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Master CATALOGUE

1963 - 64

BIG END BEARINGS

SMALL END BUSHES

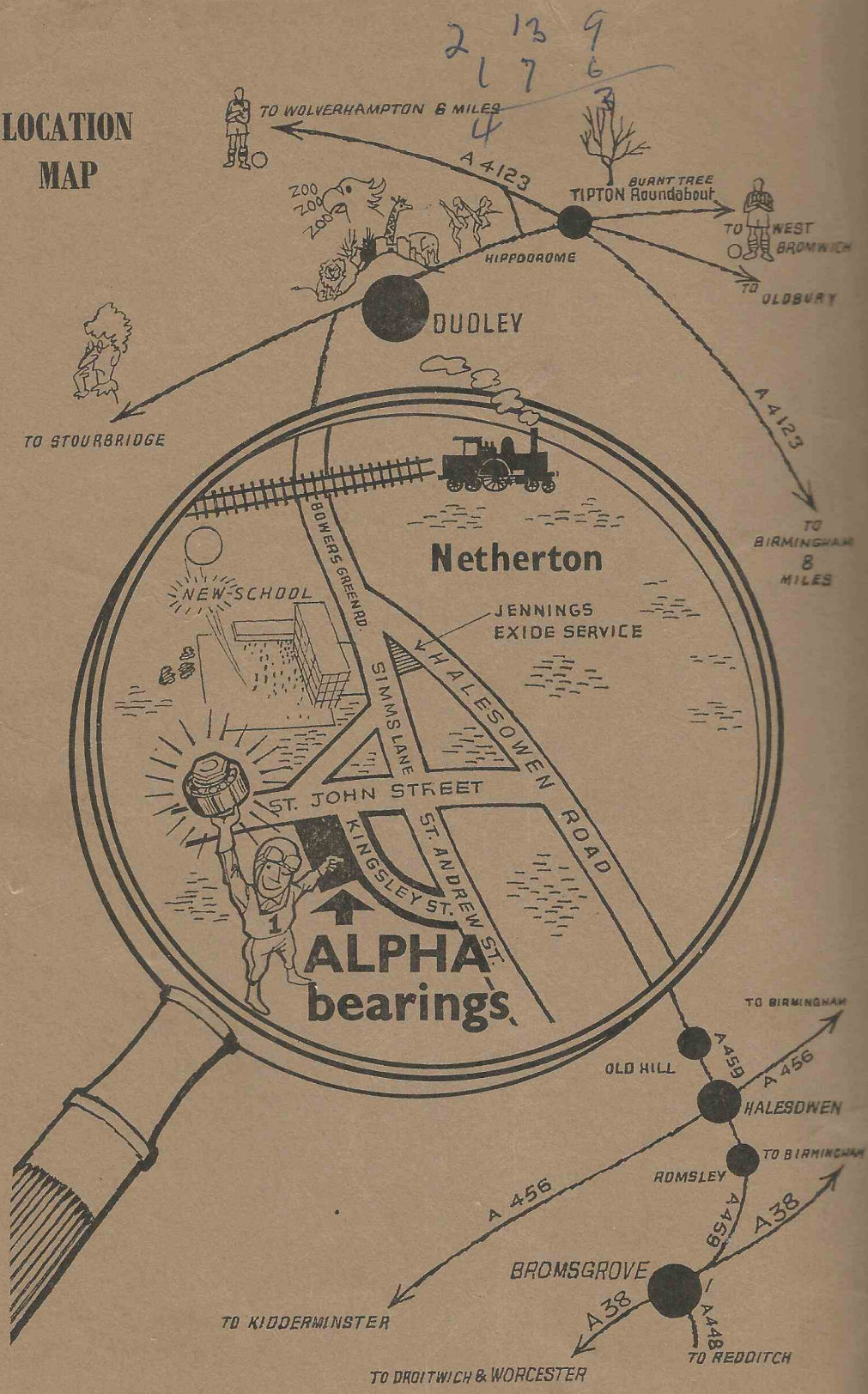
VALVES

VALVE GUIDES

VALVE SPRINGS

ALPHA BEARINGS LTD.

LOCATION MAP



See inside back cover for Route Directions.

Master Catalogue

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HOW TO GET TO ALPHA BEARINGS ..

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ALPHA BEARINGS LIMITED
P.O. BOX 13, DUDLEY, WORCESTERSHIRE

Telephone : DUDLEY 55151

General Information . . .

ORDERS AND ENQUIRIES

When we receive items for repair or as patterns a copy of our Job Sheet is sent to the customer. This sheet shows all items received and sets out the work to be done. Customers are requested to check these sheets and to advise us if there is any discrepancy in either the items received or the work that we intend carrying out. The Copy Job Sheet carries our Works Order Number, and any enquiry relating to the job in question should always be accompanied by this.

To assist customers in ordering we can supply, quite free of charge, special big end order books and gummed addressed labels. Most of our friends find it convenient to use these and supplies will be gladly sent upon application.

SAMPLES

Samples sent to us for reference will always be returned at the customer's request, but in the absence of this they will be destroyed when the order has been completed.

PART NUMBERS

Big end part numbers quoted in our Lists refer to the complete assembly less Cage. Where cages are normally fitted these are the subject of a separate part number. In the case of Bearings normally using a cage it is our standard practice not to supply one unless it is specially ordered. Where a bearing is assembled complete with cage the part number will be followed by the letter "K." Thus, AMC.6 refers to the crankpin, nuts, outer race and sufficient rollers to fill a cage. AMC.6.K refers to all the above parts assembled with the cage complete, whilst K.3 refers to a cage only suitable for use in the AMC.6 bearing.

EXCHANGE RODS AND CRANKSHAFTS

We have at our Works large stocks of connecting rods and crankshafts fully reconditioned with new big end bearings and small end bushes. Wherever possible these are sent to customers in exchange for their old units by return of post. There are times however, when customers require the return of their own parts or alternatively, do not require small end bushes. In such cases we request that they mark their orders accordingly so that their own parts may be given individual attention. Our price for an exchange connecting rod is the standard charge made for fitting the appropriate big end bearing and small end bush and in the case of crankshafts our truing charge is added to the exchange rod price. Some crankshafts require additional attention because mainshafts may be damaged and in such instances these items are invoiced separately.

CRANKCASES

We have only specialised facilities for handling crankshafts and flywheels and cannot accept crank cases or other engine parts for dismantling or repair except by prior arrangement.

CARRIAGE

Carriage and Packing expenses are charged at cost. The Railway or Transport Company acting as carriers are deemed to operate as agents for the Buyer, and we consider delivery has been effected when goods pass into their hands.

RETURNED GOODS

When orders have been properly executed we cannot accept the return of goods except in special circumstances. All goods so returned will be credited at invoice price, less 15 per cent. for handling.

PAYMENT AND ACCOUNTS

Ledger accounts may be opened on production of satisfactory Trade References. Payment is due during the month that follows the month in which the goods were delivered.

Pending the opening of a credit account, goods are despatched by C.O.D. Post unless paid for in advance.

MAIN BEARINGS

Main bearing references are shown for most engines. In the case of ball and roller bearings Hoffman references are quoted unless otherwise shown. The part numbers of Mainshafts, Bushes, etc., refer to items of Alpha manufacture.

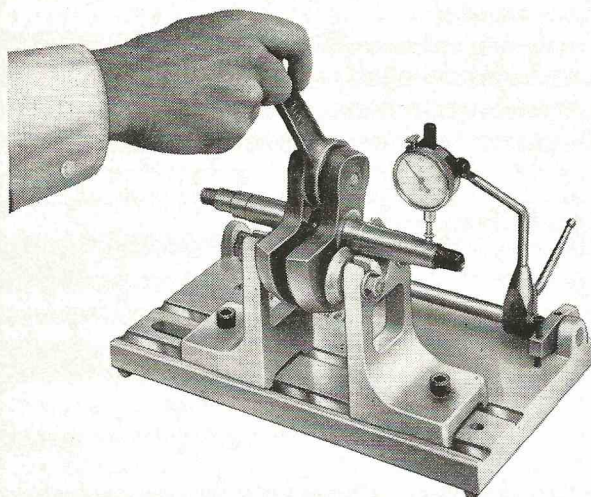
MANUFACTURERS PART NUMBERS

In the data section at the end of the Catalogue equivalent genuine part numbers are given for most Alpha big ends and small ends. In the case of Valves and Valve Guides these are shown in the Valve section in brackets, beneath the Alpha part number. Makers numbers are shown for the convenience of customers only. All products referred to in this List except Valve Springs are of Alpha manufacture, suitable for the types specified.

GUARANTEE

"Every ALPHA product is of British manufacture throughout, and is fully guaranteed against defective material or workmanship. We will replace free of charge, and without question, any faulty parts returned to us within six months from date of purchase. We cannot accept responsibility for parts used under improper operating conditions or for any consequential loss or damage whatsoever."

Introducing the ALPHA-TRU



ALPHA'S
latest contribution
to
Workshop Efficiency.

The Problem

When motor cycle flywheels and bobweights are re-aligned it is usual to employ lathe centres on which the crankshaft can be held and the alignment measured by a clock micrometer. Unfortunately this method suffers a serious disadvantage. Certain makes of bobweight are finished by centreless grinding and the centres in the shaft ends have no relation to the axis of the finished shaft, with the result that if such a crankshaft is trued using these centres, when apparently true, the shaft will actually be out of line by whatever amount the centre is away from the true axis of the shaft. Not all cranks are produced in this fashion, but frequently shafts are damaged on the ends when an engine is dismantled or become slightly bent with similar results.

Realising this problem our engineers developed a machine so that crankshafts and flywheels could be trued without using the shaft centres.

The machines produced were used in our works for some years and often customers expressed a desire to purchase for their own use. Thus the beginning of Alpha-Tru. Described in detail below, we know from our own experience that this machine will revolutionise the handling of flywheels and crankshafts.

. . . . and the Answer

Alpha-Tru consists of a baseplate with one fixed and one adjustable bracket. On each bracket is mounted a pair of wheels running on ball bearings and ground on the outside diameter to a knife edge. By adjusting the movable bracket, shafts of different widths can be accommodated, and where the timing side shaft differs in thickness to that of the driving side then the rotating wheels on one side can be raised to allow for this.

When in use the brackets are adjusted so that they are as near to the flywheels as is possible; and the clock gauge can be brought into contact with the ends of the shafts. (*See photograph*).

Alpha-Tru should not be confused with flywheel assembling equipment such as the "Simple Simon" Jig. Such tools are for assembling flywheels whilst Alpha-Tru provides a method of aligning. Also, of course, Alpha-Tru will handle bobweights as simply as flywheels, and in addition may be used for checking straightness of any round item—push rods, valves, etc., etc.

TRADE PRICES

ALPHA-TRU complete with all attachments and John Bull	
Series 1 (1½" dial) Clock Micrometer	£13 . 10 . 0
As above, but less Clock Micrometer	£10 . 0 . 0

Carriage extra.

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SECTION I



BIG END BEARINGS

SMALL END BUSHES

MAIN BEARINGS



A.J.S.

Bearings Ref. AMC14 and AMC14L employ crankpins that are rather thin and which are subject to frequent breakage. We can bore out flywheels and fit special oversize bearings which are most satisfactory in service. Further details may be had upon application.

250 c.c.

Year	Model	Con-Rod Casting No.	Big End Part No.	Cage Part No.	Small End Bush Part No.	MAIN BEARINGS	
						Drive Side	Timing Side
1935-40	22, 22S	WHT	AMC4	—	SE1	2×LS9	STD650
1958-60	14, 14CS	WHT	AMC14	K50	SE143	2×LS9	042239
1961-63	14, 14S, from Engine No. 10367	—	AMC14L	K50	SE143	MS10	RLS9
1961-63	14CS, 14CSR	043021	AMC17H	K51	SE143	MS10	RLS9

350 c.c.

1935-36	350 O.H.V.	WHT	AMCLC	K2	SE1	LS10	✱
1937-39	16, 26	WHT	AMC5	K3	SE1	2×LS10	STD650
1940-51	16MS, 16MC	WHT	AMC6	K3	SE1	2×LS10	STD650
1952-53	16MS, 16MC, 16MCS	WHT	AMC6	K3	SE1	2×LS10	017489
1954	16MS, 16MC, 16MCS	WHT	AMC6	K3	SE1	2×LS10	021481
1955-63	16 MS, 16MC, 16MCT	} WHT	AMC6	K3	SE1	MS10	021962
1955	16MCS					LS10	
1956-59	16MCS	WHT	AMC12	K51	SE1	MS10	✱
1948-55	7R, Racing	Polished	AMC7R	K46	✱	✱	MS11
1956-63	7R, Racing	Polished	AMC12L	K51	SE209	✱	MS11
1960	8 (Light 350)	44023	AMC17	K51	SE143	LS9(2 off)	042239
1961-63	8 (Light 350)	44023	AMC17	K51	SE143	MS10	RLS9

500 c.c.

1937-51	18, 18S, 18C	WHT	AMC6	K3	SE1	2×LS10	STD650
1952-53	18S, 18C, 18CS	WHT	AMC6	K3	SE1	2×LS10	017489
1954	18S, 18C, 18CS	WHT	AMC6	K3	SE1	2×LS10	021481
1955-63	18S, 18C	} WHT	AMC6	K3	SE1	MS10	021962
1955	18CS					LS10	
1956-63	18CS	WHT	AMC12	K51	SE1	MS10	023346
						LS10	

500 c.c. and 600 c.c. TWIN

1949-62	Model 20, 30, Spring Twin	—	—	—	—	RLS12½	RLS12½
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✱ Indicates items for which patterns are required.

990 c.c. TWIN

Year	Model	Con-Rod Casting No.	Big End Part No.	Cage Part No.	Small End Bush Part No.	MAIN BEARINGS	
						Drive Side	Timing Side
1937-40	37-2, 40-2, O.H.V. ..	WHT	AMC8	K1 (2 off) K2 (1 off)	SE1	✱	✱

Aer-Macchi

Late model Ala-D'Oro machines are fitted with big ends Ref. AM3 which have larger crankpin shanks than the previous Ref. AM2. We can bore out early type flywheels and fit AM3 type bearings which greatly improves the reliability of the flywheel assembly.

175 c.c. and 250 c.c.

1961-63	175 c.c. Ala-Rossa	}	—	AM1	K68	✱	325	✱
1960-62	250 c.c. Ala-Verde		—	AM2	K11	✱	325	325
1962-63	250 c.c. Ala-D'Oro		—	AM3	K11	✱	325	325

Ariel**200 c.c.**

1954-58	"Colt"	45-2409	AB5	—	SE11	325	Bush 65-2052
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250 c.c.

1929-32	'Colt' S.V. and O.H.V. ..	A84	A1	—	Not fitted	✱	✱
1935-40	LG, LH, O.H.V.	A7-339	A5	—	SE3	{ MS10 LS10 125 (3 req'd)	LS10
1958-63	'Leader,' and 'Arrow' ..	T16	A9	—	SE159		

350 c.c.

1931-33	MB, MF, S.V. and O.H.V.	A6-308	A2	—	Not fitted	✱	✱
1936-59	NG, NH, Etc., all Models	A7-339	A5	—	SE3	{ MS10 LS10	LS10

✱ Indicates items for which patterns are required.

500 c.c.

Year	Model	Con-Rod Casting No.	Big End Part No.	Cage Part No.	Small End Bush Part No.	MAIN BEARINGS	
						Drive Side	Timing Side
1936-50	VG and '500 Standard' ..	A7-524	A5	—	SE4	MS10 LS10	LS10
1935-37	VH, Red Hunter	A7-473	A6	K5	SE4		
1938-59	VH, Red Hunter	A7-473	A7	K5	SE4	LS10 RMS10	RL10L
1 53-54	VCH, VHA, Alloy Engine	A7-473	A7	K5	SE4		
1955-59	HS, HT, Scrambles and Trials	A7-473	A7	K5	SE4		

500 c.c. TWIN

1948-54	KG, KH, Series 'A' ..	—	—	—	SE7	RM11L	—
1955-59	KG, KH, Series 'B' ..	—	—	—	—	RM11L	—

600 c.c.

1936-58	VB, SV	A7-524	A5	—	SE4	MS10 LS10 RL11L	LS10
1932-36	Square Four	ET-7A	A8S (3 off) A8L (1 off)	—	SE6		8769

650 c.c. TWIN

1954-59	FH 'Huntmaster' ..	—	—	—	SE109	R130L	—
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1000 c.c. FOUR CYL.

1937-59	4G, 'Square Four' ..	—	—	—	SE7	RL11L (2 off)	8769
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✱ Indicates items for which patterns are required.

Bianchi

75 c.c., 125 c.c. and 175 c.c.

Year	Model	Con-Rod Casting No.	Big End Part No.	Cage Part No.	Small End Bush Part No.	MAIN BEARINGS	
						Drive Side	Timing Side
1960-63	75 c.c. Gardena	—	Bianchi 1	—	SE210	117	117
1961-63	125 c.c. Bernina	—	Bianchi 2	—	SE211	125	120
1961-63	175 c.c. Tonale	—	Bianchi 3	—	SE211	120 120P	125

BMW

250 c.c.

1950-63	R25, R26, R27	224-2	BMW1	K57	SE164	130	130
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300 c.c.

1956-59	Isetta 3 Wheeler	Alloy	BMW3	K85	Rod req'd for repair	135	135
1959-63	Isetta 3 Wheeler	Steel	BMW4	K57	SE190	135	135

500 c.c.

All Years	R50, R50S	224-2	BMW2	K57	SE164	135	135
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600 c.c.

All Years	R60	224-2	BMW2	K57	SE164	135	135
All Years	R69, Sports	224-2	BMW2	K57	SE164	✱	135

British Anzani

250 c.c. and 325 c.c.

All Years	Twin, Type 1, Type 2 ..	BAE	ANZ1	K58	SE165	RL9L	LS9
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✱ Indicates items for which patterns are required.

B.S.A.

The latest Bantam, caged type big end, our reference B20K, is fitted to two rods which are both numbered 90-497. One of these employs a small type small end bush (SE24) and the other a larger one (SE134). These rods are not interchangeable and to avoid mistakes we now use big end references B20KS and B20KL to denote the small or large small end bush. Certain B.S.A. Models C15 and B40 employ plain type big end bearings. Alpha references B21 and B23 for these models relate to special caged roller conversions which are most satisfactory in service and very desirable where sporting use is made of the machines. A leaflet describing these bearings is available upon request.

70 c.c.

Year	Model	Con-Rod Casting No.	Big End Part No.	Cage Part No.	Small End Bush Part No.	MAIN BEARINGS	
						Drive Side	Timing Side
1956-62	Dandy, T/S	64-58	B22	—	SE135	115. LS8	—

125 c.c.

1947-53	Bantam, D1	90-253	B20	—	SE24	117 LS8	LS8
1954-57	Bantam, D1	90-497	B20C	—	SE24		
1958-63	Bantam, D1	90-497	B20KS	K59	SE24		

150 c.c. and 175 c.c.

1934-36	XO, 150 O.H.V.	29-430	B4	—	Rod req'd for repair	117 LS8	MS9	✱
1954-59	Bantam Major, D3	90-497	B20M	—	SE24			
1958-63	Bantam Super, D5, D7 ..	90-497	B20KL	K59	SE134			
1958-63	B1 'Sunbeam Scooter' ..	90-497	B20KL	K59	SE134			

250 c.c.

1935-36	B3, B35-3	27-1321	B3	—	SE8	{ RMS9 MS9 325	MS9
1937-39	B21, B22	65-450	B5	—	SE11		
1937-57	B20, C10, C10L, S.V. ..	65-444	B5	—	SE11		
1940-57	C11, C12	29-2277	B5	—	SE11		
1958-63	C15	40-48	B21	K73	SE142	325	40-389
1959-60	C15S to Engine No. C15S 2112						
1959-61	C15T to Engine No. C15T 1320						
1961	C15S (Jan. to May) to Engine No. C15S 3001						
1961-63	C15S from Engine No. C15S 3002	40-473	B23	K83	SE197	325	40-389
1961-63	C15T from Engine No. C15T 1321						
1961-63	C15SS80	41-181S	B24	K84	SE142	325	40-389
1959-63	Sunbeam Scooter						
1959-63	Sunbeam Scooter	—	—	—	SE199	325	✱

✱ Indicates items for which patterns are required.

350 c.c.

Year	Model	Con-Rod Casting No.	Big End Part No.	Cage Part No.	Small End Bush Part No.	MAIN BEARINGS	
						Drive Side	Timing Side
1946-59	B31 and 1946-54 B32 ..	66-483	B14	K11	SE13	125 R325L	RM9L
1954-57	B32	65-1641	B14	K11	SE13	125 R325L	RM9L
1949-53	Gold Star	65-1614				125 R325L	
1954-59	Gold Star	65-1321	B14GS	K11	SE13	125 R325L	RM9L
1960-61	B40-350 Star	65-1836	B14GS	K11	SE13	125 RMS11	RM9L
1962-63	B40-350 Star, B40 SS90 ..	41-55	B23	K83	SE13	325	40-389
		41-181L	B24	K84	SE13	325	40-389

500 c.c.

1930-32	S30-12, S30-13, O.H.V. ..	24-281	B12	K8	SE14	325 R325L	R325L
1930-32	S30-7, S30-9, S.V.	24-281	B12	K8	SE14	325 R325	325
1932	S32-8, O.H.V.	24-279	B12	K8	SE15	325 R325L	R325L
1932-36	W7, Q7, Q21, O.H.V. & S.V.	24-279	B9	K8	SE14	RM9L	RM9L
1936	Q8, up to Engine No. D8391	24-1480	B9	K8	SE15	R325 R325L	RM9L
1936	Q8, from Engine No. D8392	24-1480	B13	K8	SE15	R325 R325L	RM9L
1937-38	M20	66-481	B14	K11	SE15	325 R325L	RM9L
1939-59	M20	66-481	B14	K11	SE15	125 R325L	MS9 RM9L
1937-39	M22, M23, M24, O.H.V. }	66-483	B14	K11	SE13	125 R325L	RM9L
1947-59	M33, O.H.V. ..						
1946-54	B33						
1946-59	B34						
1954-59	B33, O.H.V.	65-1614	B14	K11	SE13	125 R325L	RM9L
1949-50	Gold Star	65-1321	B14GS	K11	SE13	125 R325L	RM9L
1951-63	Gold Star	65-1321	B14GS	K11	SE13	125 RMS11	RM9L
		65-1836					

500 c.c. TWIN

1934-36	J11, J12, O.H.V.	31-261	B15	—	SE10	325 R325L	R325L
1947-50	A7 Twin and Star Twin ..	—	—	—	SE108	MS11	—
1951-62	A7, Star Twin, Shooting Star	—	—	—	SE107	R130L	—
1962-63	A50 Star Twin	—	—	—	SE109		—

* Indicates items for which patterns are required.

600 c.c.

Year	Model	Con-Rod Casting No.	Big End Part No.	Cage Part No.	Small End Bush Part No.	MAIN BEARINGS	
						Drive Side	Timing Side
1934-35	M34-12, M35-10, S.V. ..	24-1599	B12	K8	SE20	{ 325 R325L	R325L
1936-37	M10, S.V.	24-1599	B12	K8	SE20	{ 325 R325L	RM9L
1937-38	M21	66-481	B14	K11	SE15	{ 325 R325L	RM9L
1939-59	M21	66-481	B14	K11	SE15	{ 125 R325L	MS9 RM9L

650 c.c. and 750 c.c. TWIN

1936-38	Y13, 750 c.c. Twin {	33-258 33-259	} B16Y	K12	SE22	{ 325 R325L	R325L
1950-53	A10 Twin	—	—	—	SE109	R130L	—
1954-62	A10 and Super Rocket ..	—	—	—	SE109	R130L	—
1962-63	A65 Star Twin	—	—	—	SE109	—	—

1000 c.c. TWIN

1932-38	G14, 986 c.c. S.V. {	26-598 26-599	} B16G	K9 (2 off) K10 (1 off)	SE21	R325L	R325L
1930-36	1021 c.c. O.H.V. 3 Wheeler	ST243	B18	—	SE23	325	RMS11

Bultaco**125 c.c. and 150 c.c.**

1959-63	Tralla 101, TSS Racer, Tralla 155 and Kart Engine	—	BUL1	K86	SE212	125	125
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Capri**70 c.c. and 80 c.c.**

1959-63	70 c.c.	—	Capri 1	—	SE192	117	117
1960-63	80 c.c.	—	Capri 2	—	SE196	112	112
1962-63	98 c.c.	—	Capri 3	—	—	117	117

Capriolo

75 c.c. and 125 c.c.

Year	Model	Con-Rod Casting No.	Big End Part No.	Cage Part No.	Small End Bush Part No.	MAIN BEARINGS	
						Drive Side	Timing Side
1959-63	75 c.c. "Touring" and De Luxe	—	CRO1	K88	—	✱	✱
1959-63	125 c.c. "Touring" and De Luxe	—	CRO2	K89	—	✱	✱

Diana

200 c.c.

1955-62	Standard and Sports	..	—	Diana 1	K63	SE145	117	A20 120
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Douglas

By arrangement with Douglas (Kingswood) Ltd. for whom we carry out the whole of their crankshaft reconditioning, we offer service exchange crankshafts for Vespa whose prices include renewal of mainshafts as necessary without extra charge, but we cannot any longer supply big ends only to customers' own crankshafts.

125 c.c.

1951-54	Rod Type and Model "G"	5354	DV	—	SE32	1806 (FBC)	1806 (FBC)
1954-55	GL2	18602M	DV1	—	SE146	M25N	M25N
1955-59	42.L2, 92.L2	037987	DV2	—	SE146	M25N	M25N
1959-62	152.L2	023792	DV4	—	SE193	M25N	M25N
1963	"125"	—	DV7	—	SE208	M25N	M25N

150 c.c. and 160 c.c.

1955-62	"Gransports"	—	DV.GS	—	SE146	M25N	M25N
1957-59	"Clubman"	—	DV3	—	SE146	M25N	M25N
1960-61	"New 150"	—	DV5	—	Send Rod for Repair	M25N	M25N
1961-63	"Sportique"	089289	DV6	—		M25N	M25N
1962-63	"GS-160"	—	DV8	—		M25N	R125E

✱ Indicates items for which patterns are required.

350 c.c.

Year	Model	Con-Rod Casting No.	Big End Part No.	Cage Part No.	Small End Bush Part No.	MAIN BEARINGS	
						Drive Side	Timing Side
1935-37	"Endeavour," "Blue Chief"	8636	DB	K52	SE148	130DR	✱
1946-51	T35, MK3, MK4, MK5	26048	DP	K53	SE31	130DR	26057
1951-57	MKV	26048	DP	K53	SE31	130DR	26057
1950-54	Plus Series "80," "90" ..	Polished	DP +	K53	SE31	130DR	{ 130 38259
1955-59	"Dragonfly"	S26048	DPD	K53	SE31	130DR	{ 34168DF (Split)

500 c.c. and 600 c.c.

1930-34	A32, E29, K, M	—	DBT	—	SE29	130DR	✱
1930-35	T6, S6	—	DBT	—	SE147	130DR	✱
1936-39	"Aero"	8636	DB	K52	SE148	130DR	✱

Ducati

In addition to types shown below there are also 125 c.c. and 175 c.c. "Formula III" machines and the special Desmodromic and Grand Prix types. The big ends of all these are covered by the general reference DC5, but they vary slightly from each other and pattern crankpins should be sent with any orders.

98 c.c.

1956-58	98T	—	DC4	—	✱	✱	✱
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125 c.c., 175 c.c. and 200 c.c.

1957-63	125T, Sports, Monza ..	—	DC2	—	SE202	{ 117 125	125
1957-62	175T, Sports, Silverstone }	—	DC3	—	SE189	{ 117 130	130
1960-63	Elite, Daytona .. }						

✱ Indicates items for which patterns are required.

Excelsior

See also Villiers.

One outer bobweight on Talisman Twin crankshafts has a slightly enlarged crankpin eye and is only a light push fit on the crankpin. This arrangement is necessary in order that the two halves may be bolted together after fitting into the crankcase after which the end bobweight is pressed on. This procedure is quite correct and customers should not be concerned that the crankpin is not the usual press fit.

98 c.c.

Year	Model	Con-Rod Casting No.	Big End Part No.	Cage Part No.	Small End Bush Part No.	MAIN BEARINGS	
						Drive Size	Timing Size
1945-56	Goblin, Spryte, etc. ..	834	XA	—	SE36	L25N	—
1945-50	(also Brockhouse Corgi) MK.IV (for Brockhouse Corgi)	834	XB	—	SE36	09067- 09195(S.K.F.)	09067- 09195(S.K.F.)

150 c.c.

1952-56	Courier	3007	XT	—	SE33	LS8 (2 off)	LS8
1959-62	Monarch Scooter	3007	X4	—	SE33	LS8 (2 off)	RLS8

250 c.c.

1950-62	Talisman	3007	XT	—	SE33	{ LS8(2off) RLS8 Pattern required for Centre Main	
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350 c.c.

1955-62	Talisman 328 c.c.	3007	XT	—	SE33	D/S LS8 (2 off)	Centre RL10L (2 off)	T/S RLS8
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Francis Barnett

For other Models see Villiers.

150 c.c.

1959-63	Plover 86, Fulmar 88, 90 ..	045011	AMC19	K71	SE179	LS8 (2 off)	JH1612 (Torr'ton)
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175 c.c.

1957-60	Light Cruiser 79	41442	AMC15	K71	SE179	LS 8 (2 off)	RLS8
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* Indicates items for which patterns are required.

200 c.c.

Year	Model	Con-Rod Casting No.	Big End Part No.	Cage Part No.	Small End Bush Part No.	MAIN BEARINGS	
						Drive Side	Timing Side
1959-63	Falcon 87	041044	AMC18	K72	SE198	LS8 (2 off)	RLS8

250 c.c.

1957-62	Cruiser, 80 and 84 ..	41044	AMC13	K72	SE180	MS9 (2 off)	RMS9
1957-62	Scrambler, Trials, 82 and 83	41044	AMC16	K72	SE180	MS9 (2 off)	RMS9
1962-63	Cruiser and Sports Cruiser 89, 91	E8368	VIL.13	—	SE101	D/S 320 Centre R125 T/S R125	

Gilera**125 c.c. and 175 c.c.**

	125 c.c. "Extra"	—	GL2	—	✱ SE157	✱ 125P 35N	✱ R320L
	G175	—	GL1	—			

Goggomobil

See page 36.

Guazzoni

See page 36.

Harley Davidson**750 c.c.**

1932-51	45 cu. ins. S.V. .. { UA-705T UA-706T }	HD1	K40	SE149	✱	✱
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✱ Indicates items for which patterns are required.

1000 c.c., 1200 c.c. and 1300 c.c.

Year	Model	Con-Rod Casting No.	Big End Part No.	Cage Part No.	Small End Bush Part No.	MAIN BEARINGS	
						Drive Side	Timing Side
1936-52	61 cu. ins. O.H.V.	XA705 XA706	HD2S	K13 (1 off) K41 (2 off)	SE150	✱	✱
1937-48	74 cu. ins. S.V. ..						
1937-48	80 cu. ins. S.V. ..						
1941-51	70 cu. ins. O.H.V.	XA705 XA706	HD2L	K13 (1 off) K41 (2 off)	SE150	✱	✱

Heinkel**NOW TROJAN**

The three types of Heinkel big end are most easily identified by referring to the T/S mainshaft of the flywheel assembly. Details of each are shown below.

The T/S shaft fitted to bearing reference HKL1 frequently breaks away at the end and when replacing these it is our practice to fit a shaft reference HKL4 complete with rotor fixing nut but in such cases the loose distance piece used on shaft HKL1 should be discarded as the HKL4 shaft has a correspondingly larger journal.

Original Heinkel con rods are rather thin and frequently break. New big ends for Heinkel (except Perle) are only supplied complete with new heavy section connecting rods specially made by Alpha.

50 c.c.

1954-58	Perle	R477	HKL3	—	SE177	115	115
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175 c.c. and 200 c.c. SCOOTER and CAR

1956-63	SIBA. Stepped T/S mainshaft with 8 mm. internal thread and cut-away crankpin	R404	HKL1	K70	SE178	325	325
1956-63	BOSCH. Stepped T/S mainshaft with 12 mm. external thread						
1956-63	SIBA/BOSCH. Straight T/S mainshaft with 10 mm. internal thread						
		R404	HKL4	K70	SE178	325	325
		R404	HKL2	K70	SE178	325	325

Honda

Some Honda 125 c.c. machines employ one very long crankpin which passes through all four flywheels. This type can easily be reconditioned by Alpha but other models have crankpins that are part of the inner flywheels. Until the demand to recondition these is great enough to justify the production of replacement flywheel forgings Alpha cannot service this type.

✱ Indicates items for which patterns are required.

Indian

Alpha bearings reference IND1 and IND2 are modified slightly in order to use standard English size rollers. Because of this it is necessary to purchase a bearing complete with cages because Indian size cages will not accept British sized rollers.

250 c.c.

Year	Model	Con-Rod Casting No.	Big End Part No.	Cage Part No.	Small End Bush Part No.	MAIN BEARINGS	
						Drive Size	Timing Size
1951-55	Brave, 248 c.c. S.V. ..	4364	IND3	—	SE156	MS9	R125

750 c.c.

1939-49	45 cu. ins. S.V.	—	IND1	K55 (1 off) K42 (2 off)	Rod req'd. for repair	✱	✱
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1200 c.c.

1941-49	74 cu. ins. S.V.	—	IND2	K56 (1 off) K43 (2 off)	Rod req'd. for repair	✱	✱
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ISO

150 c.c.

1958-63	150 c.c. Scooter	20015	ISO1	—	SE160	6003 (S.K.F.) 120	120
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Itom

50 c.c. and 65 c.c.

1959-63	"Astor", "Esperia", "Tabor"	—	Itom 1	—	SE214	M15N	M15N
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✱ Indicates items for which patterns are required.

James

For details of other Models see Villiers.

150 c.c.

Year	Model	Con-Rod Casting No.	Big End Part No.	Cage Part No.	Small End Bush Part No.	MAIN BEARINGS	
						Drive Side	Timing Side
1959-63	Flying Cadet L15A, M15 150 Scooter	{ 045011	AMC19	K71	SE179	LS8 (2 off)	JH1612 (Torr'ton)

175 c.c.

1957-60	Cavalier, L17	41442	AMC15	K71	SE179	LS8 (2 off)	RLS8
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200 c.c.

1959-63	Captain L20, L20S ..	041044	AMC18	K72	SE198	LS8 (2 off)	RLS8
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250 c.c.

1957-63	Commodore and Comman- do L25, L25T, M25T ..	41044	AMC13	K72	SE180	MS9 (2 off)	RMS9
1957-62	Cotswold L25S	41044	AMC16	K72	SE180	MS9 (2 off)	RMS9
1962-63	Superswift, Sports Super- swift, M25, M25S ..	E8368	VIL.13	—	SE101	D/S 320 Centre R125 T/S R125	

JAP

There are twelve types of JAP big end bearing, but only the more common ones are listed below. Full details of all types are shown in the data section at the end of the catalogue.

250 c.c.

1936-39	PO-O, POF, etc. ..	7464/4	JAP1C	K19	SE41	✱	✱
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350 c.c.

All Years	350 Speedway	Alloy	JAP4	K22	SE44	✱	✱
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✱ Indicates items for which patterns are required.

500 c.c.

Year	Model	Con-Rod Casting No.	Big End Part No.	Cage Part No.	Small End Bush Part No.	MAIN BEARINGS	
						Drive Side	Timing Side
1937-39	KO-Z	S378M	JAP3A	K20	SE42	✱	✱
All Years	Speedway Alloy Rod ..	—	JAP4	K22	SE44	✱	✱
All Years	Speedway Steel Rod ..	—	JAP4S	K22	✱	✱	✱

600 c.c.

All Years	600 Industrial	—	JAP3A	K20	SE42	✱	✱
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1000 c.c. and 1100 c.c.

1936-40	980 c.c. and 1100 c.c. Twin	—	JAP5	—	✱	✱	✱
1945-61	1100 c.c. Racing Twin ..	Polished	JAP11	K76	SE188	{ LS12 RLS12	✱

Jawa**50 c.c. and 98 c.c.**

1960-63	50 and 555	—	JAWA3	—	SE204	115	115
1960-63	Manet Scooter	—	JAWA4	—	SE195	317	317

175 c.c.

1958-63	Cezeta Scooter	—	JAWA5	—	SE205	320 (2 off)	320
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250 c.c.

1950-63	Single Cylinder 353/03 ..	—	JAWA1	—	SE144	325 (2 off)	325
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350 c.c.

1950-63	Twin 354	—	JAWA2	—	SE144	D/S 325	Centre 330	T/S 325
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✱ Indicates items for which patterns are required.

Lambretta

48 c.c.

Year	Model	Con-Rod Casting No.	Big End Part No.	Cage Part No.	Small End Bush Part No.	MAIN BEARINGS	
						Drive Side	Timing Side
1957-60	Moped '48'	CG2	LAM1	—	SE186	117	115

125 c.c.

1950-55	C, LC, Bolted Crankshaft	—	LAM2	—	SE130	117 (2 off)	117 (2 off)
1950-55	LD, 14 mm. Small End ..	—	LAM3	—	SE130	I.A.A.NON (RIV)	I.A.A.NON (RIV)
1956-62	LD, 16 mm. Small End ..	—	LAM4	—	SE131	I.A.A.NON (RIV)	I.A.A.NON (RIV)
1959-61	Li Series I	—	LAM6S	—	SE181	✱	R125
1960-63	Li Series II, III, T/S shaft has oil seal adjacent to flywheel	—	LAM6S	—	SE181	✱	✱

150 c.c.

1950-55	150D, 150LD, 14 mm. Small End	—	LAM3	—	SE130	I.A.A.NON (RIV)	I.A.A.NON (RIV)
1956-59	150LD, Early Mk.3, 16 mm. Small End	—	LAM4	—	SE131	I.A.A.NON (RIV)	I.A.A.NON (RIV)
1958-59	150LD, Mk.3 (2 Slots in Small End)	—	LAM5	—	SE181	I.A.A.NON (RIV)	120DR
1958-61	150Li Series I	—	LAM6S	—	SE181	✱	R125
1960-63	150Li Series II, III, T/S mainshaft has oilseal adjacent to flywheel ..	—	LAM6S	—	SE181	✱	✱

175 c.c.

1957-59	TV Series I has external thread at end of D/S mainshaft	—	LAM7	—	SE181	✱	✱
1960-63	TV Series II and III flywheels have portion cut-away across top of crank-pin eye	—	LAM7	—	SE181	✱	✱

✱ Indicates items for which patterns are required.

Maico

175 c.c. and 250 c.c.

Year	Model	Con-Rod Casting No.	Big End Part No.	Cage Part No.	Small End Bush Part No.	MAIN BEARINGS	
						Drive Side	Timing Side
1957-62	Maicoletta, 175 c.c., 250 c.c.	—	MAICO1	—	SE162	325	R32E

200 c.c.

1956-57	Mobil	—	MAICO.2	—	SE161	2 × 320	320
1958-63	Mobil	—	MAICO.2	—	SE162	2 × 320	320

Matchless

Matchless Models, G2, G2CS and G50, all employ crankpins that are rather slender and in consequence quite a number of these fracture in service. To overcome this difficulty we can bore out the flywheels and fit oversize crankpins that are most satisfactory in service. Further full details may be had on application.

250 c.c.

1935-40	D2, G2, Clubman	WHT	AMC4	—	SE1	2 × LS9	STD650
1958-60	G2, G2CS	WHT	AMC14	K50	SE143	S × LS9	042239
1961-63	14, 14S, after Engine No. 10367	042225	AMC14L	K50	SE143	MS10	RLS9
1961-63	G2CS, G2CSR	043021	AMC17H	K51	SE143	MS10	RLS9

350 c.c.

1937-39	G3	WHT	AMC5	K3	SE1	2 × LS10	STD650
1940-51	G3L, G3LS, G3LC	WHT	AMC6	K3	SE1	2 × LS10	STD650
1952-53	G3LS, G3LC, G3LCS	WHT	AMC6	K3	SE1	2 × LS10	017489
1954	G3LS, G3LC, G3LCS	WHT	AMC6	K3	SE1	2 × LS10	021481
1955-63	G3LS, G3LC	WHT	AMC6	K3	SE1	{ MS10 LS10	021962
1955	G3LCS						
1956-59	G3LCS	WHT	AMC12	K51	SE1	{ MS10 LS10	✱
1960	G5	44023	AMC17	K51	SE143	LS9 (2 off)	D42239
1961-62	G5	44023	AMC17	K51	SE143	MS10	RLS9

✱ Indicates items for which patterns are required.

500 c.c.

Year	Model	Con-Rod Casting No.	Big End Part No.	Cage Part No.	Small End Bush Part No.	MAIN BEARINGS	
						Drive Side	Timing Side
1937-51	G80S, G80C ..	WHT	AMC6	K3	SE1	2×LS10	STD650
1952-53	G80S, G80C, G80CS ..	WHT	AMC6	K3	SE1	2×LS10	017489
1954	G80S, G80C, G80CS ..	WHT	AMC6	K3	SE1	2×LS10	021481
1955-63	G80S, G80C ..	WHT	AMC6	K3	SE1	{ MS10 LS10	021962
1955	G80CS ..						
1956-63	G80CS ..	WHT	AMC12	K51	SE1	{ MS10 LS10	023346
All Years	G50 (see Note at Title) ..	—	AMC12L	K51	SE209	✱	✱

500 c.c. and 600 c.c. TWIN

1949-62	20, 30, Springtwin ..	—	—	—	—	RLS12½	RLS12½
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990 c.c. TWIN

1933-39	Side Valve Twin ..	WHT	AMC7D	2×K2	SE1L	✱	✱
1936-40	X, O.H.V. Twin ..	WHT	AMC8	{ 2×K1 1×K2 }	SE1	✱	✱

Messerschmitt

See under Sachs.

Moto-Guzzi

See page 36.

Motobecane**50 c.c.**

1954-63	Mobylette, Mobymatic ..	—	MB1	—	SE152	315	315
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150 c.c.

1954-63	Moby Scooter ..	813008	MB2	K54	SE151	325	335
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✱ Indicates items for which patterns are required.

M.V. Agusta

There are a number of M.V. machines not listed below including the 83 c.c. "Motoretta" and 150 c.c. "Chicco" scooter. We can recondition all types on receipt of old crankshafts.

125 c.c. and 203 c.c.

Year	Model	Con-Rod Casting No.	Big End Part No.	Cage Part No.	Small End Bush Part No.	MAIN BEARINGS	
						Drive Side	Timing Side
1952-61	Road Racing (Hollow Fly-wheels)	—	MV1	K67	Rod req'd. for repair	RIV26BPM	RIV26BPM

175 c.c.

	Modello Sport, Super Sport, Competizione ..	—	MV2	K68	SE175	125	125
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Norton

Following the great success of the special Alpha Big End for Manx Norton we have discontinued the manufacture of bearings to original Norton design, and bearings reference N5 and N6 are now all of the special Alpha modification. Prior to 1955 Manx Norton big end bearings used hexagon nuts and after that date, round castle type nuts were employed. Both types use a smaller one for the 350 c.c. than for the 500 c.c. When ordering Manx bearings it is necessary to state the size and type of nut required.

350 c.c.

1955-63	50	E8852	N3	—	SE51	{ RL10L LS10	RL10L
1933-52	40, International ..	—	N5IS	K28	SE54	{ LS11 RLS11	MS10
1946-59	40, Manx (see Note above re Manx Bearings) ..	—	N5M	K80	SE139	✱	✱
1960-63	40, Manx	—	N6	K81	SE139	✱	✱

500 c.c.

1934-55	16H	E4101	N3	—	SE51	{ LS10 RL10L	RL10L
1935-63	ES2, 18	E4099	N3	—	SE51	{ LS10 RL10L	RL10L
1935-55	30, International ..	—	N5IL	K29	SE54	{ LS11 RLS11	MS10
1946-59	30, Manx (see Note above re Manx Bearings) ..	—	N5M	K30	SE139	✱	✱
1960-63	30, Manx	—	N6	K81	SE139	✱	✱

✱ Indicates items for which patterns are required.

500 c.c., 600 c.c. and 650 c.c. TWIN

Year	Model	Con-Rod Casting No.	Big End Part No.	Cage Part No.	Small End Bush Part No.	MAIN BEARINGS	
						Drive Side	Timing Side
1949-62	Dominator Twin, 77, 88, 99, Manxman	—	—	—	SE121	R330L	330

600 c.c.

1935-58	Model 19, O.H.V. ..	E4099	N3	—	SE51	LS10 RL10L	RL10L
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633 c.c.

1933-54	Big 4 and Model 1 ..	E4101	N3	—	SE51	LS10 RL10L	RL10L
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N.S.U.**49 c.c.**

1954-63	Quickly	—	NSU1	—	SE132	115	115
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125 c.c.

1950-55	Fox, Two Stroke	—	NSU3	—	SE167	✱	—
1955-59	Super Fox	—	NSU4	K64	SE167	125	{ L2ON 125

150 c.c. and 175 c.c.

1950-62	Prima Scooter 'D' ..	11041501	NSU2	—	SE137	{ 117 317	117 320
1950-59	Maxi	2404508	NSU5	K65	SE167	125	125
1956-59	IIIKL and V Star ..	—	NSU8	—	SE191	320	320
1959-63	IIIKL and V Star ..	—	NSU9	—	SE191	320	320

✱ Indicates items for which patterns are required.

200 c.c. and 250 c.c.

Year	Model	Con-Rod Casting No.	Big End Part No.	Cage Part No.	Small End Bush Part No.	MAIN BEARINGS	
						Drive Size	Timing Size
1951-58	Lux, Super Lux	71704526	NSU6	—	SE168	325	{ 325 317
1953-62	Max, Max Sport, Super	—	NSU7	K66	SE168	R325P	R325P
1953-62	Max Super Max (Racing)						

Panther

See also Villiers.

Panther flywheels employing taper type crankpins (P1, P2, P3) generally become enlarged in the crankpin eyes and standard size crankpins allow the flywheels to close in and lock the connecting rod. For this reason Alpha bearings reference P1, P2, P3 are supplied slightly over-size to take up this enlargement. In exceptional cases larger crankpins can be supplied to order.

250 c.c.

1932-46	10, 20, 40, 60, 70	WP565	P1	—	SE63	} R3 (Bush)	R3 (Bush)
1947-55	M65	WP565	P2	—	SE63		
1956-60	M65	WP565	P4	—	SE63		

350 c.c.

1933-55	30, 70, 80, 85, M75	WP4372	P2	—	SE63	} R3 (Bush)	R3 (Bush)
1956-63	M75	WP4372	P4	—	SE63		

500 c.c. 600 c.c. and 650 c.c.

1933-49	All Models	5396	P3	—	SE65	} RLS11 LS11	LS11
1950-55	All Models	5396	P3	—	SE66		
1956-63	Model 100	5396	P6	—	SE66		
1959-63	Model 120	—	P6	—	SE66		

* Indicates items for which patterns are required.

Parilla

See page 36.

Puch

50 c.c.

Year	Model	Con-Rod Casting No.	Big End Part No.	Cage Part No.	Small End Bush Part No.	MAIN BEARINGS	
						Drive Side	Timing Side
1954-63	MS-50 Moped	—	Puch 1	—	SE176	N797	N797

125 c.c., 175 c.c. and 250 c.c.

125 R-RL Scooter ..	Big End Bearings differ slightly with all these models. Replacements can only be supplied against Patterns, but for pricing purposes all types are covered by Reference Puch 2	—	Puch 3	K69	✱	R120	R120
125 RLA Scooter ..					✱	R120	{ 120 R120
125SVS, 175SVS, Mk. 1 and Mk. 2 Models					✱	{ 120 320	R320P
250 SG, SGS ..					✱	325	R325P
EMC-Puch 250 c.c. ..	—	—	—	—	Rod req'd for repair	✱	✱

Royal Enfield

Alpha bearings reference RE8, RE9, RE12, RE12S and RE13 are all roller replacements of the original white metal type of bearing. Where customers desire to retain the original type of bearing we can supply these and in each case our reference is that of the roller bearing followed by the word original, thus RE8 as a roller bearing becomes RE80 (original) for the white metal type. Prices of both kinds are shown in our lists.

A number of Royal Enfield engines use main bearings made up of a mainshaft, cage, rollers and outer race. All such parts are available and part numbers for these use the prefix REM.

A number of Royal Enfield connecting rods do not employ small end bushes, but when the eye becomes enlarged it can be bored out and a bush fitted for which our charges are shown in the price list.

125 c.c. and 150 c.c.

1939-45	RE125, EXWD	WHT	RE1N	—	SE70	{ 115 315	315
1943-50	RE125	W27420	RE1W	—	SE70	{ 115 315	315
1951-53	RE125, RE2	W27420	RE1W	—	SE70	120 (2 off)	120 (2 off)
1953-62	Ensign, Prince, 150 c.c. }	W20642	RE3	—	SE71	✱	✱
1934-36	T, 150 c.c. O.H.V. ..	—	—	—	—	—	—

✱ Indicates items for which patterns are required.

225 c.c. and 250 c.c.

Year	Model	Con-Rod Casting No.	Big End Part No.	Cage Part No.	Small End Bush Part No.	MAIN BEARINGS	
						Drive Side	Timing Side
1951-53	S, O.H.V.	W21346	RE12S	K60	SE64	{ REM 1 Shaft REM 3 REM 7 Race REM 9 REM 19 Cage REM 13	
1954-57	Clipper	W39546	RE12	K61	SE64	{ REM 2 Shaft REM 3 REM 7 Race REM 9 REM 19 Cage REM 13	
1958-63 1957-63	Clipper Crusader, Crusader Sports } —	—	—	—	Rod req'd for repair	135	R135

350 c.c.

1938-50	C, Side Valve	W22647	RE8	—	SE75	{ REM5 Shaft REM4 REM10 Race REM8 REM18 Cage REM14	
1936-47	CO, O.H.V.	W22647	RE8	—	SE75	{ REM5 Shaft REM4 REM10 Race REM11 REM18 Cage REM15	
1946-57	G, G de Luxe, 350 Clipper	W32321	RE8	—	Rod req'd for repair	{ REM1 Shaft REM3 REM7 Race REM9 REM19 Cage REM13	
1958-62	350 Clipper	—	RE13	K62	„	LS10	{ Shaft REM6 Race REM12 Cage REM16
1948-50	Bullet	W32321	RE8	—	„	LS10 (2 off)	REM17 (Bush)
1951-55	Bullet	W32321	RE8	—	„	{ LS10 Shaft REM3 RLS10 Race REM9 Cage REM13	
1956-63	Bullet	Alloy	RE13	K62	„	{ LS10 Shaft REM6 RLS10 Race REM12 Cage REM16	

500 c.c.

1933-40 1936-40	J, J2, etc. H, Side Valve	W22593 WHT	RE7 RE7	— —	SE75 SE74	✱ ✱	✱ ✱
1945-49	J, J2	W22593	RE9	—	SE75	{ REM20 Shaft REM6 REM21 Race REM12 REM22 Cage REM16	
1950-54	J2	W32437	RE9	—	Rod req'd for Repair	{ REM20 Shaft REM6 REM21 Race REM12 REM22 Cage REM16	
1953-62	Bullet	Alloy	RE13	K62	„	{ LS10 Shaft REM6 RLS10 Race REM12 Cage REM16	
1949-63	500 Twin, 'Meteor Minor'	—	—	—	—	145	R145

700 c.c. and 750 c.c.

1953-63	Super Meteor, Constellation, Interceptor . .	—	—	—	—	145	R145
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✱ Indicates items for which patterns are required.

Rudge

A number of early type Rudge Models have been left out of this list, but all types of Rudge big end bearings are available and details of these are shown in the data section at the end of the catalogue. All Rudge connecting rods employ hardened small end eyes and no bushes are normally fitted. When these become worn

they can be bored out and sleeved back to standard size for which our charges are shown in the price list.

250 c.c.

Year	Model	Con-Rod Casting No.	Big End Part No.	Cage Part No.	Small End Bush Part No.	MAIN BEARINGS	
						Drive Side	Timing Side
1936-39	Rapid, Sports	4161X1	RU2	K33	Rod req'd for repair	RMC22	RMC22

500 c.c.

1933-34	Ulster	—	RU6	—	Rod req'd for repair	✱	✱
1935-39	Special	4542X1	RU5	K28	”	{ MC22 RMS9	RMS9
1935-39	Ulster	4542X1	RU7	K34	”	{ MC22 RMS9	RMS9

Sachs

50 c.c.

1954-59	Model 50	—	SC1	—	SE138	A15	A15
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175 c.c. and 200 c.c.

1953-60	Early type con rod has no slots in big end eye ..	—	SC3	} Each of these three types of big end are employed with 15 mm. small ends reference SE154 and 18 mm. bushes reference SE155. Similarly all types may have mainshafts 20 mm. diameter and fitted with main bearings R320P or mainshafts 25 mm. diameter employing main bearings reference R125P.
1959-63	Later type con rod has oil slots in big end eye ..	—	SC3S	
1962-63	Latest type big end slightly larger than preceding patterns	—	SC4	

✱ Indicates items for which patterns are required.

Scott

98 c.c.

Year	Model	Con-Rod Casting No.	Big End Part No.	Cage Part No.	Small End Bush Part No.	MAIN BEARINGS	
						Drive Side	Timing Side
1941-56	Cyc-Auto	—	Scott 1	—	SE183	✱	✱

500 c.c. and 600 c.c.

1935-53	Flying Squirrel	Polished	Scott 2	—	SE184	✱	✱
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Sunbeam

A number of early Sunbeam Models have been omitted from this list, but all Sunbeam bearings are available and details of them are shown in the data section at the end of the catalogue.

250 c.c.

1936-38	14, 23, 24	1637M	SU5	K36	SE80	RL10L	RMC22L
1939-40	B23, C23	WHT	AMCSU	K4	SE1	✱	✱

350 c.c.

1937-38	24	1637M	SU5	K36	SE80	RL10L	RMC22L
1938	B24	WHT	AMC5	K3	SE1	✱	✱

500 c.c.

1934-39	Lion, 19-29, B-29, S.V. }	1915M	SU1	K35	SE77	{RL10L	RMC22L
1934-38	7, 9, 90					LS10	
1939-40	B25, C25	WHT	AMC6	K3	SE1	✱	✱

600 c.c.

1935-40	Lion, Long Stroke, S.V. }	1915M	SU1	K35	SE77	{RL10L	RMC22L
1934-38	9, 9C, 18, 28, O.H.V. }					LS10	
1939-40	B28, C28	WHT	AMC6	K3	SE1	✱	✱

✱ Indicates items for which patterns are required.

Alpha bearings reference T7 and T8 are special caged roller replacements for the Triumph Terrier and Cub. Plain bush-type bearings of the original design are also available in which case the reference is T7P and T8P respectively.

100 c.c.

Year	Model	Con-Rod Casting No.	Big End Part No.	Cage Part No.	Small End Bush Part No.	MAIN BEARINGS	
						Drive Side	Timing Side
1962-63	Tina Scooter	54-33	T10	K87	SE213	120V3	120V3

150 c.c.

1953	Terrier, T15	E3164	T6	—	SE105	6304	—
1954-56	Terrier, T15	E3342	T7	K74	SE105	6304	—

175 c.c.

1959-63	Tigress Scooter	90-497	B20KL	K59	SE134	} 117 LS8	LS8
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200 c.c.

1954-56	Tiger Cub, T20 to Engine No. 17388	E3342	T7	K74	SE105	320	E3655A
1956-62	Tiger Cub, T20 from Engine No. 18596 to 84269 ..	E3342	T8	K75	SE105	320	E3655A
1962-63	Tiger Cub, T20 from Engine No. 84269	E4446	T9	K75	SE105	320	320

250 c.c.

1934-36	L2/1	E906	T2	—	SE83	LS10	LS9
1936-40	2H, 21, T70	E1426	T3	—	SE85	LS11	LS10
1959-63	Twin Scooter	—	—	—	SE199	LS10 325	—

350 c.c.

1937-45	3S, Side Valve	E1578	T3	—	SE88	{ LS11 LS10	LS10
1934-36	3-2, 3-5	E518	T4	—	SE90	{ LS11 LS10	LS10
1936-40	3H, 3HW, T80	E1401	T3	—	SE84	{ LS11 LS10	LS10
1945-51	3T	—	—	—	SE105	MS10	—
1957-62	Twenty One, 3TA	—	—	—	SE105	330V2	—

✱ Indicates items for which patterns are required.

500 c.c.

Year	Model	Con-Rod Casting No.	Big End Part No.	Cage Part No.	Small End Bush Part No.	MAIN BEARINGS	
						Drive Side	Timing Side
1937-40	5S, 5SW	E1578	T3	—	SE88	{ LS11 LS10	LS10
1934-36	5-2, 5-4, 5-5, T90	E518	T4	—	SE90	{ MS11 MS10	LS10
1937-40	T90, 5H	E1298	T4	—	SE91	{ MS11 MS10	LS10
1946-54	5T and T100	—	—	—	SE106	MS11	RM10LL
1955-59	5T and T100	—	—	—	SE106	MS11	MS11
1955-59	5T, T100 and TR5	—	—	—	SE106	MS11	MS11
1959-63	5TA and T100A	—	—	—	SE200	330V2	—

600 c.c.

1937-40	6S	E1299	T4	—	SE91	{ MS11 LS10	LS10
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650 c.c.

1950-53	6T, Thunderbird	—	—	—	SE106	MS11	RM10LL
1954-63	6T, T110, TR6, T120	—	—	—	SE106	MS11	MS11

Velocette

Velocette "LE" and "Valiant" crankshafts cannot be serviced by Alpha Bearings because of an agreement between Veloce and Alpha. However, we are able to pass such items on to Veloce for factory reconditioning and to charge any work done at the correct trade price. Similarly we can supply individual components (Genuine Make) to customers who prefer to carry out their own reconditioning.

250 c.c.

1930-40	GTP Two Stroke	WHT	V1	—	SE96	✱	✱
1935-48	MOV	WHT	V2	K37	SE97	A805	N2787

350 c.c.

1935-60	MAC	WHT	V3	K38	SE97	A805	N2787
1935-48	KTS, KSS	WHT	V3	K38	SE97	L462	N2787
1936-50	KTT	WHT	V5	K38	✱	A805	A805
1954-63	Viper, Scrambler	WHT	V6	K39	SE141	{ 1994X-1922 (Timken)	{ 1994X-1922 (Timken)

✱ Indicates items for which patterns are required.

500 c.c.

Year	Model	Con-Rod Casting No.	Big End Part No.	Cage Part No.	Small End Bush Part No.	MAIN BEARINGS	
						Drive Side	Timing Side
1935-46	MSS	WHT	V4	K39	SE98	A805	N2787
1947-48	MSS	WHT	V4	K39	SE98	{ 1994X-1922 (Timken)	1994X-1922 (Timken)
1954-63	MSS Venom, Endurance	WHT	V6	K39	SE141	{ 1994X-1922 (Timken)	1994X-1922 (Timken)

Villiers

Special full circle flywheel assemblies are available for Villiers 9E and 34A engines. A most informative leaflet, reference VL, which fully describes these items is available upon request.

70 c.c.

2G, 3G, 4G, 5G, 6G, 7G, 8G	E9023 D7641	VIL8	—	SE201	✱	✱
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98 c.c.

JOP, Single Bobweight ..	2769	VIL1A	—	SE100	✱	—
J, D/L. Single Bobweight	D5773	VIL1A	—	SE36	S9	—
Midget, Double Bobweight	2769/1	VIL1M	—	SE100	✱	✱
Midget, MK2, MK3 ..	D6693	VIL10	—	SE170	✱	✱
MK1F, 2F, 4F, 6F ..	{ D7494 D6130 }	VIL2	--	SE169	125	125
MK7F	{ D9035 D9533 }	VIL9	—	SEI03	L25N	M20N

125 c.c.

9D	D5154	VIL3	—	SE103	LS8 (2 off)	LS8
10D	{ D7533 D7349 }	VIL6	—	SE103	120 (2 off)	120
12D, 13D	{ D8665 D8388 }	VIL7	—	SE103	120 (2 off)	120

150 c.c.

12C, 15C	D1613	VIL5	—	SE104	✱	✱
25C	D2692	VIL11	—	SE173	MS8	MS8
26C	D2692	VIL11	—	SE173	✱	✱
29C, 30C	{ D8665 D8388 }	VIL7	—	SE103	120 (2 off)	120
31C	{ D10293 D9007 }	VIL4	—	SE173	{ 120 320 }	R125

✱ Indicates items for which patterns are required.

173 c.c.

Year	Model	Con-Rod Casting No.	Big End Part No.	Cage Part No.	Small End Bush Part No.	MAIN BEARINGS	
						Drive Size	Timing Size
	MK2L	{ D10294 D8988 }	VIL4	—	SE104	{ 120 320 }	R125

197 c.c.

	D2089	VIL11	—	SE104	✱	✱
6E and 7E	{ D7506 D7117 }	VIL4	—	SE104	120 (2 off)	320
8E	{ D7506 D7117 }	VIL4	—	SE104	{ 320 120 }	320
9E, 11E	{ D7506 D7117 }	VIL12	—	SE104	{ 120 320 }	R125

225 c.c.

	MK, 1H	{ D9136 D8074 }	VIL4	—	SE104	325 (2 off)	325
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250 c.c.

	All Threaded Crank Pin Types	Various	VIL5	—	Various	✱	✱
25A	D5135	VIL11	—	SE172	325DR	325DR
26A	{ E10434 E7789 }	VIL14	—	SE104	325 (2 off)	325 (2 off)
MK2T (Twin)	{ E10450 E8368 }	VIL13	—	SE103	D/S 125	Centre R125
31A, 35A	D7117	VIL12	—	SE104	{ 120 320 }	{ R125
32A, 33A, 34A, 36A	11861	VIL12K	K82	SE104	{ 120 320 }	{ R125

350 c.c.

	14B, 17B, 24B	2655	VIL5	—	✱	✱	✱
27B	D1412	VIL11	—	SE174	325DR	325DR
28B	{ D9539 D7805 }	VIL14	—	SE171	325 (2 off)	325 (2 off)
3T, Twin	{ E10450 E8368 }	VIL13	—	SE103	D/S 125	Centre R125

✱ Indicates items for which patterns are required.

Vincent

Alpha bearings for Vincent machines are specially modified. In place of the 270 needle rollers special $\frac{3}{16}$ " diameter rollers housed in alloy cages are employed. The new design is considered a great improvement on the original and can be confidently recommended for touring and racing applications.

The roller main bearing reference ET92 (special) is the equivalent of Hoffmann RMS10 with the outer race reduced in width to $\frac{5}{8}$ ". Alpha can supply this type from stock.

500 c.c.

Year	Model	Con-Rod Casting No.	Big End Part No.	Cage Part No.	Small End Bush Part No.	MAIN BEARINGS	
						Drive Side	Timing Side
1935-39	Comet Series A	E6/2	HRD1	K16	SE39	{ MS10 RM10L	RMS10 MS8
1949-54	Comet, Grey Flash, Series C	E6/2	HRD1	K16	SE39	{ MS10 ET92 (Special)	RLS8 ET92 (Special)

1000 c.c.

Early Pre War	Rapide	E6/2	HRD2S	K16	SE39	{ MS10 RM10L	MS8 RMS10
1935-39	Rapide, Series A	E6/2	HRD2L	K16	SE39	{ MS10 RM10L	MS8 RMS10
1946-49	Rapide, Black Shadow, Series B ..	E6/2	HRD2L	K16	SE39	{ MS10 ET92 (Special)	RLS8 ET92 (Special)
1949-54	Rapide, Shadow, Lightning Series C ..						

Zundapp

50 c.c. and 70 c.c.

1954-60	Combinette	1163 (Alloy)	Z1	—	SE163	115	L15N
1960-63	"428"	—	Z2	—	—	115	115
1960-62	"438" KS70	—	Z3	—	—	115	115

150 c.c. and 200 c.c.

All Years	Bella	{ Alpha cannot service Bella Crankshaft }			SE182	M25 (S.K.F.)	M25 (S.K.F.) R120P
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✱ Indicates items for which patterns are required.

In addition to the makes already described we are able to recondition the majority of less popular types, including:—

GOGGOMOBIL

GUAZZONI

J. A. P. (Moped and Stationary Engines)

MOTO - GUZZI

MOTO - PARILLA

PEUGEOT

RALEIGH ROMA

Etc., Etc.

Details of any type not mentioned
may be had upon application

SECTION 2



VALVES

VALVE GUIDES

VALVE SPRINGS



A.J.S.**250 c.c.**

Year	Model	VALVES		VALVE GUIDES		Valve Springs
		Inlet	Exhaust	Inlet	Exhaust	
1958-60	14 O.H.V.	V87 (042032)	V88 (042033)	G487 (042068)	G488 (042069)	VS529
1960-61	14CS	V87 (042032)	V192 (042868)	G487 (042068)	G517 (042869)	VS529
1961-63	14, 14S					
1962-63	14CSR	V197 (044002)	V192 (042868)	G487 (042068)	G517 (042869)	VS529

350 c.c.

1937-47	16, 16M, O.H.V.	V57 (STD 676)	V58 (STD 677)	G425 (39/12E/148)	G425 (39/12E/148)	VS82
1948	16, 16M, O.H.V.	V57 (STD 676)	V58 (STD 677)	G425 (39/12E/148)	G425 (39/12E/148)	VS267
1949-51	16, 16M, 16MC	V21 (013985)	V22 (013986)	G425 (017019)	G425 (014510)	VS362
1952-53	16M, 16MC, 16MCS	V21 (013985)	V22 (013986)	G425 (017019)	G425 (014510)	VS461
1954	16M, 16MC, 16MCS	V21 (01398 5)	V22 (013986)	G425 (017019)	G463 (021185)	VS461
1955	16M, 16MS					
1955	16MC, 16MCS	V21 (013985)	V172 (018103)	G425 (017019)	G463 (021185)	VS461
1956-61	16, 16M, 16MS	V21 (013985)	V22 (013986)	G425 (017019)	G485 (022208)	VS461
1956-63	16MCT, 16C	V21 (013985)	V172 (018103)	G425 (017019)	G485 (022208)	VS461
1956	16MCS					
1960	Light 350, Model 8	V197 (044002)	V88 (042033)	G487 (042068)	G488 (042069)	VS529
1961-62	Light 350, Model 8	V197 (044002)	V192 (042868)	G487 (042068)	G517 (042869)	VS529
1962-63	16, 16S	V208 (026028)	V222 (028105)	G515 (026030)	G506 (024519)	

500 c.c.

1937-47	8, 18	V53 (STD 676)	V54 (STD 679)	G425 (39-12E-148)	G425 (39-12E-148)	VS82
1948	8, 18S, 18C	V53 (STD 676)	V54 (STD 679)	G425 (39-12E-148)	G425 (39-12E-148)	VS276
1949-51	18, 18S, 18C	V55 (013988)	V56 (013989)	G425 (017019)	G425 (014510)	VS362

Genuine part numbers shown in brackets for reference only. Do not quote these when ordering.

500 c.c. continued.

Year	Model	VALVES		VALVE GUIDES		Valve Springs
		Inlet	Exhaust	Inlet	Exhaust	
1952-53	18, 18S, 18C, 18CS ...	V55 (013988)	V56 (013989)	G425 (017019)	G425 (014510)	VS461
1954-55	18, 18S, 18C, 18CS ...	V55 (013988)	V56 (013989)	G425 (017019)	G463 (021158)	VS461
1956-59 1956	18, 18S ... 18CS ...	V55 (083988)	V56 (013989)	G425 (017019)	G485 (022208)	VS461
1960-63	18, 18CS ...					
		V208 (026028)	V209 (026029)	G515 (026030)	G506 (024519)	VS461 Not Model CS

500 c.c. TWIN

1949-58	20, Spring Twin ...	V38 (014163)	V39 (014165)	G452 (014170)	G453 (014171)	VS423
19559	20, Spring Twin ...	V38 (014163)	V39 (014165)	G452 (014170)	G514 (025320)	VS519
1960-61	20, Spring Twin ...	V203 (026040)	V204 (026042)	G513 (026044)	G512 (026045)	VS519

600 c.c. and 650 c.c. TWIN

1955-56	30, Spring Twin ...	V38 (014163)	V39 (014165)	G452 (014170)	G453 (014171)	VS423
1957	30, Spring Twin ...	V171 (023403)	V39 (014165)	G452 (014170)	G453 (014171)	VS423
1958	30, Spring Twin ...	V171 (023403)	V39 (014165)	G452 (014170)	G453 (014171)	VS519
1959	31, Twin ...	V171 (023403)	V39 (014165)	G452 (014170)	G514 (025320)	VS553
1960-63	31, Twin ...	V205 (026041)	V206 (026043)	G513 (026044)	G512 (026045)	VS553

Ariel**200 c.c.**

1954-59	LH, Colt ...	V50 (12062-54)	V51 (12061-54)	G47IPB (12063-54)	G47IPB (12063-54)	VS37
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Genuine part numbers shewn in brackets for reference only. Do not quote these when ordering.

350 c.c.

Year	Model	VALVES		VALVE GUIDES		Valve Springs
		Inlet	Exhaust	Inlet	Exhaust	
1935-50	NF, NG, NH	V40 (423-33)	V41 (453-35)	G47 (480-33)	G399 (494-35)	VS19
1951-55	NH, Red Hunter	V40 (423-33)	V41 (453-35)	G47 (480-33)	G399 (494-35)	VS469
1956-59	NH, Red Hunter	V75 (423-56)	V76 (453-56)	G483PB (480-56)	G484PB (480-56)	VS469

500 c.c.

1936-50	VG	V77 (415-35)	V78 (441-35)	G45 (470-33)	G356 (491-35)	VS422
1935-50	VH, Red Hunter	V77 (415-35)	V78 (441-35)	G45 (470-33)	G356 (491-35)	VS20
1951-53	VH, Red Hunter	V77 (415-35)	V78 (441-35)	G45 (470-33)	G356 (491-35)	VS422
1953	VCH, VHA, Alloy Engine ...	V77 (415-35)	V78 (441-35)	G481PB (470-50)	G482PB (491-50)	VS422
1954	VH, Red Hunter	V77 (415-35)	V78 (441-35)	G481PB (470-50)	G482PB (491-50)	VS422
1954	HS, Scrambles	V77 (415-35)	V78 (441-35)	G481PB (470-50)	G482PB (491-50)	VS513
1955-58	VH, HT, Hunter	V77 (415-35)	V80 (441-55)	G481PB (470-50)	G482PB (491-50)	VS422
1955-58	HS, Scrambles	V77 (415-35)	V80 (441-55)	G481PB (470-50)	G482PB (491-55)	VS513

500 c.c. TWIN

1948-55	KG, KH	V81 (K15-48)	V82 (K16-48)	G444 (K17-48)	G444 (K17-48)	VS381
1953-55	KHA	V81 (K15-48)	V82 (K16-48)	G444PB (K17-53)	G444PB (K17-53)	VS381
1956-58	KH, Field Master	V81 (K15-48)	V82 (K16-48)	G444PB (K17-53)	G444PB (K17-53)	VS381

Genuine part numbers shewn in brackets for reference only. Do not quote these when ordering.

600 c.c.

Year	Model	VALVES		VALVE GUIDES		Valve Springs
		Inlet	Exhaust	Inlet	Exhaust	
1936-51	VB, SV	V30 (400-36)	V31 (430-36)	G41 (460-29)	G41 (460-29)	VS17
1952-58	VB, SV, De Luxe	V32 (400-52)	V33 (430-52)	G41 (460-29)	G41 (460-29)	VS17

650 c.c. TWIN

1954-59	FH, Hunt Master	V17 (10103-54)	V18 (10104-54)	G478 (10100-54)	G478 (10100-54)	VS454
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1000 c.c. FOUR

1937-48	Square Four, HG, 4H ...	V91 (417-37)	V92 (455-37)	G357 (477-37)	G357 (477-37)	VS264
1949-50	Square Four	V93 (417-49)	V94 (455-49)	G446PB (477-49)	G446PB (477-49)	VS264
1950-54	Square Four	V93 (417-49)	V94 (455-49)	G446PB (477-49)	G446PB (477-49)	VS455
1955-59	Square Four	V93 (417-49)	V94 (455-49)	G489PB (477-55)	G489PB (477-55)	VS518

B.S.A.

Valve reference V215 is also available with head diameter $\frac{1}{16}$ " oversize for which the reference is V215/1.

250 c.c.

1939-58	CI0, S.V.	V34 (29-2120)	V35 (29-2121)	G426 (29-2109)	G427 (29-2110)	VS268
1939-58	CI1, CI1G, CI2	V11 (29-2124)	V12 (65-203)	G355 (65-37)	G355 (65-37)	VS37
1959-63	CI5	V169 (40-165)	V170 (40-166)	G461 (40-133)	G461 (40-133)	VS531
1959-61	CI5T, to Engine No. CI5T-1320					
1959	CI5S					
1960	CI5S, to Engine No. CI5S-2112	V210 (40-337)	V170 (40-166)	G461 (40-133)	G461 (40-133)	VS531
1961-63	CI5T, from Engine No. CI5T-1320					
1961-63	CI5S					
1961-63	CI5SS80	V210 (40-337)	V170 (40-166)	G461 (40-133)	G461 (40-133)	VS488
1959-63	Sunbeam Scooter					
		V189 (76-61)	V190 (76-60)	G503 (76-15)	G503 (76-15)	VS539

Genuine part numbers shewn in brackets for reference only. Do not quote these when ordering.

350 c.c.

Year	Model	VALVES		VALVE GUIDES		Valve Springs
		Inlet	Exhaust	Inlet	Exhaust	
1946-49	B31, B32	V42 (65-1111)	V43 (65-1110)	G428 (65-1145)	G429 (65-1144)	VS345
1950-53	B31, B32	V42 (65-1111)	V43 (65-1110)	G457 (65-1513)	G458 (65-1514)	VS345
1950-52	B31, B32, Alloy Engine ...	V42 (65-1111)	V43 (65-1110)	G449PB (65-1511)	G474PB (65-1512)	VS345
1954-59	B31	V42 (65-1111)	V43 (65-1110)	G457 (65-1513)	G458 (65-1514)	VS345
1960-63	B40, 350 Star	V211 (41-22)	V212 (41-23)	G510 (41-17)	G510 (41-17)	VS531
1962-63	B40SS90	V223 (41-24)	V212 (41-23)	G510 (41-17)	G510 (41-17)	—

500 c.c.

1946-49	B33, B34	V97 (65-1239)	V98 (65-1240)	G430 (65-1241)	G431 (65-1242)	VS345
1950-53	B33, B34	V97 (65-1239)	V98 (65-1240)	G459 (65-1515)	G460 (65-1516)	VS345
1954-59	B33	V97 (65-1239)	V98 (65-1240)	G459 (65-1515)	G460 (65-1516)	VS345
1939-58	M20	V19 (66-235)	V20 (66-236)	G432 (66-140)	G433 (66-139)	VS268
1946-49	M33	V97 (65-1239)	V98 (65-1240)	G430 (65-1241)	G431 (65-1242)	VS345
1950-58	M33	V97 (65-1239)	V98 (65-1240)	G459 (65-1515)	G460 (65-1516)	VS345

500 c.c. TWIN

1947-50	A7	V117 (67-29)	V118 (67-30)	G478 (67-31)	G478 (67-31)	VS454
1951-55	A7	V15 (67-394)	V16 (67-395)	G478 (67-31)	G478 (67-31)	VS454

Genuine part numbers shown in brackets for reference only. Do not quote these when ordering.

500 c.c. TWIN continued.

Year	Model	VALVES		VALVE GUIDES		Valve Springs
		Inlet	Exhaust	Inlet	Exhaust	
1956-62	A7, from Engine No. CA7-5001	V15 (67-740)	V16 (67-741)	G478 (67-31)	G478 (67-31)	VS454
1949-50	A7, Star Twin	V121 (67-189)	V122 (67-190)	G478 (67-31)	G478 (67-31)	VS454
1951-55	A7, Star Twin	V123 (67-531)	V16 (67-532)	G478 (67-31)	G478 (67-31)	VS454
1954-55	Shooting Star, to Engine No. CA7SS-4024	V123 (67-531)	V16 (67-532)	G478PB (67-1110)	G478PB (67-1110)	VS454
1956-62	Shooting Star, from Engine No. CA7SS-4025	V15 (67-740)	V16 (67-741)	G478 (67-31)	G478 (67-31)	VS454
1962-63	A50, Star Twin	V224 (68-0168)	V225 (68-0169)	G516 (68-0159)	G516 (68-0159)	VS531

600 c.c.

1939-59	M21	V19 (66-235)	V20 (66-236)	G432 (66-140)	G433 (66-139)	VS268
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650 c.c. TWIN

1949-55	A10	V17 (67-323)	V18 (67-324)	G478 (67-31)	G478 (67-31)	VS454
1956-62	A10, from Engine No. DA10-651	V17 (67-742) *	V18 (67-743)	G478 (67-31)	G478 (67-31)	VS454
1956-59	A10, Super Rocket, from Engine No. CA10R-6001 ...	V127 (67-968)	V128 (67-967)	G478 (67-31)	G478 (67-31)	VS463
1960-63	A10 Super Rocket, from Engine No. DA10R-101 ...	V215 (67-1551)	V128 (67-967)	G478 (67-31)	G478 (67-31)	VS463
1962-63	A65, Star Twin	V226 (68-0156)	V227 (68-0157)	G516 (68-0159)	G516 (68-0159)	VS531

Douglas**350 c.c.**

All Years	Mk. II, III, IV and V Dragon-fly	V216 (35536 in)	V217 (35536 ex)	G445 (35537)	G445 (35537)	VS413
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Genuine part numbers shewn in brackets for reference only. Do not quote these when ordering.

Heinkel

174 c.c. and 200 c.c.

Year	Model	VALVES		VALVE GUIDES		Valve Springs
		Inlet	Exhaust	Inlet	Exhaust	
1956-63	Tourist Scooter and Cabin-Car	V220 (321-1143)	V221 (321-1140)	G2449	G2449	—

Honda

125 c.c. and 250 c.c.

	Benly 125 c.c. Dream 250 c.c.	V235 V233	V236 V234	} For Valve Guides, Please State Year and Model.
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Indian

250 c.c.

1951-55	Brave, 248, S.V.	V65 (43-83)	V66 (90-14)	G491 (71-77)	G492 (71-78)	VS166S
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Isetta

It is recommended that valves and valve guides should be replaced at the same time with this particular engine.

300 c.c.

All Years	300, Standard and Plus ...	V199 (026-501)	V200 (026-510)	G508PB (21-506)	G508PB (21-516)	VS560
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Genuine part numbers shewn in brackets for reference only. Do not quote these when ordering.

J.A.P.

350 c.c. and 500 c.c.

Year	Model	VALVES		VALVE GUIDES		Valve Springs
		Inlet	Exhaust	Inlet	Exhaust	
All Years	Speedway Engine, 4 Stud only	V230 (18947)	V231 (21871)	G447 or G447PB (Bronze)	G448PB	—

Matchless

250 c.c.

1958-60	G2	V87 (042032)	V88 (042033)	G487 (042068)	G488 (042069)	VS529
1960-61 1961-63	G2CS G2, G2S	V87 (042032)	V192 (042868)	G487 (042068)	G517 (042869)	VS529
1962-63	G2CSR		V192 (042868)	G487 (042068)	G517 (042869)	VS529

350 c.c.

1937-47	G3, G3L	V57 (STD 676)	V58 (STD 677)	G425 (39-12E-148)	G425 (39-12E-148)	VS82
1948	G3L	V57 (STD 676)	V58 (STD 677)	G425 (39-12E-148)	G425 (39-12E-148)	VS276
1949-51	G3L, G3LS, G3LC	V21 (013985)	V22 (013986)	G425 (017019)	G425 (014510)	VS362
1952-53	G3L, G3LS, G3LC, G3LCS ...	V21 (013985)	V22 (013986)	G425 (017019)	G425 (014510)	VS461
1954 1955	G3L, G3LS, G3LC, G3LCS ... G3L, G3LS	V21 (013985)	V22 (013986)	G425 (017019)	G463 (021185)	VS461
1955	G3LC, G3LCS		V172 (018103)	G425 (017019)	G463 (021185)	VS461
1956-61	G3LS	V21 (013985)	V22 (013986)	G425 (017019)	G485 (022208)	VS461
1956-63 1956	G3LCT, G3LC G3LCS	V21 (013985)	V172 (018103)	G425 (017019)	G485 (022208)	VS461
1960	Light 350, Model G5 ...		V88 (042033)	G487 (042068)	G488 (042069)	VS259
1961-62	Light 350, Model G5 ...	V197 (044002)	V192 (042868)	G487 (042068)	G488 (042869)	VS529
1962-63	G3	V208 (026028)	V222 (028105)	G515 (026030)	G506 (024519)	

Genuine part numbers shewn in brackets for reference only. Do not quote these when ordering.

500 c.c.

Year	Model	VALVES		VALVE GUIDES		Valve Springs
		Inlet	Exhaust	Inlet	Exhaust	
1937-47	G80L	V53 (STD 678)	V54 (STD 679)	G425 (39-12E-148)	G425 (39-12E-148)	VS82
1948	G80L	V53 (STD 678)	V54 (STD 679)	G425 (39-12E-148)	G425 (39-12E-148)	VS276
1949-51	G80, G80S, G80C	V55 (013988)	V56 (013989)	G425 (017019)	G425 (014510)	VS362
1952-53	G80, G80S, G80C, G80CS ...	V55 (013988)	V56 (013989)	G425 (017019)	G425 (014510)	VS461
1954-55	G80, G80S, G80C, G80CS ...	V55 (013988)	V56 (013989)	G425 (017019)	G463 (021185)	VS461
1956-59 1956	G80S G80CS	V55 (013988)	V56 (013989)	G425 (017019)	G485 (022208)	VS461
1960-63	G80, G80CS				G506 (024519)	
		V208 (026028)	V209 (026029)	G515 (026030)		VS461 Not Model CS

500 c.c. TWIN

1949-58	G9, Spring Twin	V38 (014163)	V39 (014165)	G452 (014170)	G453 (014171)	VS423
1959	G9, Spring Twin	V38 (014163)	V39 (014165)	G452 (014170)	G514 (025320)	VS519
1960-61	G9 Twin	V203 (026040)	V204 (026042)	G513 (026044)	G512 (026045)	VS519

600 c.c. and 650 c.c. TWIN

1955-56	G11	V38 (014163)	V39 (014165)	G452 (014170)	G453 (014171)	VS423
1957	G11	V171 (023403)	V39 (014165)	G452 (014170)	G453 (014171)	VS423
1958	G11	V171 (023403)	V39 (014165)	G452 (014170)	G453 (014171)	VS519
1959	G12	V171 (023403)	V39 (014165)	G452 (014170)	G514 (025320)	VS553
1960-63	G12	V205 (026041)	V206 (026043)	G513 (026044)	G512 (026045)	VS553

Genuine part numbers shewn in brackets for reference only. Do not quote these when ordering.

N. S. U.

250 c.c.

Year	Model	VALVES		VALVE GUIDES		Valve Springs
		Inlet	Exhaust	Inlet	Exhaust	
1955-63	Max, Supermax	V228	V229	Patterns	Required	—

Norton

250 c.c.

1959-63	Jubilee Twin	V183 (21457)	V184 (20744)	G498 (20728)	G498 (20728)	VS545
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350 c.c.

1955-58	Model 50	V139 (L13-142)	V140 (L13-142)	G269PB (D3T-140)	G269PB (D3T-140)	VS421
1959-63	Model 50	V139 (18737)	V140 (18737)	G479 (20050)	G479 (20050)	VS530
1961-63	'Navigator'	V183 (21457)	V184 (20744)	G498 (20728)	G498 (20728)	VS545

500 c.c.

1933-37 1939-45	16H, S.V. 16H, EX WD	V141 (9120)	V29 (9120)	G394 (3715)	G394 (3715)	VS106
1946-55	16H	V143 (A2-141)	V28 (A2-141)	G423 (A2-138)	G423 (A2-139)	VS106
1935-47	18, ES2	V36 (A3-142)	V37 (A3-142)	G269 (A3-140)	G269 (A3-140)	VS343
1948-54	18, ES2	V36 (A3-142)	V37 (A3-142)	G269 (A3-140)	G269 (A3-140)	VS421
1955-58	18, ES2	V36 (A3-142)	V37 (A3-142)	G269PB (D3T-140)	G269PB (D3T-140)	VS421
1954-58	500 T	V36 (A3-142)	V37 (A3-142)	G269PB (A3140PB)	G269PB (A3140PB)	VS421
1959-63	ES2	V36 (E6472)	V37 (E6472)	G479 (20050)	G479 (20050)	VS530

Genuine part numbers shewn in brackets for reference only. Do not quote these when ordering.

500 c.c., 600 c.c. and 650 c.c. TWIN

Year	Model	VALVES		VALVE GUIDES		Valve Springs
		Inlet	Exhaust	Inlet	Exhaust	
1949-59	Dominator, 77, 88, 99 ...	V26 (T2010)	V27 (T2204)	G454 (T2011)	G454 (T2011)	VS501
1960-62	88, 99, 650ss, Manxman ...	V195 (17221)	V27 (T2204)	G454 (D12-140)	G454 (D12-140)	VS501

600 c.c. and 633 c.c.

1935-58	Model 19, O.H.V. ...	V36 (A3-142)	V37 (A3-142)	G269FB (D3T-140)	G269PB (D3T-140)	VS421
1933-37	Big 4, S.V. ...	V141 (9120)	V29 (9120)	G394 (8776)	G394 (8776)	VS106
1939-45	Big 4, SV, EX WD ...					
1947-55	Big 4, S.V. ...	V145 (C7-141)	V52 (C7-141EX)	G423 (A2-138)	G423 (A2-139)	VS106

Panther**250 c.c.**

1932-60	All Models ...	V103 (R104)	V104 (R104)	G405 (R110)	G405 (R110)	VS119
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350 c.c.

1933-53	30, 70, 80, M75 ...	V103 (R104)	V104 (R104)	G405 (R110)	G405 (R110)	VS119
1954-63	M75, Alloy Head ...	V105 (R104 Large)	V104 (R104)	G405 (R110)	G405 (R110)	VS477

500 c.c., 600 c.c. and 650 c.c.

1933-53	All Models ...	V59 (M107)	V60 (M107)	G406 (M109)	G406 (M109)	VS120
1954-63	100, 100S ...	V101 (M107/5)	V102 (M107/5)	G406 (M109)	G406 (M109)	VS120
1959-63	120, 120S ...	V101 (M107/5)	V60 (M107)	G406 (MM109)	G406 (M109)	VS120

Genuine part numbers shewn in brackets for reference only. Do not quote these when ordering.

Reliant

750 c.c.

Year	Model	VALVES		VALVE GUIDES		Valve Springs
		Inlet	Exhaust	Inlet	Exhaust	
1939-62	"Reliant. 4 cyl."	V218	V219	G2341	G2341	VS506

Royal Enfield

250 c.c.

1935-57	S, S2, Clipper, O.H.V. ...	V46 (21063)	V47 (21064)	G473 (21322)	G473 (21322)	VS392
1958	250 Clipper	} V147 (39156)	V148 (35392)	G464PB (25524)	G504PB (44045)	VS494
1960-63	"Crusader" (Alloy Head) ...					
1957-59	Crusader (Cast Iron Head)	} V147 (39156)	V148 (35392)	G408 (22641)	G473 (21322)	VS494
1959-63	250 Clipper					
1960-63	Crusader Sports, Super 5, Continental, 250 Trials ...	V193 (44765)	V194 (44766)	G464PB (25524)	G504PB (44045)	VS538

350 c.c.

1936-47	CO, O.H.V.	} V44 (16587)	V45 (16362)	G408 (22641)	G408 (22641)	VS61
1936-39	G, Bullet					
1946-57	G, G de Luxe, 350 Clipper ...					
1958-59	350 Clipper	V153 (40086)	V148 (35392)	G408 (22641)	G408 (22641)	VS494
1948-54	Bullet	V151 (35391)	V148 (35392)	G464PB (25524)	G464PB (25524)	VS420
1955	Bullet (Exhaust Pipe fits over Cylinder Head Stub) ...	V151 (35391)	V148 (35392)	G464PB (25524)	G464PB (25524)	VS494
1955	Bullet (Exhaust Pipe fits inside Cylinder Head)	} V153 (40086)	V148 (35392)	G464PB (25524)	G464PB (25524)	VS494
1956-59	Bullet					
1960-63	350 Clipper	} V193 (44765)	V194 (44766)	G464PB (25524)	G464PB (25524)	VS538
1960-63	Bullet					

Genuine part numbers shewn in brackets for reference only. Do not quote these when ordering.

500 c.c.

Year	Model	VALVES		VALVE GUIDES		Valve Springs
		Inlet	Exhaust	Inlet	Exhaust	
1933-49	J, J2, etc.	V44 (16567)	V45 (16362)	G408 (22641)	G408 (22641)	VS61
1950-54	J2, O.H.V.	V167 (24952)	V45 (16362)	G408 (22641)	G408 (22641)	VS61
1953-59	Bullet	V155 (38094)	V156 (38095)	G464PB (25524)	G464PB (25524)	VS420
1959-62	Bullet	V213 (43360)	V214 (43361)	G511PB (43363)	G511PB (43363)	VS538
1949-54	500 Twin	V157 (32546)	V158 (32545)	G465PB (34380)	G465PB (34380)	VS392A
1955-57	500 Twin	V161 (40458/ 38664)	V158 (32545)	G465PB (34380)	G465PB (34380)	VS392A
1958-59	500 Twin	V163 (41221)	V164 (39529)	G472PB (38638)	G472PB (38638)	VS392A
1960-63	Meteor Minor, Sport Twin	V185 (42661)	V186 (43521)	G509PB (42660)	G509PB (42660)	VS538A

700 c.c.

1953	Meteor Twin	V44 (16567)	V160 (32346)	G464PB (25524)	G464PB (25524)	VS420A
1954-55	Meteor Twin	V165 (39528)	V164 (39529)	G472PB (39642)	G472PB (39642)	VS420A
1956-62	Super Meteor except Phase C	V163 (41221)	V164 (39529)	G472PB (39642)	G472PB (39642)	VS420A
1960-63 1958-63	Super Meteor, Phase C ... Constellation, Interceptor }	V185 (42661)	V186 (43521)	G509PB (42660)	G509PB (42660)	VS538A

Sunbeam

500 c.c.

All Years	S7, S8	V61 (89-330)	V62 (89-331)	G480PB (89-307)	G480PB (89-307)	VS418
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Genuine part numbers shewn in brackets for reference only. Do not quote these when ordering.

Triumph

Special inlet valves for T110, T120 and TR6 with head diameter $\frac{1}{16}$ " oversize are available, reference V137/1.

150 c.c. and 200 c.c.

Year	Model	VALVES		VALVE GUIDES		Valve Springs
		Inlet	Exhaust	Inlet	Exhaust	
1953-59	T15, T20, T20C	V48 (E3146)	V49 (E3147)	G461 (E3208)	G461 (E3208)	VS466
1959-63	T20, T20T, from Engine No. 56360	V191 (E3963)	V49 (E3147)	G461 (E3208)	G461 (E3208)	VS466
1959-63	T20S, T20SL, from Engine No. 45312	V191 (E3963)	V49 (E3147)	G461 (E3208)	G461 (E3208)	VS508

250 c.c.

1959-63	'Tigress' Scooter	V189 (76-61)	V190 (76-60)	G503 (76-15)	G503 (76-15)	VS539
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350 c.c.

1945-51	3T and T85	V133 (E1751)	V134 (E1752)	G442 (E1759)	G442 (E1759)	VS341
1957-63	Twentyone	V135 (E3738)	V136 (E3739)	G461 (E3208)	G461 (E3208)	VS514
1963-	Tiger 90	V232 (E4640)	V136 (E3739)	G461 (E3208)	G461 (E3208)	VS514

500 c.c.

1946-59	5T	V13 (E1955)	V14 (E1956)	G420 (E1480)	G424 (E1804)	VS279
1946-50	T100	V13 (E1955)	V14 (E1956)	G420 (E2899)	G424 (E2900)	VS279
1951-59	T100 and TR5	V25 (E2989)	V14 (E1956)	G420 (E2899)	G424 (E2900)	VS279
1959-63	T100A, 5TA	V187 (E4012)	V188 (E4013)	G461 (E3208)	G461 (E3208)	VS537

Genuine part numbers shewn in brackets for reference only. Do not quote these when ordering.

650 c.c.

Year	Model	VALVES		VALVE GUIDES		Valve Springs
		Inlet	Exhaust	Inlet	Exhaust	
1949-62	6T, Thunderbird	V23 (E2903)	V24 (E2904)	G420 (E2899)	G424 (E2900)	VS279
1954-57	T110, TR6	V137 (E3310)	V24 (E2904)	G420 (E2899)	G424 (E2900)	VS279
1958-63	T110, TR6	V137 (E3310)	V138 (E3927)	G420 (E2899)	G424 (E2900)	VS279
1959-63	T120, 'Bonneville'	V137 (E3310)	V138 (E3927)	G420PB (E3827)	G424PB (E3828)	VS510

Velocette

150 c.c. and 200 c.c.

1949-51 1951-63	LE, 150 c.c. LE, 200 c.c.	V67 (LE-15)	V68 (LE-15-2)	G467 (LE-22)	G467 (LE-22)	VS417
1957-63	Valiant	V179 (LE-15-4)	V180 (LE-15-3)	G495 (LE-22-3)	G496 (LE-22-2)	VS517

250 c.c.

1935-48	MOV	V63 (M2-2)	V64 (M2-2)	G349 (M-3)	G349 (M-3)	VS147A
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350 c.c.

1935-52	MAC	V63 (M2-2)	V64 (M2-2)	G349 (M-3)	G349 (M-3)	VS147A
1952-55	MAC, Alloy Head	V107 (M2-8)	V108 (M2-8)	G475PB (M3-6)	G476PB (M3-4)	VS147A
1956-60	MAC, Alloy Head	V107 (M2-8)	V106 (M2-11)	G475PB (M3-6)	G477PB (M3-5)	VS147A
1954-63	Viper	V109 (M2-12)	V110 (M2-16)	G475PB (M3-6)	G477PB (M3-5)	VS533

Genuine part numbers shewn in brackets for reference only. Do not quote these when ordering.

500 c.c.

Year	Model	VALVES		VALVES GUIDES		Valve Springs
		Inlet	Exhaust	Inlet	Exhaust	
1954-62	MSS	V111 (M2-7)	V116 (M2-6)	G475PB (M3-6)	G477PB (M3-5)	VS533
1954-63	Venom, Endurance	V111 (M2-7)	V112 (M2-17)	G475PB (M3-6)	G477PB (M3-5)	VS533

Vincent

500 c.c.

1935-39	Comet (Hairpin Springs)	V177 (ET-34)	V178 (ET-33)	G493PB (Lower)	G494PB (Lower)	VS498
1949-55	Meteor and Comet	V177 (ET-34)	V178 (ET-33)	G493PB (Lower)	G494PB (Lower)	VS433
1950-55	Grey Flash	V177 (ET-34)	V178 (ET-33)	G493PB (Lower)	G494PB (Lower)	VS432

1000 c.c.

1946-55	Black Lightning and Shadow	V177 (ET-34)	V178 (ET-33)	G493PB (Lower)	G494PB (Lower)	VS432A
1946-55	Rapide	V177 (ET-34)	V178 (ET-33)	G493PB (Lower)	G494PB (Lower)	VS433A

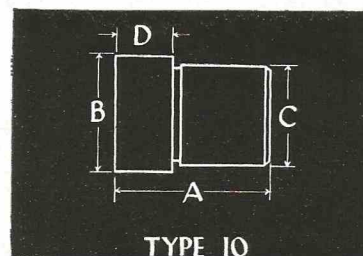
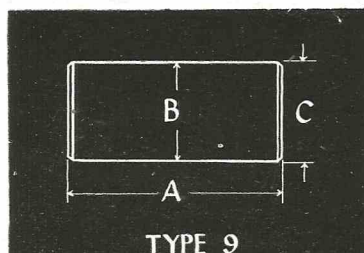
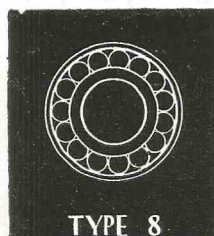
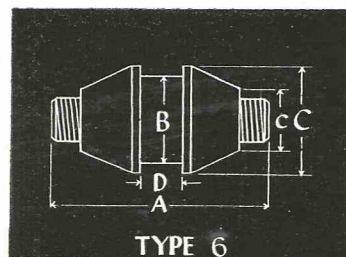
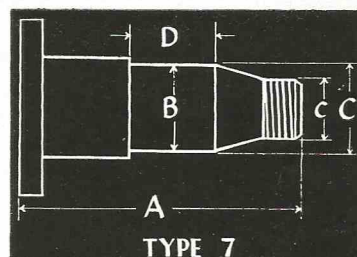
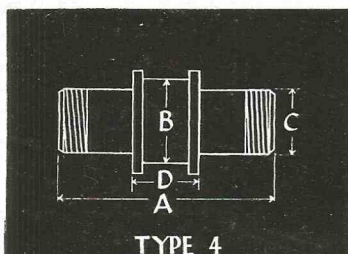
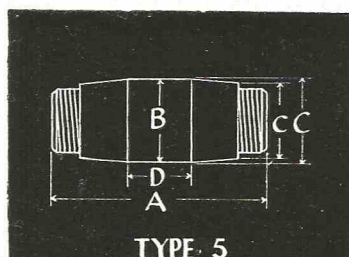
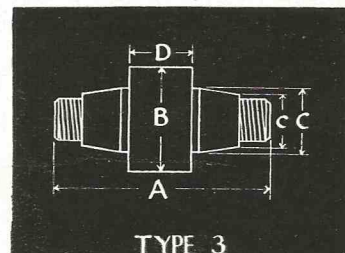
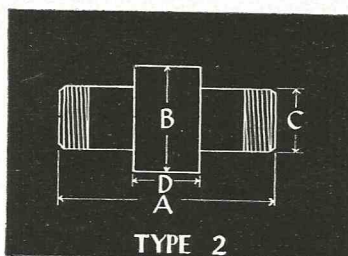
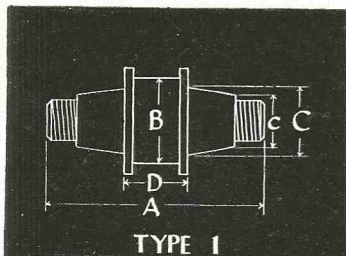
SECTION 3



DIMENSIONS OF BIG END BEARINGS AND SMALL END BUSHES



CRANK PIN TYPES



		CRANKPINS							OUTER RACE		
Alpha Part No.	Replacing Genuine Part No.	Type	Overall Length "A"	Track Dia. "B"	Shank Dia. "C"	Centre Width "D"	Roller Size	Outside Dia.	Inside Dia.	Width	
AER-Macchi											
AM1	—	2	2.355	1.260	.9865	.792	—		Not Fitted		
AM2	—	4	2.355	1.270	.9865	.908	—		Not Fitted		
AM3	—	4	2.355	1.270	1.1835	.908	—		Not Fitted		
A.J.S. and Matchless											
AMC4	—	2	2.625	.965	.753	.515	$\frac{1}{4} \times \frac{1}{4}$	1.751	1.467	.500	
AMC5	—	2	2.885	1.204	.753	.950	$\frac{1}{4} \times \frac{1}{4}$	2.000	1.704	.937	
AMC6	017020	2	2.885	1.204	.878	.950	$\frac{1}{4} \times \frac{1}{4}$	2.000	1.704	.937	
AMCLC	—	2	2.660	1.515	.753	.640	$\frac{1}{4} \times \frac{1}{4}$	2.313	2.017	.630	
AMC10	—	2	3.250	1.515	1.003	.640	$\frac{1}{4} \times \frac{1}{4}$	2.313	2.017	.625	
AMC11	—	2	3.3125	—	1.003	.875	Needle	1.814	—	.857	
AMC8	—	2	3.375	1.515	1.003	1.376	$\frac{1}{4} \times \frac{1}{4}$	2.313	2.017	.630/	
AMC/S1	—	4	2.625	1.202	.814	.790	$\frac{1}{4} \times \frac{1}{4}$	2.001	1.704	.625	
AMC/S2	—	4	2.745	1.202	.938	.930	$\frac{1}{4} \times \frac{1}{4}$	2.001	1.704	.687	
AMC/S3	—	4	2.680	1.202	1.002	.930	$\frac{1}{4} \times \frac{1}{4}$	2.001	1.704	.687	
AMCSU	—	2	2.605	1.202	.753	.640	$\frac{1}{4} \times \frac{1}{4}$	2.002	1.704	.625	
AMC7A	—	4	3.250	.960	.753	1.475	$\frac{1}{4} \times \frac{1}{4}$	1.751	1.462	.625	
AMC7B	—	4	3.250	1.202	.939	1.605	$\frac{1}{4} \times \frac{1}{4}$	2.002	1.704	.687	
AMC7D	—	2	3.375	1.515	1.003	1.275	$\frac{1}{4} \times \frac{1}{4}$	2.313	2.017	.630	
AMC7C	—	2	3.3125	1.515	1.003	1.015	$\frac{1}{4} \times \frac{1}{4}$	2.313	2.017	.500	
AMC7R	015774	2	3.125	1.516	.8785	.950	$\frac{1}{4} \times \frac{1}{4}$	2.313	2.017	.937	
AMC12	022313	2	2.970	1.515	1.004	.695	$\frac{1}{4} \times \frac{1}{4}$	2.314	2.0165	.685	
AMC12S	—	2	2.850	1.515	1.004	.695	$\frac{1}{4} \times \frac{1}{4}$	2.314	2.0155	.685	
AMC13	—	2	2.500	1.0315	.754	.735	$\frac{1}{4} \times \frac{3}{8}$		Not Fitted		
AMC14	042006	2	2.690	1.204	.752/.754	.695	$\frac{1}{4} \times \frac{1}{4}$		Not Fitted		
AMC14L	—	2	2.680	1.204	.7525	.695	$\frac{1}{4} \times \frac{1}{4}$	2.000	1.7045	.685	
AMC15	—	2	2.035	.874	.692	.735	$\frac{1}{4} \times \frac{3}{8}$		Not Fitted		
AMC16	—	2	2.475	1.0315	.755	.735	$\frac{1}{4} \times \frac{3}{8}$		Not Fitted		
AMC17	044020	2	2.687	1.515	.880	.690	$\frac{1}{4} \times \frac{1}{4}$	2.312	2.017	.675	
AMC18	041531	9	1.990	1.032	1.032	—	$\frac{1}{4} \times \frac{3}{8}$		Not Fitted		
AMC19	045020	9	1.790	.875	.875	—	$\frac{1}{4} \times \frac{3}{8}$		Not Fitted		
Anzani											
ANZ1	—	2	1.605	.896	$\left\{ \begin{array}{l} .717 \cdot .722 \\ .727 \cdot .732 \\ .722 \cdot .727 \\ .732 \cdot .737 \end{array} \right\}$.505	$\frac{3}{16} \times \frac{5}{16}$		Not Fitted		
Ariel											
AB5	12177-54 (29-2196)	1	2.650	.969	.842/.948	.812	$\frac{1}{4} \times \frac{1}{4}$		Not Fitted		
A2	—	1	2.510	.965	.758/.830	.700	$\frac{1}{4} \times \frac{1}{4}$	1.688	1.468	.625	
A3	—	1	3.010	1.045	.895/1.000	.750	$\frac{1}{4} \times \frac{1}{4}$	1.8435	1.547	.625	
A4	—	1	3.010	1.045	.895/1.000	.750	$\frac{1}{4} \times \frac{1}{4}$	1.8435	1.547	.625	
A5	1080-29	1	3.010	1.045	.895/1.000	.750	$\frac{1}{4} \times \frac{1}{4}$	1.8435	1.547	.625	
A6	—	4	2.900	1.202	.938	1.000	$\frac{1}{4} \times \frac{1}{4}$	1.9375	1.704	.687	
A7	1080-37	4	2.900	1.202	1.001	1.000	$\frac{1}{4} \times \frac{1}{4}$	1.9375	1.704	.687	
A8S	—	8	—	.977	—	.437	$\frac{1}{4} \times \frac{1}{4}$	1.689	1.479	.417	
A8L	—	8	—	1.200	—	.437	$\frac{1}{4} \times \frac{1}{4}$	1.9375	1.702	.417	
A9	T32	2	1.968	.897	.6885	.503	$\frac{1}{16} \times \frac{1}{16}$		Not Fitted		
B.M.W.											
BMW1	—	9	1.960	1.260	1.260	.600	5 × 10 mm.		Not Fitted		
BMW3	—	9	1.960	1.260	1.260	.725	No Rollers		Not Fitted		
BMW4	—	9	1.960	1.260	1.260	.600	5 × 10 mm.		Not Fitted		

See page 56 for illustrations of crank pin types.

				CRANKPINS				OUTER RACE		
Alpha Part No.	Replacing Genuine Part No.	Type	Overall Length "A"	Track Dia. "B"	Shank Dia. "C"	Centre Width "D"	Roller Size	Outside Dia.	Inside Dia.	Width
B.S.A.										
B3	—	1	2.430	.965	.751/.870	.687	$\frac{1}{4}'' \times \frac{1}{4}''$	1.648	1.468	.676
B4	29-775	4	2.650	.968	.878	.845	$\frac{1}{4}'' \times \frac{1}{4}''$		Not Fitted	
B5	29-2196	1	2.673	.968	.842/.948	.818	$\frac{1}{4}'' \times \frac{1}{4}''$		Not Fitted	
B6	—	1	2.625	1.272	.847/.950	.815	$\frac{1}{4}'' \times \frac{1}{4}''$		Not Fitted	
B9	—	3	2.887	1.272	.820/.945	.750	$\frac{1}{4}'' \times \frac{5}{16}''$	2.126	1.774	.735
B11N	—	3	2.875	1.125	.730/.875	.570	$\frac{1}{4}'' \times \frac{1}{4}''$	1.879	1.627	.562
B11W	—	3	3.250	1.125	.730/.875	.756	$\frac{1}{4}'' \times \frac{5}{16}''$	1.879	1.627	.740
B12	24-371	3	3.470	1.272	.730/.935	.750	$\frac{1}{4}'' \times \frac{5}{16}''$	2.126	1.774	.735
B13	24-2108	3	2.900	1.272	1.010/1.130	.772	$\frac{1}{4}'' \times \frac{5}{16}''$	2.126	1.774	.750
B14	66-545	1	2.980	1.272	1.120/1.130	1.000	$\frac{1}{4}'' \times \frac{5}{16}''$	2.126	1.774	.873
B14GS										
B15		4	3.250	1.125	.939	1.470	$\frac{1}{4}'' \times \frac{1}{4}''$	1.875	1.627	.593
B16Y	—	4	3.375	1.125	1.003	1.3125	$\frac{1}{4}'' \times \frac{1}{2}''$	1.875	1.625	1.300
B16G	—	3	3.375	1.270	.805/.937	1.250	$\frac{1}{4}'' \times \frac{1}{4}''$	2.021	1.774	.342/.594
B16A	—	3	2.8125	1.270	.737/.880	1.250	$\frac{1}{4}'' \times \frac{1}{4}''$	2.021	1.774	.342/.594
B16B	—	3	3.375	1.270	.730/.880	1.250	$\frac{1}{4}'' \times \frac{1}{4}''$	2.021	1.774	.342/.594
B18	—	3 or 4	3.8125	1.320	1.080/1.180	.980/ 1.300	$\frac{3}{8}'' \times \frac{3}{8}''$	2.441	2.127	.485/.625
B20	90-254	2	1.630	.770	.750	.270	7 × 7 mm.		Not Fitted	
B20C	—	2	1.715	.885	.750	.380	$\frac{1}{4}'' \times \frac{3}{8}''$		Not Fitted	
B20K	90-1340	2	1.845	1.159	.750	.565	$\frac{1}{4}'' \times \frac{5}{16}''$		Not Fitted	
B21	40-47	2	2.220	1.372	.941	.770	—	1.503	Shell	.750
B23	40-159	2	2.195	1.498	1.005	.770	—	1.628	Shell	.750
B24	—	4	2.195	1.270	1.0045	.770	$\frac{1}{4}'' \times \frac{1}{4}''$	1.960	1.270	.750
Bianchi										
Bianchi 1	—	9	1.355	.577	.577	—	—		Not Fitted	
Bianchi 2	—	9	2.265	1.099	1.099	.863	—		Not Fitted	
Bianchi 3	—	9	1.928	.843	.843	.625	—		Not Fitted	
Bultaco										
BUL1	—	9	1.890	.709	.709	.550	—		Not Fitted	
Capri										
Capri 1	—	9	1.338	.850	.850	.385	—		Not Fitted	
Capri 2	—	9	1.398	.753	.753	.385	—		Not Fitted	
Capri 3	—	9	1.332	.787	.470	—	—		Not Fitted	
Capriolo										
CRO1	—	Bush 2	—	1.157	—	.510	—		Not Fitted	
CRO2	—		1.770	1.181	.988	.515	—		Not Fitted	
Diana										
Diana 1	—	9	1.725	1.055	1.055	.585	4 × 12 mm.		Not Fitted	
Ducati										
DC2	—	2	2.320	1.105	.905	.755	—		Not Fitted	
DC3	—	2	2.280	1.260	1.163	.790	—		Not Fitted	
DC4	—	9	1.568	.755	.755	—	—		Not Fitted	
DC5/1	—	2	2.410	1.174	.991	.750	3 × 14.25 mm.		Not Fitted	
DC5/2	—	2	2.335	1.180	.986	.750	3 × 14.25 mm.		Not Fitted	

See page 56 for illustrations of crank pin types.

		CRANKPINS						OUTER RACE		
Alpha Part No.	Replacing Genuine Part No.	Type	Overall Length "A"	Track Dia. "B"	Shank Dia. "C"	Centre Width "D"	Roller Size	Outside Dia.	Inside Dia.	Width
Excelsior										
X1	—	2	3-250	1-125	·878	·695	$\frac{1}{4}'' \times \frac{1}{4}''$	2-2315	Not Fitted	·805
X2	—	2	2-910	1-437	1-126	1-000	$\frac{1}{4}'' \times \frac{5}{16}''$		1-939	
XA	8221	10	1-125	·767	·690	·380	$\frac{3}{16}'' \times \frac{3}{16}''$		Not Fitted	
XB	—	2	1-285	·778	·767	·385	$\frac{1}{4}'' \times \frac{3}{16}''$		Not Fitted	
XT	3024	9	1-487	·717	·717	·550	$\frac{1}{4}'' \times \frac{1}{4}''$		Not Fitted	
X4	—	2	1-500	·843	·719	·510	$\frac{3}{16}'' \times \frac{3}{16}''$		Not Fitted	
Gilera										
GL1	—	9	2-830	1-127	1-127	·945	—	Not Fitted	Not Fitted	
GL2	—	9	2-480	1-127	1-127	·945	—			
Harley Davidson										
HD1	—	5	3-093	·999	·885/·999	1-375	$\frac{1}{4}'' \times \frac{1}{4}''$	1-688	1-501	·400/·560
HD2S	—	3	3-812	1-249	·975/1-110	1-650	$\frac{1}{4}'' \times \frac{1}{4}''$			
HD2L	—	5	3-812	1-249	1-100/1-249	1-780	$\frac{3}{16}''$ dia.			
							$\frac{3}{16}''$ dia.	1-816	1-626	·470/·810
								1-816	1-626	·470/·810
Heinkel										
HKL1	—	9	2-115	·984	·984	·705	6×6 mm.	Not Fitted	Not Fitted	Not Fitted
HKL2	—	9	2-240	·984	·984	·705	6×6 mm.			
HKL4	—	9	2-115	·984	·984	·705	6×6 mm.			
Itom										
Itom 1	—	9	1-340	·704	·704	·315	—	Not Fitted		
Indian										
IND1	43902	5	3-1875	·875	·762/·875	2-500	$\frac{1}{4}'' \times \frac{1}{4}''$	1-564	1-377	·365/·740
IND2	—	5	3-375	1-000	·925/1-000	1-625	$\frac{1}{4}'' \times \frac{5}{16}''$	1-689	1-502	·400/·800
IND3	—	2	1-885	·960	·956	·508	$\frac{1}{4}'' \times \frac{1}{4}''$	Not Fitted		
J.A.P.										
JAP 1/A	—	5	2-375	·750	·685/·750	·8125	$\frac{1}{4}'' \times \frac{1}{4}''$	1-5015	1-251	·670
JAP 1/B	—	5	2-315	·866	·805/·866	·6562	$\frac{1}{4}'' \times \frac{1}{4}''$	1-611	1-368	·670
JAP 1/C	—	5	2-320	·991	·930/·991	·6875	$\frac{1}{4}'' \times \frac{1}{4}''$	1-751	1-493	·680
JAP 2/A	—	5	2-572	·991	·925/·991	·8125	$\frac{1}{4}'' \times \frac{5}{16}''$	1-803	1-493	·805
JAP 2/B	—	5	2-572	·866	·791/·866	·6875	$\frac{1}{4}'' \times \frac{1}{4}''$	1-611	1-368	·671
JAP 3/A	—	5	2-975	·991	·900/·991	·8437	$\frac{1}{4}'' \times \frac{5}{16}''$	1-8025	1-493	·828
JAP 3/B	—	5	2-931	1-125	1-025/1-125	·7187	$\frac{1}{4}'' \times \frac{5}{16}''$	1-926	1-627	·687
JAP 4	—	5	2-900	1-125	1-040/1-125	·6875	$\frac{1}{4}'' \times \frac{1}{2}''$	2-064	1-627	·692
JAP 4S	—	5	2-900	1-125	1-040/1-125	·6875	$\frac{1}{4}'' \times \frac{1}{2}''$	1-926	1-627	·692
JAP 5/A	—	5	3-4375	·991	·916/·991	1-625	$\frac{1}{4}'' \times \frac{5}{16}''$	1-927	1-493	·342/·603
JAP 5/B	—	5	3-500	1-125	1-030/1-125	1-3125	$\frac{1}{4}'' \times \frac{1}{4}''$	1-927	1-627	1-293
JAP 6	—	4	2-9375	1-040	·7835	·937	$\frac{1}{4}'' \times \frac{1}{4}''$	1-802	1-542	·808
Norton										
N1	—	4	2-997	1-045	1-001	1-000	$\frac{1}{4}'' \times \frac{1}{4}''$	2-001	1-546	·750
N2	—	4	2-997	1-045	1-001	1-000	$\frac{1}{4}'' \times \frac{1}{4}''$	2-001	1-546	·750
N3	A2-27	4	2-997	1-045	1-021	1-000	$\frac{1}{4}'' \times \frac{1}{4}''$	2-001	1-546	·750
N5/IS	A10-27	4	2-830	1-326	1-005	1-125	$\frac{1}{4}'' \times \frac{5}{16}''$	2-0625	1-826	·661
N5/IL	A11-27	4	3-200	1-4375	1-1255	1-125	$\frac{1}{4}'' \times \frac{5}{16}''$	2-3145	1-940	·717
N5/M	A11M-27	4	2-690	1-437	1-126	1-000	$\frac{5}{16}'' \times \frac{5}{16}''$	2-3145	2-064	·717
N6	—	4	2-690	1-437	1-126	1-000	$\frac{5}{16}'' \times \frac{5}{16}''$	2-062	2-314	·970
								(flanged)		

See page 56 for illustrations of crank pin types.

			CRANKPINS					OUTER RACE		
Alpha Part No.	Replacing Genuine Part No.	Type	Overall Length "A"	Track Dia. "B"	Shank Dia. "C"	Centre Width "D"	Roller Size	Outside Dia.	Inside Dia.	Width
N.S.U.										
NSU1	16 04	9	1.125	.656	.656	—	$\frac{3}{16} \times \frac{3}{16}$ "		Not Fitted	
NSU2	—	2	1.355	.941	.710	.400	—		Not Fitted	
NSU4	19 04	2	2.090	1.260	1.028	.680	5 × 10 mm.		Not Fitted	
NSU7	081 804 136	2	2.055	1.417	1.107	.797	6 × 12 mm.		Not Fitted	
NSU8	081 804 101	2	1.850	1.067	.950	.482	—		Not Fitted	
NSU9	—	2	1.850	1.002	.950	.562	—		Not Fitted	
Panther										
P1	—	1	3.000	.895	.760/.856	.690	$\frac{1}{4} \times \frac{1}{4}$ "	1.751	1.396	.655
P2	—	1	3.000	1.056	.856	.695	$\frac{1}{4} \times \frac{1}{4}$ "	1.876	1.559	.655
P3	—	1	3.0625	1.111	1.006/1.105	.875	$\frac{1}{16} \times \frac{5}{16}$ "	2.126	1.736	.687
P4	—	4	3.000	1.056	1.002	.837	$\frac{1}{4} \times \frac{1}{4}$ "	1.876	1.5575	.655
P6	—	4	3.063	1.111	1.1265	1.037	$\frac{5}{16} \times \frac{5}{16}$ "	2.126	1.7375	.687
Royal Enfield										
RE1N	27293	2	1.250	.725	.660	.343	$\frac{1}{4} \times \frac{5}{16}$ "		Not Fitted	
RE1W	30553	2	1.390	.725	.660	.515	$\frac{1}{4} \times \frac{1}{4}$ "		Not Fitted	
RE3	—	4	2.500	.890	.753	.880	$\frac{1}{4} \times \frac{5}{16}$ "		Not Fitted	
RE4	—	2	1.870	1.000	.753	.515	$\frac{1}{4} \times \frac{5}{16}$ "		Not Fitted	
RE5	—	5	1.605	.866	.795/.866	.875	$\frac{1}{4} \times \frac{5}{16}$ "	1.6275	1.368	.610
RE6 $\frac{3}{8}$ "	—	4	2.5625	.465	.973	.915	$\frac{1}{4} \times \frac{5}{16}$ "	1.656	1.468	.625
RE6 $\frac{11}{16}$ "	—	4	2.5625	.465	.973	.915	$\frac{1}{4} \times \frac{5}{16}$ "	1.656	1.468	.680
RE6 $\frac{3}{4}$ "	—	4	2.5625	.465	.973	.915	$\frac{1}{4} \times \frac{5}{16}$ "	1.656	1.468	.750
RE7	—	4	2.900	1.125	1.128	.975	$\frac{1}{4} \times \frac{5}{16}$ "	1.815	1.627	.750
RE7S	—	4	2.545	1.125	.973	.920	$\frac{1}{4} \times \frac{5}{16}$ "	1.815	1.627	.748
RE8	38726 24593	2	2.710	1.125	1.128	.770	Bush	1.815	1.627	.748
RE9	19884	2	2.930	1.125	1.128	.770	Bush	1.815	1.627	.748
RE10	—	5	3.4375	1.000	.925/1.000	1.750	$\frac{1}{4} \times \frac{5}{16}$ "	1.690	1.502	.441/.745
RE11	—	5	2.893	1.000	.910/1.000	.8125	$\frac{1}{4} \times \frac{5}{16}$ "	1.690	1.502	.745
RE80	38726 24593	2	2.710	1.250	1.128	.770	—	1.815	1.625	.748
RE90	19884	2	2.930	1.250	1.128	.770	—	1.815	1.625	.748
RE12S	36902	2	2.715	1.0925	.972	.760	$\frac{3}{16} \times \frac{1}{2}$ "	1.656	1.469	.750
RE12	39489	2	2.720	1.250	.972	.750	Bush	1.815	1.625	.748
RE13	37717 38726	2	2.875	1.249	1.003	1.000	$\frac{3}{16} \times \frac{9}{16}$ "	1.815	1.6245	.990
Rudge										
RU1	—	5	2.590	1.222	1.122/1.222	1.0937	.181 × $\frac{51}{64}$ "		Not Fitted	
RU2	—	4	2.547	1.136	.987	.865	$\frac{1}{4} \times \frac{1}{4}$ "		Not Fitted	
RU3	—	6	2.910	.866	1.005/1.110	1.150	.181 × 1.145		Not Fitted	
RU4	—	5	3.000	1.106	1.010/1.106	1.3125	$\frac{51}{64} \times .181$		Not Fitted	
RU5	—	4	2.700	1.331	1.001	1.125	$\frac{1}{4} \times \frac{5}{16}$ "		Not Fitted	
RU6	—	5	3.030	1.222	1.125/1.222	1.250	$\frac{51}{64} \times .181$		Not Fitted	
RU7	—	4	2.700	1.331	1.001	1.125	$\frac{1}{4} \times \frac{1}{4}$ "		Not Fitted	
Sachs										
SC1	—	4	1.177	.622	.621/.629	.408	.207 × .217	1.263	1.032	.385
SC3	—	4	1.772	.812	.820/.830	.508	$\frac{1}{4} \times \frac{5}{16}$ "	1.621	1.3125	.500
SC3S	—	4	1.772	.812	.820/.830	.508	$\frac{1}{4} \times \frac{5}{16}$ "	1.697	1.3125	.500
SC4	—	4	2.005	.812	.820/.830	.585	$\frac{1}{4} \times \frac{5}{16}$ "	1.697	1.3125	.580

See page 56 for illustrations of crank pin types.

		CRANKPINS						OUTER RACE		
Alpha Part No.	Replacing Genuine Part No.	Type	Overall Length "A"	Track Dia. "B"	Shank Dia. "C"	Centre Width "D"	Roller Size	Outside Dia.	Inside Dia.	Width
Sunbeam										
SU1	—	2	3.056	1.250	.880	1.000	$\frac{5}{16}'' \times \frac{5}{16}''$	2.067	1.875	.805
SU1/M	—	4	3.125	1.202	.880	1.000	$\frac{3}{4}'' \times \frac{5}{16}''$	2.067	1.704	.805
SU2	—	2	2.380	1.000	.754	1.000	$\frac{5}{16}'' \times \frac{5}{16}''$	1.815	1.628	.805
SU4/3	—	2	3.030	1.000	.876/.880	1.000	$\frac{5}{16}'' \times \frac{5}{16}''$	1.815	1.628	.805
SU4/10	—	2	3.030	1.000	.876/.889	1.000	$\frac{5}{16}'' \times \frac{5}{16}''$	1.815	1.628	.805
SU5	—	2	2.788	1.000	.755	1.000	$\frac{5}{16}'' \times \frac{5}{16}''$	1.815	1.628	.805
AMCSU	—	2	2.605	1.202	.753	.640	$\frac{1}{4}'' \times \frac{1}{4}''$	2.002	1.704	.625
AMC5	—	2	2.855	1.202	.753	.950	$\frac{3}{4}'' \times \frac{1}{4}''$	2.000	1.704	.937
AMC6	—	2	2.855	1.202	.878	.950	$\frac{1}{4}'' \times \frac{1}{4}''$	2.000	1.704	.937
Triumph										
T1	—	3	1.765	.880	.612/.626	.445	$\frac{7}{32}'' \times \frac{7}{32}''$		Not Fitted	
T2	—	2	2.462	.965	.818	.827/.507	$\frac{3}{4}'' \times \frac{1}{4}''$		Not Fitted	
T3	E595	1	2.5625	.965	.902/1.002	.742	$\frac{1}{4}'' \times \frac{1}{4}''$	1.714	1.467	.567
T4	E513	1	3.040	1.202	1.050/1.193	.880	$\frac{1}{4}'' \times \frac{5}{16}''$	1.955	1.705	.687
T6	E3291	4	1.940	.965	.754	.430	$\frac{1}{4}'' \times \frac{5}{16}''$	1.715	1.4665	.420
T7	E3414	2	1.950	.900	.754	.655	$\frac{3}{16}'' \times \frac{1}{4}''$		Not Fitted	
T8	E3414	2	1.940	.900	.815	.655	$\frac{1}{16}'' \times \frac{3}{8}''$		Not Fitted	
T9	—	9	1.940	.815	.815	.635	4 × 10 mm.	1.441	1.1305	.630
T10	—	2	1.400	.8745	.691	.380	4 × 6 mm.		Not Fitted	
Velocette										
V1	—	4	2.095	.860	.761/.749	.536	$\frac{5}{16}'' \times \frac{5}{16}''$		Not Fitted	
V2	M192	2	2.183	1.250	.761/.755	.812	$\frac{5}{16}'' \times \frac{9}{16}''$	2.000	1.625	.625
V3	K192	2	2.195	1.375	.761/.755	.812	$\frac{3}{16}'' \times \frac{9}{16}''$	2.126	1.751	.625
V4	M192	2	2.247	1.500	.883/.875	.812	$\frac{3}{16}'' \times \frac{9}{16}''$	2.251	1.876	.625
V112	—	4	2.211	.965	.753	.628	$\frac{1}{4}'' \times \frac{1}{4}''$	1.875	1.467	.437
V630	—	4	2.180	.965	.761/.755	.628	$\frac{1}{4}'' \times \frac{1}{4}''$	1.875	1.467	.437
V129	—	4	2.215	1.045	.761/.755	.688	$\frac{7}{16}'' \times \frac{5}{16}''$	2.001	1.547	.500
V893	—	4	2.206	1.045	.761/.755	.688	$\frac{7}{16}'' \times \frac{5}{16}''$	2.001	1.547	.500
V5	—	2	2.250	1.375	.878/.875	.812	$\frac{3}{16}'' \times \frac{9}{16}''$	2.126	1.751	.625
V6	M192/5	2	2.115	1.500	1.252/1.247	.812	$\frac{3}{16}'' \times \frac{9}{16}''$	2.251	1.8765	.625
V7	LE11/12	2	1.366	1.3772	1.002/.996	.406	—		Not Fitted	
Villiers										
VIL1M	—	2	1.100	.766	.627	.375	$\frac{1}{4}'' \times \frac{3}{8}''$		Not Fitted	
VIL1A	—	10	.866	.766	.657	.375	$\frac{3}{16}'' \times \frac{3}{8}''$		Not Fitted	
VIL2	E7493	9	1.475	.656	.656	.375	$\frac{3}{16}'' \times \frac{3}{16}''$		Not Fitted	
VIL3	E5157	2	1.375	.725	.657	.515	$\frac{3}{4}'' \times \frac{1}{4}''$		Not Fitted	
VIL4	{ E7505 E7116 }	9	1.625	.7985	.7985	.515	$\frac{1}{4}'' \times \frac{1}{4}''$		Not Fitted	
VIL5	—	2	1.805	.875	.752	.515	$\frac{1}{4}'' \times \frac{1}{2}''$		Not Fitted	
VIL6	E7534	9	1.487	.717	.717	.515	$\frac{1}{4}'' \times \frac{1}{4}''$		Not Fitted	
VIL7	E8666	9	1.625	.717	.717	.515	$\frac{1}{4}'' \times \frac{1}{4}''$		Not Fitted	
VIL8	{ E9024 E7647 }	9	1.205	.538	.538	—	$\frac{3}{16}'' \times \frac{3}{8}''$		Not Fitted	
VIL9	{ E7493 E7268 }	9	1.470	.6565	.6565	—	$\frac{3}{16}'' \times \frac{3}{8}''$		Not Fitted	
VIL10	{ E7578 E6695/1 }	2	1.230	.766	.628	.380	$\frac{3}{16}'' \times \frac{3}{8}''$		Not Fitted	
VIL11	{ E7579 E6378 }	2	1.734	.874	.755	.505	$\frac{1}{4}'' \times \frac{1}{4}''$		Not Fitted	
VIL12	{ E9691 E8690 }	9	1.865	.799	.799	—	$\frac{1}{4}'' \times \frac{1}{4}''$		Not Fitted	
VIL13	{ E10451 E8400 }	9	1.795	.799	.799	—	$\frac{1}{4}'' \times \frac{1}{4}''$		Not Fitted	
VIL14	{ E9540 E7567 }	9	1.980	.874	.874	—	$\frac{1}{4}'' \times \frac{1}{4}''$		Not Fitted	

See page 56 for illustrations of crank pin types.

		CRANKPINS						OUTER RACE		
Alpha Part No.	Replacing Genuine Part No.	Type	Overall Length "A"	Track Dia. "B"	Shank Dia. "C"	Centre Width "D"	Roller Size	Outside Dia.	Inside Dia.	Width
Vincent										
HRD1	—	2	3-060	1-500	1-001	.970	$\frac{3}{16}'' \times \frac{9}{16}''$	2-125	1-876	.962
Std.*	—	2	3-060	1-577	1-001	.970	$\frac{11}{16}'' \times \frac{3}{16}''$	2-125	1-814	.962
HRD2L	—	2	4-550	1-500	1-001	2-220	$\frac{3}{16}'' \times \frac{9}{16}''$	2-125	1-876	.962
Std.*	—	2	4-550	1-577	1-001	2-220	$\frac{11}{16}'' \times \frac{3}{16}''$	2-125	1-814	.962
HRD2S	—	2	4-550	1-550	1-001	2-475	$\frac{3}{16}'' \times \frac{9}{16}''$	2-125	1-876	.962
Std.*	—	2	4-550	1-557	1-001	2-475	$\frac{11}{16}'' \times \frac{3}{16}''$	2-125	1-814	.962
*The letters "STD" in the table above show the dimensions of the original design of Vincent bearings in each case. The other sizes refer to the special "Alpha" conversion										
Zündapp										
Z1	—	9	1-168	.571	.571	.270	3 × 5 mm.	1-028	.8076	.235
Z2	—	9	1-485	.571	.571	.315	4 × 4 mm.	1-028	.8864	.312
Z3	—	9	1-485	.571	.571	.315	4 × 4 mm.	1-129	.8864	.312

See page 56 for illustrations of crank pin types.

ALPHA SMALL END BUSHES

Alpha Part No.	Make	Genuine Part No.	Inside Diameter	Outside Diameter	Length
SE1	A.J.S., MATCHLESS	017317	.875	1-065	1-065
SE2	ARIEL	—	.750	.945	.800
SE3	ARIEL	—	.812	.918	1-000
SE4	ARIEL	1130-35 (A7-484)	.812	.909	1-125
SE5	ARIEL	—	1-000	1-198	1-062
SE6	ARIEL	—	.625	.755	.705
SE7	ARIEL	1131-37 (ET-1115)	.687	.8125	1-000
SE8	B.S.A.	—	.625	.814	1-0312
SE9	B.S.A.	—	.750	.948	1-0312
SE10	B.S.A.	—	.625	.815	.880
SE11	B.S.A.	12186 (65-444)	.625	.692	.781
SE12	B.S.A.	—	.750	.815	1-093
SE13	B.S.A.	66-492	.750	.815	1-062
SE14	B.S.A.	—	.750	.938	1-315
SE15	B.S.A.	66-491	.750	.938	1-075
SE16	B.S.A.	—	.625	.877	1-562
SE18	B.S.A.	—	.750	.938	1-125
SE20	B.S.A.	—	.750	.937	1-218
SE21	B.S.A.	—	.750	.939	1-325
SE22	B.S.A.	—	.750	.939	1-087
SE23	B.S.A.	—	.866	1-032	1-187
SE24	B.S.A.	90-130	.4687	.562	.625
SE26	CALTHORPE	—	.625	.815	1-035
SE27	CALTHORPE	—	.750	.939	1-250
SE29	DOUGLAS	—	.562	.689	1-125
SE30	DOUGLAS	—	.500	.627	.937
SE31	DOUGLAS	—	.625	.750	.750
SE32	DOUGLAS	5355	.5905	.672	.625
SE33	EXCELSIOR	—	.492	.6875	.8125
SE34	EXCELSIOR	—	.718	.911	.9375
SE35	EXCELSIOR	—	.718	.920	.942
SE36	EXCELSIOR	E-5780	.492	.695	.755
SE37	EXCELSIOR	—	.718	.850	.875

Alpha Part No.	Make	Genuine Part No.	Inside Diameter	Outside Diameter	Length
SE39	VINCENT	—	.875	1.005	1.125
SE41	JAP	—	.614	.815	.880
SE42	JAP	—	.812	1.003	1.035
SE43	JAP	—	.812	1.003	1.125
SE44	JAP	—	.6875	.877	1.125
SE45	JAP	—	.812	1.002	1.000
SE47	LEVIS	—	.625	.817	.937
SE48	LEVIS	—	.687	.830	1.000
SE49	LEVIS	—	.687	.875	1.300
SE51	NORTON	A2-159	.875	1.032	1.125
SE52	NORTON	—	.625	.817	1.035
SE54	NORTON	—	.875	1.032	.975
SE57	NEW IMPERIAL ..	—	.630	.753	.750
SE58	NEW IMPERIAL ..	—	.750	.937	.875
SE59	NEW IMPERIAL ..	—	.625	.750	.775
SE60	NEW IMPERIAL ..	—	.625	.750	.790
SE61	NEW IMPERIAL ..	—	.750	.938	.968
SE63	PANTHER	—	.750	.876	.937
SE64	ROYAL ENFIELD ..	21249	.750	.875	.937
SE65	PANTHER	—	.875	1.066	1.1875
SE66	PANTHER	—	.875	1.005	1.260
SE67	RALEIGH	—	.709	.855	1.117
SE68	RALEIGH	—	.709	.855	.927
SE70	ROYAL ENFIELD ..	19278	.496	.629	.750
SE71	ROYAL ENFIELD ..	—	.615	.75	.875
SE72	ROYAL ENFIELD ..	—	.615	.815	1.035
SE74	ROYAL ENFIELD ..	—	.750	.941	1.165
SE75	ROYAL ENFIELD ..	22629	.750	.943	.9687
SE76	ROYAL ENFIELD ..	—	.750	.939	1.165
SE77	SUNBEAM	—	.750	.878	.950
SE78	SUNBEAM	—	.875	1.005	1.190
SE79	SUNBEAM	—	.875	1.005	1.260
SE80	SUNBEAM	—	.750	.877	1.035
SE82	TRIUMPH	—	.625	.752	.750
SE83	TRIUMPH	—	.689	.815	.875
SE84	TRIUMPH	—	.742	.847	1.062
SE85	TRIUMPH	—	.689	.815	.906
SE86	TRIUMPH	—	.689	.812	.937
SE87	TRIUMPH	—	.689	.815	.885
SE88	TRIUMPH	—	.742	.875	1.005
SE89	TRIUMPH	—	.742	.847	1.000
SE90	TRIUMPH	—	.742	.844	1.125
SE91	TRIUMPH	—	.742	.844	1.250
SE92	TRIUMPH	—	.689	.815	1.035
SE93	TRIUMPH	—	.750	.815	1.065
SE94	TRIUMPH	—	.750	.939	1.325
SE96	VELOCE	—	.500	.661	1.025
SE97	VELOCE	M29	.625	.825	1.065
SE98	VELOCE	M29/2	.8236	1.000	1.220
SE100	VILLIERS	—	.366	.494	.820
SE103	VILLIERS	E1729/1	.492	.688	.740
SE104	VILLIERS	E1547/1	.492	.688	.937
SE105	TRIUMPH	E1762	.5625	.6875	.750
SE106	TRIUMPH	E1511	.689	.815	1.031
SE107	B.S.A.	67-393	.6875	.816	.945
SE108	B.S.A.	67-210	.6875	.750	.920
SE109	B.S.A./AERIAL ..	10414-54	.750	.878	.945
SE130	LAMBRETTA	—	.550	.635	.780
SE131	LAMBRETTA	—	.6299	.750	.787
SE132	N.S.U.	16 04 00 003	.395	.515	.600
SE133	CYCLEMASTER ..	—	.354	.435	.395
SE134	B.S.A.	90-1385	.562	.658	.625
SE135	B.S.A.	—	.437	.503	.620
SE136	VINCENT	—	.468	.595	.585
SE137	N.S.U.	091 903 043	.590	.710	.675
SE138	SACHS	—	.472	.555	.475

Alpha Part No.	Make	Genuine Part No.	Inside Diameter	Outside Diameter	Length
SE139	NORTON	—	1.000	1.062	.975
SE140	VELOCE	—	.500	.600	.750
SE141	VELOCE	M29/3	.823	1.000	1.315
SE142	B.S.A.	40-63	.685	.755	.868
SE143	A.J.S.	042238	.750	.940	1.000
SE144	JAWA	—	.590	.753	.865
SE145	DIANA	—	.709	.868	.785
SE146	DOUGLAS	{ 18603 020651 }	.590	.672	.715
SE147	DOUGLAS	—	.625	.752	1.115
SE148	DOUGLAS	—	.625	.750	.940
SE149	HARLEY DAVIDSON ..	—	.7935	.8965	.935
SE150	HARLEY DAVIDSON ..	—	.793	.895	1.070
SE151	MOBY SCOOTER ..	—	.6299	.750	.775
SE153	ADLER	—	.590	.672	.710
SE154	SACHS	—	.590	.750	.670
SE155	SACHS	—	.708	.830	.710
SE156	INDIAN	4391	.625	.750	.875
SE157	GILERA	22007	.5709	.710	.870
SE158	GUZZI	38105	.630	.750	.785
SE159	ARIEL	—	.6004	.708	.750
SE160	ISO	—	.630	.750	.790
SE162	MAICO	—	.7087	.831	.875
SE163	ZUNDAPP	—	.468	.533	.590
SE164	B.M.W.	—	.708	.790	.785
SE165	BRITISH ANZANI ..	—	.615	.722	.740
SE167	N.S.U.	19 04 00 013	.590	.710	.670
SE168	N.S.U.	081 804 026	.708	.830	.865
SE169	VILLIERS	E6192	.366	.495	.620
SE170	VILLIERS	E6696/1	.492	.625	.845
SE171	VILLIERS	D7806	.615	.750	1.180
SE172	VILLIERS	—	.492	.688	.975
SE173	VILLIERS	E7858	.492	.688	.847
SE174	VILLIERS	E1170	.492	.688	1.150
SE175	M.V.	—	.670	.790	.790
SE177	HEINKEL	—	.4724	.550	.510
SE178	HEINKEL	—	.708	.830	.745
SE179	JAMES/FRANCIS BARNETT	041575	.562	.690	.750
SE180	JAMES/FRANCIS BARNETT	041797	.625	.750	.875
SE181	LAMBRETTA	—	.6299	.750	.787
SE182	ZUNDAPP	—	.708	.830	.760
SE183	SCOTT CYCAUTO ..	—	.500	.637	.630
SE184	SCOTT TWIN	—	.625	.825	1.125
SE186	LAMBRETTA	—	.472	.553	.570
SE189	DUCATI	—	.708	.870	.865
SE190	B.M.W... ..	—	.787	.868	.795
SE191	N.S.U.	—	.630	.750	.780
SE192	CAPRI	315H-2-172	.551	.652	.500
SE193	DOUGLAS VESPA ..	—	.590	.672	.715
SE195	JAWA 'MANET' ..	—	.625	.755	.705
SE196	CAPRI	A-29-3	.512	.632	.610
SE197	B.S.A.	40-475	.6875	.816	.872
SE198	JAMES/FRANCIS BARNETT	041519	.562	.751	.750
SE201	VILLIERS	—	.4257	.600	.567
SE202	DUCATI	—	.630	.713	.670
SE203	JAP	—	.4257	.600	.565
SE204	JAWA	—	.3937	—	.550
SE205	JAWA	—	.5906	.753	.750
SE207	ANZANI	—	.500	.723	.740
SE209	A.M.C.	—	.875	1.005	.935
SE210	BIANCHI	—	.4724	.596	.709
SE212	BULTACO	—	.630	.750	.560
SE213	TRIUMPH	—	.500	.630	.686
SE214	ITOM	—	.427	.595	.588
SE215	PARILLA	—	.630	.710	.585
SE216	PARILLA	—	.630	.710	.710

How to get to ALPHA Bearings

Our full address is :

KINGSLEY STREET,
NETHERTON,
NEAR DUDLEY,
WORCESTERSHIRE.

Being 1 mile from the centre of Dudley Town.

FROM REDDITCH, WORCESTER AND BROMSGROVE

Take A448 from Redditch or A38 from Worcester to BROMSGROVE. Leave Bromsgrove by A38 for Birmingham and in approximately 1 mile turn left, A459, for Romsley and Halesowen. Follow sign-posts for Dudley along A459 through Old Hill in to Netherton. (M5 Motorway leads directly to A459).

FROM WOLVERHAMPTON OR BIRMINGHAM

Take main Birmingham to Wolverhampton trunk road, A4123, to Burnt Tree round-about at Tipton. Leave main road for Dudley Town centre. Pass over two sets of traffic lights in Dudley Market Place and fork left at next traffic lights in approximately a quarter of a mile. Continue over level crossing, taking right fork at Jennings Service Station. Take second right and immediately sharp left in to Kingsley Street.

See inside front cover for Location Map.