	CSN	CANY	-025"	† 3½ litre Mk. VII (8 : 1			
For town work or short				c.r.) 1952-'56			
journeys where any ten-				HBLN or HLNP			
dency to oil fouling				3½ litre Mk. VII (7 : 1 c.r.)			
occurs always use				1952-'56 CN or CNP			
BSN or BS14	—	—	-025"	3½ litre Mk. V 1950-'51			
				CN or CNP			
HORCH				2½ litre Mk. V 1950			
1934-'38, 830B, 830R, 850				CLNH or CLNP			
& 853	C3	—	-018"	1½, 2½, & 3½ litre models			
1937-'39, 830 BK, 830 BL,				1936-'49	CN	—	-022"
930V & 951A	CN	—	-018"	* 1956-'59 2-4 & 3-4 (8 : 1			
				c.r.) HBLN or HLNP			
HOTCHKISS				(7 : 1 c.r.)	CN	—	-022"
Model 864	CN	—	-025"	1957-'59 Mk. VII & Mk.			
Model 864 sport, 1953							
	HN	—	-025"				
Gregoire	CN	—	-025"				

MOTOR CARS

	Standard	Road & Town	Gap		Standard	Road & Town	Gap
JAGUAR (continued)				LANCIA			
VIII HBLN or HLNP	—	—	·022"	Flaminia V6	2HLN	—	·025"
* Mark IX 3-8 litre	—	—	·022"	Aurelia, Appia & Flavia	—	—	·025"
HBLN	—	—	·022"	HBLN or HLNP	—	—	·025"
† For persistent hard driving use	—	—	·022"	Aprilla, Flaminia, Artena, Agusta & Astura, 1936-'38	CAN	—	·025"
HLN or HLNP	—	—	·022"	Aprilla, Artena, Agusta & Astura from 1939	CN	—	·025"
E Type	HBLN	—	·022"	Aurelia Gran Turismo 2500 & Spyder Gran Turismo	HLNP	—	·025"
JANECEK-JAWA				† LEA FRANCIS			
2 cyl. D.K.W.	H3	—	·018"	Lynx	CLNH	CLNY	·030"
Minor	CN	—	·020"	14 h.p., 18 h.p., 2½ litre & 2½ litre Sports, from 1945	HN or HNP	—	·020"
Jawa	CN	—	·020"	12 & 14 h.p. models from 1939-'40	CN	—	·025"
JENSEN				Other models	C3	—	·022"
2½ litre, 14 mm.	CN	—	·022"	LINCOLN			
2½ & 3½ litre, 18 mm. C3	—	—	·020"	All models to 1954	CSN	CANY	·030"
3½ litre, s/charged	—	—	·020"	1955 onwards models	CTNY	CTNY	·035"
H3 or HN18P	—	—	·018"	LLOYD			
4 litre 1946-'49, 10 mm. HL10P	—	—	·020"	LS600, LC600, LTK600, LP600	HN	—	·025"
4 litre 1950-'54, 14 mm. CLNH	—	—	·035"	Alexander, TS, Arabella	HN	—	·025"
Others, 1938-'40	HN or HNP	—	·020"	400	CV	—	·025"
Interceptor & 541	CLNH	—	·035"	LOTUS			
541R & 341 'S'	CLNH	—	·025"	Elite	2HLN	—	·025"
JOWETT				Seven	CN	—	·025"
† Javelin	CN	—	·025"	Elite (Series 2)	3HLN	—	·022"
† Jupiter	HN	—	·020"	MASERATI			
10 h.p. 4 cyl. models	CN	—	·020"	All models, 14 mm.	HLN or HLNP	—	·020"
2 cyl. models, 14 mm.	CN	—	·020"	HLN or HLNP	—	—	·020"
2 cyl. models, 18 mm.	C3	—	·020"	H3 or HN18P	—	—	·020"
† For 100% waterproofing fit Lodge Platinum	—	—	·020"	For competition work a special recommendation should be requested	—	—	·020"
Pointed RS5/7 plugs with elbow harness C2/90.	—	—	·020"	MAYBACH			
KAISER				All models, 14 mm.	HN or HNP	—	·030"
All standard models	CAN	CANY	·030"	All models 18 mm.	C3	—	·030"
Sports models	HAN	—	·030"	† MEADOWS			
KIEFT				Frisky 249, Villiers engine	2HN	—	·025"
1000 Sports	RL47	—	·018"	MERCEDES			
LAGONDA				1959 on, 190b 220b, 220 Sb	HLN	HLNY	·028"
10 h.p. Rapier	HN or HNP	—	·018"	1958 on, 219 & 220S	HBLN	HLNY	·028"
2½ & 2-6 litre to 1955	CL10	—	·022"	METEOR (continued)			
3 litre to 1958	HL10P	—	·022"	1956 '57 190, 219 & 220S	HN	—	·028"
12 cyl. from 1937	HN or HNP	—	·022"	1955-'57 190SL	2HLN	—	·028"
Other models	C3	—	·018"	1954 on, 300SL	RL47	—	·016"
† LANCHESTER				1954-'57 300B & 300C	HN	—	·028"
Dauphin & Sprite	CLNH	CLNY	·025"	1953-'57 180	HN	—	·028"
14 h.p. 1951-'53	—	—	·020"	1953-'54 170 SV	HN	—	·028"
BLN or BL14	—	—	·020"	1952-'54 300S	HN	—	·028"
10 h.p., 1945-'51	CLNH	—	·030"	1951-'55 220, 220A & 300	HN	—	·028"
10, 14 & 18 h.p., 1936-'40	CLNY	—	·020"	1950-'53 170S, SB, VA & VB	HN	—	·028"
CLNH	—	—	·020"	1947-'50 170V	CN	—	·028"

	Standard	Road & Town	Gap		Standard	Road & Town	Gap
MERCEDES (continued)				METEOR (continued)			
1956 '57 190, 219 & 220S	HN	—	·028"	Magnette series K1, K2, K3, NA, KN, PB	—	—	·022"
1955-'57 190SL	2HLN	—	·028"	HN or HNP	—	—	·022"
1954 on, 300SL	RL47	—	·016"	Magnette ZA to 1956	CLNH or CLNP	—	·020"
1954-'57 300B & 300C	HN	—	·028"	Magnette ZB 1957-'58	HLN or HLNP	—	·020"
1953-'57 180	HN	—	·028"	1957 onwards Magnette	HLN or HLNP	—	·020"
1953-'54 170 SV	HN	—	·028"	Magnette Mk. III	HLN	—	·022"
1952-'54 300S	HN	—	·028"	Magna series L	HN or HNP	—	·022"
1951-'55 220, 220A & 300	HN	—	·028"	1956 onwards Series MGA	HLN or HLNP	—	·020"
1950-'53 170S, SB, VA & VB	HN	—	·028"	* For high speed use	3HLN	—	·205"
1947-'50 170V	CN	—	·028"	MITSUBISHI			
1937-'40 230, 230W & 143	CN	—	·028"	Model 500	CAN	CANY	·025"
1936-'39 770	C3	—	·028"	MONARCH			
1935-'41 540K	CN	—	·028"	See Meteor Recommendations	—	—	—
1935-'40 320	CN	—	·028"	† MORGAN			
1934-'42 170V	C3	—	·028"	Plus Four 1956 onwards (TR2 & TR3)	CNY	CNY	·025"
1934-'36 230W21	CN	—	·028"	Model 4/4 Series III	HLBN	HLNY	·030"
1939 500	C3	—	·028"	Plus Four 1950-'55 (Vanguard engine)	CN	CNY	·025"
1933-'38 500	C3	—	·028"	4/4 Series 2, 1956-'59	CN	CNY	·030"
1933-'39 170H	C3	—	·028"	4 wheeler model 4/4, 1940-'50	HBLN	HLNY	·025"
1933-'35 130H	C3	—	·028"	4-wheeler model 1936-'40	CN	—	·022"
1932-'36 200	C3	—	·028"	14 mm.	CN	—	·022"
MERCURY				4-wheeler model 1936-'37	C3	—	·022"
1939-'48	BSN	—	·025"	18 mm.	CN	—	·022"
1949-'54	CSN	CANY	·030"	3-wheeler, 4 cyl., 8 & 10 h.p.	CN	—	·022"
1955 on	CTN18	CTNY	·035"	3-wheeler O.H.V., 14 mm.	HN	—	·022"
MESSERSCHMITT KABINROLLER				3-wheeler O.H.V., 18 mm.	H3	—	·022"
191 c.c. Sachs engine 3-wheeler	—	—	·020"	3-wheeler S.V.	C3	—	·022"
H3 or HN18P	—	—	·020"	MORRIS			
METEOR				* Mini Minor	HBLN	HLNY	·025"
All models to 1954	CSN	CANY	·035"	* Minor 1000	HBLN	HLNY	·025"
All models 1955-'57	CTN18	CTNY	·035"	* Minor Series II	HBLN	HLNY	·022"
1958 onwards	CTN18	CTNY	·035"	Minor Series MM, 1954	CN	—	·022"
M.G.	—	—	·022"	Eight or Minor 1935-'52	CN	—	·020"
1½ litre Y, YB, & VA	HN or HNP	—	·022"	Minor to 1934	C3	—	·022"
2 litre series SA & 2-6 litre series WA	HN or HNP	—	·022"	Ten-four, 1936-'48	CN	—	·020"
MGA 1600	HLN	—	·022"	Ten-four to 1935	BBL	—	·022"
* MGA Twin Cam	2HLN	—	·025"	Ten-six	CN	—	·022"
Midget series J1-J2, PA, PB, TA, TB, TC, TD to engine No. 22734	—	—	·022"	Twelve-four to 1935	C3	—	·022"
HN or HNP	—	—	·022"	Twelve-four, Fourteen-S six, Series II & III	CN	—	·022"
Midget TF Sports and TD Midget from engine No. 22735	HLN or HLNP	—	·022"				
1953 TD Mk. II to engine No. 17028	HN	—	·022"				
From engine No. 17029	HLN	—	·022"				

MOTOR CARS

Standard	Road & Town	Gap	Standard	Road & Town	Gap	Standard	Road & Town	Gap	Standard	Road & Town	Gap
MORRIS (continued)			PEUGEOT			RENAULT (Continued)			† ROVER (continued)		
Isis 1956, Cowley 1954-'56 & Oxford Series II	CLNH	CLNY -020"	Models 201, 202, 203, 301, 302, 401, 402, 402B, 402L, 402BL, 601, 403 & 404, 14 mm.	CNY	-025"	750 Saloon, Dauphine & 2 litre & Fregate Etendard, Fregate Grand Pavois	CN	—	10, 12, 14 & 16 h.p., 1934-'38	CN	—
Oxford, 1943-'54	CN	—	Models 201, 301, 401, 601, 18 mm.	C3	—	4, 8, 12, 18 & 25 h.p. models from 1936	CN	—	20 h.p., 1937-'38	CN	—
Six 1940-'55	CN	—	Taxicab, 14 mm.	CN	—	Other models, 18 mm.	C3	—	Other models to 1933	C3	—
Cowley, Major, Oxford to 1935	BBL	—	Taxicab, 18 mm.	C3	—				* Early model, 7-5 : 1 c.r.	CLNH	-030"
Twenty-five to 1935	C3	—	Other models, 18 mm.	C3	—						
Isis Series II, Cowley Series II & Oxford Series III 1957 onwards	HBLN	HLNY -020"									
Twenty five Series II & III	CN	—	PLYMOUTH			RILEY			SAAB		
14 h.p. Taxicab	CN	—	1929-'31	BBL	—	4/68	HLN	HLNY -025"	Model 92	HN	CNY -022"
* If overheating occurs fit Lodge	HLN	—	1932-'56	BAN	—	1-5	HBLN	HLNY -025"	Model 95 & 96	CV	—
			1955 on, V8	CAN	CANY -025"	2-6 1957-'59	HBLN	HLNY -025"	Model 93 H3 or HN18P	—	—
			Fury	HAN	CANY -025"	1½ litre 1945-'56	—	—			
						HN or HNP	—	—	SALMSON		
			PONTIAC			2½ litre 1946-'58 & Pathfinder	HLNY	-028"	Model 'Randonnee'	HN	—
			1932-'42	BAN	—	9 h.p. standard series	—	-022"	2300 Sport	HLN	HLNY -025"
			1943-'46	CAN	CANY -025"	9 h.p. Special series	—	—			
			1947 on	CANY	CANY -025"	HLN18 or HLN18P	—	—	SIMCA (Ford, France)		
						All other Standard 1937-'40 series	CN	—	Aronde, Etoile, Elysee, Grand Large, Pleinciel, Chataleine & Ariane (all 7-2 : 1 c.r.)	CN	—
			PORSCHE			* Special series	—	-022"	Montlhery, Monaco, Oceane, Ranch Wagon & Intendante (all 8-2 : 1 c.r.)	HN	—
			Models 1100, 1300, 1500, 1950-'55	HN	—	HN or HNP	—	—	Vedette, Beaulieu, Chambord, & Marley Station Wagon (all 7-5 : 1 c.r.)	CAN	CANY -020"
			Models 1300S & 1500S	2HN	—	12, 14, 15 & 16 h.p. to 1936, Standard Series	CB3	—			
			Super 1952-'55	—	-025"						
			Type 356/1600 & 356A/1600	HN	—	12, 14, 15 & 16 h.p. to 1936, Special series	—	-022"			
			Type 550/1500 Spyder & 365A/1500 Carrera	—	-025"	HLN18 or HLN18P	—	—			
			2HLN or HLN18P	—	-025"	* Where masked heads are fitted use	—	—			
						HAN or HANP	—	-022"	SINGER		
			POWERDRIVE						Roadster Nine, 4A, 4AB	HN	—
			322 c.c. Anzani engine 3-wheeler	HH14	—	† ROLLS ROYCE			SM 1500 Single Carb.	CLNH	CLNY -025"
						Silver Cloud (8 : 1 c.r.)	HLN or HLN18P	HLNY -025"	SM 1500 Twin carb.	HBLN	HLNY -025"
			PRAGA			Silver Cloud (6-6 : 1 c.r.)	CLNH or CLNP	CLNY -025"	Other models except Le Mans to 1949, 14 mm.	HN	—
			All models, 14 mm.	CN	—	Silver Dawn & Silver Wraith	CLNH or CLNP	CLNY -025"	Le Mans model	2HN	—
			All models, 18 mm.	C3	—	Phantom I & II	C3	—	Hunter (single carb.)	CLNH	CLNY -025"
						Phantom III & 1939	CLNP	—	Hunter (twin carb.)	HBLN	HLNY -025"
			PRINCESS			20 h.p. & 20-25 h.p. to 1935	BBL	—	Other models, 18 mm.	C3	—
			3 litre & 4 litre	HBLN	HLNY -025"				Gazelle 159-'58	CLNH	CLNY -022"
			PUCH						Gazelle 1959 onwards	HBLN	HLNY -025"
			Model 500	HN	—	† ROVER					
			RAILTON			3 litre & '100'	HBLN	HLNY -030"	SKODA		
			10, 16 & 20-8 h.p. models	CN	—	† Models 1055 and 105R	HBLN	HLNY -030"	1935-'37 Rapid, Superb	C3	—
			Models with H.C. head	HN	—	On the 3 litre and 105 models for town work or where any tendency to fouling occurs use	CLNY	-028"	1937-'54 All models	CN	CNY -025"
						Models '60', '75', '80', '90', & Land Rover	CLNH	CLNY -028"	1955-'59 All models	HN	CNY -025"
			RAMBLER			10, 12, 14, 16 & 20 h.p. 1939-'47	CLNH	CLNY -018"	1955-'59 All models	HN	CNY -025"
			1954-'55	CAN	CANY -030"				Model 440 & 1200	HN	CNY -025"
			1956 on	CANY	CANY -035"				Octavia	CN	CNY -025"
			† RELIANT						† STANDARD		
			747 c.c. Regal 3-wheeler	BN	—				Vanguard Vignale Six	HLNY	HLNY -025"
			RENAULT								
			1960 750	CAN	CANY -025"						
			Dauphine Gordini	HN	—						
			Florde	CN	—						

MOTOR CARS

Standard	Road & Town	Gap	Standard	Road & Town	Gap	Standard	Road & Town	Gap	Standard	Road & Town	Gap				
Vanguard Sportsman (20STB)	HN	CNY	0.25"	SUNBEAM-TALBOT Models 80, 90 & Mk. III to 1957 HBLN or HLN	HLNY	0.30"	† TURNER 2 seater	HBLN	HLNY	0.24"	VOLVO PV444 & PV444K, 10 mm. C10	—	0.25"		
All Vanguards (20S.I, 20S.II, 20S.III)	CN	CNY	0.25"	2 & 3 litre models, 1938-'47	CN	—	UNICAR 322 c.c. Anzani engined 4-wheeler	HH14	CNY	0.20"	Models 654, EB, DC, to 1936	C3	—	0.22"	
Vanguard 12 cwt. Van	CN	CNY	0.25"	10 h.p. 1946-'47 CLNH	CLNY	0.30"	VAUXHALL 1961 Velox & Cresta (PAX)	CLNH	—	0.30"	Models SIEC, 659, PV36, PV51, PB52, PV658, TR701, 704 EC	CN	—	0.22"	
Vanguard 12 cwt. Pickup	CN	CNY	0.25"	10 h.p., 1938-'39	CN	—	* Velox, Wyvern, Cresta to 1960	CAN	CANY	0.30"	B16A, P460, P4830, P33-834	CAN	—	0.25"	
Ensign from 1958	CN	CNY	0.25"	SWALLOW DORETTI Mk. 1	CN	—	* Victor to 1961	CAN	CANY	0.30"	B16B, 122S	HAN	—	0.22"	
§ 8 h.p. (SC) from 1953	HLN	HLNY	0.25"	TALBOT (England) BD10 & 3 litre to 1939	CN	—	* 10 h.p. from 1938	CSN	CANY	0.30"	WILLYS Models 475A, 685A, Ace, Eagle Jeep, CJ-2A, CJ-3A, 4-63, 6-63	CAN	CANY	0.30"	
§ 10 h.p. (BE) from 1954	HLN	HLNY	0.25"	Others to 1938, 18 mm. C3	—	0.22"	12 & 14 h.p. from 1934	CSN	—	0.30"	Models to 1939	C3	—	0.25"	
§ 10 h.p. Companion & Pennant from 1956	HLN	HLNY	0.25"	TALBOT (France) All standard models	C3	—	20 & 27 h.p. Big Six 1934-'36	CN	—	0.20"	WOLSELEY 6/99 1954-'57 Model 4/44	HBLN	HLNY	0.25"	
8 h.p. (4/8A) 12 h.p. (12CD), 14 h.p. (14CD), from 1945 to 1948	CLNH	CLNY	0.25"	Sports models H3 or HN18P	—	0.22"	25 h.p. from 1937	CN	—	0.20"	1955-'58 Model 6/90	CLNH	CLNY	0.25"	
12 h.p. (8A) 10 h.p. (10C), 12 h.p. (12C) from 1939 to 1941	CLNH	CLNY	0.25"	TATRA Models 30, 52, 54, 80, 12, 2 cyl. & 1100 c.c.	C3	—	Other models to 1933	BBL	—	0.22"	1956-'58 Model 15/50	CLNH	CLNY	0.20"	
14 h.p. (14CB), 20 h.p. (20CB), 1939 to 1941	CN	—	0.25"	Models 57, 70, 70A, 75, 77	H3	—	* For town work and short journeys or where any tendency to oil fouling occurs, use	BSN	—	0.30"	1953-'55 Model 6/80	CN	—	0.20"	
All models 1936 to 1938	CN	—	0.25"	Models 57B, 82, 87, 97	HN	—					All models from 1937-'52	CN	—	0.20"	
12 h.p., 14 h.p., 1933 to 1935	CAN	—	0.25"	TERRAPLANE Normal cyl. heads	CAN	CANY	0.25"	VICTORIA Victoria 250	HH14	—	0.20"	9 & 10 h.p., 1935	CN	—	0.22"
Atlas Commercial Vehicle	HLN	—	0.25"	H.C. Alum. heads	CN	—	0.25"	VOISIN BISCOOTER 197 c.c. Villiers engined 4-wheeler	HH14	—	0.22"	12-6 & 17 h.p. 1935	C3	—	0.22"
§ See note on Page 31				† TOURETTE 197 c.c. Villiers engined 3-wheeler	HH14	—	0.22"	VOLKSWAGEN All models (For continuous hard driving use....	CN	CNY	0.28"	14 h.p., 1936	C3	—	0.22"
STEYER Models 30, 30E, 45, ADR, 308, 100, 430, 530, 120	C3	—	0.30"	TOYO KOGYO CT Mazda	CAN	CANY	0.25"				1953 Model 4/44	CN	—	0.22"	
Sports models, 18 mm. H3	—	—	0.30"	TOYOTA Land Cruiser	CAN	—	0.32"				1500 1958	CLNH	CLNY	0.25"	
Models 50, 55, 200, 220, 250, 270, 630, 640, 740	HN	CNY	0.30"	TOYOPET Corona	C10	—	0.22"	STANDARD AND TRIUMPH—TYPE HLN (Page 30)				1959 on, 1500 15/50, 15/60, 6/90	HBLN	HLNY	0.25"
Taxicab, 14 mm. plug	CN	CNY	0.30"	Crown, Crown Deluxe	CLNH	—	0.28"	The Standard Motor Co. are fitting Type HLN in all small car engines irrespective of compression ratio or overseas conditions, as they have found this plug to be most satisfactory for general purposes.							
Taxicab, 18 mm. plug	C3	—	0.30"	† TRIUMPH Herald 1200	CNY	CNY	0.25"	Should fouling of this plug be experienced, however, the fitting of Type CLNH will effect a cure.							
STUDEBAKER 1941-'57 (Excl. V8)	BAN	—	0.25"	§ Herald and Herald 'S'	HLN	—	0.25"	TRIUMPH RECOMMENDATIONS (Pages 30, 31)							
1951 onwards, V8 Excl. Golden Hawk	CANY	CANY	0.35"	† TR2, TR3	CNY	CNY	0.25"	In the Triumph TR3 the plugs now fitted as original equipment and recommended for replacement purposes are:—							
1956 Golden Hawk	CLNH	CLNY	0.35"	(For detailed recommendations, see Footnote).				LODGE CNY 14 mm. ½" reach. Gap size .025", .65 mm.							
Lark 6-cyl.	BAN	—	0.25"	Hi-Speed	2HN	—	0.25"	This heat grade of plug has been thoroughly tested and for average driving conditions gives the most satisfactory performance							
Lark 8-cyl.	BSN	—	0.35"	1800 (18T, 18TR)	CN	—	0.25"	In certain cases when a lower compression ratio is used due to the non-availability of high octane fuel, it may be necessary to use softer plugs, i.e. Lodge CN.							
SUBARU (Fuji Jukogyo) 360 c.c. models	HN	—	0.25"	2000 (20ST, 20STA, Renown)	CN	—	0.25"	For consistent high speed touring it may be found necessary to use a slightly higher heat grade of plug, i.e. LODGE HN.							
SUNBEAM 12-8 h.p. Dawn	CN	—	0.22"	Mayflower (12T)	CLNH	—	0.25"	However, for competition use an even harder plug—Lodge 2HN will be required (detailed recommendations of plugs for competition work can be readily obtained either from Lodge Plugs Ltd., Rugby or their local distributors).							
16, 20 & 25 h.p. models	C3	—	0.22"	§ See notes on Page 31											
Rapier 1956-'58	CLNH	CLNY	0.30"	TROJAN All models, 14 mm.	HN	—	0.22"								
Rapier 1959 onwards	HLN	HLNY	0.30"	All models, 18 mm.	C3	—	0.22"								
Alpine 1959 onwards	HLN	HLNY	0.25"												

LODGE RECOMMENDATIONS FOR MOTOR CYCLES

† Denotes Lodge plugs fitted as original equipment

ABERDALE

All models, 1948-'49 98 c.c. Villiers engine **CC14 or H14**

† A.C.

346 c.c. Villiers engined Petite 18 mm. plug **HLN18**
353 c.c. Villiers engined Petite, 14 mm. plug **H14 or HN**

ADLER

All single cylinder models, 100 c.c., 125 c.c., 150 c.c. and 200 c.c. **HH14**
Twin cylinder models, 200 c.c. and 250 c.c. **HH14**

AEREO CAPRONI

Capriolo 75 c.c. **CN**
Capriolo 75 c.c. Sport **2HN**
Capriolo 150 c.c. **HN**

AERMACCHI

175 c.c. Ala, Bianci, Ala Rossa Sport, Ala D'Or, Chimera **HLN**
250 c.c. Ala D'Or 4T **2HLN**
250 c.c. Ala Azzurra, Ala Verde, Chimera **HLN**

AJAX

98 c.c. N.S.U. engine **H3**
350 c.c. model 8 **HLN**
250 c.c. model 14 **HLN**
650 c.c. Twin model 31 **HLN**

A.J.S.

248 c.c. model 14, Tourist **2HLN**
248 c.c. model 14CS, Scrambles **3HLN**
250 c.c. model 14 **HLN**
348 c.c. model 8, Light **2HLN**
347 c.c. models 16, 16C, Trails **2HLN**
349 c.c. model 7R, Racing **RL50**
489 c.c. model 18 **2HLN**
497 c.c. model 18CS, Scrambles **3HLN**
489 c.c. model 20 **2HLN**
646 c.c. models 31, 31DL De Luxe **2HLN**
646 c.c. models 31CS Scrambles & 31CSR Sportswin **3HLN**
350 c.c. models 16M, 16MS, to 1950 **HN**
350 c.c. models 16M, 16MS from 1951 **HLN**

A.J.S. (continued)

350 c.c. Comp. models 16MC, 16MCS from 1949 **HLN**
350 c.c. 7R **On Request**
350 c.c. model 8 **HLN**
500 c.c. models 18, 18S to 1950 **HN**
500 c.c. models 18, 18S, from 1951 **HLN**
500 c.c. Comp. models 18C, 18CS from 1949 **HLN**
500 c.c. Twin, model 20 **2HLN**
592 c.c. model 30 **2HLN**
650 c.c. Twin model 31 **HLN**
Other O.H.V. models, 14 mm. plug **HN**
Other O.H.V. models, 18 mm. plug **H1**
Other S.V. models, 14 mm. plug **CN**
Other S.V. models, 18 mm. plug **C3**
M.R. (Racing Model) 348 c.c. O.H.C. **RL49/RL50**

ALCYON

125 c.c. Zurcher **CC14 or CN**

† ALLEGRO

See Villiers engines.

† AMBASSADOR

All models, 1946-'57, Series 1, 2, 3, 4, Popular Courier, Embassy, Supreme, Self-Starter, Sidecar model and Envoy using Villiers 197 c.c. engine **HH14**
Supreme using 225 c.c. single cyl. Villiers **HH14**
Supreme using 250 c.c. twin cyl. Villiers **HH14**
Statesman **HH14**
Super S **HH14**

† A.M.C. (France)

125, 150, 175 O.H.V. **HN**
150, 175, and 250 c.c. Sport **2HN**

ANKER

98 c.c. Sachs engined Unit **HH14**
All models using 14 mm. plug **CC14 or HN**
All other models using 18 mm. plug **H1**

ANZANI

O.H.V. models **H1**
S.V. models **C3**
242 c.c. Twin 2-Stroke **HH14 or HN**
150 c.c. and 200 c.c. **HN**
322 c.c. Twin 2-stroke **HH14**

† ARDIE

All models using 14 mm. plug **CC14 or HN**
All models using 18 mm. plug **H1**

† ARIEL

Leader TS Twin, Arrow **2HLN**
197 c.c. L.H. Colt **HLN**
347 c.c. 'N.H.' Red Hunter to 1955 **HN or H14**
347 c.c. 'N.H.' Hunter from 1956 **HLN**
497 c.c. 'V.H.' Red Hunter to 1952 **CN**
347 c.c. 'HT3' Red Hunter from 1957 **HLN**
497 c.c. 'V.H.' Red Hunter H.T. and H.S.* 1953-'58 **HLN**
497 c.c. 'K.H.' Red Hunter Twin Cyl. to 1952 **CN**
498 c.c. 'K.H.' Red Hunter, 1953-'58 **HLN**
497 c.c. 'K.H.A.' Twin cyl. with Alloy Head **HLN**
498 c.c. H.T. and H.S.* **HLN**
498 c.c. 'K.G.' Fieldmaster **HLN**
598 c.c. S.V. 1936-'51 **CN**
598 c.c. S.V. 1952-'54 **CLNH**
598 c.c. S.V. with Alloy Head, 1955-'56 model VB **HLN**
600 c.c. O.H.C. 4 cyl., 1934-'36 **HN or H14**
646 c.c. F.H. Huntmaster Twin **HN or H14**
997 c.c. Square Four to 1952 **CN**
997 c.c. Square Four 4G, 1953-'58 **HLN**
O.H.V. Single Cyl. models, 18 mm. plug **H1**

* Note.—For high-speed competitions apply for special recommendations.

AUTOMOTO

125, 150, 175d, 250 c.c. **HN**
150, 175, and 250 c.c. Sports **2HN**
† B.A.C.
All models, 1951-'53 using Villiers 98 c.c. and 122 c.c. engines **CC14 or H14**

BASTERT

98 c.c. Sachs engined Moped **HL14 or HN**
All other models using 14 mm. plug **CC14 or HN**
All models using 18 mm. plug **H1**

BAURER

See Sachs & I.L.O. Recommendations

BENELLI

All models, 14 mm. plug **HN**
All models, 18 mm. plug **H1**

BENSON

All models, 14 mm. plug **CN**
All models, 18 mm. plug **C3**

BIANCHI

125 c.c. and 250 c.c. models **CN**
250 c.c. Sports **HN**
500 c.c. models **H1**
48 c.c. Aquilotto **CC14 or CN**

BISMARCK

See Sachs & I.L.O. Recommendations.

BLACKBURNE ENGINES

S.V. models **C3**
O.H.V., 14 mm. plug **HN**
O.H.V., 18 mm. plug **H1**

B.M.W.

Models R60, R69, R68, R68/2, R67/1, 2 and 3, 590 c.c. O.H.V. twin **CN**
Models R24, R25, R25/1, 2 and 3 and R26, 245 c.c. O.H.V. **HN**
Models R50, R51, R51/2 and 3 490 c.c. O.H.V. **2HN**
Isotta Moto coupe **2HN**
All using 18 mm. plug **H1**

† BOND (Ellis). See Villiers

BREUTSCH (German 3-wheeler)

191 c.c., 250 c.c. Sachs Power Unit **HH14**
249 c.c. Villiers engine **HH14**

BRIBAN

175 c.c. Power Unit and Cycle motor **CC14 or CN**

B.S.A.

1959 onwards Super Rocket **3HLN**
250 c.c. O.H.V. Star **HLN**
D1 Bantam to 1955 onwards **CC14 or CN**
D3 and D7 Bantam to 1959 **CC14 or HN**

A10 Golden Flash to 1958 **HN**
A10 Road Rocket to 1955 **HN**
A10 Road Rocket, 1956-'58 **2HLN**
C10, M20, M21, M22 **CN**
C10L from 1949, Alum. Hd. **CLNH**
M20, M21, Alum. Head **CLNH**
C11, C12, C11G, B31, B32, B33, B34, M33, A7, A7 Star Twin **HN**

MOTOR CYCLES

B.S.A. (continued)

A7 Shooting Star	2HLN
350 c.c. B34* Gold Star Comp.	HLN
500 c.c. B34* Gold Star and Comp.	HLN
Other S.V. models, 14 mm. plug	CN
Other S.V. models, 18 mm. plug	C3
Other O.H.V. models, 14 mm. plug	HN
Other O.H.V. models, 18 mm. plug	H1

*Note.—For high-speed competitions apply for special recommendations.

BUYDENS

125 c.c. & 175 c.c. Ydral engines	HH14
250 c.c. Twin I.L.O. engine	HH14

† CALTHORPE

1948, 125 c.c. Villiers engine	CC14 or H14
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† COMMANDER

See Villiers engines.

† COTTON

See Anzani and Villiers Recommendations.

† COVENTRY EAGLE

See Villiers engines for all models to 1946.

CSEPEL

100 c.c.	CN
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CYCLON

D.K.W. or 125 c.c. B.S.A. engine	CC14 or HN
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C-Z

98 c.c.	C3
150 c.c. and 125 c.c. 2-stroke	HH14

D.K.W.

350 c.c. R.T. model	HH14
R.T.350, 348 c.c. Twin 2-stroke	HH14

† D.M.W.

225 c.c. Cortina	HN or HH14
All models, 1948-57 using Villiers engines—See Villiers.	

† DOT

Monza Racer (Victoria)	2HN
248 c.c. S.V. Brockhouse	HLN
All other models—See Villiers engines.	

† DOUGLAS

250 c.c. models	CN
Models Mk. III and V to 1953	

HN or H14
Models '80 Plus' and '90 Plus'

HH14
Other 348 c.c. models including Dragonfly

HN or H14
350 c.c. O.H.V. model T35, Mk. 1

DUCATI

Cruiser	CC14 or HN
E.M.C.	

All models, 14 mm. normal reach plug

HN
All models, 14 mm. long reach plug

† EXCELSIOR

122 c.c. Villiers engine Universal	
18 mm. plug	H1

122 c.c. Villiers engine Universal and Condor	CC14 or H14
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147 c.c. Villiers engine Pioneer Courier and Condex	CC14 or H14
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148 c.c. Excelsior engine Courier and Convoy	CCL4 or HLN
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197 c.c. Villiers engine Roadmaster and Autocrat	HH14
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244 c.c. and 246 c.c. Excelsior engine Talisman Twin and Talisman Sports	CCL14 or HLN
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Super Talisman Twin	HLN
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EXCELSIOR (Heinkel)

50 c.c. Moped	HH14
175 c.c. O.H.V. Perle and Tourist Scooters	HN

† F.N.

S.V. models, 14 mm. plug	CN
O.H.V. models, 14 mm. plug	HN

Other models, 18 mm. plug	H1
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FRANCE SPORT

Cyclomotor	CC14 or HN
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† FRANCIS-BARNETT

175 c.c. model 79 Light Cruiser	CCL14
148 c.c. Villiers engine Plover	

H40, H41, J40, J41, K40 and K41	CB3
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98 c.c. Villiers engine Snipe and Powerbike J49, K49 and J50	C3
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122 c.c. Villiers engine Snipe and Merlin, J48, K48 and L51	H1
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122 c.c. Villiers engine Merlin and Kestrel N51, O52, 53, 57, 59, 61, 63, 66 and 69	CC14 or H14
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197 c.c. Villiers engine Falcon O54, 55, 58, 60, 62, 64, 65, 67, 70 and 72	HH14
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147 c.c. Villiers engine Kestrel & Plover 69, 73 & 78	HH14
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225 c.c. Villiers engine Cruiser 68, 71 and 75	HH14
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249 c.c. A.M.C. engine Cruiser 80	CCL14
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Falcon, Villiers 10E engine	HH14
Falcon Model 87 (199 c.c. A.M.C.)	CCL14

Cruiser model 84 (249 c.c. A.M.C.)	CCL14
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† FRANCIS-BARNETT (continued)

Trials model 85 (249 c.c. A.M.C.)	HLN
Scrambles model 82 (249 c.c. A.M.C.)	RL49

For all other models see Villiers Recommendations.

Plover model 86	HLN
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GEIER

See Sachs and I.L.O. Recommendations.

GILERA

All models, 14 mm. plug	HN
All models, 18 mm. plug	H3

175 c.c. O.H.V.	2HLN
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† GILLET

2-stroke 100 c.c. to 175 c.c.	CC14 or HN
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2-stroke, 175 c.c. to 350 c.c.	HH14
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4-stroke S.V., 14 mm. plug	CN
4-stroke S.V., 18 mm. plug	C3

O.H.V. models, 14 mm. plug	HN
O.H.V. models, 18 mm. plug	H1

† GORDON (3-wheeler)

197 c.c. Villiers engine	HH14
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† GREEVES

197 c.c. Villiers engine models 19, 20R, 20D, 20S, 20T and 20R3	HH14
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242 c.c. Anzani engine models 25D and 25R	CC14 or HN
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322 c.c. Anzani engine model 32D	HH14
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GUILLER

Cyclomotor (V.A.P. engine)	CC14 or CN
Cyclomotor (Poulain engine)	CC14 or HN

100 c.c. 108 c.c. and 125 c.c. CC14 or HN	
125 c.c. and 175 c.c. Scooters	CC14 or HN

GUZZI

98 c.c. Zigolo 2-stroke	CC14 or CN
192 c.c. Galletto Scooter	

14 mm. short reach	HN
14 mm. long reach	CLNH

73 c.c. Cardellino 2-stroke	CC14 or CN
175 c.c. Lodola	CN

192 c.c. Ercolino delivery truck	CLNH
500 c.c. Ercolino delivery truck	CLNH

599 c.c. Falcon and 250 c.c. Airone	
14 mm. short reach	HN

14 mm. long reach	HLN
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G.Y.S. MOTOMITE

10 mm. plug	C10
14 mm. plug	BN

HARLEY-DAVIDSON

Models to 1948	H1
Models 45-74 S.V., 18 mm. plug	C3

O.H.V. models from 1949	HN
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† HARPER

Scotomobile	HH14
Invalid Carriage	CC14 or HN

† HEINKEL

174 c.c. Cabin Cruiser and Tourist	HN
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HERCULES (German)

See Sachs and I.L.O. Recommendations.

H.J.H.—See Villiers engines.

HOFFMAN

98 c.c. model—see Sachs Recommendations.

All models using 14 mm. plugs

CC14 or HN
H1

HOSTACO

197 c.c. Saloonette (3-wheeler)	HH14
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HUSQVARNA

98 c.c. models	C3
120 c.c. models	H1

I.L.O.

98 c.c.	C3 or CV
125 c.c. and 175 c.c.	CC14 or HN

197 c.c.	HH14
200 c.c. and 250 c.c. single	H1

250 c.c. twin	HH14
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I.M.N.

Paperino GT	HN
Baio (98 c.c.)	HLN

INDIAN

250 c.c. Brave (Brockhouse engine)	
and 98 c.c. Papoose (Brockhouse)	HLN

† INVACAR

See Villiers engines.

IRESA

	CN
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† JAMES

98 c.c. Villiers engine Comet, Commodore Comet Mk. II, Comet De Luxe and Comet 100	CC14 or H14
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122 c.c. Villiers engine Cadet Comp. and Cadet Mk. II	CC14 or H14
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147 c.c. Villiers engine Cadet and Cadet 150	CC14 or H14
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MOTOR CYCLES

†JAMES (continued)

149 c.c. A.M.C. engined Flying Cadet	HLN
172 c.c. A.M.C. engined Cavalier	CCL14
197 c.c. Villiers engined Captain, Captain Comp., Colonel, Commando, Cotswold, Captain 200, Commando 200 and Cotswold 200	HH14
224 c.c. Villiers engined Colonel and Colonel 225	HH14
249 A.M.C. engined Commodore, Cavalier	CCL14
249 c.c. A.M.C. engined Commodore Scrambler	RL49
249 A.M.C. engined Commodore Trials	2HLN

†J.A.P.

S.V. to 1,350 c.c. except 500 c.c. Twin	C3
O.H.V. models, 14 mm.	HN
O.H.V. models, 18 mm.	H3

JAWA

99 c.c. Robot, 148 c.c. C.Z.	CC14 or CN
All models, 18 mm. plug	C3
248 and 344 c.c. Favourite Senior	CC14 or HN

JOHNSON Motor Wheel

18 mm. plug	C3
14 mm. plug	BAN

†KAPTEIN

197 c.c. I.L.O. engine Competition model	CN
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LEVIS

247 c.c. 2-stroke	CB3
All models, 14 mm.	HN
Other models, 18 mm.	C3

MAICO

* 248 c.c. Scrambler, * 350 c.c. and * 400 Typhoon Twin	HH14
248 c.c. Blizzard	CC14 or HN
125 c.c., 150 c.c. and 175 c.c. power units	CC14 or HN
98 c.c. Sachs engined model—See Sachs	
* For competition work use	3HN

MASERATI

125 c.c. model TV 22	CC14
158 c.c. O.H.V.	HN
246 c.c. O.H.V.	HN

MATCHLESS

248 c.c. model G2	2HLN
248 c.c. model G2CS, Scrambles	3HLN
348 c.c. model G5, Light	2HLN
347 c.c. models G3, G3C, Trials	2HLN
498 c.c. model G80	2HLN
497 c.c. model G80CS, Scrambles	3HLN
496 c.c. model G50, Racing	RL50
498 c.c. model G9	2HLN
646 c.c. models G12, G12DL De Luxe	2HLN
646 c.c. models G12CS, Scrambles, G12CSR Sportswin	3HLN
350 c.c. models G3L, G3LS, from 1950	HN
350 c.c. models G3L, G3LS, from 1951	HLN
350 c.c. Comp. models G3LC and G3LCS from 1949	HLN
500 c.c. models G80, G80S, to 1950	HN
500 c.c. Twin model G9	2HLN
592 c.c. Twin Model G11	2HLN
498 c.c. Twin Model G45	RL49/50
Other O.H.V., 14 mm.	HN
Other O.H.V., 18 mm.	H1
Other S.V., 14 mm. plug	CN
Other S.V., 18 mm. plug	C3

MEISTER

98 c.c. Sachs engined unit	HH14 or HN
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MESSERSCHMITT

Kabinroller (Sachs)	HN18P or HH1
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MIELE

98 c.c. Sachs engined unit	HH14 or HN
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MOTAMITE 49 c.c.

	CN
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MOTOBECANE MOTOCONFORT

125 c.c. 4-stroke D45	HN
125 c.c. 4-stroke Z46	HH14
175 c.c. 4-stroke models Z2C, Z22C	HH14
350 c.c. (short reach)	HN
(long reach)	HLN

MV AGUSTA

MV 83 c.c.	HN
MV 125 c.c. Centonila RA	HN
MV 125 c.c. EL	HN
MV 150 c.c. GT	HN
MV 150 c.c. RS	HH14
MV 175 c.c. EL	HN
MV 300 c.c. Raid	HH14
MV 150 c.c.	HN

†NORMAN

125 c.c. and 147 c.c. Villiers engine	H14
197 c.c. Villiers engine	HH14
All models, 18 mm. normal reach	C3
All models, 18 mm. long reach plug	CB3
242 c.c. Anzani engine	CC14 or HN

NORTON

350 c.c. International and Manx with Alum. Head	2HLN
350 c.c. 40 International with Iron Head	2HN
490 c.c. 16H S.V. to 1947	H1
490 c.c. 16H S.V. from 1948	HLN
490 c.c. 16 Ex. V.V.D.	C3
490 c.c. 18 O.H.V.	HN
490 c.c. ES2, O.H.V. Short reach	HN
490 c.c. ES2, 1955-59 long reach	HLN
500 c.c. model 7 Dominator twin to 1954	HN
500 c.c. model 7 Twin from 1955	HLN
500 c.c. 30 International and Manx with Alum. Head	2HLN
500 c.c. 30 International with Iron Head	2HN
1956 models ES2, 19S, 88, 99, 50, 30M and 40M*	2HLN
*Note.—For high-speed competitions apply for special recommendations.	
500 c.c. T model	HLN
500 c.c. O.H.V. 88 twin	HLN
600 c.c. O.H.V. 19R	HLN
600 c.c. O.H.V. 19S and 77	HLN
600 c.c. Big 4 and 19 to 1940	H1
600 c.c. Big 4 from 1947	HLN
250 c.c. Jubilee Twin	2HLN

N.S.U.

Quick 1936-'54	H1
Fox 4-stroke 1948-'54	2HN
Fox 2-stroke 1951-'54	HH14
125ZDB	HN
Lux 201ZB	CC14 or HN
251 OSL	CN
Max 251 OSB	2HN
Consul I and II 1951-'53	2HN
50 10SL, 501TS, 1937-'39	CN

N.V.

Crescent 2000	CC14
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O.E.C.

248 c.c. Apollo	HLN
All other models—See Villiers engines.	

OMEGA

See Sachs and I.L.O. Recommendations.	
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†PANDA (Villiers)

	BN
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†P. & M. PANTHER

197 c.c. models 10/3 and 10/4	HH14
Models 100 and 100R, 598 c.c.	HN
Models 65 and 75, 248 c.c. and 348 c.c.	HN
246 c.c. and 249 c.c. Villiers engined models 25 and 35	HH14
Other models using 14 mm. plug	HN
Other models using 18 mm. plug	H1
600 c.c. model 100S	HN

PEUGEOT

150 c.c. models P155 and P156	HH14
175 c.c. models 176AS, 176TC4	HH14
175 c.c. Sports 176BS	HLN
250 c.c. model 256TC4	HN

POWERDRIVE (3-wheeler)

322 c.c. Powerdrive Twin (Anzani)	HH14
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RABENEICK

98 c.c. Sachs engined motor cycle	CC14 or CN
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†RADCO

98 c.c. Villiers engined Ace	CC14 or H14
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RADEX

See Sachs Recommendations.	
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RADIOR

125 c.c. power unit	CC14 or HN
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RAYET

125 c.c. power unit	CC14 or CN
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†RAYNAL AUTO

See Villiers engines.	
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†RELIANT (3-wheeler)

747 c.c. Regal	BN
Also see Lodge Recommendations for Commercial Vehicles.	

ROYAL ENFIELD

125 c.c. RE 1946-'53	CN
148 c.c. 150 Ensign 1953-'59	CN
346 c.c. model G 1948-'53	H14 or HN
499 c.c. J2 1949-'56	H14 or HN
346 c.c. 350 Bullet 1949-'60	H14 or HN
499 c.c. 500 Bullet, J5, J5T, J55 1953-'60	HLN
496 c.c. 500 Twin 1949-'58	H14 or HN
692 c.c. Meteor 700 1953-'55	HLN
248 c.c. 250 Clipper 1954-'60	2HN
346 c.c. 350 Clipper 1956-'60	H14 or HN
692 c.c. Super Meteor 1956-'60	HLN
148 c.c. Prince 1959-'60	CN
248 c.c. 250 Crusader 1957-'60	2HN
248 c.c. Crusader Sports 1959-'60	2HN

MOTOR CYCLES

ROYAL ENFIELD (continued)

496 c.c. Meteor Minor 1959	} HLN
Meteor Minor Sports 1960	
692 c.c. Constellation 1959-'60	2HLN
346 c.c. 350 Bullet Trials	HN
499 c.c. 500 Bullet Trials	HLN

RUDGE

Ulster 499 c.c. (1939)	HLN
Ulster 499 c.c. and Rapid 250 c.c., 14 mm. plug	HN
Special and T.T. Replica models 18 mm. plug	H1
Other models, 14 mm.	HN
Other models, 18 mm.	H1

SAROLEA

S.V. models, 14 mm. plug	CN
O.H.V. models, 14 mm. plug	HN
S.V. models, 18 mm. plug	C3
O.H.V. models, 18 mm.	H1

†SCOOTACAR

197 c.c. or 250 c.c. (Villiers)	HH14
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†SCOTT

Flying Squirrel, 14 mm.	CC14 or CN
Flying Squirrel, 18 mm.	C3
Other models, 14 mm.	CN
Other models, 18 mm.	C3

†SPARTA

See Villiers, I.L.O. Recommendations.

†SUN

147 c.c. Villiers engined Challenger	CC14 or H14
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197 c.c. Villiers engined Challenger, Century, Wasp	HH14
225 c.c. Villiers engined Cyclone	HH14
249 c.c. Villiers engined Overlander Twin	HH14

SUNBEAM

Models 57 and 58, 500 c.c. to 1957	HLN
Other models, 14 mm. plug	H14
Other models 18 mm. plug	H1

†TANDON

122 c.c. Villiers engined Imp., Mile-master, Supaglid and Kangaroo	CC14 or H14
147 c.c. Villiers engined Imp	CC14 or H14
197 c.c. Villiers engined Supaglid Supreme, Imp Supreme, Kangaroo Supreme	HH14
225 c.c. Villiers engined Monarch	HH14
242 c.c. Anzani engined Supreme Twin	CC14 or HN
322 Anzani engined Viscount Twin	HH14

†TOURETTE (3-wheeler)

197 c.c. Villiers engined Tourette Supreme	HH14
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TRIUMPH

149 c.c. T15 Terrier	HN
199 c.c. T20, T20C Tiger Cubs,	HN
T20S Tiger Cub Sports	HN
199 c.c. T20S High Compression Tiger Club Sports	3HN
249 c.c. Tiger 70 (O.H.V.) 1938-'40	H14
348 c.c. 3TA Twenty-One	HLN
349 c.c. Tiger 80 (O.H.V.) 1938-'40	H14
349 c.c. 3T, 1946-'51	HN
490 c.c. 5TA Speed Twin, T100A Tiger 100	HLN
498 c.c. 5T Speed Twin, T100 to 1950	HN
498 c.c. TRS Trophy (from 1951), T100, T100C, Tiger 110 (from 1951)	HLN
498 c.c. GP Grand Prix (1949-50)	R49
649 c.c. T110 Tiger 110 (1954-'55)	2HN
649 c.c. T110 (from 1956), TR6 Trophy, T120 Bonneville 120 (from 1958), 6P Thunderbird (1961)	HLN
O.H.V. models using 18 mm. plug	H1
S.V. models using 18 mm. plug	C3

T.W.N. (German)

1951-'53 BDG 125H, BDG 250H	HN
1953-'54 Comet	HH14
1953-'54 BDG 250 SL	HN
1953-'57 350 c.c. BOSS	HN
1955 BDG 125 SL, BOSS 350, BDG 250 SL	HN
500 c.c. Speed Twin	HLN

VELOCETTE

LE model, 10 mm. plug	CL10
KSS and KTS (Mk. II) models	2HLN
MSS model to 1954	2HN
MSS model from 1955	HLN
*350 c.c. Viper and 499 c.c. Venom	3HLN
MSS Scrambler from 1955	2HLN
MAC model from 1951 (Alloy Head)	HLN
MAC model to 1951 (Iron Head)	HN
GTP and MOV models, 14 mm.	HN
GTP models, 18 mm. plug	H1
Overhead camshaft models (except KTT*)	H1
Other models, 18 mm. plug	H1
Valiant	HL10P

*Note.—For high-speed competitions apply for special recommendations.

†VILLIERS ENGINES

75 c.c. Mk. 7	BN
75 c.c. Mk. 7/1	CN
98 c.c. Junior	CC14 or CN
98 c.c. Junior de Luxe	C3
98 c.c. Mk. 1F	CC14 or H14
98 c.c. Mk. 2F	CC14 or H14

†VILLIERS ENGINES (continued)

98 c.c. Mk. 4F	CC14 or H14
98 c.c. Mk. 6F	CC14 or H14
122 c.c. Mk. 10D	CC14 or H14
*122 c.c. Mk. 11D Comp.	CC14 or H14
122 c.c. Mk. 12D	CC14 or H14
122 c.c. Mk. 13D	CC14 or H14
122 c.c. Mk. 8D, 9D	H1
147 c.c. Mk. 8C	C3
147 c.c. Mk. 24C	H1
147 c.c. Mk. 24C (Invalid Chair)	H1
147 c.c. Mk. 26C (Invalid Chair)	H1
*147 c.c. Mk. 29C Comp.	CC14 or H14
147 c.c. Mk. 30C	CC14 or H14
148 c.c. Mk. 31C	HH14
148 c.c. Mk. 12C	C3
172 c.c. Sports	C3
172 c.c. Super Sports	HLN18
173 c.c. Mk. 2L	HH14
197 c.c. Mk. 5E	HLN18
197 c.c. Mk. 6E	HH14
*197 c.c. Mk. 7E Comp.	HH14
197 c.c. Mk. 8E	HH14
197 c.c. Mk. 9E and 35F, 45F	HH14
225 c.c. Mk. 1H	HH14
246 c.c. Mk. 2H	HH14
246 c.c. Mk. 31A, 32A	HH14
246 c.c. Mk. 33A, 34A	2HLN or RL49
249 c.c. Mk. 2T Twin	HH19
249 c.c. Mk. 14A, 17A, 18A	C3
324 c.c. Mk. 3T Twin	HH14

†VILLIERS ENGINES (continued)

346 c.c. Mk. 27B	HLN18
353 c.c. Mk. 28B	HH14
*For competition work use	HN

VINCENT

Series 'A' Comet, Meteor, Rapide, 1935-'39	HN
Comet Special, 1935-'36	2HN
Series 'B' Black Shadow, Meteor, Rapide, 1946-'49	HLN
Series 'C' Black Shadow, Comet, Rapide, 1949-'53	HLN
T.T. Rep. 1935-'39 Grey Flash and Black Lightning, 1949-'53* Black Knight, Black Prince and Black Lightning, 1955	HLN

*Note.—For high-speed competitions apply for special recommendations.

†WOLF. See Villiers Engines.

WOOLLER

499 c.c. O.H.V., 4 cyl.	CL10
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ZENITH. See J.A.P. Engines.

†ZUNDAPP

Models from 1935, O.H.V.	HN
Models from 1935, S.V.	CN
All models to 1934	H1

LODGE RECOMMENDATIONS FOR SCOOTERS, MOPEDS, ETC.

†A.B.J.

49 c.c. Autominor and Autocycle	CC14 or HN
98 c.c. (Villiers) Model	CC14 or H14

ACHILLES

Lido	HN or HH14
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AER MACCHI

125 c.c. 2T Zeffiro Scooter and 150 c.c. models	HN or CC14
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A.G.F.

Poulain Cycle Motor (Aubier-Dune Engine) Scooter	HN or CC14
(Ydral Engine) Scooter	HH14
47 c.c. (Sachs) Lido Moped	CC14

†ALBATROSS

Continental and Scooter	HH14
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ALCYON

Alcyonette Cyclemotor	CN or CC14
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ALMA

125 c.c. Scooter	CN or CC14
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ALPINO

75 c.c.	HN or CC14
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AMORETTE

49 c.c. (Sachs) Moped	HH14
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ARDENT

48 c.c. Scooter	CN or CC14
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SCOOTERS, MOPEDS, etc.

ARLIGUE Cyclomotor	CN or CC14
AUTOMOTO Cyclomotor	CN or CC14
AUTO-VAP 50 c.c. model	CNY
BANTAMOTO	H14 or HN
BENELLI 49 c.c. GT Moped, Scooter and Leoncino 4T	CLNH CLNH
52 c.c. Scooterino	HN
98 c.c. Letizia	HN
BERINI 26 c.c., 32 c.c. & 49 c.c. Moped & 48 c.c. Scooter	CN or CC14
BERNADET 125 c.c. & 250 c.c. Scooters	HH14
BIANCHI 49 c.c. Falco	HN
75 c.c. Gardena	HN
BIKOTOR 47 c.c. Moped	C10
BINETTA 49 c.c. (Sachs) Moped	HH14
BINZ 49 c.c. (Sachs) Scooter	HH14
BITRI	H1
† BOND 49 c.c. (Villiers) Moped	BN
49 c.c. (Sachs) Moped and Scooter	HH14
BOWN 49 c.c. and 98 c.c.	HH14
BRITAX-DUCATI 49 c.c. Moped & Scooter	CN
B.S.A. 175 c.c. and 250 c.c. Scooter	HN
70 c.c. Dandy	HN
35 c.c. Winged Wheel	BLN
B.T.S. 48 c.c. Credette Moped and Scooter	HN or CC14
CAPRI 70 c.c. Garelli	HN
CAPRIOLO 75 c.c.	HN
† CAZENAVE 49 c.c. (V.A.P.) Moped	CNY
CECCATO 49 c.c. Moped	CN or CC14
CENTRO 49 c.c. Moped	CN or CC14
CORGI	HLN
CUCCIOLO 48 c.c. Moped	CN
† CYC-AUTO 98 c.c. Scott Engine	CN or CC14
All 18 mm. models	C3
98 c.c. Villiers Engine	HN or CC14
CYCLAID 32 c.c. 10 mm. plug	C10
32 c.c. 14 mm. plug	CN or CC14
CYCLEMASTER 26 c.c. and 32 c.c. Cyclamate	CN or CC14 CN or CC14
CYMOTO	HN or CC14
† DAYTON Albatross	HH14
DEMM 49 c.c. Moped	HN
DERRY Cyclomotor	CN or CC14
DIANA 194 c.c. Scooter	HH14
148 c.c. Dianette	CC14
DIEM 48 c.c. Cyclomotor	CN or CC14
DIESELA Scooter	CN or CC14
† D.K.R. Dove, Pegasus and Defiant	HN or HH14
D.K.W. Hobby Scooter and Moped	Hummel HN or HH14
† D.M.W. Bambi and Dumbo Scooter (Villiers 4F)	H14 or CC14 HN or HH14
225 c.c. Cortina	HN or HH14
DOT Vivi Scooterette	HN or CC14
† DOUGLAS See Vespa.	
D.S. MALTERRE Cyclomotor	CN or CC14
DUCATI 55 (48 c.c.)	HN
DUNELT 49 c.c. Moped	BN

DUNKLEY Whippet	CN or CC14
DURKOPP Diana 194 c.c. Scooter	HH14
† ELSWICK HOPPER 49 c.c. Moped	CNY
EMC 125 c.c. Scooter	CN
† EXCELSIOR 98 c.c. (Villiers) Autobyk, Universal Skutobyke, and Consort H14 or 98 c.c. (Excelsior) Autobyk and Minor	CN or CC14 HLN or CC14
EXPRESS Rodexi M52, M53	HN
FAVOR Cyclomotor	HN or CC14
125 c.c. (AMC) model	HN or CC14
98 c.c. (Sachs) Moped	C3
FLANDRIA 50 c.c. Moped	HN or CC14
GARELLI 38 c.c. and 49 c.c. Mosquito	CN or CC14
GENIAL LUCIFER Cyclomotor (V.A.P., Briban, Mis- tral)	CN or CC14
48 c.c. and 70 c.c. Cyclomotor (Lavalette)	HN or CC14
125 c.c. (Briban) Moped	CN or CC14
GILERA 49 c.c. Moped	HN
GITANE Cyclomotor	CN or CC14
GNOME ET RHONE R2 Moped	HN or CC14
125 c.c. R3, R4, R4C Moped	HH14
HEINKEL Perle Moped and Tourist	HN
HELKAMA 49 c.c. Moped	HN
HENRY Cyclomotor	CN
HERCULES 49 c.c. Grey Wolf and Her-cu- motor Moped	CN or CC14
Corvette	2HN
HIMO Cyclomotor	CN
HIRONDELLE Cyclomotor	CN or CC14
HORSEY 48 c.c. (V.A.P.) Moped	CNY
HOSTACO 49 c.c. (I.L.O.) Moped	CN or CC14
HURTU Cyclomotor	CN or CC14
HUSQVARNA Novelette Moped	CN or CC14
H.M.W. Moped	HN or CC14
Super Luxus Moped	HN
I.L.O. 49 c.c.	CN or CC14
I.M.N. 38 c.c. and 48 c.c. Moped	CN
ISOSCOOTER	HN or HH14
ITOM 48 c.c., 49 c.c. and 50 c.c. Model	HN or CC14
† JAMES 98 c.c. (Villiers) Junior de Luxe Autocycle, 18 mm. plug	CB3
98 c.c. (Villiers) Autocycle, 14 mm. plug	H14 or CC14
150 c.c. (AMC) Scooter	HLN
† J.A.P. 49 c.c. and 125 c.c. Two Stroke	CN or CC14
JAWA 50 c.c. Moped	HN or CC14
JEANETTE SCOOTER	CN or CC14
KERRY 49 c.c. Capitano	CC14
† KIEFT 49 c.c. (Sachs) Moped	HN or HH14
147 c.c. (Villiers) Scooter model 150	H14 or CC14
191 c.c. Scooter model 200R and 200V	HH14
191 c.c. Scooter model 200L	H1
KREIDLER Mopeds models J50, J51, K50, K51 and R50	HN or CC14
† LAMBRETTA 48 c.c. Moped	CC14
123 c.c. and 148 c.c. Scooter	HH14
*L1 125, L1 150 and TV 175	HLN
*For hard driving fit	2HLN
LAVALETTE 49 c.c.	HN

SCOOTERS, MOPEDS, etc.

LEOPARD

49 c.c. (Sachs) Moped & Bobby
models 3, 5 and 6 ... **HN** or **HH14**

LIDO (Sachs) ... **HH14**

LYNX
49 c.c. Moped ... **HN**

MAGNET-DEBON
All models ... **CN**

MAICO
Wiesel, Mobil & Maicoletta ... **HH14**

† **MANDILLE ET ROUX**
Cyclemotor (V.A.P.) ... **CNY**
125 c.c. (Ydral) Moped ... **HH14**

MARQUET
Cyclemotor ... **CN**

MARS
49 c.c. (Sachs) Moped **HN** or **HH14**

MARTINET
Cyclemotor ... **HN**

MASERATI
49 c.c. Moped ... **2HN**

MELSON ... **C10**

MERCER
Cyclemotor (V.A.P.) ... **CNY**
125 c.c. and 175 c.c. (Ydral) Moped **HH14**

† **MERCURY**
Hermes ... **HH14**
Dolphin and Pippin **H14** or **CC14**
Mercedette and Whippet **CN**

† **MINIMOTOR (TROJAN)**
49 c.c. ... **CN** or **CC14**

MISTRAL ... **CN**

MO-CYC
49 c.c. models to 1952 ... **C10**
49 c.c. models from 1953 **CN** or **CC14**

† **MONET-GOYON**
34 c.c. Cyclemotor ... **C10**
49 c.c. Cyclemotor ... **CN**

MOSQUITO ... **HN** or **CC14**

MOTOBECANE
Mobylette, Mobylux, Mobyomatic
Poney and Moby Scooter
HN or **CC14**

125 c.c. 2 Stroke Scooter **CCL14** or **HLN**
1960 150 c.c. Mobyscooter **HLN**

MOTOBICI
48 c.c. Alpetta ... **HN**

MOTOM
49 c.c. O.H.V. ... **CN**
98 c.c. Moped ... **HLN**

MV AGUSTA

49 c.c. Moped ... **CN** or **CC14**
125 c.c. Moped and 125 c.c. Rapaido **HN**

† **NEW HUDSON**
Autobik (Villiers) ... **CC14** or **HN**

† **NORMAN**
49 c.c. (Sachs) Nippy **HN** or **HH14**
49 c.c. (Villiers) Nippy **BN** or **CC14**
98 c.c. Autobik **H14** or **CC14**
47 c.c. Lido & Super Lido ... **HH14**

N.S.U.
Quickly, Prima-3, Prima-5
HN or **HH14**

OSCAR
197 c.c. Scooter ... **HH14**
125 c.c. Scooter ... **H14** or **CC14**

PALOMA
Cyclemotor (Lavalette) ... **2HN**
125 c.c. Scooter ... **CN**

PARILLA
49 c.c. Parillino Moped **HN** or **CC14**
153 c.c. Greyhound Scooter ... **HLN**

PERRENOUD
Cyclemotor ... **HN**

PEUGEOT
555, 5157 Scooter, 125 c.c. Velo-
motor models P55, P56 **HN** or **CC14**
Bima Cyclemotor ... **CN**

† **PHILLIPS**
49 c.c. (Sachs) Gadabout **HN** or **HH14**
49 c.c. (Villiers) Gadabout ... **BN**
Gadabout (Rex) ... **CN**
Panda (Rex) ... **HH14**
49 c.c. (Rex) Panda **HN** or **HH14**
49 c.c. (Sachs) Lido **HN** or **HH14**

† **PHOENIX**
150 c.c. Scooter ... **H14** or **CC14**
200 c.c. & 250 c.c. models ... **2HN**

PIATTI ... **CN** or **CC14**

POWELL
Joybike ... **CN** or **CC14**

POWER PAK ... **CN** or **CC14**

PRIOR
R200 Scooter ... **HH1**
47 c.c. Moped ... **HN**

† **PROGRESS** (British)
147 c.c. (Villiers) Anglian Scooter
H14 or **CC14**
197 c.c. (Villiers) Britannia Scooter **HH14**
175 and 200 (Sachs) models **H1** or **HH1**

PROGRESS (German)

200L (Sachs) Scooter ... **HLN**
191 c.c. (Sachs) Major & Continen-
tal Scooter ... **HH14**

PUCH
Alpine and Cheetah ... **HN**
Models MS50L, VSK60L, RLA,
RL125, 5G5, SGA, M550, MSK50L
HN or **CC14**

† **RALEIGH**
*Moped ... **HN**
*For hard driving use ... **HH14**
Automatic ... **HN**
Supermatic and Roma ... **2HN**

R.A.P.
49 c.c. Moped ... **CN** or **CC14**

REX
49 c.c. Engine ... **CN**

RHONSON
Cyclemotor ... **CN**

RIVA SPORT
49 c.c. and 125 c.c. Moped ... **HN**

ROCHER
Cyclemotor ... **CN**

ROHR
197 c.c. Roletta Scooters
14 mm. plug ... **HH14**
18 mm. plug ... **H1**

† **ROYAL NORD**
49 c.c. Moped ... **CN** or **CC14**

RS1-MOTOBLOC
49 c.c. models and SL Moped
CN or **CC14**

RUDGE
Autocycle ... **CB3**

RUMI
Little Ant & Squirrel **HLN** or **CCL14**
Sports model (2 Carb.) ... **2HLN**

SACHS
49 c.c. and 98 c.c. engines **HN** or **HH14**
98 c.c. 18 mm. plug ... **C3**
150, 175, 191 c.c., 18 mm. plug ... **HH1**
175, 191, 250 c.c., 14 mm. plug ... **HH14**

SCOOTAVIA
125 c.c. (Ydral) Scooter ... **HH14**

SCOOT
Cyc-Auto ... **CN**

SER
Cyclemotor ... **CN** or **CC14**

SERWA

Cyclemotor ... **CN** or **CC14**

SIMMARD
125 c.c. and 175 c.c. Scooters
HN or **CC14**

SOTECMA
48 c.c. & 60 c.c. models **CN** or **CC14**

SPEED
115 c.c. Scooter ... **CN** or **CC14**

STERVA
Scooter ... **HH14**

STERZI
49 c.c. Moped ... **HH14**

SULKY
98 c.c. Scooter ... **HH14**

† **SUN**
98 c.c. (Villiers) Geni & Hornet
Scooters ... **H14** or **CC14**

SWALLOW GADABOUT
125 c.c. (Villiers), Mk. I & II **H14** or **CC14**
197 c.c. (Villiers) Major Commercial **HH14**

TALBOT
Cyclemotor ... **H14**

† **TEAGLE**
49 c.c. Cyclemotor ... **BAN**

TERROT
VMS2, VMS3 ... **HN** or **CC14**
48 c.c. Moped & 98 c.c. Scooter
HN or **CC14**

TORPEDO
48 c.c. Moped ... **CN** or **CC14**

TRIUMPH
TS1 Scooter ... **HN**

T.W.N.
Comet ... **2HN**
Knirps & Fips (Sachs) Moped
CN or **CC14**

Tessy, Contessa, Tessy Super
Scooter ... **HH14**

UIOI
49 c.c. Moped ... **HH14**

UNICYCLE (Sharp's) ... **CN**

U.T. ELFI ... **CC14**

VALLEE
Scooter ... **HN**

† **V.A.P.**
48 c.c. Cyclemotor models 3 and 4 **CNY**
48 c.c. Cyclemotor model DT **CNY**

VELOSOLEX ... **CN** or **CC**

COMMERCIAL VEHICLES

VESPA

125 c.c. & 150 c.c. Scooters	HN or HH14
150 c.c. G.S. Scooter	2HLN
150 c.c. Clubman	HN or HH14
New 150 c.c. Scooter	2HN

VESTING-PESETTA

.....	HH14
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VICTORIA

49 c.c. Vicky, Nicky and Tory models	HN or CC14
198 c.c. Peggy Scooters	HH14
Luxus	HN or HH14
197 c.c. (Villiers) Britannia Scooter	HH14
175 c.c. and 200 c.c. (Sachs) H1 or HH1	

VILLIERS

49 c.c. Mk. 3K	BN
75 c.c. Mk. 7 & 7/1	CN

VIMER

45 c.c. Cyclemotor	CN
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VINCENT

Firefly Moped	BN
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V.L.T.

50 c.c. Cyclemotor	CN or CC14
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ZUNDAPP

148 c.c. & 200 c.c. Bella Scooter	HN
49 c.c. Combinette Moped	CN or CC14
200 c.c. model S200 & 201S	HN
Falconette	HN

LODGE

RECOMMENDATIONS FOR COMMERCIAL VEHICLES

A.E.C.

Q type	CVL	-022"
Other models	CV	-018"

ALBION

Models FT3, EN271, EN275, EN277, 14 mm. long reach plug	CLNH	-025"
Models FT3, EN271, EN275, EN277, 14 mm. normal reach plug	CN	-022"
Models FT3, FT21, EN271, EN275, EN277, 18 mm. normal reach plug	C3	-022"
Models EN205, EN206, EN212 to 217, 1936, 18 mm. normal reach plug	C3	-022"
Models EN236, and FT7, from 1938, 18 mm. normal reach plug	C3	-022"
Models EN245, EN246, EN247, from 1938, 18 mm. long reach plug	CVL	-022"
Models EN256, EN275C, 18 mm. normal reach plug	CV	-018"
Models to 1936, 18 mm. normal reach plug	C3	-022"
Models to 1936, 18 mm. long reach plug	CVL	-022"

AUSTIN

A30, A40 and A70	CLNH	-018"
5 cwt. 'Champ' from 1953	CLNH	-018"
5 cwt. from 1937-'51	CN	-018"
5 cwt. to 1936 and 7 cwt.	BBL	-018"
6/8 cwt. and 8/10 cwt. from 1939	CN	-018"

AUSTIN (continued)

10 cwt. from 1937	CN	-018"
15 cwt., 1 ton, 25 cwt.	CLNH	-018"
30 cwt., 2 and 5 ton, 14 mm. normal reach plug	CN	-018"
30 cwt. 2 and 5 ton, 14 mm. long reach plug	CLNH	-018"
18 h.p. and A125 Ambulance	BLN	-018"
20 h.p. Ambulance	BBL	-018"
Taxi-cab, 14 mm. normal reach plug	CN	-018"
Taxi-cab (A70 engine), 14 mm. long reach plug	CLNH	-018"
Taxi-cab, 18 mm. normal reach plug	C3	-018"
'3-Way' Van, Omnivan, Omnitruck, Omnicoach	CLNH	-025"

BEARDMORE (Taxis)

1955 Beardmore Taxi (Ford Consul engine)	CLNH	-032"
1947-'54 Oxford' Taxi	CN	-030"
1938-'40 Taxi (Humber engine)	CN	-025"

BEDFORD

5/6 cwt. from 1939	BSN	-030"
8 cwt. from 1934	BSN	-022"
10/12 cwt. Light Delivery Van	BSN	-030"
12 cwt. from 1935	BSN	-022"
12 cwt. to 1934	BBL	-022"
* 1½, 2 and 3 ton, from 1935	CN	-030"
1½, 2 and 3 ton, to 1934	BBL	-022"
* 5 ton and 32-seater Bus	CN	-030"
16/20-seater Bus to 1934	BBL	-022"

BEDFORD (continued)

*14/20-seater Bus from 1935	CSN	-030"
K.Z. 30 cwt.	CANY	-030"
Olad 3/4 ton	CSN or CANY	-030"
7 ton, SST, SL, SLC	CANY	-030"
Vega Coach	CANY	-030"
10-ton Bedford-Scammell	CANY	-030"
*Note.—For town work and short journeys BSN or BAN are also recommended		

† BOND

Mini-Van	HH14	-018"
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BRADFORD (Jowett)

.....	CN	-025"
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BUICK

2½ ton, V8	HAN	-032"
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BUSSING

Models BLN, LD4 and LD6, 14 mm. plug	HN	-025"
Models 650, 654, 802, FV6, GV6, 18 mm. plug	C3	-025"
Other models, 18 mm. plug	CV	-025"

CHEVROLET

Models for 10 mm. plug	C10	-035"
Models 1933-'43	BAN	-035"
Models from 1949	CAN	-035"

CITREON

All models, 14 mm. plug	CSN	-025"
All models, 18 mm. plug	C3	-022"

CLYDESDALE

Models 30-HO, 50-HO	CBX	-020"
All models, 18 mm. plug	C3	-022"
All models, ¾" plug	ST	-025"

COMMER

8 cwt. van, Mk. V	CN	-030"
10 and 15 cwt., 1938-'47	CN	-030"
15/25 cwt. to 1937	BBL	-030"
25 cwt., 14 mm. normal reach plug	CN	-030"
25 cwt., 14 mm. long reach plug	CLNH	-030"

1½ to 6 tons Q Type from 1939-'48

2 to 12 tons, 1949-'56	CLNH	-030"
1½ to 2 tons to 1938	BBL	-030"
3 to 6 tons to 1938	CV	-030"
Avenger Coach Pickup, S1511	CLNH	-030"

Ambulance

Fire Tender	BLN	-030"
E.D.V. Model & 3/4-ton Forward Control Van	HLN	-030"
1956-'58 Cob	CN	-030"
1959 on Cob	HBLN	-030"

COOK BROS.

C12	CV	-025"
M10	CSN	-025"

Gap

CROSSLEY	CV	Gap -018"
† DAIMLER		
2½ tons CB and GJA, 18 mm. long reach plug	CVL	-018"
Other models, 18 mm. normal reach plug	CV	-018"
Ambulance, 14 mm. long reach plug	BLN	-018"

† DENNIS

Pax S.V. models	CV	-018"
Pax and Horla O.H.V.	CVL	-022"
Other 4 cyl. S.V. engines	CV	-018"
Other 4 cyl. O.H.V.	CVL	-022"
Other 6 cyl. O.H.V.	CV	-018"
Dennis Fire Engine with Rolls-Royce B80 engine	CLNH	-030"
F15 Fire Pump	CLNH	-030"

DE SOTO

All models 1947-'55	HAN	-030"
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DIVCO

ULM, UM, Mod. 1, 18 mm.	BBL	-035"
Ditto, 14 mm.	BAN	-025"
Nod. Nash Super	CAN	-030"
D.K.W.	CV	-022"

DODGE

All models with cast-iron head, 14 mm. plug	HAN	-025"
All models with alum. head, 14 mm. plug	CN	-025"
All models, 18 mm. plug	C3	-025"
All models, ¾" plug	ST	-025"
14 mm., ¾" reach	CAN	-035"
1954 onwards ¾" reach	HLN	-035"

DOT

1954 onwards ¾" reach	HBLN	-030"
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DOUGLAS

Fire Tender	SRL14PC	-025"
All models	HN	-018"

FARGO

All models with cast-iron head, 14 mm. plug	BAN	-027"
All models with alum. head, 14 mm. plug	CAN	-027"
All models, 18 mm. plug	C3	-025"
All models, ¾" plug	ST	-025"

FEDERAL

All models, 14 mm. plug	HAN	-025"
All models, 18 mm. plug	C3	-025"
All models, ¾" plug	ST	-025"

FIAT

500 Series I engine	C12	-020"
500 Series II engine	CN	-030"
Other models, 14 mm.	HN	-030"
Other models, 18 mm.	C3	-022"

COMMERCIAL VEHICLES

FORD & FORDSON

Thames 5 cwt., 7 cwt., & 10 cwt. vans	Gap
8 h.p. from 1934	CN -025"
8 h.p. up to 1934	CN -022"
10 h.p. 14 mm. plug	BBL -022"
V-8 22 h.p., 14 mm.	CN -022"
V-8 h.p., 18 mm.	C3 -022"
For hard service use	CV -022"
Cost-Cutter, 3/4" reach	CLNH -040"
V8, 60, 75, 90 and 100 h.p., 14 mm plug	CSN -025"
A, B, V-8, 3/4" plug	CT -030"
14-9 and 24 h.p., 3/4" plug	CT -030"
Model T, 1/2" taper plug	AF -022"
Thames Trader, 4 and 6 cyl.	CLNH -025"
Thames 2/3 ton, 3 ton, 4 ton, 10/12 cwt. & 15 cwt.	HBLN -025"

FORD (U.S.A. & Canada)

1955 onwards models	CTN18 -030"
1938-'54 all models	CSN -025"
All models using 18 mm. plugs	C3 -025"
All models using 3/4" plug	ST -025"

GARNER

	CV -016"
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G.M.C.

All models, 10 mm. plug	C10 -025"
All models, 14 mm. plug	HAN -025"
All models, 18 mm. plug	C3 -025"
200, 213, 18 mm.	BBL -030"
200, 213, 14 mm.	BAN -032"
200, 213, 10 mm.	C10 -030"
221, 223, 228, 230, 236, 239, 248, 256, 278, 308, 318, 360, 361, 370, 451, 447, 529	CAN -028"
257, 286, 331, 400, 450, 468, 525, 616, 707, 503, 18 mm.	CV -030"
Ditto, 14 mm.	CV -030"
270, 288, 302, 324	CAN -030"
316, 347, 100-8, to 300-8	BAN -030"
350-8	CAN -035"
426	HAN -028"

GUY

Otter, Vixen, Wolf, from 1940, 14 mm.	CLNH -022"
Fox, Otter, Vixen, Wolf, to 1940, 18 mm.	CV -018"
Model FC48	CVL -108"

HANSA LLOYD

All models, 14 mm.	CN -025"
All models, 18 mm.	C3 -025"

HENSCHEL

All models, 14 mm.	CN -025"
All models, 18 mm.	C3 -025"

HELSELMAN

Diesel type	Gap
	CBX -020"
INTERNATIONAL	
All models, 3/4" plug	ST -025"
BD220, BD240, BD264	BAN -030"
BD269, BD282, BD308, BLD	CAN -030"
Metro Trucks	BAN -030"
FC, FK, GRD, HD	SC -030"
FAC241, 259	CAN -030"
GRD175, 214, 214A, 233, 233A	BAN -030"
HD174, 212, 213A	BAN -030"
HD232, 232A, RD372, 406, 450, 501	CAN -030"
RRD501, RED	CAN -030"
SD220, 240	CAN -030"
Continental, R6602, R6586	H1 -025"
V401, 461, 549	CAN -025"

JAMES

3-wheeler, 14 mm. plug	BN -018"
3-wheeler, 18 mm. plug	BBL -022"

JAWA

3-wheeler	CN -022"
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JENSEN

Jen-Tug (Ford 10 h.p.)	CN -018"
Jen-Tug (Austin A40)	CLNH -018"

JOWETT

Bradford Van, Models CA, CB, CC	HN -020"
2 cyl. Models, 14 mm.	CN -022"
2 cyl. Models, 18 mm.	C3 -030"

KARRIER

CK3, 6 cyl.	CLNH -032"
QXM and Loadmaster	HLN -032"
Bantam Models, 14 mm. long reach plug	CLNH -022"
Bantam Models, 14 mm. normal reach plug	CN -022"
Other models, 14 mm. normal reach plug	CN -022"
Ambulance	BLN -022"
All models, 18 mm. normal reach plug	CV -022"
All models, 18 mm. long reach plug	CVL -032"

KRUPP

All models, 14 mm.	HN -025"
All models, 18 mm.	C3 -025"

LANCIA

14 mm. plug	CN -025"
18 mm. plug	CV -018"

LANDROVER

All Models	CLNH -025"
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LATIL

Models GTL and KTL	CVL -018"
Model Mk. II	HV -018"
Meadows engines	CN -022"

LEYLAND

Comet, 14 mm. plug	CLNH -022"
Lioness LTB1	CVL -022"
Lion and Cub	CV -018"
Lynx, cast-iron head	CV -018"
Lynx, aluminium head	CVL -022"
Titan and 10 litre	CVL -022"
Other models	CV -018"

† LISTER AUTO TRUCK

All models, 18 mm. plug	CV -022"
All models, 3/4" plug	ST -018"

MANCHESTER

All models, 18 mm. plug	CV -022"
All models, 3/4" plug	ST -018"

MAUDSLAY

6 cyl. Marathon Mk. II	HN -025"
Models E6A to E6J	CV -018"
Models EK6 to E6S	CVL -018"
Models E7 to E7D	BBL -018"

MEADOWS ENGINES

All models, 14 mm. plug	CN -022"
All models, 18 mm. plug	C3 -022"

MORRIS

18 mm. long reach plugs	CB3 -020"
18 mm. short reach plugs	CB3 -020"
15/20 cwt. models to 1938	C3 -020"
1939 on 15/20 cwt.	CLNH -025"
30 cwt., 2 ton, 3 ton & 5 ton trucks (4-6 cyl.)	CVL -020"
3 ton F.E.R. truck	CLNH -025"
Sea, Lea engines, 1/2" reach	CN -025"
Sea, Lea engines, 3/4" reach	CLNH -025"
1955 1 ton, 1 1/2 ton and 5 ton LD	CLNH -025"
J & Z 10 cwt. vans	CN -025"
1953 on (O.H.V.) 5 cwt. Van & Pickup	HBLN -025"
J2 Minibus, Pickup & Van	CLNH -025"
JB10 cwt. Van	CLNH -025"
Series II, III 10 cwt. Van	CLNH -025"
1956 on Series III 3 ton, 5 ton	CLNH -025"
Taxi, 14 mm.	CN -025"

MORRIS COMMERCIAL

1949-55 J Type 10 cwt. Delivery Van	CN -022"
1954-5 Models LD1, LD2, LC5, NV, NVS, FVS (3 and 5 ton)	CLNH -022"
1953-4 Models PV, LC, LD2	CN -022"
1945-51 Models CV, FV	BBL -025"
J2 15 cw	CLNH -025"

MORRIS COMMERCIAL (continued)

Other models using 14 mm. plugs	CN -022"
Other models using 18 mm. short reach plugs	C3 -020"
Other models using 18 mm. long reach plugs	CB3 -020"

MORRIS TAXICABS

14 h.p. model 14 mm.	CN -022"
All models 18 mm. plug	BBL -020"

MORRIS VANS

5 cwt. 1954-6	CLNH -020"
5 cwt. 1956 onwards	HBLN -025"
All models 14 mm. plug	CN -022"
All models 18 mm. plug	BBL -022"

NASH

Models using Coventry Victor engines	CN -020"
Models using B.S.A. 250 c.c. engines	CLNH -020"

OPEL

All models, 14 mm. plug	CN -025"
All models, 18 mm. plug	C3 -025"

PANHARD

	CV -025"
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PEUGEOT

All models, 14 mm. plug	CAN -025"
All models, 18 mm. plug	C3 -022"

PHAENOMEN

All models, 14 mm. plug	CN -025"
All models, 18 mm. plug	C3 -025"

† RELIANCE

All models, 14 mm. plug	BN -018"
All models, 18 mm. plug	BBL -018"

† RELIANT (3-wheeler)

All models, 14 mm. plug	BN -018"
All models, 18 mm. plug	BBL -018"

RENAULT

4/5 & 7 cwt. Vans 15 cwt. Pick-up	CN -025"
10 cwt. Van	C3 -025"
Other models from 1936	CN -025"
Other models to 1935	CV -025"

† ROVER (See Landrover)

S. & D. FREIGHTER

* All models, 18 mm. short reach plug	CV -018"
All models, 18 mm. long reach plug	CVL -022"
* For short journeys and town work or where fouling occurs use	BBL

COMMERCIAL VEHICLES

	Gap		Gap
SAURER		TATRA	
All models, 14 mm. plug	CN -022"	All models, 14 mm.	HN -022"
All models, 18 mm. plug	C3 -022"	All models, 18 mm.	CV -022"
SCAMMELL		TEMPO	
Mechanical Horse, Trivan	BBL -022"	Boy, Hanseat, Matador, Viking	
Scarab, 3, 6 5/7 ton	C3 -022"		CN -025"
Other models, 14 mm.	CLNH -022"		
Other models, 18 mm.	CV -018"	THAMES (See Ford)	
SCANIA-VABIS		† THORNYCROFT	
All models 14 mm. plug	CN -025"	Models TC4, ER4, TR6	C3 -022"
All models, 18 mm. plug	C3 -025"	Models AC4/1, AC6/2	CV -022"
Diesel types	CBX -020"	Models NR6/AP, GRN6/1, GRN6/2	CVL -022"
SINGER VANS		TILLING STEVENS	BBL -018"
Models from 1936	CN -022"		
Models to 1935	C3 -022"	TROJAN	
SOMUA	C3 -025"	All models, 14 mm.	HN -022"
With Hesselman engine	CBX -020"	All models, 18 mm.	BBL -022"
† STANDARD		TURNER	
12 cwt. Van and Pick-up	CN 030"	Tiger 148 c.c. 2-stroke engine	
Atlas	HLN -025"	H14 or HN	-020"
Atlas Major	CN -025"		
STERLING		VESPA	
All models 14 mm.	HAN 025"	3-wheel truck	HH14 -020"
All models, 18 mm.	C3 -025"	VESPA Gas Generator	HN -020"
All models, 3/4" plug	ST -025"	VOLKSWAGEN	
STEWART		All models	HN -028"
All models, 18 mm.	C3 -025"	VOLVO	
All models, 3/4" plug	ST -025"	Model EB	BBL -022"
STEYR	CV -025"	Models EC and ED	CN -030"
		Models DC, FC, FA, FB, FE	C3 -022"
		Models HA and Hesselman	CBX
STUDEBAKER		VOMAG	
All models, 1933-'40	C3 -025"	Model B2KH	C3 -025"
All models, 3/4" plug	ST -025"	Models 4EH, 6EH, 4R, 6R	CV -025"
To 1936, 18 mm.	BBL -025"	Other models, 14 mm.	HN -025"
To 1936, 14 mm.	CAN -025"		
1937-'41, 7/8"	ST -025"	VULCAN	
1937-'41, 18 mm.	BBL -025"	Models GVF and 9VFA	BBL -018"
1941 onwards 3/4" reach	CAN -025"	Other models	CV -018"
1954-'58, 7/8" reach	CSN -035"		
SUNBEAM TALBOT		WHITE	
(Ambulances)		All models, 14 mm.	HAN -025"
All models, 14 mm.	CN -025"	All models, 18 mm.	SC -020"
All models, 18 mm.	H1 -020"	All models, 3/4" plug	ST -020"
SWALLOW GADABOUT		WILLYS	
(See Villiers engines).		All models	CAN -030"

LODGE RECOMMENDATIONS FOR TRACTORS & FARM ENGINES

ALLIS-CHALMERS		BRITISH ANZANI	
B, C, RC, IB, S, WS, W, WC, WD,		See J.A.P. engines.	
WF, W2 from 1933	CAN		
Solid injection models, 18 mm.		BRITISH HOLDER	BBL
plug	CBX		
Solid injection models, 3/4" plug	STX	BRITISH WALLIS	ST
All others, 3/8" plug	ST		
ALMA	C3	CASE	
ANZANI		Models LH and LIH Diesel	CBX
Motor Hoe and Iron Horse	CN	Models S, SC, SE, SI, SO	CAN
ATLAS	ST	Model V Combine	CAN
AULTMAN TAYLOR	ST	Models D, DE, DC, DI, DIM, DD,	
AUSTIN (America)		DS, V, VA, VAC, VAH, VAO, VC,	
18 mm. plug	BBL	VI, VO, KM, VD	C1
3/4" plug	ST	Any above models with 3/4" plug	ST
Solid injection models, 18 mm.		Models C, CC, CCS, CO, CV, L,	
plug	CBX	LA, LI, R, RC, RO	ST
Solid injection models, 3/4" plug	STX	Combine model A	C3
AVELING-BARFORD		CATERPILLAR	
J.A.P. No. 5	BLN	10, 15, 20, 22, 30, 50, 60, 70, R2, R5	ST
Ford 10 h.p.	CN	Diesel, RD6, RD7, RD8, Starting	
AVERY		Units	ST
Models using 14 mm. plug	CAN	Diesel RD4, D4, D6, D7, D8, DW10	
Models using 3/4" plug	ST	Starting Units	C1
Models using 1/2" taper plug	AF	DW20, DW21	BSN
BALEOMATIC	C3	Other models, 3/4" plug	ST
BATES		Combine, 1/2" taper plug	AF
Models 35-6S, 40, 45	CBX	Starter Unit and Graders, 14 mm.	
Other models, 3/4" plug	ST	plug	BAN
BEAN 'Rowcrop'	CN	CHAFER SPRAYER	
BEARDMORE	BBL	Browett engine	BBL
BEST	ST	CITROEN	
B.M.B. (BROCKHOUSE)		14 mm. plug	CAN
1951-'54 President	CN	18 mm. plug	BBL
Hoemate	CLNH	CLETRAC	
Cultmate	C3	Model AG6	C3
Plowmate to 1949	CLNH	Models A, E, H, G, AG, CG, DG,	
Plowmate from 1950	CN	EG, EH, EHG, EN, FG, GG, 15, 20,	
BRENNAN ENGINE	ST	20C, 25, 30G, 35, 40, 40-30, 55, 80,	
BRISTOL		BG, BGS, all 3/4"	ST
1949-'54 models 20 and 22 using		Models BG, BGS, 14 mm. plug	CAN
Austin engine	CLNH	Starting Units for models AD, BD,	
1942-'48 models AF28 and AF35		DD, FD, 14 mm. plug	CAN
using 402 engine	CN	CLEVELAND	ST
1936-'42 models T28 and T35	CN		
1935 models using 18 mm. plug	BBL		

TRACTORS AND FARM ENGINES

CLIFFORD

Rotary Cultivators:—
To 1939, 18 mm. plugs **H1**
A.1 and B to 1949 **CLNH**
A.1 and B from 1950 **CN**
Model A.3 **CN**
Model Mk. IV **C3**

CLIMAX

Compressor (Austin engine) **CLNH**

COCKSHUTT

Models S, P, 110, 112 and 115 **CAN**
Model 7 using 14 mm. plugs **BAN**
Model 7 using 7/8" plugs **ST**

COLEBY

Junior Model (J.A.P.) **CN**
Senior CP (J.A.P.) **CLNH**
Senior CP (B.S.A.) **C3**

CONTINENTAL ENGINE

7/8" thread **ST**
18 mm. thread **C3**

† DAVID BROWN

All kerosene models **BBL**
All petrol models **C3**

DECHEN TRIETER

Combine Harvester
(Volkswagen engine) **HN**

EAGLE

Model 6A **BBL**
Model 6B and 6C **ST**
1/2" taper plug **AF**

ELGIN

..... **ST**

FAGEOL

..... **ST**

FARMALL (See International)

FARMHOUSE

..... **CT**

FATE ROOT HEATH SILVER KING

14 mm. plug **BN**
18 mm. plug **BBL**
7/8" plug **ST**

† FERGUSON*

Standard engine TEA and TEC

TVD Conversion **BSN**
Continental engine TE **BBL**
FE35, TVO, TED, and TEH models
(see footnote page 52) **BL14**

FIAT

18 mm. **BBL**
14 mm. **CN**

FORD

7/8" plug (gap .025") **CT**
Model TT (Gap .030") **AF**
Model 8N using petrol (gap .025") **BAN**
Model 8N using kerosene (gap .028") **BAN**

FORD AND FORDSON

Fordson and Fordson Major, 7/8" plug **CT**
Fordson Major **BLN** or **BL14**
Ford Model TT **AF**
Ford Model 8N using petrol **BN**
Ford Model 8N using kerosene **CAN**

FORD-FERGUSON

Using petrol (gap .025") **BAN**
Using kerosene (gap .028") **BAN**

FRAZER

Crawler Tractor **BBL**

GARNER (See J.A.P. engines)

GRAVELEY

5 h.p. Model 'L' **CT**
2 1/2 h.p. Model 'D' **CT**
Turman 2 h.p. (Briggs & Stratton) **CAN**
7/8" plug **ST**
18 mm. plug **BBL**

GRAY

..... **ST**

GUNSMITH

Light Tractors, see J.A.P. and Villiers engines.

HERCULES ENGINE

See Miscellaneous List.

INTERNATIONAL

Farmall B64, 14 mm. long reach **CLNH**
Farmall A, AV, B, BN, C, H, HV, M, MV, Super A and AU, O-4, OS-4, O-6, OS-6, W4, W6 **SC**
Models 10-20, 15-30, 22-36, W9, WR9, F-12, F-14, F-20, F-30, Fairway 12 and 14, O-12, O-14, W12, W-14, W-30, W-40 **ST**
MD, MDV, O **CB3**
Diesel Type WD-40, 7/8" plug, TD14, TD18 **STX**
Diesel type MD, MDV, ODS-6, WD-6, WD9, WDR-9, 18 mm. and TD9 **CBX**
Diesel type B250 **646**
Threshers, 7, 8, 9, 10 and 11 **ST**
Threshers 31, 41, 51, 122, 123, Type M, Press **SC**

INTERNATIONAL (continued)

Threshers 52, 60, 61, 62, 50T, 50W, Pick-up 15 **C3**
J.A.P. (Engines)
1950-'54 Models 0 and 80 **CN**
1950-'54 Models 2A, 25, 3, 4F, 4/2, 4/3, 5, 6, 55 (petrol) **CN**
1950-'54 Models 2A, 25, 3, 4F, 4/2, 4/3, 5, 6, 55 (paraffin) **H14** or **HN**
Models 2A, 25, 3, 4F, 4/2, 4/3, 5, 6, 55 (petrol) to 1950 **CLNH**
Models 2A, 25, 3, 4F, 4/2, 4/3, 5, 6, 55 (paraffin) to 1950 **HLN**

JOHN DEERE

Models A, AN, ANH, AR, AC, AO, AW, AWH, B, BN, BNH, BW, BWH, BR, BO, BI, GI, WT, D, DI, W, WSP, 6 and all others with 7/8" thread plug **ST**
All above and GM, GN, CW, H, HN, HW, with 18 mm. thread plug **C3**
Models G1, W2, D, 1/2" pipe thread Combine models 7A, 5A, 9, 17, 33, 35, 36, 55, 7/8" thread plug **ST**
Model M, 14 mm. plug **BN**
Models 55 and 56, 14 mm. plug **CAN**

KARRIER All models

..... **BBL**

KENT

Light Tractors using Ford engine **CN**

KINCADE GARDEN TRACTOR

14 mm. plug **BN**
18 mm. plug **BBL**
7/8" plug **ST**

LATIL

..... **BBL**

LAUSON

Models UAS, W, WA, WB, ZW, ZWR, and all other 7/8" thread **ST**
Models RLC, RSC, RC, TLC, 14 mm. thread **CAN**
Models LB, RAY, LA, LF, LFR, 18 mm. plug **C3**

LE ROI

Mi-Mower, Ku-Tractor, 18 mm. plug **C1**
Model 105 and others using 14 mm. plug **BAN**
Models with 7/8" thread plug **ST**

LITTLE GIANT

..... **AF**

MARSHALL

Grain Marshall, using Ford engine **CN**

MASSEY-HARRIS

Models 101, 201, 14 mm. **CAN**
Models 20, 20K, 30, 30K, 44-46, 44, 44K, 55, 55K, 81, 82, 101 Junr., 102 102 Junr., 202, 203 and others **C3**
18 mm. plug **ST**
Models PA, CH, 25 and others 7/8" thread plug **CLNH**
Combine (Austin engine) **BLN**
Combine harvester (Ferguson engine) **BLN**

M.M. MINNEAPOLIS

Models AT, JTO, ITS, JTU, TY, FT, FTA, GT, GTB, KT, KTA, MT, MTA, UDLX, GTA, UTI, UTS, UTU **ST**
Above models, 14 mm. **CAN**
All models, 18 mm. **C3**
Model 'S' Combine **C3**
Butane and natural gas models **CAN**

NUFFIELD TRACTORS

Models ETA and ETB **BBL**
Models ETC, ETD, M4, PM4, M3V **BLN** or **BL14**

OLIVER

Models 60 HC, 70 HC, 88 HC, 60 KD, 70 KD, 18 mm. plug **C3**
Models 80, 90, 99, 60HC, 70 HC, 7/8" plug **ST**

OPPERMAN

Motocraft **CLNH**

OVERTIME

..... **ST**

PARSONS

..... **ST**

*PERKINS

(see footnote page 52) **BLN** or **BL14**

PIONEER

Model E4 **AF**
Other models **ST**

PLANET JUNIOR

..... **BBL**

PRAGA

..... **BBL**

PRESCOTT

..... **ST**

† RANSOMES TRACTOR

M.G.5 **C3**

RENAULT

18 mm. plugs **C3**
14 mm. plugs **CN**

ROWTRAC

..... **CV**

RUMLEY					
Model 6A		BBL
Other models		ST
RUSHTON					BBL
SANDERSON					BBL
SIMPLICITY		BAN
SKODA		C3
STUART TURNER					
18 mm. plug			BBL
14 mm. plug			CN

† **TRUSTY** CT
14 mm. plug, Douglas engine BN

See also J.A.P. and Villiers engines.

WALLIS CT

WAUKESHA ENGINE
See Miscellaneous List.

YUBA CT

*For Ferguson and Perkins Diesel engines
write for Heater Plug Leaflet.

RECOMMENDATIONS FOR GARDEN, STATIONARY & MISCELLANEOUS ENGINES

	Normal		Mower		Normal		Mower
AGRICOLA	C3	—		†ATCO MOTOR MOWER (cont'd)			
				17" AV3 75 c.c. 4-stroke Villiers			
ALFA-LAVAL				Mk. 7, 14 mm.	C14 or BN	LM3	
Milking Machine	CB3	—		20" AV.Mk. Middlewt. 2 120 c.c.			
				4-stroke Villiers Mk. 12, 18 mm.			
† ALLEN					CB3	LM1	
Junior Sickle	BBL	LM1		24" AV.Mk. Middlewt. 2 120 c.c.			
Motor Scythe Mk. 25 & 25C	BBL	LM1		4-stroke Villiers Mk. 12, 18 mm.			
Rotary Sickle Mk. 15	CN	LM4			CB3	LM1	
Motor Scythe Mk. 15	CN	LM4		20" AV.Mk. Special 2M 98 c.c.			
				2-stroke Atco/Villiers, 18 mm.			
ALLEN & SIMMONDS					BBL	LM1	
Horticulto Mk. 7	BN	LM3		18" AV.3G Rotary 70 c.c. 2-stroke			
				Villiers 3G, 14 mm.	C14	LM3	
ALLIS-CHALMERS				21" AV.Mk. 7F 98 c.c. 2-stroke			
(Power Units)				Villiers 7F, 14 mm.	C14	LM3	
B15 and W15	BAN	—		28" AV.Mk. 25 256 c.c. 4-stroke			
U40, E60, and L90	ST	—		Villiers Mk. 25, 18 mm.	CB3	LM1	
Diesel type	STX	—		34" AV.Mk. 25 256 c.c. 4-stroke			
				Villiers Mk. 25, 18 mm.	CB3	LM1	
APEX PUMP (FORD V8)	C3	—		20" AV2 Sidewheel 79 c.c. 2-stroke			
				Atco/Villiers, 18 mm.	BBL	LM1	
ARGSON	BBL	—		24" AV.Mk.12 Sidewheel 120 c.c.			
				4-stroke Villiers Mk. 12, 18 mm.			
ASTER	BBL	—			BBL	LM1	
				20" AV3 75 c.c. 4-stroke Villiers			
† ATCO MOTOR MOWER				Mk. 7, 14 mm.	C14 or BN	LM3	
4-stroke mower	BN	LM3		20" AV.Mk. Light 2M 98 c.c. 2-			
(Also see Villiers engines).				stroke Atco/Villiers, 18 mm.	BBL	LM1	
12" Model, 34 c.c. 2-stroke JAP							
14 mm.	BN	LM3					
14" AV3 75 c.c. 4-stroke Villiers				AUSTIN ENGINES			
Mk. 7, 14 mm.	C14 or BN	LM3		A30, A40, A70, A125	CLNH	—	
17" AV2 79 c.c. 2-Stroke Atco/				14 mm. plug	CN	—	
Villiers, 18 mm.	BBL	LM1		18 mm. plug	BBL	—	

AUTOCULTO			
Scythe, models M and Midget			
Mk. 2	C3	—
De Luxe model	HLN18	—
Midget Mk. 1	CB3	—
AUTO-LITE	ST	—
AUTOMOWER	BBL	LM1
AUTOSCYPHE			
1½ h.p. 2½ h.p.	BBL	LM1

† AYELING-BARFORD	
Power barrow (J.A.P. to 1949)	CLNH —
Power barrow (J.A.P. from 1950)	CN —
Dumpers (Ford engines)	CN —
Rollers (Meadows 4EC/A)	C3 —
Other equipment, 18 mm. plugs	C3 —
Other equipment, 7 ³ / ₈ plugs	ST —
Other equipment, 14 mm. plugs	CN —

BACOR			
Roller Mower 34 c.c.	....	CNY	LM2
† BAMFORD			
Petrol and Paraffin engines		BBL	LM1
† BARFORD			
Atom Cultivator	....	CB3	—
Power Scythe	....	BBL	LM1
Rotomow 98 c.c.	....	BBL	LM1
BARFORD & PERKINS			BBL —
BEAVER			
Motorscythe	....	CNY	LM2
BELLIS & MORCOM			BBL —
† BENFORD			
Barrows and Mixers (See Villiers).			
BERESFORD PUMPS			
Austin 7 and 8 h.p.	....	CN	—
Ford V8	....	C3	—
BERING Motor Scythe			CN —
BERNARD PUMPS			
14 mm. plug	....	BAN	—
18 mm. plug	....	BBL	—

BIRMAL				
14 mm. plug	....	....	CLNH	—
18 mm. plug	....	....	BBL	—

B.L.A. Normal Mower
Petrol engines $1\frac{1}{2}$ and $2\frac{1}{2}$ h.p. **C3** —

BLACKBURNE			
14 mm. plug	....	....	CN —
18 mm. plug	....	....	BL —

BLACKSTONE				
14 mm. plug	....	....	CN	—
18 mm. plug	....	....	BBL	—

BOLENS
Garden Tillers—
1941-'42 models 6B, 8B, 9A, 9B,
10B, 11A, 12A **HAN** —
Other models, 18 mm. plugs **H3** —

BOULTON & PAUL	BBL	—
BOWDEN REFRIGERATING PLANT	BBL	—

BRADFORD GAS ENGINES			
14 mm. plug	....	CN	—
18 mm. plug	....	BBL	—

BRIGGS & STRATTEN
Models I, IBP, IMT, IR-6, NR-6,
U, UN, WBG, WI, WM, WMB,
WMI, WR **HAN** —
Models using 18 mm. plug **C3** —

BROCKHOUSE ENGINES
 1½ h.p. and 6 h.p. models **CLNH** —
 3½ h.p. model **BBL** —

BROMWADE Compressor				
14 mm. plug	....	....	CN	—
18 mm. plug	....	....	BBL	—

BRUNEAU CB3 —

B.S.A. ENGINES			
87 c.c. model	....	CN	LM4
120 c.c. 14 mm. plug	....	CLNH	—
120 c.c. 18 mm. plug	....	C3	—
Chorehorse	....	CAN	—
Models A and F (320 c.c.)	....	C3	—
Models E and G (420 c.c.)	....	C3	—
Bantam 125 c.c.	....	CN	—

BUCYRUS-ERIE
See individual engines.

BUDA							
14 mm. plug	....	....			CAN	—	
18 mm. plug	....	....			BBL	—	
2" plug					ST	—	

CAMPLIN			
Generating Set	....	....	BBL —
CATCHPOLE			
Mowmor	....	....	CNY LI

GARDEN, STATIONARY & MISCELLANEOUS ENGINES

Normal Mower				Normal Mower				Normal Mower				Normal Mower				
CHRYSLER				CROSSLEY				† EXCELSIOR				HIRST				
Industrial engines—				Industrial engines				3-wheel truck—see Villiers engines.				Hand truck Power Pak B.S.A. engine				
14 mm. plugs	...	CAN	---	Lighting Plant	...	BBL	---	CLNH	---
18 mm. plugs	...	BBL	---	C3	---	Works truck, Ford engine	...	CN	---	---
3/4" plugs	...	ST	---	CUMBERLAND MOWER	BBL	LM1	---	FAIRBANKS MORSE	...	BBL	---	Forager '10' and '20'	...	CN	---	---
CLINTON				CYCLO	Motor Scythe Mk. II H	---	LM2	18 mm. plug	...	CT	---	HOMELITE LIGHTING PLANTS				
E65-CW, E65-CCW	...	CSN	---	Motor Scythe Mk. II H	---	---	LM2	3/4" plug	...	AF	---	1940-'42 B, BA, HR, HRA, HTR, HTRA, P,...				
Series 100:	...	---	---	See Villiers engines.	---	---	---	3/4" taper plug	...	---	---	All others using 18 mm. plugs				
VS100, 2100, A2100, VS2100, 3100, VS3100, AVS3100, VS4100	...	CSN	---	† DANARM POWER SAW	...	---	---	† FARMER'S BOY TRACTOR	...	---	---	See J.A.P. and Villiers engines.				
Series 200:	...	---	---	DELCO-LIGHT	...	---	---	FORD & LINCOLN	...	---	---	See J.A.P. and Villiers engines.				
A200, AVS200, VS200, A400, AVS400, BVS400, VS400	...	BSN	---	14 mm. plug	...	HAN	---	8 and 10 h.p. units	...	CN	---	† HOWARD ROTARY HOE				
Series A300:	...	---	---	18 mm. plug	...	C3	---	B4, 24 h.p. units	...	CT	---	Bj 6 h.p. or 10 h.p.				
VS300, C700, VS700, A800, VS800, 900, VS900, VS1000, AVS1000, VS1100, AVS1100, 1200, A1200, VS1200	...	CAN	---	3/4" plug	...	ST	---	V8, 22 h.p. unit	...	CN	---	6 h.p. J.A.P. engine				
Series 1600:	...	---	---	† DENNIS LAWN-MOWER	...	BBL	LM1	V8, 30 h.p. unit	...	BBL	---	...				
2500, A2500	...	CSN	---	† DENNIS PUMP UNITS	...	---	---	Mk. III V8	...	CN	---	HYLANDER				
D55, D50, D60, D65	...	CSN	---	4 cyl. Dennis	...	BBL	---	FOWLER	...	---	---	† HYMATIC AIR COMPRES-				
Models V4100	---	LM5	---	J.A.P.	...	BBL	---	4 h.p. (I-PAH)	...	CLNH	---	SOR				
COVENTRY CLIMAX				DISSTON CHAIN SAWS	...	HAN	---	Others 1 1/2 to 16 h.p.	...	BBL	---	...				
Models FF and FP	...	CN	---	† DORMAN	...	---	---	† FOWELL Dumper & Tipper	...	---	---	See Villiers engines.				
Model FSM (light)	...	CLNH	---	4JORK, 4JUL	...	BBL	---	See Villiers engines.	...	---	---	INGERSOLL-RAND				
FW, SM and Z engines	...	CLNH	---	4MRM, 5MRWM, etc.	...	BBL	---	GARDNER	...	C3	---	Models D-60, GK 105				
F engines	...	CN	---	DOUGLAS	...	---	---	Industrial engine	...	---	---	Models 3-R-30				
Other models, 18 mm. plug	...	BBL	---	450, 540 and 630 c.c. Single Cylinder S.V. (Alloy Heads)	...	CLNH	---	GARNER	...	BLN	---	Models using 3/4" plugs				
CONVEYANCER				450, 540 and 630 c.c. Single Cylinder S.V. (Iron Heads)	...	CN	---	Light Tractor	...	---	---	Models using 18 mm. plugs				
Industrial trucks—	...	---	---	Industrial truck—	...	---	---	† GOODWOOD Equipment	...	---	---	INTERNATIONAL				
G4-24 16 h.p. Morris engine	...	CN	---	600 c.c. S.V. Twin	...	BN	---	See Villiers engines	...	---	---	Power Units—				
TC6 Standard engine	...	CN	---	DRAKE & FLETCHER	...	---	---	† GREEN MOWER	...	---	---	U1, 1U4, 1U6, U2, U2-A, U2-4, U6				
Other models, 18 mm. plug	...	CV	---	Kingston I and Junior Estate Sprayer	...	CB3	---	Mk. 4 Midget Mk. 10 & 12 models	...	LM1	---	All other models using 3/4" plugs				
Models I, IB, II, IV, G4-15, G5-16	...	CLNH	---	Kingston II, Dustacub, Mistejeta, Thanet, Acorn and Autoblast	...	CN	---	Model 7	...	LM3	---	...				
COOPER STEWART SHEEP				Dustejeta II, Spraycrop 25, Autoblast 2 and 3	...	C3	---	HAWORTHY	...	BBL	---	† J.A.P. (Industrial Engines)				
SHEARER				† DRAYTON	...	---	---	HARLAND PUMP UNIT	...	---	---	Mk. 7, 4 stroke, 75 c.c.				
14 mm. plug	...	CN	---	Industrial trucks and Dumper using J.A.P. 412 c.c. engine	...	CN	---	Meadows engine	...	CN	---	Mk. 7/1, 4 stroke, 75 c.c.				
18 mm. plug	...	BBL	---	DRYSDALE PUMPS	...	---	---	HAYTER	...	---	---	Mk. 10/1, 4 stroke, 98 c.c.				
COLWOOD				See Ford engines.	...	---	---	26" Scythe 250 c.c.	...	---	---	Mk. 12/1, 4 stroke, 120 c.c.				
Rotary Hoe (J.A.P.)	...	CLNH	---	† ENFIELD ENGINES	...	---	---	24" Motor Scythe 120 c.c.	...	LM1	---	Models 2A, 2S, 4F, 4/2, 4/3, 5, 6 and 55, 34 c.c., 80 c.c., 125 c.c.				
Hornet, Models B, RA, and B Mk. II	...	CB3	---	14 mm. plug	...	CN	---	24" Motor Scythe 147 c.c.	...	LM1	---	petrol engines, from 1950				
Model C	...	CN	---	18 mm. plug	...	BBL	---	† H.E.C. UNIT	...	BN	---	Before 1950				
† COVENTRY VICTOR				EVINRUDE PUMPS	...	---	---	HERCULES	...	---	---	Any of the above using paraffin				
Industrial engines—	...	---	---	Centrifugal 2 h.p. model P	...	ST	---	14 mm. plug	...	CAN	---	...				
Midget, models MA1, MW1, MA2, MW2	...	CN	---	1931-'41 Hypressure	...	H1	---	18 mm. plug	...	C3	---	Before 1950				
'N Type', models AN2, WN2, AN3, WN3, AN4, WN4	...	---	---	1933-'38 Centrifugal 904	...	C3	---	3/4" plug	...	CT	---	...				
'Neptune', AC2, WC2, AC3, WC3, AC4, WC4	...	CN	---	Hypressure model DDV	...	ST	---	3/4" taper plug	...	AF	---	...				
Models using 18 mm. plug	...	BBL	---	† HESSELMAN DIESEL ENGINES	...	---	---	...	...	---	---	...		
CROSSLEY				...	---	---	---	Models L80, L81, L87, 130HS, 130HL, 6BH8, 140HS, 140KH, 145HS, 145KH, 6WALK, 6WAKH, 6NKH, VR2H	...	---	---	...				
† COVENTRY VICTOR				...	---	---	---	...	...	---	---	...		
Industrial engines—				...	---	---	---	...	...	---	---	...		
Midget, models MA1, MW1, MA2, MW2				...	---	---	---	...	...	---	---	...		
'N Type', models AN2, WN2, AN3, WN3, AN4, WN4				...	---	---	---	...	...	---	---	...		
'Neptune', AC2, WC2, AC3, WC3, AC4, WC4				...	---	---	---	...	...	---	---	...		
Models using 18 mm. plug				...	---	---	---	...	...	---	---	...		
CROSSLEY				...	---	---	---	...	...	---	---	...		
Industrial engines				...	---	---	---	...	...	---	---	...		
Lighting Plant				...	---	---	---	...	...	---	---	...		
CUMBERLAND MOWER				...	---	---	---	...	...	---	---	...		
CYCLO				...	---	---	---	...	...	---	---	...		
Motor Scythe Mk. II H				...	---	---	---	...	...	---	---	...		
† DANARM POWER SAW				...	---	---	---	...	...	---	---	...		
See Villiers engines.				...	---	---	---	...	...	---	---	...		
DELCO-LIGHT				...	---	---	---	...	...	---	---	...		
14 mm. plug				...	---	---	---	...	...	---	---	...		
18 mm. plug				...	---	---	---	...	...	---	---	...		
3/4" plug				...	---	---	---	...	...	---	---	...		
† DENNIS LAWN-MOWER				...	---	---	---	...	...	---	---	...		
† DENNIS PUMP UNITS				...	---	---	---	...	...	---	---	...		
4 cyl. Dennis				...	---	---	---	...	...	---	---	...		
J.A.P.				...	---	---	---	...	...	---	---	...		
DISSTON CHAIN SAWS				...	---	---	---	...	...	---	---	...		
† DORMAN				...	---	---	---	...	...	---	---	...		
4JORK, 4JUL				...	---	---	---	...	...	---	---	...		
4MRM, 5MRWM, etc.				...	---	---	---	...	...	---	---	...		
DOUGLAS				...	---	---	---	...	...	---	---	...		
450, 540 and 630 c.c. Single Cylinder S.V. (Alloy Heads)				...	---	---	---	...	...	---	---	...		
450, 540 and 630 c.c. Single Cylinder S.V. (Iron Heads)				...	---	---	---	...	...	---	---	...		
Industrial truck—				...	---	---	---	...	...	---	---	...		
600 c.c. S.V. Twin				...	---	---	---	...	...	---	---	...		
DRAKE & FLETCHER				...	---	---	---	...	...	---	---	...		
Kingston I and Junior Estate Sprayer				...	---	---	---	...	...	---	---	...		
Kingston II, Dustacub, Mistejeta, Thanet, Acorn and Autoblast				...	---	---	---	...	...	---	---	...		
Dustejeta II, Spraycrop 25, Autoblast 2 and 3				...	---	---	---	...	...	---	---	...		
† DRAYTON				...	---	---	---	...	...	---	---	...		
Industrial trucks and Dumper using J.A.P. 412 c.c. engine				...	---	---	---	...	...	---	---	...		
DRYSDALE PUMPS				...	---	---	---	...	...	---	---	...		
See Ford engines.				...	---	---	---	...	...	---	---	...		
† ENFIELD ENGINES				...	---	---	---	...	...	---	---	...		
14 mm. plug				...	---	---	---	...	...	---	---	...		
18 mm. plug				...	---	---	---	...	...	---	---	...		
EVINRUDE PUMPS				...	---	---	---	...	...	---	---	...		
Centrifugal 2 h.p. model P				...	---	---	---	...	...	---	---	...		
1931-'41 Hypressure				...	---	---	---	...	...	---	---	...		
1933-'38 Centrifugal 904				...	---	---	---	...	...	---	---	...		
Hypressure model DDV				...	---	---	---	...	...	---	---	...		
† EXCELSIOR				...	---	---	---	...	...	---	---	...		
3-wheel truck—see Villiers engines.				...	---	---	---	...	...	---	---	...		
FAIRBANKS MORSE				...	---	---	---	...	...	---	---	...		
18 mm. plug				...	---	---	---	...	...	---	---	...		
3/4" plug				...	---	---	---	...	...	---	---	...		
3/4" taper plug				...	---	---	---	...	...	---	---	...		
† FARMER'S BOY TRACTOR				...	---	---	---	...	...	---	---	...		
See J.A.P. and Villiers engines.				...	---	---	---	...	...	---	---	...		
FORD & LINCOLN				...	---	---	---	...	...	---	---	...		
8 and 10 h.p. units				...	---	---	---	...	...	---	---	...		
B4, 24 h.p. units				...	---	---	---	...	...	---	---	...		
V8, 22 h.p. unit				...	---	---	---	...	...	---	---	...		
V8, 30 h.p. unit				...	---	---	---	...	...	---	---	...		
Mk. III V8				...	---	---	---	...	...	---	---	...		
FOWLER				...	---	---	---	...	...	---	---	...		
4 h.p. (I-PAH)				...	---	---	---	...	...	---	---	...		
Others 1 1/2 to 16 h.p.				...	---	---	---	...	...	---	---	...		
† FOWELL Dumper & Tipper				...	---	---	---	...	...	---	---	...		
See Villiers engines.				...	---	---	---	...	...	---	---	...		
GARDNER				...	---	---	---	...	...	---	---	...		
Industrial engine				...	---	---	---	...	...	---	---	...		
GARNER				...	---	---	---	...	...	---	---	...		
Light Tractor				...	---	---	---	...	...	---	---	...		
† GOODWOOD Equipment				...	---	---	---	...	...	---	---	...		
See Villiers engines				...	---	---	---	...	...	---	---	...		
† GREEN MOWER				...	---	---	---	...	...	---	---	...		
Mk. 4 Midget Mk. 10 & 12 models				...	---	---	---	...	...	---	---	...		
Model 7				...	---	---	---	...	...	---	---	...		
HAWORTHY				...	---	---	---	...	...	---	---	...		
† HARLAND PUMP UNIT				...	---	---	---	...	...	---	---	...		
Meadows engine				...	---	---	---	...	...	---	---	...		
HAYTER				...	---	---	---	...	...	---	---	...		
26" Scythe 250 c.c.				...	---	---	---	...	...	---	---	...		
24" Motor Scythe 120 c.c.				...	---	---	---	...	...	---	---	...		
24" Motor Scythe 147 c.c.				...	---	---	---	...	...	---	---	...		
† H.E.C. UNIT				...	---	---	---	...	...	---	---	...		
HERCULES				...	---	---	---	...	...	---	---	...		
14 mm. plug				...	---	---	---	...	...	---	---	...		
18 mm. plug				...	---	---	---	...	...	---	---	...		
3/4" plug				...	---	---	---	...	...	---	---	...		
3/4" taper plug				...	---	---	---	...	...	---	---	...		
HESSELMAN DIESEL ENGINES				...	---	---	---	...	...	---	---	...		
Models L80, L81, L87, 130HS, 130HL, 6BH8, 140HS, 140KH, 145HS, 145KH, 6WALK, 6WAKH, 6NKH, VR2H				...	---	---	---	...	...	---	---	...		
† HOWARD ROTARY HOE				...	---	---	---	...	...	---	---	...		
Bj 6 h.p. or 10 h.p.				...	---	---	---	...	...	---	---	...		
6 h.p. J.A.P. engine				...	---	---	---	...	...	---	---	...		
HYLANDER				...	---	---	---	...	...	---	---	...		
† HYMATIC AIR COMPRES-				...	---	---	---	...	...	---	---	...		
SOR				...	---	---	---	...	...	---	---	...		
INGERSOLL-RAND				...	---	---	---	...	...	---	---	...		
Models D-60, GK 105				...	---	---	---	...	...	---	---	...		
Models 3-R-30				...	---	---	---	...	...	---	---	...		
Models using 3/4" plugs				...	---	---	---	...	...	---	---	...		
Models using 18 mm. plugs				...	---	---	---	...	...	---	---	...		
INTERNATIONAL				...	---	---	---	...	...	---	---	...		
Power Units—				...	---	---	---	...	...	---	---	...		
U1, 1U4, 1U6, U2, U2-A, U2-4, U6				...	---	---	---	...	...	---	---	...		
All other models using 3																

GARDEN, STATIONARY & MISCELLANEOUS ENGINES

	Normal	Mower
† J.A.P. (Industrial Engines) (cont'd)		
Model 3B 150 c.c.	CN	LM4
Model 4F 186 c.c.	CN	LM4
Model 4/2 245 c.c.	CN	LM4
Model 4/3 288 c.c.	CN	LM4
Model 5 412 c.c.	CN	LM4

JOHN BULL DRILLERS

Using 14 mm. plugs	CN	—
Using 18 mm. plugs	C3	—

JOHN DEERE (Industrial engines)

Model LU	CSN	—
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JOHNSON

Utilimotor	C3	—
BB Compressor	CT	—
Super Rammer	*SR1	—
Maxtamp Rammer	CB3	—
12 cwt. Frog Rammer	*SR1	—
1½" Pump Unit, model 2, J.A.P. engine	CN	—
1½" Pump Unit, model 2A, J.A.P. engine	CLNH	—
2" and 3" Pump Unit	C3	—
4" Pump Unit (Ford engine)	CN	—
Iron Horse	HAN	—
1½" Pump Unit, Mk. 7—Villiers Mk. 10	CB3	—
2" Pump Unit Mk. 8A—Villiers Mk. 20	CB3	—
3" Pump Unit Mk. 9A—Villiers Mk. 25	CB3	—
3" Pump model 3L Mud Pump Lister engine	BBL	—
Flexidrive Vibrators—model 3—Villiers Mk. 40	HLN18	—
*Screened Unit Mk. 3—Villiers Mk. 25	CB3	—
*This is a completely screened plug.		

JOWETT

Lighting Plant	C3	—
Bradford engines, 14 mm. plugs	CN	—
Bradford engines, 18 mm. plugs	C3	—

† J.P.

Super model	BBL	LM1
15" Mk. IV Villiers Mk. 5	BBL	LM1
Midjet	BBL	LM1
15" Mk. IV Villiers Mk. 10	BBL	LM1
17" Mk. IV Villiers Mk. 10	BBL	LM1
20" Mk. IV Villiers Mk. 12	BBL	LM1
Model 7	BN	LM3

† K.E.F.

Mistblower TT, Mistblower 4AC/5, Mistejecta, Rapide I and II, Thanet, Acorn, Autoblast 5, Dustcub CN	—	—
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† K.E.F. (continued)

Sprayer model 160/P10 (Coborn C6 engine)	BBL	—
Sprayer model 400/P40 (Lister GK2 engine)	C3	—
Autoblast 2 and 3, Dustejecta H1 Estate Sprayers models 35 and 60—see Villiers engines.	H1	—

KOHLER LIGHTING

D, E, K, K-7, K-12, L, S, T, S-32 S36A, 1A21, 1M21, 1½ kW, 1½ kVA, 2 kW, Wankesha FC, 180 to 190 Series	C3	—
¾" thread	CT	—
K7, K12, K90, K160, 14 mm. models	BAN	—
5A1, 5M1, 5A21, 5A31, 5A51, 5A61, 10A1, 10M1, 10A31, 10A51, 10A61, 10 kW, 10 kVA	C3	—
3A21, 3M21, 3R21, 3A1, L600, 800A21. 14 mm. models	BAN	—
18 mm. models	C3	—
10 kW, 10 kVA, 10MD1 (Diesel)	CTX	—
Briggs & Stratton	CAN	—

† KRYN & LAHY

14 mm. plug	CN	—
18 mm. plug	BBL	—

† LALLEY-LIGHT

ST	—	—
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† LANDMASTER

L20 Gamecock, L30 Kestrel, L40 Kestrel	CB3	—
L50 Hawk	HLN18	—
Rotary Hawk Mk. 1	BBL	LM1
Gardenmaster 34 and 80	CNY	LM2

LANSING BAGNALL TRUCKS

Using Ford or Morris engines CN	—	—
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LAWTON Compressors

ST	—	—
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LE ROI POWER UNITS

Using ¾" plugs	ST	—
Using 18 mm. plugs	C3	—
Using 14 mm. plugs	CAN	—
Using 10 mm. plugs	C10	—

LEWIN ROADSWEEPER

Using 250 c.c. Brockhouse engine	HLN	—
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LEYLAND PUMP ENGINES

14 mm. plug	CLNH	—
18 mm. plug	CV	—

† LISTER

G1, GK1, G2, GK2 and F, Types A ½ h.p., B 5½ h.p., D 1½ h.p. BBL	—	—
ACL 4 cyl.	SC	—
Trucks using 18 mm. plugs (J.A.P. engines)	BBL	—

Normal Mower

Normal Mower

† LISTER (continued)

Trucks using 14 mm. plugs (J.A.P. engines)	BN	—
Models G1, GK2, G2, ACL, C3 C3	—	—
Models ABL, ACL, AFL, AGL, AHL and all other models using 18 mm. plugs	BBL	—

LLOYD

Autosickle Mk. 20	BBL	LM1
Mk. 7 model	BN	LM3
Pegasus	CN	LM4

LOMBARDINI

Models LA60, 70, 75, 85 and 4/110	—	—
.....	BBL	—
Petroleum engine	HN or H14	—

MATBRO INDUSTRIAL TRUCKS

Ford 10 h.p. engine	CN	—
Fordson New Major engine	BLN	—

MAYFIELD

Motoscythe Mk. 12 & 20	BBL	LM1
Motor scythe Mk. 15	CN	LM4

MEADOWS

12 h.p.	BBL	—
22 h.p.	CN	—
30/100	BBL	—
100 h.p.	BBL	—

MILLER

ST	—	—
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MONARCH MOWER

BBL	LM1	—
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† MONROTILLER

See Villiers engines	—	—
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MORRIS

25 h.p.	CB3	—
12, 16, 18 and 28 h.p.	CN	—
Mk. III 6/12 h.p. (petrol)	CN	—
12/24 h.p. (petrol), 11/18 h.p. (paraffin)	C3	—
Mk. I and IIMEB (Petrol/paraffin)	CV	—

MORRIS MAUDSLAY

M.F.B. 25 h.p.	BBL	—
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MOTOCART

BLN	—	—
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MUIR-HILL

Hydraulic Loader (Austin 16 h.p. engine)	CLNH	—
Dumpea (Fordson Major engine)	BLN	—

NASH

Roller, tractor and dumper (B.S.A. engine)	C3	—
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ONAN

123L and W38	BBL	—
OTCS	BN or B14	—

PACKMAN

Potato Harvester (Ford engine)	CN	—
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† PARKER EQUIPMENT

See Villiers engines.	—	—
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PARSONS V8

Petrol and Gas	C3	—
Kerosene	BBL	—

† PEGSON

Rammer	BBL	—
Pump	CB3	—
Road Ripper (special plugs) Also see J.A.P. engines.	700/2	—

† PELAPONE

BBL	—	—
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PENTA

Engines and Compressors—Models A2, A4, C, DC6, E, F, K11, K11, K21, L2, L6, F	H3	—
Model HA6P (Hesselman)	CBX	—
Portable Compressor	C3	—
Models using 18 mm. plug	BBL	—
Models using 14 mm. plug	CN	—

PENTO COMPRESSOR

BBL	—	—
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† PETTER M Types

PU8 and Universal	CB3	—
W1, Series II and III, W2, Series III, WIHP, WIH.	BLN or BL14	—
A1 Series II and III	BN	—
A2 Series III and AH	BLN or BL14	—
A & PA Petrol engine	CLNH	—

PIONEER

BN	—	—
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PLANET

C' type tractor and 'Y' type locomotive (Ford engine)	CN	—
P.M. Chainsaws	CAN	—

PYRENE PUMP UNITS

Ford B engine	CT	—
Ford V8	C3	—
Jowett	BN	—
Standard 8 h.p.	CN	—

GARDEN, STATIONARY & MISCELLANEOUS ENGINES

Normal		Mower		Normal		Mower			
† QUALCAST MOWERS				SCIMITAR					
12" Powered Panther 34 c.c.	CNY	LM2	8" Rotary Grass Cutter 34 c.c.			LM2			
18" Rotacut	CNY	LM2	12", 14", 18" Rotary Grass Cutter				LM2		
16" Commando	CNY	LM2	80 c.c.						
14" Royal Blade	CNY	LM2							
3" Reach Plug models	CAN	LM5							
RANGER				† SCOTT					
16" and 24" Easimow	BBL	LM1	98 c.c. single cyl.		BN		—		
			300 c.c. single cyl.		BBL		—		
† RANSOMES				S.D. Freight Lifter					
MG, MG5, and MG6 Track-layers	BBL	—			CB3		—		
'Vibro-Hoe'	CB3	—	SEAP			CB3	—		
2-ton Rapier Crane, Concrete Mixer	BBL	—	SHAY						
Mk. 4 Midget model	BBL	LM1	Eton Powered Mower	CN		LM4			
30" Mk. 1 Mastiff 412 c.c.	CNY	LM2	Windsor Powered Mower	CN		LM4			
18" Mk. 1 Cyclone 80 c.c.	CNY	LM2	County Powered Mower	CN		LM4			
16" Mercury Motor Mower	BN	LM3	Rotogardener 80 and 120	CN		LM4			
Models with Clinton Engines	CAN	LM5	† SIGMUND-JAP PUMP		C3		—		
REGALITE				SIGMUND-MORRIS					
Lighting Plants	C3	—	PUMP			B14	—		
† ROTARY HOE				STACATRUC					
Bantam Series I	C3	—	2PH Series using Meadows engines						
Bantam Series II	H14	—					CN	—	
Gen Series III, BJ engine	BBL	LM1	2PHA Series using Austin A70 engine				CLNH	—	
Gen Series III, J.A.P. engine	BBL	LM1						—	
Gen Series IV	CLNH	—	STANDARD-GWYNNE						
† ROTAVATOR				PUMP				CLNH	—
See J.A.P. and Villiers.				† STANDARD Scrub Cutter					
† ROTO SCYTHE				Mark VI, 99 c.c. Standard				CB3	—
14 mm. plug	CN	LM4	Mark 25c, 147 c.c. Senior				C3	—	
18 mm. plug	BBL	LM1	STERLING PUMPS						
ROTOTILLER				Using 3/8" plugs				ST	—
Models 3, 5, 30, 35 and 36	BBL	LM4	Using 18 mm. plugs				BBL	—	
Model 50	CV	—	STOTHERT & PITT						
Munro Tiller	BN	—	(See Villiers engines).						
† ROYAL ENFIELD MOWER				† STUART TURNER					
14 mm. plug	BN	LM3	Lighting Plants & Industrial engines						
18 mm. plug	BBL	LM1	Using 18 mm. plugs				BBL	—	
98 c.c. to 1953, 148 c.c. and 225 c.c. T/S models	BBL	LM1	Using 14 mm. plugs				CN	—	
98 c.c. models, 1953 onwards	CNY	LM2	Using 14 mm. screen plug				SR14	—	
125 c.c. T/S model	CNY	LM2	† SUFFOLK IRON FOUNDRY						
RUSTON HORNSBY				'Colt', 12" Mower				CAN	LM5
2 1/2 and 4 h.p. petrol	C3	—	Lawnmower 75 c.c. Punch				CAN	LM5	
Paraffin	BBL	—	Lawnmower Pony				BN	LM2	
SANKEY SAW				SULZER PUMP UNIT					
	BN	—	Ford 8 h.p.				CN	—	
SCAMMEL				Ford V8				C3	—
Trailer Pump, 14 mm. plug	HN	—	Standard 12				CLNH	—	
Trailer Pump, 18 mm. plug	CV	—	TANGYE PUMP UNIT						
Wheelbarrow Fire Pump	BBL	—	See Ford Engines.						

Normal Mower		Normal Mower	
† TARPEN		VILLIERS ENGINES (continued)	
Portable electric Generator 400W, 1 kW, 3 kW	C3 —	(For Mowers & Garden Engines)	
† TEAGLE		Atco-Midget 98 c.c.	BBL LM1
49 c.c. Hedgecutter	BAN —	Mk. 10 98 c.c.	BBL LM1
† TELES SAW		Mk. 10 HS 98 c.c.	BBL LM1
Villiers engine	CB3 —	Mk. 12 120 c.c.	BBL LM1
TEMPLEWOOD		Mk. 12 HS 120 c.c.	BBL LM1
Grain Dryer	CN —	Mk. 20 206 c.c.	BBL LM1
TITIAN POWER SAWS		Mk. 25 256 c.c.	BBL LM1
ER Bluestreak	H1 —	Mk. 2G 70 c.c.	CNY LM2
Junior	HAN —	Mk. 3G 70 c.c.	CNY LM2
† VILLIERS ENGINES		Mk. 4G 70 c.c.	CNY LM2
(For Mowers & Garden Engines see below)		Mk. 5G 70 c.c.	CNY LM2
1 1/2 h.p. Marvil	BBL LM1	Mk. 6G 70 c.c.	CNY LM2
1 1/2 and 2 1/2 h.p. W/C Stationary	CB3 —	Mk. 7G 70 c.c.	CNY LM2
70 c.c. Mk. 2G, 3G, 4G, 5G		Mk. 8G 70 c.c.	CNY LM2
75 c.c. Mk. 7 (four stroke)	HN or H14 —	Mk. 7F 98 c.c.	CNY LM2
98 c.c. Mk. 10 (4 stroke)	CN LM4	Mk. 7 75 c.c.	BN LM3
98 c.c. Mk. 10/1 (4 stroke)	BN LM3	Mk. 7 1/2 75 c.c.	BN LM3
98 c.c. Mk. 2 Midget	CB3 —	Mk. 15 147 c.c.	CN LM4
98 c.c. Mk. 3 Midget	CB3 —	Mk. 15 HS 147 c.c.	CN LM4
98 c.c. Mk. 3F	HN or H14 —	VIVIAN-LLOYD	
98 c.c. Mk. 5F (use R90 rubber covers)	HH14 —	Motor Sickle, see Villiers engines	
98 c.c. Mk. 7F	CN LM4	WACHER	
120 c.c. Mk. 12 (4 stroke)	CB3 —	Road Rammer	
120 c.c. Mk. 12/1 (4 stroke)	BN LM3	HH14 —	
147 c.c. Mk. 25C, 28C, 10C	C3 —	WARSOP Road Drill and Rammer	
147 c.c. Mk. 15 (4 stroke)	CN LM4	(Use with 18 mm. adaptor)	
206 c.c. Mk. 20 (4 stroke)	CB3 —	CLNH —	
274 c.c. Mk. 11A	CB3 —	WAUKESHA	
246 c.c. Mk. 31A & 32A	HH14 —	18 mm. plug	
246 c.c. Mk. 33A	2HLN —	CV —	
249 c.c. Mk. 15A	CB3 —	3/4" plug	
249 c.c. Mk. 25A	HLN18 —	CT —	
256 c.c. Mk. 25 (4 stroke)	CB3 —	Solid Injection	
342 c.c. Mk. 11B	CB3 —	CBX —	
346 c.c. Mk. 14B, 17B, 24B	CB3 —	WAVERLEY	
346 c.c. Mk. 27B	HLN18 —	Lawnmower	
95 c.c. Mk. 40 (4 stroke)	HLN18 —	BBL LM1	
Mk. 1 Midget 98 c.c.	BBL LM1	WEBB	
Mk. 2 Midget 98 c.c.	BBL LM1	12" Motor Mower	
Mk. 3 Midget 98 c.c.	BBL LM1	16" Motor Mower	
Mk. 4 Midget 98 c.c.	BBL LM1	CNY LM2	
Mk. 5 Midget 98 c.c.	BBL LM1	BN LM3	
Mk. 11C 147 c.c.	BBL LM1	WILTON DUMPER	
Mk. 25C 147 c.c.	BBL LM1	Light Dumper (420 c.c. B.S.A.)	
Mk. 19A 249 c.c.	BBL LM1	C3 —	
Mk. 25A 249 c.c.	BBL LM1	† WOLSELEY SHEEP-SHEARING MACHINE	
Atco-Villiers 79 c.c.	BBL LM1	VD model and VLB model, 14 mm. plug	
		BN —	
		18 mm. plug	
		BBL —	
		WORTHINGTON-SIMPSON	
		See Ford engines.	
		WRIGLEY See Villiers engines.	

MARINE ENGINES

CUSHMAN

18 mm. plug	C3
14 mm. plug	CN
7" plug	ST
1/2" plug	AF

DE GIORGI

....	C3
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DORMAN

All models except Diesel types, using 18 mm. plug	BBL
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† DOUGLAS

1,000 c.c. Indian	C14
450, 540, 630 Cast Iron Head	CN
450, 540, 630 Alum. Head	CLNH

EASTHOPE

14 mm. plug	BAN
18 mm. plug	C3

ECKEROTH

....	CAN
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ECLIPSE

....	CAN
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EFFECTO

18 mm. plug	BBL
14 mm. plug	BN

ELCO

14 mm. thread plug	CAN
18 mm. thread plug	C3
3/4" thread plug	....	....	ST

ELGIN

Models 58231, 58501 to 58551, 58601 to 58621, 58701 to 58731, 58741, 58751, 58761, 58772, 58211, 58771, 58772, 58212, 58711, 58221, 58781	CAN
14 mm. Sports models	HAN

ELLINWOOD

....	CAN
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ELTO

Standard engines, 14 mm. plug	CSN
Sports engines, 14 mm. plug	HAN or HANP
Standard engines, 18 mm. plug	C3
Sports engine, 18 mm. plug	H3 or HN18P

Racing, 18 mm. plug

....	HN18P
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Super Racing

....	18-49
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ELTO

Cub 1940-'41, Pal. Speedster, Sportster, C2E7, C2E8	HAN
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EMPERIOR

4-15, 6-70, 6-90 and Jeep	CAN
V8	CSN
3/4" plug	ST

ERD

....	ST
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EVANSVILLE

....	AF
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EVINRUDE

Big Twin 1951-55 (25 h.p.) 1956-7 (30 h.p.) 1958-9 (35 h.p.)	HAN
Fleetwin 1950-58 (7 1/2 h.p.)	HAN
Fastwin 1950 onwards, Ducktwin (3 h.p.)	....	....	HAN
Super Fastwin 1953-4 (15 h.p.)	....	....	HAN
Lightwin 1952 onwards, Fisherman 1956 on	....	....	HAN
Lark (30 h.p.) & (35 h.p.), Mate, Ranger, Four Fifty, Starlite	HAN
Scout	CAN
Sportsman 1948-51, Sportwin 1948 on, Zephyr	HAN

EXCELSIS

....	CN
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FAGEOL

FM200, FM225, 44	HAN
FM275	HN

FARR

18 mm. plug	C3
3/4" plug	ST

FAYBOW (FAY & BOW)

Rocket 18 mm. thread plug	C3
Other models, 3/4" thread plug	ST

FEDERAL

....	CSN
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† FELTHAM

....	C3
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† FERRIER

120 and 240 Models	CAN
4 h.p. and 6/7 h.p.	BAN

† FERRY

....	BBL
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FICHTEL & SACHS

....	ST
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FLAGSHIP

85, 90, 100, 118	2HAN
150, 220, 240, 310	HAN

FLAMBEAU

Single (2-5 h.p.) & Twin (5 h.p.)	CAN
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FORD & LINCOLN

Consul and Zephyr Models	CLNH
8 and 10 h.p. units	CN
V8 14 h.p. plug	CSN
V8 18 mm. plug	BBL
A.B., B4 25 h.p. unit	CT

GALE

All Buccanneer Models	HAN
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GARDNER

....	BBL
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GARWOOD

18 mm. plug	C3
3/4" plug	ST

GIFFORD WOOD

Models 18 mm. plug	C3
Other models, 14 mm. plug	HAN

GIRD

14 mm. plug	CAN
18 mm. plug	C3

GLADDEN

....	HAN
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GLENIFFER

18 mm. plug	BBL
10 mm. plug	C10

GOTA

....	BBL
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GRAY

Economy Service Lugger Light Four-69, Hi-speed Scout Four-91	BAN
Lugger Four-112, Four-140, Four- 162, Six-186, Six-226, Six-330	C3
Lugger Six-244, Express Four-140, Express Four-112, Four-162, Six- 186, Six-226, Six-427, Super Six- 170, Six-244, Six-330, Super Six- 427, Phantom Four-75, Six-88, Six-104, Four-62, Six-125, Six-135, Six-112, Six-100, Special 100, 115, 150, Fireball Four-90 and Super Six-330, Super-Six-150	....	....	H3 or HN18P
Express Sea Scout 91, Phantom Four-45, Power Unit	....	....	CAN or CANP
Express Super Six, Fireball Six-140, Six-150, Six-160, Four-90, 225, 244	....	....	H1 or HN18P
Fireball Four-50, Racing 91	....	....	HAN or HANP

GIRO

Lilla Bjorn	....	....	CAN
Other models using 18 mm. plugs	....	....	C3
Stora Bjorn 350, 700	....	....	H3 or HN18P

HALL-SCOTT

All models except those requiring screened plugs (details of screened plugs on application)	C3
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HARTFORD

....	C3
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HAWBOLT

....	AF
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HEADINGLEY

18 mm. plug	C3
14 mm. plug	CN

HETTINGER

....	ST
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HIAWATHA

All models to 1955 & 1956 30 h.p. model	HAN
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HISPANO

50/50	CV
15/20, 30/40	C3

INDIAN

(SILVER ARROW)	BBL
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JAMES

Model 2 from 1940	CN
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JOHNSON

All normal models using 14 mm. plug	CAN
Sports models using 14 mm. plug	HAN or HANP
All normal models using 18 mm. plug	....	....	BBL
Sports Models using 18 mm. plug	....	....	H1 or HN18P
Racing models using 18 mm. plug	....	....	HN18P

KELVIN

18 mm. plug, petrol and paraffin	....	....	BBL
Diesel	....	....	CV

KERMATH

1938-'39 K, L, M, RV	....	....	C3
1937-'42, Sea Farer, Sea Wolf, Sea Raider	....	....	C3
Sea Chief 4 Fisherman, Cub, Sea Cub, Sea Flyer	....	....	CAN
Sea King (U.S. models), Sea Farer (14 mm. Heads)	....	....	CAN
Sea Captain (14 mm. Heads), Sea Mate (Canadian models)	....	....	CAN
Sea Pup One—18, Two 34	....	....	CAN
Sea Chief 4 High Speed, Sea Chief 6 & 8, Victor, Sea Farer Special, Sea Rover Special, Sea King (Canadian models), Sea Mate (U.S. models), Sea Jeep, Sea Pup, Model Sixteen-5, Sea Twin, (10 h.p.)	....	....	HAN
Models before 1936, 18 mm. plug V8, Sea master, Sea Hawk, Sea Wolf	....	....	C3
Model V8, Mercury, Zephyr	....	....	CSN
3/4" plugs, Sea Captain, Sea Eagle 4, 8, 10, 12, 16, 20, 35, 50	....	....	ST
For screened plugs ask for special recommendation.	

KISSEL (see Waterwitch)

KOENIG

350 c.c. Twin	R50
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KOHLER

Model L-160	CAN
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† KRIS

See Norman and Stuart engines. K.R.W. (see Ford)	
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MARINE ENGINES

LARO Standard C3
Sports H1 or HN18P

LATHROP

14 mm. plug.... CAN
18 mm. plug C3
3/8" plug ST

LATHROP

LH Super, LH Super Special, LH
Master, LH Dual Ignition HAN

LAUSON

RSM, TLM, PAM, PMM CAN

LEHMAN

C, E, L, M series CSN
JL Series CAN

LEHMAN ECON-O-POWER

Series J CAN

LOCKWOOD

A, B, T, Ace, Chief H3 or HN18P
Others using 18 mm. plug C3

LODGE MOTORS

..... ST

LONG ISLAND

18 mm. plug C3
7/8" plug ST
1/2" plug AF

LUTETIA

Standard 18 mm. plug C3
Sports 18 mm. plug H1 or HN18P

LYCOMING

18 mm. plug UAG, UEB, UF, UHB,
UI C3
18 mm. plug, UAGS, UHE, UHET
H1 or HN18P

14 mm. plug

..... CN

7/8" plug CT

LYON & TUTTLE

..... C3

† MALLARD

..... BN

MARINER

MIG, M4G, 14 mm. plug CSN
M2G, 18 mm. plug.... BBL

MARSTON

..... C3

MARTIN

Standard models CAN
Hi-speed models HAN

MAYBACH

..... C3

MEADOWS

Kittiwake 14 mm. plug CN
Kittiwake 18 mm. plug BBL
Sheldrake (Screened plug) SRI
Gannett HLN18
Straight 8, 1948-'49 CL10
Mark II, 100 h.p. H1 or HN18P
Models 25/40, RS1, 4EL/AV, 4EL/V,
4PM CN
Models 4EC/A, 4EC/AP, 6EX/A C3
Models Shearwater, Cormorant,
80, 100, 110, 12/48, 8/48 H1 or HN18P

MERCURY

All normal models, 14 mm. plug CAN
Sports HAN or HANP

MICHIGAN

Senior and Junior Four, 14 mm.
plug HAN
Senior Six CSN
Senior Twin 7/8" plug ST

MILBURN CUB

..... BAN

MILLER

Marine Jeep CAN
Ford engines CSN
7/8" plug, own engines ST

MOHAWK

14 mm. plug.... CSN
7/8" heads ST

MONARCH

..... BAN

MONTGOMERY WARD

See Sea King

MORRIS

Commodore Mk. III CN
Life Boat (Screened plug) SRI
Vedette Mk. II, IV and V CN
Vedette Mk. III (Screened plug) SRI14
Navigator Mk. II CN
M.E.B. CV
Other models using 18 mm. plug C3
Other models using 14 mm. plug CN

MOTORGIO

..... BBL

MUNCY

Normal models, 14 mm. plug BAN
14 mm. Sports models 2HAN
Models using 18 mm. plug C3

M. & T.

(Murray & Tregurtha)

K, K6, J6, M4, MO4, M6, MO6,
normal C3
K, K6, J6, M4, MO4, M6, MO6,
Speed models H1 or HN18P
K, K6, J6, M4, MO4, M6, MO6,
Slow models BBL
Other models using 18 mm. plug C3
All models using 14 mm. plug CAN
Other models using 7/8" plug ST
OC4, OC6, OXC6, O8, Fuel Oil
Types CBX

NAPIER

..... BBL

NATIONAL

Petrol C3
Paraffin BBL

NEPTUNE

Model 111, 11A1, 15A1 BAN
Models 101, 138, 139, 1A39, 10A1 CAN
All other models using 14 mm.
plug HAN
OB17, OB16, OB15 H1 or HN18P
Other models using 18 mm. plug C3

NIAGARA

18 mm. plug C3
taper plug AF
7/8" plug ST

NORDBERG

..... CAN

† NORMAN

14 mm. screened plug SR14
14 mm. plug HH14
18 mm. screened plug SRI
18 mm. plug H3

ONAN

03 MPG, P5 MPG, 06 MPG.... HAN
MCK-MS, MCK-MT CSN
COM, OTC CN
Other models using 18 mm. plug C3
Other models using 14 mm. plug HAN

OSCO (see Ford & Willys)

PACKARD

10 mm. plug C10
14 mm. plug CAN
18 mm. plug C3
7/8" plug ST

PALMER

14 mm. plug BAN
18 mm. plug C3
7/8" plug ST
1/2" plug AF

† PARSONS

10 h.p. Ford engine CN
V8 Ford C3
Other models, petrol C3
Other models, paraffin BBL

PEEK

Wildcat CAN

PENTA

Inboard engines—
Models A2, A4 CV
Model A6 HAN
Models B4B, BB4, BB41, BB43,
BB50 C10
Models C2, C32 SC
Models D4F BAN
Models ED, ED6, C22, CN4, CB22,
D4B CAN
Models F1, F11, F12, F12A 3BL
Models K1, K11, K2, K21, K22 C3
Models L4, L41 H1
Outboard engines—
Models U2, U2M, U21, U21S BBL
Model U21 racing, U22 C3
Model Z2 CAN
Models V2, V21, V21 Sport HN18P
Models S2, S21, S21 Sport, 12 H1
Models PA20, PA80, PA120,
PB200/250, PB400/500 CN

PENTAVERKEN

C2, S2 C3

† PERKINS

New 40 and 35 CN
16 & 6 CAN
P4M, O6M, S6M Diesel 320
16M and 16E CAN or CANP

POWER PRODUCTS

Model 1000 CAN
Model 3000 CSN

READY POWER

18 mm. plug C3
14 mm. plug BAN
7/8" plug ST

REAL

18 mm. plug BBL
7/8" plug ST

RED TOP

..... BAN

REDWING

18 mm. plug except Waukesha
Hesselman C3
1933 Arrow Junior H1 or HN18P
Waukesha Hesselman CBX
14 mm. plug CAN
7/8" plug ST

MARINE ENGINES

REGAL DV, XB, XC CAN Other models using $\frac{3}{8}$ " plug ST	SEA KING (MONTGOMERY WARD) All models except 712 using 18 mm. plug C3 Model 712 H1 All models using 14 mm. plug CAN
REID C3	SEARS ROEBUCK (see Elgin, Motorgo, Waterwitch)
RILEY C3	SHARLAND Normal use BBL Racing H1 or HN18P
R.P.M. Minor CN	SILVER ARROW C3
ROBERTS Models using $\frac{3}{8}$ " plugs ST Models using 18 mm. plugs BBL Models using $\frac{1}{2}$ " taper plugs AF	SIMPLEX C12, C20, BB, G20, G20D, F26, F54, FU, LV, MBT, MV, ZB, W14 CSN JD, F4 BAN Other models using 14 mm. plug CAN Models using 10 mm. plug C10 Models using $\frac{1}{2}$ " plug ST
ROLLO BBL	SISU Speedmarine VMG BBL
ROYAL CAN	SLEIPNER All 4-stroke models BBL
RUSSELL $\frac{1}{2}$ " plug AF $\frac{3}{8}$ " plug ST	SOLO BBL
ST. LAWRENCE 14 mm. plug CSN 18 mm. plug C3 $\frac{1}{2}$ " plug AF $\frac{3}{8}$ " plug ST	SORIANO Normal types C3 Racing types H1 or HN18P
SANDERSON (Cyclone) A, AR ST	SPEEDWAY All models, 14 mm. plug HAN Ditto, $\frac{3}{8}$ " plug ST
SANDERS BBL	SPANGLER CN
SCAMMELL C3	SPINWAY Sturdy Single Super Twin BBL
SCANIA-VABIS H1 or HN18P	SPORT KING (see Lauson)
SCAP CVL	STANDARD CN
SCOT-ATWATER	STAR MARINE 14 mm. plug CN $\frac{3}{8}$ " plug ST
Models using 14 mm. plug CSN Models using 18 mm. plug C3	STEARN ST
SCOTT Bermuda 500 c.c. Outboard HN	STERK Delta 2-cyl. BBL
SCRIPPS Ford, Lincoln and Mercury CSN Other models using 14 mm. plug $\frac{3}{8}$ " reach CAN Other models using 18 mm. plug C3	STERLING Neptune $\frac{1}{2}$ " taper plug AF Dolphin, Petrel, Viking Series ST Other models using $\frac{3}{8}$ " heads CT
† SEA BEE CAN	STORM (see Ford)
SEAGULL C1	

† STUART TURNER

18 mm. plug C1 14 mm. plug CAN Models using 14 mm. screened plug SR14	SUNBEAM BBL
THOR 10 mm. plug C10 18 mm. plug C3	† THORNYCROFT Conversion V8 BBL Conversion B4 BBL Y12 and RA4 CV Other models BBL
TRIM J, A, 14 mm. plug BSN A, E, LT, CP, 18 mm. plug C3 Racing types H1 or HN18P	TROJAN BBL
T.S.D. C3	T.T. 18 mm. plug C3 14 mm. plug CN
TWENTIETH CENTURY ST	UNIVERSAL CE, CER, GCE, GCER, HCS, HCSR, Sea Tim, FA, FAR, FAM, FAMR, LCE, LCER, LHS, LSG, LSGM, LGGMR, LSGR, LHSR, WM, WMG, WMGR C3 1936-'41 BN, BNL, BNM, BNR, ECO, ECOL, BNNR C3 1937-'40, AMS, AMSR, HCS, HCR, APT, AFTL, Twin Blue BR Racer, N, NB, GLS HN18P UJ, Atomic Four CAN Other models 14 mm. plug HAN WM with $\frac{1}{2}$ " taper plug AF CSH with $\frac{3}{8}$ " plug ST
U.S. FALCON 14 mm. plug CAN 18 mm. plug C3 $\frac{3}{8}$ " plug ST	VAN BLECK 18 mm. plug C3 $\frac{3}{8}$ " plug ST
VIKING CAN	† VILLIERS (see Miscellaneous list)
VIVIAN AF	VOSPER 18 mm. plug C3 $\frac{3}{8}$ " plug ST

VOTTERO C3

† WATERMOTA 10 h.p. 14 mm. plug CN Prefect Engine to 1959 CN Other models using 18 mm. plug BBL Sea Otter, 60 h.p. CLNH Sea Urchin 3 h.p. C14	WATERWITCH Models 30 and 40 BAN Models 35, 36, 50 CSN 14 mm. $\frac{3}{8}$ " reach plug models CAN Others, 18 mm. plug C3
WAUKESHA 18 mm. plug CV $\frac{3}{8}$ " plug CT Solid injection type CBX	WEBBER BBL
WEST BEND Shrimp CAN 7 $\frac{1}{2}$, 12, 25 & 40 h.p. Models HAN 2 h.p. CAN S 7 $\frac{1}{2}$ and 16 h.p. BAN	WESTERN FLYER CAN
WHITEHORN BBL	WILLYS CAN
WISCONSIN 18 mm. plug C3 14 mm. plug CSN $\frac{3}{8}$ " plug CT	WINTON ST
WIZARD WD4, WB45, WD3, WD35 HAN Others using 14 mm. plug CAN	† WOLSELEY C3
WORTHAM-BLACK 18 mm. plug, normal reach BBL 18 mm. plug, long reach CB3 14 mm. plug CN $\frac{3}{8}$ " plug ST	WRIGHT C3 For full particulars of Heater Plugs for Diesel Engines ask for Special Leaflet. NOTE.—WE STRONGLY RECOMMEND LODGE PLATINUM TYPE PLUGS IN HOT RUNNING ENGINES FOR TROUBLE-FREE SERVICE, SEE THE CROSS-REFERENCE CHART FOR ALTERNATIVE TYPES, OR CONSULT US, ALWAYS GIVE FULL DETAILS OF ENGINE.

BUYERS' GUIDE

TO POPULAR TYPES OF LODGE PLUGS

LODGE TYPE HBLN

AUSTIN

A99; A30; A35 and Metropolitan; Princess 1957-'58; A40 Sports; New A40; A90 Atlantic, A95 and A105; 1959 Seven.

AUSTIN HEALEY

Model 100 or 100 Six.

BERKELEY

Excelsior Engine.

CORONET

FORD (England)

Anglia 105E; Prefect 107E.

HILLMAN

Minx 1½ litre.

HUMBER

Super Snipe 1959 on; Super Snipe, 2-6 litre 1958 on; Super Snipe Series II and III.

JAGUAR

XK120 (8 : 1 c.r.); XK140, XK150; XK150S; 3½ litre Mk.VII (8 : 1 c.r.) 1952-'56; 1956-'59 2-4 and 3-4 (8 : 1 c.r.); 1957-'60 Mk. VII and Mk. VIII.

LANCIA

Aurelia and Appia.

† MORGAN

4-wheeler Model 4/4, 1940-'50.

MORRIS

Mini-Minor; Minor 1000; Minor Series II; Isis Series IIa, Cowley Series II, Oxford Series III 1957-'60.

NASH

Metropolitan.

N.S.U.

Prince.

PRINCESS

3 litre and 4 litre.

RILEY

4/68; 1-5; 2-6 1957-'59; 2½ litre 1946-58.

† ROVER

3 litre; 100; Models 105S and 105R.

SINGER

SM1500 Twin Carb.; Hunter Twin Carb.; Gazelle 1959.

SUNBEAM-TALBOT

Models 80, 90 and Mk. III to 1957.

† TURNER

2 Seater.

WOLSELEY

6/99; 1959 on, 1500, 15/50, 15/60.

LODGE TYPE CLNH

† ALFA ROMEO

Giulietta Berlina; Giulietta Sprint; 1900 Super Saloon.

† ARMSTRONG SIDDELEY

Sapphire 346; '53-'55 Sapphire; '50-'54 18 h.p. Whitley, Lancaster, Hurricane and Typhoon; '39-'41 25 h.p.

AUSTIN

A40, A70, A90, Westminster A125 and A135; A50 to 1956; Sixteen '45-'48; K4 engines; FX3 Taxi and Hire Car; Gypsy.

† BENTLEY

S2V8; 'S' Series (6-6 : 1 c.r.) and 'S' Continental (7-25 : 1 c.r.); Mark VI Series and 'R' type.

† DAIMLER

SP250 Sports V8; DK400 Limousine; Majestic; One-O-Four 3½ litre, One-O-Four 4½ litre, Sportsman Saloon and DK400; Conquest, Century, Consort, Regency, Sportsman, Regina, Roadster and Empress Models; 1936-'50, DB18, DE27, DE36 and Straight Eight.

FORD (England)

Consul, Zephyr and Zodiac.

HILLMAN

Husky O.H.V.; Minx Mk. VIII 1955-'58.

HUDSON

1949 on, ¾" reach.

HUMBER

Hawk 1951-'60; Super Snipe 1953-'57; Snipe 1940-'41.

JAGUAR

XK120 (8 : 1 c.r.); 2½ litre Mk. V 1950.

JENSEN

4 litre 1950-'54, 14 mm.; Interceptor and 541; 541R.

† LANCHESTER

Dauphin and Sprite; 10 h.p. 1945-'51; 10, 14, and 18 h.p. 1936-'40.

M.G.

Magnette ZA to 1956.

MORRIS

Isis 1956, Cowley 1954-'6 and Oxford Series II.

PACKARD

1955 on, ¾" reach.

PARAMOUNT

1½ litre Roadster.

† ROLLS ROYCE

Silver Cloud (6-6 : 1 c.r.); Silver Dawn and Silver Wraith.

† ROVER

Models '60', '75', '90' and Land Rover; 10, 12, 14, 16 and 20 h.p. 1939-'47; Early Model 7-5 : 1 c.r. 105S and 105R

SINGER

SM1500 Single Carb.; Hunter (Single Carb.); Gazelle 1957-'58.

† STANDARD

8 h.p. (4/8A), 12 h.p. (12 CD), 14 h.p. (14 CD) from 1945 to 1948; 8 h.p. (8A), 10 h.p. (10C), 12 h.p. (12C) from 1939-'41.

SUNBEAM

Rapier 1956-'58.

SUNBEAM-TALBOT

10 h.p., 1946-'47.

TOYOPET

Crown, Crown Deluxe.

† TRIUMPH

Mayflower (12T).

VAUXHALL

1961 Velox and Cresta (PAX).

WOLSELEY

1954-'57 Model 4/44; 1955-'59 Model 6/90; 1956-'59 Model 15/50; 1500 to 1958.

LODGE TYPE CN

†A.C.

2 litre 1947-58.

ALVIS

TC21/100 and TC108/G; 3 litre, '46-'50 Fourteen, '37-'43 4-3 litre, '36-'39 Crested Eagle, Speed 25, New Seventeen, Silver Crest.

† ARMSTRONG SIDDELEY

'46-'49 16 h.p. Hurricane, Lancaster and Typhoon; '36-'41, 12, 14, 17, 20, 20/25.

AUSTIN

Eight from 1939-'47; Twelve 4-cyl., '37-'47; Twelve 6-cyl., '37; Fourteen, '38-'40; Eighteen from 1938; Twenty-eight '39-'40.

BORGWARD

Hansa 1100 and Hansa 2000.

B.S.A.

8-9 h.p. 3-wheeler, 4-cyl.

CISITALIA

1100 c.c. Standard.

DELLOW

Mk. 11C, 11E, VI.

FIAT

'47-'60, 1100, 1100S, 1100B, 1100L, 1100E, 1100EL, 1100ES; '53-'60, 1400A, 1400, 1900 and 1900A; '39-'55, 500C, 500B, 500; '36-'39, Models 508, Ardita, 1500, 2800;

FORD (England)

8 h.p. from 1935; Anglia, Popular, Prefect, De-luxe 22 h.p., and Estate; Squire, Escort.

HILLMAN

Husky S.V.; Minx, Californian and Convertible, '36-'58 S.V.; Aero Minx '35; Fourteen from '38; Sixteen, '36-'37; 20, Hawk, 80 from '36.

HUMBER

Hawk to 1950; Super Snipe to '52; Pullman and Imperial to '54; Snipe to 1948 except '40-'41; 12 h.p. from 1936; 16 h.p. from 1938; 18 h.p. '36 and '37; 20 h.p. from '38; 27 h.p. from '36.

JAGUAR

XK120 (7-1 c.r.); 3½ litre Mk. VII (7-1 c.r.) '52-'56; 3½ litre Mk. V '50-'51; 1½, 2½, 3½ litre Models '36-'49; 7-1 c.r.

JENSEN

2½ litre, 14 mm.

JOWETT

Javelin; 10 h.p. 4-cyl. models; 2-cyl. models, 14 mm.

LANCIA

Aprilia, Artena, Augusta and Astura from 1939.

LEA FRANCIS

12 and 14 h.p. models from '39-'40.

LLOYD

400.

LOTUS

Seven.

MERCEDES

Models 500, 320, 540K, 230, 230W143, 170V, 14 mm.

† MORGAN

Plus Four '50-'55 (Vanguard Engine); 4/4 Series 2, '56-'59; 4-wheeler, Model 4/4, '36-'40, 14 mm.; 3-wheeler, 4-cyl., 8 and 10 h.p.

MORRIS

Minor Series MM, '54; Eight or Minor '35-'52; Ten-Four '36-'48, Ten-Six; Twelve-Four, Fourteen-Six, Series II and III; Oxford '43-'54; Six 1940-'55.

OPEL

P4, Cadet, Olympia, ReKord, Capitan, Super-Six and Admiral.

PEUGEOT

Models 201, 202, 203, 301, 302, 401, 402, 402B, 402L, 402BL, 601 and 403 14 mm. Taxicab, 14 mm.

RAILTON

10, 16 and 20-8 h.p. models.

RENAULT

Dauphine, Gordini and Floride; 750 Saloon, Dauphine and 2 litre and Fregate Entendard, Fregate Grand Pavois; 4, 8, 12, 18 and 25 h.p. models from '36.

RILEY

All other '36-'40 Standard Series.

† ROVER

10, 12, 14, 16 '35-'38; 20 h.p. '37-'38.

SIMCA (Ford, France)

Aronde, Etoile, Elysee, Grand Large, Pleinceil, Chatelaine and Ariane.

† STANDARD

All Vanguards (20S.I, 20S.II, 20S.III); Vanguard 12 cwt. Van; Vanguard 12 cwt. Pickup; 14 h.p. (14CB), 20 h.p. (20CB), '39-'41; All models '36 to '38.

SUNBEAM

12-8 h.p. Dawn.

SUNBEAM-TALBOT

2 and 3 litre models, '38-'47; 10 h.p. '38-'39.

† TRIUMPH

1800 (18T, 18TR); 2000 (20ST, 20STA, Renown).

VAUXHALL

20 and 27 h.p. Big Six, '34-'36; 25 h.p. from '37.

VOLKSWAGEN

All models.

VOLVO

Models SIEC, 659, PV36, PV51, PV52, PV658, TR701, 704, EC.

WOLSELEY

All models from '37-'52; '53-'55 Model 6/80; 9 and 10 h.p. 1935; 1953 Model 4/44.

LODGE TYPE CANY

- BUICK**
1938-'46.
- CADILLAC**
8, 16-cyl., 1936-'38.
- CHEVROLET**
1933-'49, 14 mm.
- CHRYSLER**
1951-'53, V8.
- CITROEN (British)**
Light 15, Big 15 and 6-cyl. Models, 1934-'39.
- CITROEN (French)**
Taxi, 14 mm.; 7, 9, 11 and 15 h.p. (c-cyl.).
- DO SOTO**
1932-'54.
- DODGE**
1932-'56, 6-cyl.
1953-'57, 48; 1953 on, $\frac{3}{8}$ " reach.
- HUDSON**
1933-'42.
1946-'48.
- KAISER**
All Standard models.
- LANCIA**
Aprilia, Flaminia, Artena, Augusta, and Astura 1936-'38.
- NASH**
1934-'48.
1949-'57 Excluding Dual; 1944 on, Rambler.
- OLDSMOBILE**
1937-'54.
- PACKARD**
1950-'54.
- PLYMOUTH**
1932-'56.
1955 on, except Valiant.
- PONTIAC**
1932-'42.
1943-'46.
- RAMBLER**
1954-'55
- STUDEBAKER**
1941-'60 (Excluding V8); Lark 6-cyl.)
- TERRAPLANE**
Normal cyl. heads.
- VAUXHALL**
Velox, Wyvern and Cresta to 1960; Victor to 1961.
- VOLVO**
B16A, P460, P4830, P33834.
- WILLYS**
Models 475A, 685A, Ace, Eagle, Jeep, CJ-2A, CJ-3A, 4-63, 6-63.

**FOR EASY STOCKING, SWIFT SELLING
AND FAST TURNOVER, ORDER THESE
4 POPULAR TYPES of
LODGE SPARK PLUGS**

14 mm.	LODGE TYPE	to replace Champion
$\frac{3}{4}$ "	HBLN	N 5
$\frac{3}{4}$ "	CLNH	N 8
$\frac{1}{2}$ "	CN	L 10
$\frac{3}{8}$ "	CANY	J 8, J 11 J 12, J 14

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SINCE 1904